

Maryland Gazette

ANNAPOLIS: Thursday, August 15, 1833.

COUNCIL CHAMBER. Annapolis, August 3d, 1833. The Executive Council will meet on Monday next the 19th inst.

JACKSON CANDIDATES FOR THE LEGISLATURE.

CECIL COUNTY. William Knight, 1st District; John S. Maffitt, 2d; Levi H. Evans, 3d; and Lewis Thomas, 4th.

WASHINGTON COUNTY. John O. Wharton, John H. Mann, Frederick Humrickhouse, John D. Grove.

ANNAPOLES, August 9th, 1833. The Committee of Vigilance and Inspection met pursuant to adjournment.

On motion, Somerville Pinkney, Esq. was appointed chairman pro tem.

On motion, it was ordered, that the proceedings of the Committee be published every week.

SOM. PINKNEY, Chairman. JOHN H. WELLS, Secy.

At a meeting of the corresponding committee of the members elect from the city of Baltimore to the Reform Convention, the following preamble and resolutions were unanimously adopted.

Whereas the committee appointed by their fellow members from the city of Baltimore to correspond with the friends of Reform throughout the state, and more particularly with those who have been selected by the different counties to attend the Reform Convention, have used their utmost endeavours to obtain the information necessary to enable them to fix upon such a time and place of meeting as would be most agreeable and convenient to the members best calculated to advance the great interests of Reform; and whereas these efforts have led to the full conviction that the city of Baltimore would be greatly preferred as well on account of its central position as the convenience of attending, and that the time heretofore recommended has met the entire approbation of the friends of Reform, therefore

Be it Resolved, That the Reform Convention heretofore intended to meet at Annapolis on the second Tuesday of June last, be held at the city of Baltimore on Tuesday the twenty-seventh instant.

And that it be earnestly recommended to the several counties of the state as well as the wards of this city which have not appointed delegates to the proposed convention, to proceed immediately to an election, in order that the sentiments of those who are favourable to an improvement of the present constitution may be properly expressed, and the convention enabled to act with that dignity and success which the strength and union of its friends alone can give.

JAS. P. HEATH, Chairman. CORNELIUS McLEAN, Jr. Secy.

The editors throughout the state are respectfully requested to publish these resolutions.

Third Congressional District.—The convention of the friends of the national administration in the third congressional district, composed of Baltimore and Harford counties, met at Long Green on Saturday last, and nominated Charles S. Sewall, of Harford county, as a candidate for congress from that district.

NORTH CAROLINA.

The general election in North Carolina commenced on the first inst. Jesse Speight and Thomas H. Hall are elected to Congress without opposition, and M. T. Hawkins and J. J. McKay are no doubt elected by considerable majorities.

ELECTIONS.

Some scattering returns of the elections in Tennessee and Kentucky have been received. In the former state John Bell has been re-elected to Congress without opposition, and the Nashville Republican says it is reported that Mr. Dickinson is elected from the district composed of the counties of Rutherford and Williamson.

In Kentucky, at the close of the first day the vote in Louisville was 717 for Crittenden and 659 for Pope, and in Jefferson county for Pope 543, and for Crittenden 353. Pope is the administration candidate, and Crittenden the candidate of the opposition. The Louisville Advertiser expresses a confidence in the election of Mr. Pope. In the district of which Franklin county composes a part there is no opposition to the re-election of Chilton Allen.

AMERICAN SILKS.

A gentleman called on this morning to show us a pattern of a silk pocket handkerchief, and some black Mantua for pantaloons, made from American silk by Mr. Cobb of Dedham, Massachusetts.

The handkerchief was printed, and the Mantua dyed at the Lynn, (Mass.) Printing Co.

Both these articles were beautiful in their texture, finish, and colours, and we were happy to learn Mr. Cobb was extending the culture of the silk worm, and the Lynn Printing Co. was flourishing.

There is at present 664 convicts in the Walnut street Penitentiary, of whom thirty-four are females. 30 coloured and 4 whites.

CUMBERLAND COAL TRADE.

CUMBERLAND, Md. Aug. 6. This important branch of our trade has from the time of its commencement been regularly increasing. Not many years since only a boat load or two of coal found its way to the Eastern market; now upwards of 300,000 bushels are annually sent down the Potomac. The freshets since February last have already furnished the means of despatching about 250,000 bushels, so that the quantity for the present year will be much beyond that of former years. A market for this coal is readily found along the river between this place and Harper's Ferry; a boat load now and then finds its way below the falls to Georgetown and other markets, but the demand even on this side is far greater than the means of supply. The annual income from this trade is estimated at about 75,000 dollars. Although this is a very small business, when compared with that of other coal regions, it nevertheless is very considerable when reference is had to the immense difficulties to be overcome in the navigation of the river, which presents now the great and only obstacles to bringing this coal, superior in quality to any in the United States, into market. We may anticipate, therefore, when a cheap and easy way is opened with the Atlantic seaboard, by the completion of the Chesapeake and Ohio Canal, that the coal trade of Cumberland will become the most important in the country.

To the Editors of the Baltimore American. GEORGETOWN:—Having seen a publication in your paper, stating that the ship A. J. Donelson, of New York, commanded by Captain Cunningham, has recently made voyage from that port to the Pacific Ocean, through the Straits of Magellan, by which passage he has avoided the common route generally passed by ships in going round Cape Horn. And as I perceive he is under the impression from this statement that he is the first American that ever attempted the passage, I beg leave very respectfully, to say in advance, that I claim any merit from it; that in 1817 I navigated a British Cutter of twenty tons, belonging to London, laden with a cargo of Mirtin, from Montevideo, bound to the coast of Chili, where I arrived after a pleasant passage of 37 days.

Should a general description of these straits be required of me at any time, I will cheerfully give it, although I apprehend it has long since appeared before the public; as the Magellan Straits have been but a few years back completely surveyed by two distinguished Captains of the Royal Navy under instructions from the British Government, and I have since seen Charts of these Surveys in England, issued from the British Admiralty in London.

WM. GATEWOOD, of Norfolk, (Va.)

A most shocking murder was committed in the village of Christiana, (Delaware), on the evening of the 31st instant. The perpetrator of the homicide is named Thomas Walsh. He became engaged for some trifling cause, at a female named Priscilla Thomas, and after deliberately loading his musket with a very heavy charge, he went in pursuit of her. When within about eight paces of her, he took aim, and fired. The charge took effect just above the knee, and nearly severed the limb from the body, which caused her death in about thirty minutes.—Walsh immediately surrendered himself up to the magistrate, was examined, and committed to the jail of that county to await his trial in November next. He manifested the most perfect indifference relative to the crime he had committed and the consequences which await him. The parties both resided within a few miles of Christiana, and neither of them had previously sustained a very good character.

Extract of a letter to the editors of the United States Gazette dated

New Orleans, July 21, 1833. Sir.—A fatal duel occurred this morning in our city, which excited a general interest and sympathy for the deceased. The parties were two professional young men of good promise, Dr. L. W. Hunt and C. M. Conrad, Esq. They fought at 6 o'clock, A. M. The challenge passed between them yesterday. After the customary arrangements, the parties took the field.—Conrad's pistol, by accident, fired before the time. The ball struck the ground at a very short distance. The second reloaded, and again they took position. Conrad's pistol at this time, went off at the word given by the seconds. The ball passed into the forehead of Dr. Hunt, who, in the act of raising his arm with a deliberate aim, fell dead upon the ground. His pistol did not discharge.—The body was interred this evening. Dr. Hunt was a young gentleman well schooled in his profession, and much esteemed as a polite and accomplished physician. His fate is deeply lamented by all who knew him, more particularly those whom a bland manner and conciliating deportment had been wont to friendship. This is the only fatal duel among three, which were fought this morning.

suicide.

Yesterday morning, a man by the name of Thomas Smith, and his wife, residents of Flushing, having come to this city to purchase household furniture, were about to embark for home in the steamboat Flushing, in front of Fulton market, when it was found that the cartman in conveying their purchase to the pier had broken one of the chairs, upon which Smith refused to pay the cartage. The dispute having drawn a crowd of persons together, Mrs. Smith, in order to end the strife, took an opportunity to pay the cartman his fare, without the knowledge of her husband, who, on being told of this piece of conjugal interference, in a paroxysm of rage threw himself into the dock and was drowned. He was a shoemaker, about 25 years of age, and had been married only a few weeks.

SHOP LIFTING.

A couple of well dressed females about a week ago went into the dry goods store of Augustus Sherman, 62 Bowery, where, under pretence of buying calico, they managed to steal a piece with which they got off unperceived. The theft was ascertained shortly after their leaving the store, but too late to recover the property by pursuing them. Mr. Sherman however kept a look out for them, and in the course of yesterday afternoon discovered them going into the store of Alfred Hopkins, No. 112, in the same street. After waiting a considerable time and seeing them come out, he entered and informed Mr. Hopkins of his loss, at the same time expressing an opinion that they had visited his store upon a similar errand. This information exciting his suspicion, he proceeded to examine the goods on the counter which he had taken from the shelves to show them, and missed a piece of silk containing forty yards. Pursuit was immediately made after them by Mr. Hopkins, who followed them into Grand st., where discovering that they were watched, they went into a Porter House and asked the privilege of going into the back room. This being granted, the lady of the house watched their movements, and discovered them placing something under the bed, which she drew out and found to be the piece of silk which had been stolen from the store of Mr. Hopkins. Mr. Hopkins entering at the same instant, recognized the silk as his, and detained them until information could be conveyed to the police office, and Messrs. Sparks and Merritt sent for who took them into custody and conveyed them to the police office.

One of them calls her name Mary Lee, and the other is the wife of the celebrated Smith, the bank robber, who is now in confinement in the State Prison at Sing Sing, whether he was sentenced for robbing the City Bank.—What is remarkable, the dress which Mrs. Smith had on when brought to the office, was claimed by Mr. Sherman as a part of the piece which had been stolen from his store.—They were both fully committed to answer for the offence at the Sessions.—16.

ROBERT POTTER.

It will be recollected that a most atrocious outrage was committed by this man about two years ago, then a member of Congress from North Carolina, upon the persons of the Rev. Mr. Taylor and a young man in Granville county, for which he was convicted, fined and sentenced to imprisonment. It appears from the annexed paragraph from the Raleigh Register that attempts are making to elect him to the Legislature and obtain a pardon from the Governor.

Understanding that contradictory rumours are in circulation in the county of Granville, with respect to the determination of the Governor, to grant or refuse the application of Robert Potter for a pardon, in case he shall be elected to the legislature from the county of Granville, we have taken pains to ascertain the fact, and are authorised to state that the Governor, from obvious motives of propriety, has foreborne the expression of his determination on the subject. He doubtless entertains the opinion, that the only proper time to decide upon the merits of such an application, will be, when it shall be presented for his consideration.

New Haven, (Conn.) August 7, 1833.

LIGHTNING.

During the thunder storm on Sunday afternoon last, the Presbyterian church in New Preston was struck with lightning while the congregation were at worship. The Rev. Mr. Barnwell, of Hartford, who was officiating for the day, had just commenced his sermon, when the electric fluid descended, first taking the rod on the steeple, then branching off to the ridge of the building, and taking the stove pipe into the body of the church, where it exploded, and evaporated in every direction, passing through the foundation, killing a hog at the distance of fifteen feet, and leaving the church full of sulphurous vapour. Many in the church were prostrated by the shock, but happily none were killed.—In one pew, the door of which was shattered by the element, a man was struck, and supposed to be dead, but he was resuscitated by the use of water. The other branch of the fluid pursued the rod, and spent itself in the earth. The shock and the alarm were dreadful, but ended in the grateful aspirations of all for their wonderful and almost miraculous preservation.—Herald.

COL. DODGE AND THE INDIANS.

Colonel Dodge, of the Dragoons, has at length succeeded in accomplishing the entire removal of all the Wapemage Indians across the Wisconsin, in accordance with the treaty of last summer. He has also managed to get hold of the murderers who escaped from prison at Fort Winnebago, last fall, and has them again in confinement at that place, where they will await their trial. His duties having been discharged, we presume Col. Dodge will repair to Arkansas.

Our relations with the Indian tribes in this part of the country are upon a much better footing, and the frontier in much better condition than they have ever been. We now feel perfectly confident of a perpetual peace with all the Upper Mississippi tribes.

Galena.

There are now lying in the North River off the Battery, the United States ship of the line Delaware, the sloop of war St. Louis, and the revenue cutter Alert; three beautiful models of the several classes to which they belong. The Delaware is the largest vessel that has ever floated in the Hudson, as she measures about 2,700 tons. Her extreme length is 210 feet, and the breadth of her is 52 feet; she mounts ninety-two guns and is pierced

for one hundred and four. Her guns are distributed in the following manner—lower gun deck thirty-two 42s, upper gun deck thirty-two 24s, mizzenmast twenty-eight 42lb. carronades, when all mounted they contain 8077 lb. of powder, one and three quarters tons, so that her broadside delivers 1836 lbs. She is not taut rigged, and has not the rakish appearance of the St. Louis, but her officers describe her as a fast sailer, and pleasant sea boat. We were informed by one of them, that on her passage from Norfolk to this port, she was put about under terrible reefed topsails without even getting stern board on her. Some years ago, the officers of the old Constitution used to boast of the gallant behaviour of that ship, in going about under double reefed topsails. The ships that do this must work well, and be well handled.

On the spar deck is the captain's cabin, neatly but plainly furnished. On the upper gun deck are the apartments for the wardroom officers, and astern of them those for Mr. Livingston, the Minister to France, and his suite. On the lower gun deck is the mess-room for the surgeons, mates and passed midshipmen; and below this, in the cockpit, the younger midshipmen sling their hammocks—thus keeping apart the grave part who is on the eye of promotion, and the skylarking youngster who has scarcely been out a banian day. Her complement of seamen and marines, will be about 900; they are divided into messes of 16 each, and seem to have every comfort that can be provided for them. There are about 75 officers and petty officers, so that with the passengers, there are about 1,000 souls on board.

This is not the time to see such a vessel to advantage; the bustle necessarily attendant on the preparations previous to sailing keep both officers and men constantly on duty, and the decks must in consequence be crowded most part of the time with provisions and stores, not to speak of the awkwardness of a crew just shipped, and scarcely knowing their officers. Much has been done to bring her to that state that seamen call ship-shape, and already her decks have attained a whiteness that astonishes the landsman. Holy stones and hand bibles have done their duty, and the few months necessary to bring the crew to that high state of discipline that officers require, once over, she may with pride, lay alongside of any ship of the line afloat. This class of vessels with us are universally rated 74s, altho' equal in force to the English 100 gun ships, or the French three deckers, since though they carry fewer guns, the metal is heavier. The Delaware carries out several officers, who have seen much service, are now permitted to travel in Europe, thus improving themselves and becoming of more value to the country.

The St. Louis is one of our heaviest sloops of war, carrying twenty-four heavy medium guns. She is in the most perfect order, and her crew in a high state of discipline. This vessel and the Fairfield are considered the two crack sloops; both are fast, and sit beautifully on the water.

The little Alert, with her long, tight, taper spars, neat rigging, and Henry Eckford-looking hull, adds another beauty to the squadron, and if the Brandywine or Old Ironsides were among them, we should have a specimen, and one we should be proud of, of each class of vessels in our service.—N. Y. Standard.

POLITENESS OF THE PRESS IN THE WEST.

A Kentucky paper thus speaks to and of a contemporary and neighbour:—
"Is he waiting for an excuse to call us to the field? We can furnish him with none whatever, further than to pronounce him, as we do most sincerely, and with an especial regard to the meaning of our words, a drunkard, a liar, a puppy, and a most redemptionless scoundrel."

Among other sentences given on the 3d instant by the New York Special Sessions, five men were sentenced to six months imprisonment at hard labour, for beating their pigs.

Travellers inform us, says the New York Daily Advertiser, that visitors to Canada have been greatly incommoded this season by the multitudes of poor emigrants often crowded on board the steamboats on the St. Lawrence, Lake Ontario, and even Lake Champlain. Five and even seven hundred have in some instances, we are informed, been herded in one boat, with their clothes, beds, provisions, &c. heaped about the decks. In one instance we have heard of, on board a Canadian boat, considerable difficulty was found in preventing the poor creatures from taking possession of the cabin, pressed as they were in an uncomfortable degree, necessarily exposed on the deck, with some sick and even lying among them. Many of them are represented as entirely ignorant of the country, and exposed to mistake and imposture; and although many are families of respectability and property, there appears to be a great want of necessary local information, so that some are disappointed, and even return home again.

The skill, hardihood and perseverance of American seamen have already done wonders in investing the passage round Cape Horn of the terrors which, but only a few years ago, were always associated with that undertaking; and our mariners now set sail for the Pacific with as little concern as if the Cape were not to be doubled at all. A failure to accomplish the passage occasionally occurred, years ago, but for a long time past we do not recollect to have heard of one. Vessels of all classes from the largest down to the little fishing smack of our adventurous and enterprising Yankee neighbours, have doubled the Cape without difficulty. It appears, however, that the world is to be indebted to American enterprise for a new and perfectly safe route, by which the possible perils of doubling the Cape may be avoided, and the voyage shortened by some

days. Captain Cunningham of the ship A. J. Donelson, in the following letter from Valparaiso, under date of April 20th, communicates to his mother, Mr. Barrows, of New York, some very important information relative to a passage through the Straits of Magellan, effected by the ship of the present voyage. These Straits have been surveyed a few years by order of the British Government, and they are occasionally traversed by our own and other vessels; but it is believed that this is the first American vessel that has made the direct inward passage, with the expectation of finding it safe and expeditious.

"I am happy to inform you that we passed through the Straits of Magellan, having doubled Cape Horn, and were six days from Cape Horn to Cape Victory. One day we spent wooding and watering at Port Fanning, and a part of three nights we were at anchor, six hours at the Bay of St. Gregorio, and twelve hours at Port Lemaire—making, all about forty-eight hours at anchor and only four days under way, in passing the Straits, and by taking this route, I consider I saved twelve days.

"As it is an unusual thing to pass these Straits, I feel myself bound to give you some reasons for so doing, besides the mere satisfaction to achieve something out of the ordinary way.

First.—We were from the length of our passage in consequence of calms 82 days at New York to the Straits, and were in want of both wood and water; and if I stopped at any other place I considered the distance would be great, and much out of my way; but in the Straits, wherever we anchored, we could stop any where, and the wind was not favourable, and thus lost time. We also had so heavy a deck load, I considered it would be far more pleasant to say nothing of safety, to sail through a smooth sea, than to be exposed to the fury of the Cape Horn gales.

My most powerful inducement however, was the firm conviction that it was the quickest as well as safest, and consequently cheapest for both you, and underwriters, and I feel myself you will concur with me in approving of this passage.

The navigation through the Straits is certainly very fine, and the country appearing beautiful, but passing so quickly, we did not have little opportunity to make any observations. For this reason we killed no seals, although we saw abundance. We also saw 300 Patagonians and two canoes with men 4 women and two children came on board, between Cape Famine and Cape Horn, and offered us some fur seal skins which we bought.

They were Fuegian, and the most miserable beings I ever saw.

They appeared, however, very civilized without possessing any features or characteristics which looked like ferocity.

In the neighbourhood of Indian Sound, I saw many fires which indicated a dense population, but it being night we saw no traces of them.

Inhabitants of Terra del Fuego. Capt. Galloway took with him Capt. Merrill's voyage, and was probably an inducement to his going towards the Straits.

LOSS OF THE SHIP MENTOR.

Communicated for the Philadelphia Centinel. Copy of a letter from Capt. Edward C. Howard, late of the whale ship Mentor, New Bedford, lost on the Pellew Island, Canton, March 12, 1832.

TO EDWARD BUTLER, Dear Sir,—On the 18th May, 1832, I left the Island of Mortz with a strong breeze from the S. S. W. steering N. N. E. at 7 or 8 knots. On the 20th at noon I had N. E. on the 21st at noon I had N. E. on the 22nd at noon I had N. E. on the 23rd at noon I had N. E. on the 24th at noon I had N. E. on the 25th at noon I had N. E. on the 26th at noon I had N. E. on the 27th at noon I had N. E. on the 28th at noon I had N. E. on the 29th at noon I had N. E. on the 30th at noon I had N. E. on the 31st at noon I had N. E. on the 1st of June at noon I had N. E. on the 2nd at noon I had N. E. on the 3rd at noon I had N. E. on the 4th at noon I had N. E. on the 5th at noon I had N. E. on the 6th at noon I had N. E. on the 7th at noon I had N. E. on the 8th at noon I had N. E. on the 9th at noon I had N. E. on the 10th at noon I had N. E. on the 11th at noon I had N. E. on the 12th at noon I had N. E. on the 13th at noon I had N. E. on the 14th at noon I had N. 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