neces

ut one

. countr

IANDS

yland.

ettc

SOF

Harris

tof Ap uson,

a conti f Reports Harris with the publish Numbers

and four me. The

will con

give it s

f publish

han four

sensibly

ble on de

he above SHAW'S

tte Office,

sons from respass on

except as ving been ay. I have the law in

ders

nders.

lamim\*

ort I receiv

ort I receiv-citizens, at Anne-Arun-fler myself a ion, and soli ids, and the ctively, used Should I be ing shall be

cral satisfac

ted at this

patch.

the Cour

IS.

Law.

Leave Baltimore on the TUESDA Leave Baltimore on the TUESH and FRIDAY of every week at a clock in the morning, and proceed Annapolis; and leave Annapolis at after 11 o'clock and proceed to be ton, arriving there at 6 o'clock at evening. But in proceeding on a routes and on the days above me oned she shall always on due and or signals touch at Banning's My Oxford, and Castle Haven, both and passengers. passengers.

On the SUNDAY of every was she shall leave Baltimore at 8 o'clar in the morning and proceed to is apolis; and remaining there tills clock the same evening

On the MONDAY of every was she shall leave Baltimore at hall pa o clock in the morning and proce to Chestertown, where she will arm at 12 o'clock, touching at Queenstant or at such place on Corsica Creek a may be hereafter appointed: Retain ing she will leave Chestertown at ing she will leave Chestertown a o'elock and pouching at the saidute med ate place will arrive at Baltine at halt past 7 o'clock the same ex

At each and every of the said aces, passengers, and, where prace ble, lorses, carriages and others cles, alive or inanimate, which can enveniently accommodated cabour will be received.

The rates of passage money to s follows:

or every passenger from Eastes, the Landings on Third Hiven, from Castle Haven to Baltimore

or ditto from Easton, the said Landings, or from Castle Haven to Annapolis, or the reverse

or ditto from Annapolis to Baltimore, or the reverse or ditto from Baltimore to

C restertown or the interme. diate place, or the reverse or every horse or other beast of equal size, from place to

place respectively, the same tare 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 re-

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

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

For every two wheel carriage from Annapolis to Baitimore, 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.

For every passenger of colour 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 merchandize or other things which may conveni-ently be received and laden on board are subject to the same charges as for freight for the like articles on board the packets.

Por 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 Baltims and Annapolis, and between Bal-more and Chester town, if any pass-yer going in the boat shall also res he same day, the fare shall be char ed but as for going or returning only

Under no inducement shall see steam be employed than is necessari for her ordinary voyages.
All baggage to be at the risk of the

owners.
The fare for any meal not to see 50 cents, nor liquors to be charge beyond tavern rates
Lemusl G. Taylor, Captain

Annapolis, March 8.

## Just plana Gazette.

ANNAPOLIS, Thursday, June 14, 1827.

No. 24.

PRINTED AND PUBLISHED

FOL LEXXXII

Jonas Green, RURCH-STREET, ANNAPOLIS.

\_Three Dollars per annum THE SONG OF THE JANISSARY.

e they trod down the mighty!—By sea and by shore, I our same be a watchword and terror no mare?
the eagle been hurl'd from his throne
in the air'

If the fix find a home in the grim lion's re they trod down the mighty? The vic-tors who stood

tors who stood isless when life was poured forth like a flood! awarders of empire! the mates of the brave: freemen who hallow'd the land of the

name is a seen and our sabres are rust, palace a sepulchre gory in dust, again shall its turrets gleam high in the again shall the flash of our sabres be there!

nia shall the name of our Aga be known-pell that o'ershadows the mosque and best that o'ershadows the mosque and the throne; gain shall our foeman grow pale when he best?. Le tread and the about of the fierce Jani-

a time-for a time may the tyrant prerail, and his Pachas before us shall

gral; for that tore. Selim in blood from the throne, haughty Mahmoud! shall

warriers of ages who fought and who Oman and Amurath—the deathless though dead-though dead-they destined to pass like the sunshine

they destined to pure of spring? "Some to the winds, and their neck to the string!

the Prophet! the waves of the Euxine shall stop, stars from the concave like hall stones shall drop, shall drop, traiter and coward may hope to

meless in soul, the undimm'd in re-

warn thee, stern Mahmoud! thy hous hat hand; hat sharpen'd the lance, thou hast kindled the brand: are gathering like tempests that gather

by night,
-wo to thee, King! when we burst in
our might!

Expedition to the North Pole.
The official letter addressed by ptain Parry to the first Lord of the ish Admiralty, wherein his plans detailed, is a curious and interestdocument. It is as follows:

To the Right Hon. Viscount Mel-Ile. &c. Admiralty, 13th April 1826.

My Lord—Among the enterpris-which yet remain unaccomplishd, and of which the object is to comete our knowledge of the surface of e globe, it appears to me that there ne more desirable to be under en, and (considering the nature such enterprises) few so easily cticable, as an attempt to reac North Pole of the earth. Havlong been in the habit of conlating such an enterprize, and ng confirmed in my own opinion fits practicability by a written plan Captain Franklin, now in my possion, I beg leave to lay before or Lordship my views on this inesting subject.

'There can be no doubt of the racticability of reaching, in any ear (as is the annual custom of the shalers) that part of Spitzbergen alled "Cloven Cliff," lying in latiade 79. 52, about the middle or to ands the close of May; so that the arty might set off to the northward in the 1st of June. The distance Cloven Cliff from the Pole is 600

"The method which I consider a proposed object, is by means of boats ring "runners" attached to them the manner of sledges, so as to admit of their being hauled over the te when no open water presented itself, and again launched at pleasure. The frame of these boats, which I rame of these boats, which I propose should be two in number, should consist of larch or hickory, so as to be at once light, tough and ferible. The principal fastening to be of copper, of the least brittle kind. and the rest to be lashings of thong, with the rest to be lashings of thong and elastic as possible, consistently with similarity strength and stiffness.

This frame being covered with lea-

would thus be formed, resembling the Russian baidor, in which long coasting voyages are performed, or the surf boats at Madras, and in eve-

ry respect suited to the intended pur-"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 161 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, scals &c. would be found quite sufficient for ninety-two days, reduc-

ing 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

shift. "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 firm-ly 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 ex-

penditure 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

"Immediately on arriving at a proper station, the ship might be permanently and securely moored in any 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 bagage, 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 in 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 50 miles

ther, or some such material (to be de- | nearer the Pole than Cloven Cliff, termined on by experiment) a boat 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 sum mer, 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 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 bene-

"The practicability of thus reaching the North Pole appears to me to turn wholly on the question of re-sources. 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 can perceive nothing whatever, that should make it an enterprize of extraordinary risk. The summer temperature of the Polar regions is by no neans 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 ce 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. Scoreshy indeed expressly remarks, that a 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 een 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 putance, which might occasionally be resorted to, if found convenient on

"Such, my Lord, is a brief out-Pole, and on which a variety of improvements would suggest them-selves in the course of an equipment having that object in view. 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 extra ordinary, and the whole question months.

"I have thus early submitted my \* Captain Parry has since been compelled so far to alter this part of of his plan, as to employ Lapland reindeers instead of Esqui-maux dogs.

cure 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 unreasonahope, of planting under your Lordship's auspices, the British flag upon the North Pole of the Earth. (signed) W. E. PARRY, Capt. R. N.

Paddles, 12, Mast to be made of paddles, yard to be made of pikes. Oil skin or duck cuvering (to be used as a sail)

Estimate of each of two Boats.

used as a sail)
Small iron grate for cooking, (10lbs)
for each boat,
Coals (310lbs.) for each boat,
Wood, some covered with brimstone,
Bread at 112 per man a day,
Meat, or Penmican, at two-thirds
of a pount per day,
Proof spirits, at half a pist per
man a day,
Coeoa paste, sweetened,

Coeoa paste, sweetened, Medicine, Ammunition, Ammunition,
Tosaco, for eight men using it,
Enwing piezes, three 210s, and
tomalarks, two, 1976s
Boarding pikes, 4, with boat hooks
at the other end,
Spare cluths for men,
Pannikin, knife, fork, spoons, pepper and salt,
Lead-line, using shot for lead,
Hanket bag, 12.

Blanket nag, 12, 55 Packages of provisions, including 80.

Packages of provisions, including 80° cooking pot, 80° Citric acid, crystalized 5 Materials of wood, canvass, thong hammer, nails, &c. for repairing boat 15 Soap, twine, needles, thread, shoemakers' tools, books, pencils, pens, ink, India rubber, 3 Pocket telescope, two, for each boat 2 Three sextants, direc artificial horizons, 21bs. of mercury, 4 A small transit instrument, 3 Kater compasses,

compasies,
Six pocket chronometers, 6 thermometers, 2 pocket compasses, 12

N. B. The articles marked \* will be daily reduced in weight, to the amount of 30 ibs. n each boat.

12)3,600lbs

THE WEATHER. The following extract from Horace Waipole's letters, shows that an Eng-

lish summer is as tiable to vicissi tudes as an American one: June 15th 1763-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 coach and four might drive along it 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, purling streams and cooling breezes, and we get sore throats and agues with attempting to realize these visions. Master Damon writes 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, line of the plan by which I consider it practicable to reach the North 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 wood at your back; Taste is too freezing a commodity solved in the short space of six for us, and depend upon it, will go

out of fashion again."
What Walpole says of the English plan to your Lordship, because, in case of its adoption, I consider it to us and the English, with our essential to success that various trials zephyrs; shady groves and purling should be made in the course of the present autumn, as to the best materials and construction for the boats and other articles of equipment. It would also be of importance to pro-

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, hypochondria—the lawyer, a suit in chancery—the soldier his parole of honour-and the sailor, the mari-

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 ailings?" An Irishman in love, (& wholoves like him?) gets merry with Innish-owen, then exclaims, "Och! Sheelah! Sheelah! my box of diamonds! my essence of cruelty! my pearlof 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! Havn't got a gentale, commodious, lofty got a cow and a turf stack to feed er with? Havn'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 my ribalike the pendulum of a cuck-co-clock? Sheelah, dear, without you be mine, poor Terence will be after dving an old maid! By the powers of buttermilk, he'll just go off like the snuff of a rush light-

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 dei'ls name's come ow'r ye noo? Fye, fye! dinnalet Maggey M'Cree's pawkey eyes thrill you through!-Ruse ye, Ruse ye, chiel." "O Sawney, Sawney! len' me ye'r lug a wee bit, my discreet frien', and keep a secret. Its no her twa gim'let e'n or her painted face, I'm courtinits her siller! her siller! her siller!

A Welchman in love, looks as sily as the goats on his mountains—he refuses leck porridge and toasted cheese—thus proving the power of the blind archer to be the same in every country. "Poo Shenkin Morgan ap Shones, pe very badheart go pit a pat all day!

"Hur cannot work - Hur cannot play -Hur cannot sleep - Hur can't be gay -O luf hur, do, Winifred - luf hur as your

life, And Shenkin and Winifred soon will be man

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 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 ting the boats on wheels, thus fur-nishing in a third mode of convey-joy the cool of the evening, and the which might executed by the cool of the evening, and the ing of all the praises bestowed upon 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 Reading Room, a most excellent li-brary, and all approved new publications, reviews, monthly magazines, &c. There are billiard-tables also, and several sitting rooms, with ottoman's all around them. 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 boats 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 by, was a bit of a wag,) sleeping in the lee fore chains, by at 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 soon lost sight of under the nate, little mud edifice? Havn't I counter, (for although our ship was not on Sir Robert Sepping'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 monkies' 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 back the maintopsail and heave too I shall sink, for no man can swim to the West Indies with-

Every body ran aft with amazenent, 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 vith 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 dam 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 200. 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.

BOB TRANSON.