Selling off
Cheap for Cash
Bryan & Anderson
Have determined to close their
cantile business; they offer to a
rous public, (from whom they
received liberal encouragement,
entire
Stock in Trade
consisting of Dry Goods, Gro
Glass, Queen's-ware, Hats, &
which they will sell at reduced
All persons indebted to the
note, book account, or other
please to call and settle
or before the first day of
no longer indulgence
Jan. 17.

NEGROES
For Sale.
The subscriber will dispose of
very valuable
Young Negroes,
and if not sold at private sale
will be offered at public sale, at
residence of the subscriber, in
nesday the 20th day of Febru
if fair, if not the next fair day.
terms apply to Nicholas J. W
John S. Sellman, or James L
Annapolis.
Jan. 24. Henry Bas

Trustee's Sale.
By virtue of a decree of the
cery court, the subscriber as
will offer at public sale, on
the 9th day of February next
o'clock, A. M. on the pre
that
PARCEL OF LAND,
lying and being in Anne-Ar
county, of which Tolly Moore
seized, containing about five
of land, more or less. This
is a part of the tract of land
Portland Manor," and adjoi
estates of Mr. Nicholas Darn
Mr. Legrand on West River.
The terms of sale are—Cash
paid on the day of sale, or ratifi
thereof by the chancellor, and
payment of the whole purchase
ney. the subscriber is authori
convey the land to the purcha
ee simple. John C. Quynn
Jan. 24.

Notice.
The Commissioners of the Ta
Anne Arundel county, will
the court house in the city of
lis, on Thursday the 21st day
bruary next, for the purpose
ing appeals and making
All persons having appeals
to the board, and those having
fers to be made, are hereby
that at the time of that meeting
books of the commissioners will
closed for the year 1827.
By order.
R. I. Cowman, Clk.
Com. of the Tax A. A. coun
Jan 27 R.

DEMOCEDES
Second Edition, (Revised) wit
additional Scene, just published
For Sale—Price 18¾ cents.
Nov. 15.

PROPOSAL
FOR PRINTING
*The Journals of the Conv
ons of the Province of Ma
ryland,*
Held in the City of Annapolis in
years 1774, 1775 and 1776.

IF Sufficient encouragement be
fered, the Subscriber proposes to p
lish, in one volume octavo, the J
nals of the Conventions of the Pro
of Maryland in the years 1774, '5 a
'6. It is believed that there are
more than two copies of these Journ
now extant; and from the circumst
that they were printed in pam
form, and unbound, it may be fai
concluded that they, too, must in a
years be destroyed by the mere de
of time. These Journals are the m
authentic evidence of the Political H
tory of Maryland, during that intere
ting and unquiet period. Alth
we have, in abundance, histori
Maryland, as connected with th
ciation of Provinces and Colon
that time formed, for mutual pro
on against the improper assumption
power on the part of the Mother Co
try, yet none of these works embr
what may be termed its Domestic
Internal Political History.
This part of the history of Mar
land it should be her pride to ha
down to posterity, not only on acco
of its deep interest, but as a pub
State Record of the voluntary sacri
ces, daring spirit, and determined
solution, of her citizens, during th
period of doubt and dismay.
In the confident expectation that t
citizens of Maryland will consider t
proposed publication of sufficient i
portance to entitle it to their patro
age, the Subscriber is induced to is
these proposals.
The Price per Copy, not to e
ceed $3 00. J. GREEN.

PRINTING
Of every description executed at th
Office with neatness and despatch.

Maryland Gazette.

VOL. LXXXIII. ANNAPOLIS, Thursday, February 14, 1828. No. 7.

PRINTED AND PUBLISHED BY
Jonas Green,
MUNCH STREET, ANNAPOLIS.
Price—Three Dollars per annum.

From the Boston Statesman.

...of mother pearl, a tortoise shell;
...ous tubes in which gems
...Mexic cups of argent fly
...mineral sea plants."
...may talk of "love in a cottage"
...bowers of the trelliced vine;
...ure, bewitchingly simple,
...milk-maids half divine—
...may talk of the pleasure of sleeping
...shade of a spreading tree,
...walk with a nymph at morning,
...trips with a foot-step free.
...me a sly flirtation
...ing of a chandelier,
...music by in the pauses,
...nooky over near—
...me seat on the sofa,
...a glass of especial wine,
...ears too blind to discover
...small white hand in mine.
...ere in a cottage" gets hungry,
...mine" is a nest for flies,
...cots" cuts the graces.
...your milk maids talk of pies—
...k to your shady shelter
...aste with a bug in your ear,
...damsel that walks in the morning
...like a mountaineer.
...here" is at home on a carpet,
...slightly likes his ease,
...love" has an eye for a canon,
...carves in your "shady trees"—
...as is the fate of a lady,
...foot's an invisible thing,
...arrow is tipp'd with a jewel,
...shot from a silver string.

FAUX PAS.

At the first performance of "The ...e," Sheridan had adopted, as ...representative of Lord Burleigh, ...ctor whose "looks profound," ...ded with his "ignorance;" but ...until then, had only aspired to ...very of the theatre—the plac... of chairs, or the presentation of ...er, yet who, in this humble dis... of histrionic art, generally con... to commit some egregious ...er. He was remonstrated with ...choice by one of the perform... who demonstrated the excessive ...ess of apprehension of the would ...rist of State; and like other ...cent instances in that capacity, ...gular aptitude to error, how... simple the part he had to en... clear and concise the instruc... which it might be accom... As Sheridan had planned ...racter, the face was every ...g, and the lengthened, dull, and ...ressive visage of the subject ...too strictly ministerial, to be ...and the author would, as he ..."defy him to go wrong." Still ...friend was sceptical; nor were ...doubts removed by Sheridan's ...ring him that the representative ...Lord Burleigh would only have ...take his head and hold his ...tongue and so far persisted as to ...a bet with the author that some ...fatal blunder would nevertheless ...er.

The wager was accepted, and in ...fulness of his confidence, Sheri... insisted that the actor should not ...rehearse his part, and yet that ...should go through it satisfactorily ...the public and himself on the ...t of the first performance. It ...e. The arbiter of hopes and ...rs appeared in all the "bearded ...ty" of the age of Elizabeth; ...flattered by the preference of the ...author, had carefully conned ...the following instructions:—...r. ——, as Lord Burleigh, will ...rance from the prompter's side; ...ceed to the front of the stage—...back to where Mr. G. stands, as ...Christopher Hatton—shake his ...d, and exit." The important ...ment came. With "stately step ...slow," Lord Burleigh advanced ...ee of the audience. "Capital!" ...claimed the gratified author with, ...incorrectness he retreated to the ...e of Sir Christopher, without li... fully falling back, which Sheridan ...d for a moment doubted might be ...case. "Good! a lucky escape ...ough," half faultered the anxious ...t. "Now! now!" he continued ...with eager delight at having got so far ...well: but what was his horror, when ...the dolicky pupil, instead of sha... his own blundering head, in ...rect but unfortunate interpretation ...his orders, took that of Sir Chris...pher within his hands, shook it ...ong and manfully, and then walked ...off with a look of exultation at hav... so exactly complied with his les...

Report on Internal Improvement.

Mr. M'Mahon, from the committee on internal improvement, having read in his place the following report, delivered it in at the clerk's desk, viz.

The committee on internal improvements, to whom were referred such parts of the Governor's message as relate to that subject, the report of the board of public works, and an order of this house of the 21st ult. directing them to inquire into and to report upon the expediency and propriety of authorising a subscription, on the part of the state, of the stock of the Baltimore and Ohio Rail Road Company, reserved to the state by the act incorporating that company, submit the following report:

In accomplishing the general objects of their appointment, and in discharging the duties which have devolved upon them in the consideration of the subjects particularly referred to them, this committee have perceived, with high gratification, the advances which the state has already made towards a general system of internal improvement, admirably calculated to develope all her faculties, to recruit her exhausted energies, to relieve her commercial and agricultural interests from their present enthralled state, and to restore her to a condition of financial ability. They do not now deem it necessary to enter into the general considerations by which the expediency and necessity of such a system is sustained, or to dwell upon the general results of its efficient operation. These have all been presented to the minds of the people of this state, and their full force has been felt and acknowledged by antecedent legislatures, whose liberal efforts for the adoption and effectuation of such a system, have only kept pace with the public feeling. So far, therefore, as the propriety of state exertion for such a purpose is involved in the duties confided to them, this committee are entirely relieved from difficulty. The people of the state, through past legislatures, have acknowledged their obligation to provide for the improvement, and to advance the welfare, of all sections of the state, by the construction of roads and canals, wherever the necessities of our citizens may require it, and the probable results of their construction will justify it. The liberal appropriations which the state has already made for such purposes, abundantly convince us, that whenever an occasion arises presenting such an obligation, her efforts to meet and discharge it will be limited only by her ability.

In reviewing what she has done, whilst we are compelled to acknowledge that as yet her systems are unaccomplished, and all in embryo, and to lament that we have not before us the practical results of their efficient operation to sustain them, and to recommend their extension, we have yet abundant cause to rejoice, because of their mere adoption. In all new enterprises, the first step taken dissolves half the difficulty; and that step has already been taken by this state. Within the few last years she has seen herself gradually sinking into a condition of comparative insignificance amongst the Atlantic states; she has witnessed the gradual decline of her great commercial emporium; she has found her resources continually melting away under her growing demands and necessities; and she has discovered that her population is stationary in some parts, and declining in others. During that period the mortifying contrast between her own condition, and that of some of her sister states on the Atlantic, has been continually forced upon her. She has seen them advancing in wealth, population and resources, in a degree greater than that in which she has retrogaded, and thus reducing her to a state of yet more painful inferiority. And to enhance this, she has seen states of the Union starting up in what a very short time since was the trackless wilderness of the west, and already outstripping her in all that gives consequence and power in the national government. This she has been brought to perceive and to feel; and she has been put upon the enquiry for its causes. In making that enquiry she has found herself possessed of local advantages which, if properly cultivated, entitle her to the first rank amongst the Atlantic states; and she has discovered within her own bosom, latent and undeveloped resources, which it is only necessary to quicken into life and activity, to give ample employment to all her population, to diffuse throughout it wealth and content, and to relieve her from every financial difficulty. It has become manifest to her, that she is impoverished in the midst of untouched resources, and that every day of delay, in availing herself of them, does but enhance her difficulties.

The local advantages of that portion of her territory watered by the Chesapeake bay, were such as to leave her but little to accomplish in that quarter; and her efforts were required principally for the purpose of securing to herself the trade of the west and north, by some mode of improvement connecting Baltimore with the Ohio river, and at the same time of relieving from the difficulties, delays and expense of their present intercourse with that or their accustomed market, her fertile, extensive, and populous western counties. Having this double object in view, she has entered heartily into the projects which have been set on foot by public spirited individuals, for continuous canals from Baltimore to the Ohio, by the Potomac and Susquehannah routes; and she has given such an earnest of efficient aid in the accomplishment of both of these most desirable objects, as will, it is hoped, soon lead to their accomplishment. With reference to these, she now only waits the co-operation of those, without whose aid she cannot progress. Her subscriptions for these purposes were originally clogged with many restrictions, but at the last session of assembly several changes were made, both as to the manner and terms of the state appropriations, which it is believed have met the views, and fully gratified the wishes of the friends and promoters of both. The subscription to the Chesapeake and Ohio canal, which as originally made, was particularly cumbered with these restrictions; since the ascertainment by actual survey of the practicability of a continuous canal by that route, and since the passage of the law of the last session, removing some of these restrictions, has now no prerequisite, and now depends for its efficacy only on a previous subscription of one million of dollars by the congress of the United States. Applying itself, as this requisite does, to the exercise of a power on the part of the general government, which is clear of most of the objections urged by those who deny the internal improvement power of the general government, and calling it in aid for an object as definitely national in all its purposes and results, as any which has ever yet been presented for its patronage, we may look forward, with a high degree of confidence, to the speedy removal of this restriction, and to the pleasing prospect of a zealous co operation of the national government, with our state government, in conducting this magnificent enterprise to a speedy accomplishment. The views and wishes of the legislature have been already so emphatically expressed in the resolutions, which they have just passed, declaratory of the power of the general government, and requesting the aid of our representatives in congress in procuring this appropriation, as to render further remarks upon this subject unnecessary. By the act reported from this committee, and passed at the present session, which converts the stock of this company into personal property, and capacitates aliens for holding it, foreign capital has also been invited to embark in this enterprise, and hence we may also calculate upon a considerable accession of financial power for its completion. From this survey of the condition of these grants, your committee, it will be perceived, have nothing left to them but to reiterate the wish and the hope, that we may, speedily witness their employment, and enjoy the rich benefits which they promise.

It only remains for this committee to comply with the order of the house in presenting its views upon the propriety and expediency of subscribing for the stock in the Baltimore and Ohio Rail Company, reserved to this state. This reservation, it will be remembered, expires on the 28th instant, and the late period at which this subject has been presented to the committee, and the near approach of the period which terminates the reservation, will not permit this committee to present as detailed a view of the objects and progress of the company, and the practicability, cost, and results of their designs, as the magnitude of the subject warrants, and the present limited information of the public, with reference to it, seems to require. The stock which has been reserved for subscription by the state, if not subscribed within the limited time, falls back into the common mass of unsubscribed capital; and as all such capital may be disposed of under the direction of the company, the president and directors may open books to receive subscriptions for it, or they may dispose of it for the benefit of the company, for any sum not under its par value. Yet even this disposition is a power, and not an imperious duty. They are not required to make any disposition of it; nor does their charter render it necessary, even with a view to an increase of capital. They may borrow money *ad libitum;* or if they deem it proper to increase their capital stock, they may either sell such increased stock, or direct subscriptions to be received for it, in any manner most agreeable to them. Having then this unlimited power of borrowing money, and of directing the manner of subscription or sale, so as to give themselves the preemption right to such stock, it is entirely in the power of the company, after the period of reservation, to exclude the state from all participation in the enterprise. Nor could she, as seems to have been supposed by the board of public works, enlarge that time of reservation by mere legislation. After that period the state's right is wholly gone; the company's control over the stock is complete and exclusive, and any such act of legislation would be in derogation of her chartered rights. If, therefore, after this period, this privilege of subscription ever returns to the state, it must return to her by the indulgence of the company, and she must consent upon the terms which it may be pleased to prescribe. As a *mere right*, it therefore exists only during the limited period, and the committee are left to consider the single question. *Whether is it proper that the privilege of subscribing upon terms of equality should forever pass from the state as a right?*

A brief view of the progress and present condition of this company, is necessary to enable the committee and house to determine upon the propriety of this subscription. The project for a rail road from Baltimore to the Ohio river, was matured during the latter part of the last session of assembly. The acclamation with which it was received, when proposed to the people of the state, and the unanimity with which it was sustained and sanctioned by the legislatures of Virginia and Maryland, and the corporation of Baltimore, unequivocally demonstrate the general conviction that some such improvement was necessary, and their general confidence in the results of the design, and in the motives of those by whom it was promoted. The sanction of these legislatures having been obtained almost without a division, books were immediately opened for the subscription of all the unsubscribed capital stock, and subscriptions were immediately received for $4,300,000 and upwards; of which $3,000,000 were subscribed by the city of Baltimore. This subscription of individuals, thus amounting to more than twice the capital stock open for subscription, $2,300,000, and upwards, was reduced, and the company deemed it proper to progress without increasing their capital, until their preliminary examinations and surveys of the country had left no doubt in their minds as to the feasibility of their designs. During the past summer and fall, from the liberal aid which has been afforded by the general government, they have been enabled to extend their reconnoissances to all the various routes from Baltimore to Ohio, between the southern Pennsylvania line and the mouth of the great Kenawha, and they have also completed a survey of four experimental lines, or routes, from Baltimore to the Potomac river. The result of these reconnoissances and surveys has been such, as to elicit from the distinguished engineers, under whose direction they were made, the unequivocal opinion, that the work is practicable, and at an expense which brings it within the compass of the means originally contemplated for its entire completion. In the legislature of Pennsylvania, where at its last session it was met and defeated by sectional jealousies, having reference to its effects upon the improvements which that state had projected, and was executing, the proposition to extend to this company within that state all the privileges of its charter, has been revived at the present session, almost unanimously adopted by the senate, and will it is supposed receive the sanction of the other branch of that legislature. The effect of this extension will be to give to the company a shorter, more facile, and less costly route, than any which was left open to her south of Pennsylvania. It will give her the choice of the route by Wills' creek and Cassleman's river, which for the greater depression of the dividing ridge, and the diminution of the distance, time and lockage, was preferred by the United States engineers, under whose direction the surveys for the location of the Chesapeake and Ohio canal were made, to every other canal route which presented itself to them.

The question before the committee is simply, Shall the state embark in an enterprise which, if accomplished, crowns her with everlasting glory, and bestows upon her exhaustless resources, to the accomplishment of which one third of the capital sum deemed necessary for its entire completion has already been subscribed, and to the practicability of which every canal survey, every reconnoissance, and every examination, has borne testimony in the most explicit terms? The progress of this work, if it does not produce entire conviction of its feasibility, has at least bestowed upon the design as high a degree of probability as the state has yet arrived at, before authorising any similar subscriptions. It will appear, from facts hereafter submitted by the committee, that the same surveys which assured her of the practicability of the Chesapeake and Ohio canal, may be yet more safely applied to this mode of improvement, and that added to the experience of other countries, and other states of the union, and the surveys actually made with a view to this work, are calculated to inspire as high a degree of confidence as any state ever yet entertained, when she entered upon a new and untried system of internal improvement. The course which has heretofore been pursued by the state, seems plainly to indicate her proper course on this occasion. Had her situation permitted, the execution of all such works, by her own unaided energies, a regard for her duty, and her best interests, would have dictated it.

Such has been the course pursued by the sister states of Pennsylvania and New York, who have not lagged in the rear of individual enterprise, but have gone forward boldly, upon enterprises more doubtful than those projected by us, as the pioneers of every such improvement. The course and policy of our state has been to stimulate individual enterprise, by stipulating to go hand in hand with it in its designs. Hence, although many persons professed that they had come to no definite conclusions as to the practicability of the Chesapeake and Ohio canal, yet the legislature of the state, at a very early period, and when the question of practicability was much more doubtful than at present, pledged itself for the subscription of its quota of the stock of that company, to be made as soon as the residue of the money, necessary to the completion of its eastern section, was obtained. And at its last session this pledge of subscription was made dependent only upon the condition, that twice the amount of her subscription should be subscribed by the government of the United States. With reference to the present work, twice the amount of the stock reserved to the state has already been subscribed by others, and the condition has therefore already occurred, upon which they engrafted their grant to the Chesapeake and Ohio canal company. As, therefore, they aim at the same general results, and are sustained by the same evidences of practicability, it seems to be the duty of the state not to withhold from the one, that aid and protection which she has extended to the other.

Such seems to be the duty of the state, from the consideration of which the committee turn with increased confidence to those which address themselves to her sense of her own interests. If the question before the committee be regarded as one merely of financial interest, it involves the several considerations of the physical practicability of the contemplated road—its probable cost, and the adequacy of the means which can probably be obtained to defray that cost; its general results with reference to individual benefit, as well as the various sources of state revenue; and of its probable results as a source of revenue in itself. All of these will be very briefly considered by the committee.

The question of physical practicability must depend, for its solution, upon the observations, examinations and surveys, of men of science and experience, made with a view to the determination of that question, and upon our own knowledge of the intrinsic difficulties of the contemplated work, and a contrast of these with those which have been overcome by skill and labour elsewhere. Either of these modes of determination will in general suffice to put any such question to rest, and when they concur, they leave no room for doubt. If in the present instance the full benefit of both of these *media* of proof is not afforded to us, they will, as the committee believe, be found to exist, and to concur in such a degree, as to impart as high a degree of certainty to the conclusions which they warrant, as could be derived from the entire benefit of any one of them. The examinations and surveys, which guide us in the decision of this question, are of a double character. They are either those which were made by the Rail Road Company, with direct reference to the location of the contemplated road, or those which were made by the engineers of the United States, with a view to the location of the Chesapeake and Ohio Canal, and can be demonstrated to be equally applicable to the location of a Rail Road.

The survey and examinations which have been made under the direction of the Rail Road Company, include, as has already been remarked, a general reconnoissance of all the routes for this road, lying between the parallel of the southern Pennsylvania line, and the mouth of the Great Kenawha river, and surveys of four experimental lines from the city of Baltimore to the Potomac river. These were made under the direction of Lieut. Col. Long, and Captain M'Neill, of the United States Topographical engineers, and Dr. William Howard, United States assistant civil engineer. The high character of these gentlemen is of course calculated to inspire confidence in their opinions, to the full extent to which they go, and these opinions will be found highly satisfactory. In their first general report of November 6th, 1827, after a detail of their operations, they present us their conclusions from them in the following language: "We, (say they) have found the country more favourable to the accomplishment of such an object, as that of the contemplated Rail Road, than could reasonably have been expected from its rough and broken aspect. Great facilities for the construction of such a work have, on a careful examination, with the object in view, been developed, where a superficial examination could hardly have led to expect them; and when minute and accurate surveys shall have determined the precise features of the country, we may anticipate the discovery of still greater facilities. The difficulties, which occasionally present themselves, are great it is true, but we have met with none which we do not think that we even now perceive the modes of successfully overcoming; and when science and experience shall have increased our resources, we may reasonably expect, that with their aid these obstacles will diminish to a much lower point than that at which we have now estimated them. It is also necessary to remark, that interspersed with these difficulties are considerable extents of favourable ground, which by the facilities they will afford, will compensate for the expenditure accumulated on the rougher portions, and thus reduce, to a reasonable amount, the average cost of the whole. Our conclusions, founded as they are on a mere examination by the eye, are of course liable to error, and may not be sustained by a more minute and accurate survey with instruments; but with this qualification, we feel warranted in pronouncing, that the Rail Road from Baltimore to the Ohio is practicable, and that it can be accomplished at a reasonable expenditure of time and money."

In their report of 12th January 1828, relative to the surveys of the experimental lines to the Potomac, they also remark—"We have endeavoured, thus briefly, to exhibit a summary view of our recent operations, of which a more detailed account will be rendered, in connection with appropriate maps and profiles, from which an opinion may be formed much more definite and certain than were our former conclusions, founded as they were on a mere examination by the eye; and we feel gratified in expressing our confidence, that we shall soon be enabled to exhibit unquestionable proof of the entire feasibility of your enterprise, so far as the limits to which our surveys have extended." This commit-