

Maryland Gazette.

ANNAPOLIS, Thursday, June 14, 1827.

No. 24

MARYLAND

This compendious... routes in the following manner...

Leave Easton on the WEDNESDAY and SATURDAY... morning, and proceed to Annapolis... Leave Annapolis at 3 o'clock... proceed to Baltimore, where they arrive at 6 o'clock in the evening.

Leave Baltimore on the TUESDAY and FRIDAY of every week... morning, and proceed to Annapolis... Leave Annapolis at 11 o'clock... arrive at 6 o'clock in the evening.

On the MONDAY of every week... morning, and proceed to Annapolis... Leave Annapolis at 5 o'clock... arrive at 12 o'clock in the morning.

At each and every of the said... passengers, and where practicable... horses, carriages and other... conveniently accommodated as... will be received.

The rates of passage money... as follows: For every passenger from Easton... from Annapolis to Baltimore... the reverse

For ditto from Easton, the said... from Annapolis to Baltimore... the reverse

For ditto from Annapolis to Baltimore, or the reverse

For ditto from Baltimore to Chestertown or the intermediate place, or the reverse

For every horse or other beast of equal size, from place to place respectively, the same fare as for a passenger.

For every four wheel carriage from any of the said places on the Eastern Shore to any of the said places on the Western Shore, or the reverse

For every two wheel carriage from place to place as mentioned in the last rule

For every four wheel carriage from Annapolis to Baltimore, or the reverse

For every passenger, horse or gig, from Easton to Castle Haven, or the reverse

And for every four wheel carriage from or to Easton and Castle Haven, or the reverse

For every passenger of colour from Easton or other place on the Eastern Shore to Baltimore, or the reverse

For Ditto from the Eastern Shore to Annapolis, or from Annapolis to Baltimore, or the reverse

Articles of merchandise or other things which may conveniently be received and laden on board are subject to the same charges as for freight for the like articles on board the packets.

For every sheep or hog or animal of the like size, carried from any one of the said places to the other,

If more than six of each kind, the charge will be reduced in the discretion of the commander.

In the passages between Baltimore and Annapolis, and between Annapolis and Chestertown, if any passenger going in the boat shall also go the same day, the fare shall be charged as for going or returning, and not for both.

Under no inducement shall steam be employed than is necessary for her ordinary voyages.

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THE SONG OF THE JANISSARY. They trod down the mighty! By sea and by shore, they trod down the mighty!

They trod down the mighty! The victors who stood when life was poured forth like a flood!

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then, or some such material (to be determined on by experiment) a boat would thus be formed, resembling the Russian baidar, in which long coasting voyages are performed, or the surf boats at Madras, and in every respect suited to the intended purpose.

"The number of individuals I should propose to be employed on this service is twenty-four; namely, two officers and ten men to constitute each boat's crew. Annexed to this letter is a list of the articles required on such an expedition, also an estimate of the weight of each, together with a further explanation of some of the details, to which I beg to refer your Lordship.

"In this estimate provision has been made for seventy-two days, at a full and ample allowance, of every article which is known by experience to be required on such an occasion during a polar summer. This interval of time would make it necessary to traverse 16 1/2 miles per day in order to effect the proposed object, which, (unless favoured by considerable extents of open water) is perhaps too much to expect to accomplish. But having on repeated trials, found that seven days of such allowance may, without any privation whatever be extended to nine days, I feel confident that the supply mentioned in the estimate, aided by birds, seals &c. would be found quite sufficient for ninety-two days, reducing the daily distance to 13 miles.

"An oil-skin covered completely over the boats, answering also the purpose of a sail when required, would make the people comfortable during the times of rest, each man being provided with his blanket bag, and a suit of extra clothing as a dry shirt.

"From my knowledge of the qualities of the Esquimaux dogs, I am inclined to think that the object might be materially assisted by employing from twelve to twenty of these useful animals for draught, a portion of food might be taken for them, and more would probably be procured as the party advance, but even in case of the failure of their provision, the flesh of the dogs themselves would furnish no inconsiderable addition to that of the men.

"In case either of meeting with an island, or of finding ice which appears to be perpetually fixed or firmly grounded, an obvious part of the plan would be to leave there considerable portion of the baggage on the outward passage, to be taken up on the return, so as to be enabled to push on more rapidly. It is more than probable that the party would find some such mode of disencumbering themselves of a part of their baggage; besides the certain daily diminution of weight (amounting to sixty pounds,) occasioned by the expenditure of provision, fuel, &c.

To enable the party to take advantage of the season, it would be necessary for a ship to leave England with them about the beginning of April, so as to reach Smeerenburgh, towards the first week in May. By the middle of that month the whalers usually advance as far as Cloven Cliff. As it would be proper for the ship to be somewhat strengthened for resisting the ice, I beg to suggest that the Hecla would, in every respect, be well adapted to this service, from 20 to 30 men, including officers, being added to the 24 forming the party intended to go to the pole.

"Immediately on arriving at a proper station, the ship might be permanently and securely moored in a small and sheltered cove, of which there is no want in that neighbourhood. The expedition would then set off; about the first of June, directly to the northward, being accompanied for the first hundred miles by about twelve extra men, for the purpose of assisting in the transport of the baggage, so as to make a rapid progress for the first few days.

"This extra party would then return to the ship, direction being given to the commanding officer immediately to employ them in transporting to the northernmost of the Seven Islands marked in the chart a small quantity of provision, &c. as a supply for the expedition on its return, that station being 30 miles from the Hecla.

"Captain Parry has shown compiled so far to have this part of his plan, as to employ Lapland reindeer instead of Esquimaux dogs.

near the Pole than Cloven Cliff, and consequently the best to steer for in coming back.

It may be here suggested that, as regards the stay of the ship at the northern part of Spitzbergen during the three best months of the summer, the plan now proposed might be made subservient to the interests of science, by sending out some duly qualified person to employ himself during that interval, in conducting a series of experiments on the pendulum, in making a variety of interesting magnetic observations, in attending to the various meteorological phenomena, and in collecting specimens of natural history. At the same time the party proposed above to be sent to the Seven Islands might afterwards be engaged in exploring and surveying the eastern coast of Spitzbergen, of which we are at present wholly ignorant, and which it would be a matter of no ordinary interest to examine. I mention these collateral objects to show that during the absence of the party sent towards the Pole, the rest of the expedition might be constantly and beneficially employed.

"The practicability of thus reaching the North Pole appears to me to turn wholly on the question of resources. This being the case, it would very soon become a matter of simple calculation, whether or not the object was in the reach of the resources with which the party was furnished; so that they might at any time proceed or return according to circumstances. In other respects I can perceive nothing whatever, that should make it an enterprize of extraordinary risk. The summer temperature of the Polar regions is by no means uncomfortable; the sun would be constantly above the horizon, and our men have always enjoyed remarkably robust health during excursions of this nature. If open water should frequently occur, it is always sure to be smooth, and even if it were otherwise, a boat hauled up on a floe of ice, is as secure as on shore. In fact, the more open water is found, the more easy would be the accomplishment of the enterprize; and, taking the chance of such occasional assistance, I cannot but entertain a confident hope that the whole might be completed by the end of August; and the expedition again in England before the middle of September.

"With respect to the nature of the ice on which, in case of little open water, the boats would require to be hauled, the testimony of every individual who has visited these parts is highly satisfactory, affording a confident hope that the travelling over it would be easy and expeditious. Phipps, Buchan, Franklin and Scoresby, all describe it as remarkably flat, and, within the sea margin, consisting for the most part of large level, closely joined floes. Scoresby indeed expressly remarks, that a coach and four might drive along it for miles without interruption. Much of the ice which I have myself met with, has been of that description, and the probability is, that in higher latitudes, where it may have been less disturbed, this will be found the case in a greater degree. On this account it might perhaps be desirable to have the means of putting the boats on wheels, thus furnishing in a third mode of conveyance, which might occasionally be resorted to, if found convenient on trial.

"Such, my Lord, is a brief outline of the plan, by which I consider it practicable to reach the North Pole, and on which a variety of improvements would suggest themselves in the course of an equipment having that object in view. The enterprise itself is of so interesting a nature, and is connected with so many subjects of various scientific enquiry, that its accomplishment could not fail to be highly creditable to the country which undertakes it, while the expense would be very trifling, the risk by no means extraordinary, and the whole question solved in the short space of six months.

"I have thus early submitted my plan to your Lordship, because, in case of its adoption, I consider it essential to success that various trials should be made in the course of the present summer, as to the best materials and construction for the boats and other articles of equipment. It would also be of importance to as-

sure this summer from Greenland by way of Copenhagen, the necessary number of dogs, as well as of their excellent waterproof boots for travelling. It would, moreover, be desirable that the officers and men should be selected, and trained to their respective duties, in the course of the ensuing autumn, so as to be ready for proceeding to Spitzbergen early in the next spring.

"I need scarcely add that should your Lordship think favourably of the plan now submitted, I shall feel honoured in being entrusted with its execution; confidently entertaining the proud, and I trust not unreasonable hope, of planting under your Lordship's auspices, the British flag upon the North Pole of the Earth.

(Signed) W. E. PARRY, Capt. R. N. Estimate of each of two Boats.

	Weight.
Boat for 12 persons, 1025 lbs.	
Paddles, 12.	32
Mast to be made of paddles, yard to be made of pikes.	
Oil skin or duck covering (to be used as a sail)	23
Small iron grate for cooking, (10 lbs. for each boat,	5
Coals (310 lbs.) for each boat,	155
Wood, some covered with brimstone,	35
Bread at 1 lb. per man a day, Meat, or Pemican, at two-thirds of a pound per day,	8-4
Proof spirits, at half a pint per man a day,	376
Cocoa paste, sweetened,	300
Medicine,	60
Ammunition,	20
Toissaco, for eight men using it, Felling pieces, three 2 lbs. and four 1 lbs. two, 10 lbs.	40
Boarding pikes, 4, with boat hooks at the other end,	31
Spare clothes for men,	25
Pannikin, knife, fork, spoons, pepper and salt,	120
Lead-line, using shot for lead,	15
Blanket bag, 12,	20
Packages of provisions, including cooking pot,	80
Citric acid, crystallized,	5
Materials of wood, canvass, thong hammer, nails, &c. for repairing boat,	15
Soap, twine, needles, thread, shoemakers' tools, books, pens, ink, India rubber,	3
Pocket telescope, two, for each boat	2
Three sextants, three artificial horizons, 2 lbs. of mercury,	4
A small transit instrument, 3 Kater compasses,	
Six pocket chronometers, 6 thermometers, 2 pocket compasses,	12
	123,560 lbs.
	360

N. B. The articles marked * will be daily reduced in weight, to the amount of 50 lbs. in each boat.

THE WEATHER. The following extract from Horace Walpole's letters, shews that an English summer is as liable to vicissitudes as an American one: June 15th 1768—I perceive the deluge fell upon you, before it reached us. It began here on Monday last, and then rained near eight and forty hours without intermission. I have had a fire these three days. In short, every summer one lives in a state of mutiny and murmur, and I have found the reason, it is because we will affect to have a summer, and we have no title to any such thing. Our poets learnt their trade of the Romans, and so adopted the terms of their masters. They talk of shady groves, purring streams and cooling breezes, and we get sore throats and agues with attempting to realize these visions. Master Damon writes a song, and invites Miss Chloe to enjoy the cool of the evening, and the deuce a bit have we of any such thing as a cool evening.

Zephyr is a north east wind, that makes Damon button up to the chin, and pinches Chloe's nose till it is red and blue; and then they cry, this is a bad summer as if we ever had any other. The best sun we have, is made of Newcastle coal, and I am determined never to reckon upon any other. We ruin ourselves with inviting over foreign trees, and make our houses clamber up hills to look at prospects. How our ancestors would laugh at us, who knew there was no being comfortable, unless you had a high hill before your nose, and a thick warm wool at your back; Taste is too freezing a commodity for us, and depend upon it, will go out of fashion again."

What Walpole says of the English poets and the Romans is applicable to us and the English, with our Zephyrs, shady groves and purring streams. Let us give up the idea of being delighted to death, for the simple word comfortable. The English climate seems subject to no sign but

LOVE AND ITS EFFECTS.

Love is like honesty, much talked of and little understood, like common sense, valuable and scarce. The miser calls it a bad mortgage—the stock jobber, a sinking fund—the doctor, a hypocondria—the lawyer, a suit in chancery—the soldier his parole of honour—and the sailor, the mariner's compass.

An Englishman in love amuses himself with the blue devils. Ask him a question, and I'll hold a thousand pounds to a ducat, you feel insulted by his answer; for instance— "Fine morning, Mr. Bull?" "I've seen thousands finer!" "How are you to day, sir?" "Don't know—can't tell!" "What ails you, friend John?" "What the Devil business have you with my aillings?"

An Irishman in love, (& who loves like him?) gets merry with Irish-owen, then exclaims, "Och! Sheelah! Sheelah! my box of diamonds! my essence of cruelty! my pearl of pearls, and my flower of all flowers except the-potatoe flower! Arrah, dear why will you shut your one eye against little Terence M'Gladdery! Haven't I got a gentile, commodious, lofty nate, little mud edifice? Haven't I got a cow and a turf stack to feed her with? Haven't I got an empty flower garden full of potatoes? Och-an-eye! Och-an-eye! ever since you stole my heart, I feel it banging against a cuckoo-clock? Sheelah, dear, without you be mine, poor Terence will be after dying an old maid! By the powers of buttermilk, he'll just go off like the snuff of a rush light—so he will!"

A Scotchman in love, takes a pickle o' sneeshun fra' his mull, an' whyles claws his elbow when it dizna itch. "Hoch Donald, man! what i' the deil's name's come ow'r ye noo? Fye, fye! dinnae Maggey M'Cree's pawkey eyes thrill you through!—Ruse ye, Ruse ye, chiel!—" "O Sawney, Sawney! len' me ye' lug a wee bit, my discreet frien', and keep a secret. Its no her twa gim'le e'n or her painted face, I'm courtin' its her siller! her siller! her siller!"

A Welchman in love, looks as sily as the goats on his mountains—he refuses leek porridge and toasted cheese—thus proving the power of the blind archer to be the same in every country. "Poo Shenkin ap Morgan ap Shones, pe very bad—heart go pit a pat all day!" "Hut cannot work—Hut cannot play—Hut cannot sleep—Hut can't be gay—O luf hur, de, Winifred—luf hur as your life. And Shenkin and Winifred soon will be man and wife."

A Dutchman in love, is cold as a confectioner's ice house, and a Spaniard as hot as a grill'd devil; a lawyer in love pleads away his soul, and a love sick doctor physics away his soul—by the by a doctor must be sick indeed when he takes his own physic; a musician in love fiddles away his soul, and a poet rhymes away his soul.

THE CASINO AT SMYRNA.

Balls are given during the Carnival, at the Casino, every Thursday. This is the only establishment of the kind in Turkey, and is fully deserving of all the praises bestowed upon it. It is a most elegant building; and the interior more than realizes the opinions a stranger forms from the exterior. It is supported entirely at the expense of the merchants. It opens every evening at 8 o'clock. There are "Galignani's Messenger," and all the French papers, in the Reading Room, a most excellent library, and all approved new publications, reviews, monthly magazines, &c. There are billiard-tables also, and several sitting rooms, with ottoman and several other things. This establishment is open to the navy, both English and foreign, and to such gentlemen as the members think proper to admit. Every gentleman on entering the Casino in the evening, is presented with coffee and lemonade, for which he is not allowed to pay any thing, neither must he give money to the servants. He remains there as long as he pleases, reads the newspapers, plays at billiards, or passes his time in any other way he pleases, and receives the greatest attention from the merchants. London Paper.

WELL TOLD.

To the Editor of the Montreal Herald.

The story of the man of his Majesty's 71st regiment falling overboard from the Chambly steam boat, between Long Point and Montreal, and so miraculously appearing on the beach before his comrades had disembarked, reminded me of a circumstance that occurred during my servitude on board the Dolphin Man of War, bound to the West Indies.

We were going at the rate of about three knots and a half, when Tom Garboard, belonging to the foretop, (who, by the way, was a bit of a wags) sleeping in the lee fore chains, by a sudden lurch of the ship, was thrown overboard. A man overboard!!! was the general cry fore and aft—and every one ran to offer, or to give assistance to the drowning man.

Tom, who was a tolerable good swimmer, as every body thought, but nothing extraordinary, woke up, on finding himself in deep water, and began to use his paddles, the ship passing ahead as I was saying before at the rate of three knots and a half. Tom was soonlost sight of under the counter, (for although our ship was not on Sir Robert Seppings's plan, yet she was pretty full abaft) when Tom was lucky enough to get hold of the rudder chains. The hands all run aft, expecting to see Tom astern, and to lower the jolly boat down to pick him up; but no Tom was to be seen. "He is gone," said they, "to Davy's locker," and efforts ceased.

Our ship was very deep, bound out to the West Indies, consequently our gun room ports were low in the water. This Tom saw, and as it was getting dark, he thought he would wait till they had beat to quarters, and piped the hammocks down, before he got on board, which he did, and then popped down into the lady's hole, (where the gunner keeps his wads and spare monkeys' tails,) and there remained till the middle of the first watch, when he sallied forth, and made free with our bread bags, taking enough to serve him for three days. At the end of this time, we were jogging along at an easy rate, with scarcely any wind about a knot, when master Tom, unobserved, slips out of the port he came in at, and dropping astern began to hail the ship. "The Dolphin a hoy!!" "Hallow," says the Quartermaster, who was abaft getting a pull at the mainbrace. Says Tom, "If you dont hack the maintopail and heave too I shall sink, for no man can swim to the West Indies without provisions."

Every body ran aft with amazement, for it had been blowing fresh during the time we supposed he had been overboard, but there was no time to be lost—so the boat was lowered, and poor Tom picked up, to the great gratification and astonishment of every body on board.

On our arrival, as the Captain was on shore dining with the Governor, the talk turned upon swimming.—The Governor was extolling the powers of a black man he had, and our Captain swore no man could swim with Tom Garboard, of the Dolphin's foretop; however, to make a long story short; the Captain and the Governor made a heavy bet—the time was appointed—Tom asked one week to get ready.

The Carpenters were ordered to make what chests and conveniences Tom required. The Purser was instructed, at his request, to supply a fortnight's provisions. The day came, and Tom went on shore at the wharf appointed, when he began to stow his grub. The black fellow looked at him with astonishment, "What you do dere, massa?" says he, "what am I doing here," says Tom, "why I am taking in my provisions, to be sure, and I advise you to do the same, for damn the bit of this do you get on the road." "Why massa," says the negro, "me no swim more nine ten miles." "Nine or ten miles," says Tom, "as if in amazement at the short distance, "Why, man, I'm going to Tobago, which I believe is over 300 miles, and shan't be back for a fortnight."

The spectators were astonished. The black refused to swim. The Governor lost his wager, and it was not until we were homeward bound that Tom told the secret. SOB TEANSON.