

# The Maryland Gazette.

VOL. XC.

ANNAPOLIS, THURSDAY, DECEMBER 31, 1835.

NO. 53.

## A CALENDAR FOR THE YEAR OF OUR LORD 1836.

MOON'S PHASES.	SUN'S RISING AND SETTING FOR EVERY SATURDAY.						
	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
January—31 days							
Full	3 8 3 A	10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25	26 27 28 29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25
Last	11 10 44 M	17 18 19 20 21 22 23 24	25 26 27 28 29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25	26 27 28 29 30 31
New	18 3 24 M	24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25	26 27 28 29 30 31	1 2 3 4 5 6 7 8
First	25 9 44 M	31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25	26 27 28 29 30 31	1 2 3 4 5 6 7 8
February—29 days							
Full	2 1 44 A	7 8 9 10 11 12 13 14	15 16 17 18 19 20 21 22	23 24 25 26 27 28 29	30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17
Last	9 8 24 M	14 15 16 17 18 19 20 21	22 23 24 25 26 27 28 29	30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25
New	16 3 12 A	21 22 23 24 25 26 27 28	29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25	26 27 28 29 30 31
First	24 6 45 M	29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25	26 27 28 29 30 31	1 2 3 4 5 6 7 8
March—31 days							
Full	3 4 56 M	6 7 8 9 10 11 12 13	14 15 16 17 18 19 20 21	22 23 24 25 26 27 28 29	30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17
Last	10 4 31 M	13 14 15 16 17 18 19 20	21 22 23 24 25 26 27 28 29	30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25
New	17 4 4 M	20 21 22 23 24 25 26 27	28 29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25	26 27 28 29 30 31
First	25 3 25 M	27 28 29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25	26 27 28 29 30 31	1 2 3 4 5 6 7 8
April—30 days							
Full	1 5 12 A	3 4 5 6 7 8 9 10	11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17
Last	8 11 33 M	10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25
New	15 6 7 A	17 18 19 20 21 22 23 24	25 26 27 28 29 30	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30
First	23 9 53 A	24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30	1 2 3 4 5 6 7 8
May—31 days							
Full	1 3 0 M	5 6 7 8 9 10 11 12 13 14	15 16 17 18 19 20 21 22	23 24 25 26 27 28 29	30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17
Last	7 6 28 A	15 16 17 18 19 20 21 22	23 24 25 26 27 28 29 30	31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25
New	15 9 2 M	22 23 24 25 26 27 28 29	30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31
First	23 12 33 A	29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31	1 2 3 4 5 6 7 8
Full	30 10 50 M						
June—30 days							
Last	6 2 23 M	5 6 7 8 9 10 11 12 13	14 15 16 17 18 19 20 21	22 23 24 25 26 27 28 29	30	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17
New	14 12 39 M	12 13 14 15 16 17 18 19	20 21 22 23 24 25 26 27 28	29 30	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25
First	22 12 31 M	19 20 21 22 23 24 25 26	27 28 29 30	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30
Full	28 5 53 A	29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30	1 2 3 4 5 6 7 8
July—31 days							
Last	5 12 44 A	3 4 5 6 7 8 9 10 11 12	13 14 15 16 17 18 19 20	21 22 23 24 25 26 27 28	29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17
New	13 3 44 A	10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25
First	21 9 25 M	17 18 19 20 21 22 23 24	25 26 27 28 29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31
Full	28 12 45 M	24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31	1 2 3 4 5 6 7 8
August—31 days							
Last	4 2 9 M	7 8 9 10 11 12 13 14	15 16 17 18 19 20 21 22	23 24 25 26 27 28 29 30	31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17
New	12 6 10 M	14 15 16 17 18 19 20 21	22 23 24 25 26 27 28 29 30	31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25
First	19 4 53 A	21 22 23 24 25 26 27 28	29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31
Full	26 8 35 M	29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31	1 2 3 4 5 6 7 8
September—30 days							
Last	2 6 44 A	4 5 6 7 8 9 10 11 12 13	14 15 16 17 18 19 20 21	22 23 24 25 26 27 28 29	30	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17
New	10 7 41 A	11 12 13 14 15 16 17 18	19 20 21 22 23 24 25 26	27 28 29 30	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25
First	17 10 58 A	18 19 20 21 22 23 24 25	26 27 28 29 30	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30
Full	24 1 6 11 A	25 26 27 28 29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31	1 2 3 4 5 6 7 8
October—31 days							
Last	2 1 42 A	3 4 5 6 7 8 9 10 11 12	13 14 15 16 17 18 19 20	21 22 23 24 25 26 27 28	29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17
New	10 8 27 A	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25
First	17 6 29 M	16 17 18 19 20 21 22 23	24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31
Full	24 10 33 M	23 24 25 26 27 28 29 30	31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31
November—30 days							
Last	1 3 36 A	6 7 8 9 10 11 12 13 14	15 16 17 18 19 20 21 22	23 24 25 26 27 28 29 30	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25
New	8 5 32 A	13 14 15 16 17 18 19 20	21 22 23 24 25 26 27 28 29	30	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25
First	15 1 29 A	20 21 22 23 24 25 26 27	28 29 30	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30
Full	23 12 33 M	27 28 29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31	1 2 3 4 5 6 7 8
December—31 days							
Last	1 5 29 M	5 6 7 8 9 10 11 12 13	14 15 16 17 18 19 20 21	22 23 24 25 26 27 28 29	30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17
New	8 7 59 A	11 12 13 14 15 16 17 18	19 20 21 22 23 24 25 26	27 28 29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24 25
First	14 11 32 A	18 19 20 21 22 23 24 25	26 27 28 29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31
Full	22 7 13 A	25 26 27 28 29 30 31	1 2 3 4 5 6 7 8	9 10 11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31	1 2 3 4 5 6 7 8
Last	30 10 26 A						

### MISCELLANEOUS.

From the United Service Journal.

#### NARRATIVE.

#### OF THE LOSS OF THE BRIG WELINGTON, OF CORK, JOHN KELLAR, MASTER.

We sailed on the 6th of October, 1833, from the Cove of Cork, on a voyage to St. Andrew's. During a passage of sixty days, the greater part of which we had to struggle with adverse winds, nothing material occurred, save the shifting of our ballast (limestone), sometimes a ticklish affair, and which in the present instance caused us not a little alarm; but the promptitude and alacrity of the crew soon set all right again. On reaching the ballast ground we discharged our ballast, weighed anchor, and ran up to a small cove called Shamcock; where, having repaired the rigging, we took in a cargo of deals. Four of our men, in consequence of some dissatisfaction, having left us here, we were obliged to return to the ballast-ground to wait for others. At length our crew being completed, we sailed the 23d of December on our return to Cork; mustering in all seventeen persons, including one male and one female passenger. With a fine stiff breeze down the bay we soon lost sight of land; nothing worthy of note occurred until the 30th, when the wind got up from the N. W., and soon blew so heavy a gale that we were obliged to take in all but a close-reefed main-top-sail, under which we scudded until the 5th of January.

During this interval it continued to blow a hurricane, principally from the N. W., but occasionally, after a short lull, flying round to the S. W., with a fury that nothing could resist. The sea, as our little craft sunk into the trough or rather valleys of the sea, threatened every instant to overwhelm us. It was several times proposed to lay her to; but the fatal opinion prevailed, that she made better weather of it in scudding. On the night of the 9th a tremendous sea struck her on the stern, stove in all the dead-lights, which were washed into the cabin, lifted the taffrail a foot or more out of its place, carried away the after part of the starboard bulwark, shattered the whole of the stern frame, and washed one of the sternmen away from the wheel. By the most strenuous exertions of the carpenter and crew, the stern was as well secured as circumstances would admit for the night, and on the following morning the wind moderating a little, new dead-lights were put in, and the damage further repaired.

By this time every stitch of canvass, save the main-top-sail, jib, and trysail, were split into ribbons, so that it had become a matter of anxiety as to how we should reach our port even when the gale subsided. But we were soon spared any further care on that head. As the day closed in the tempest resumed its fury; and by the following morning (the 5th of January) raged with such appalling violence, that it was deemed advisable to lay her to. From her constant straining the brig had now begun to make so much water as to require all hands in succession at the pumps until the following morning at two, when the larboard watch went below, the watch on deck, by constant exertion, sufficing to keep her free.

At seven in the morning of the 9th a tremendous sea broke over the starboard bow, overwhelming all, and sweeping the cabin, boats, planks, harness, casks, in short every thing before it, to the after part of the deck; even the starboard anchor was lifted on to the forecastle; and the cook, who was in the galley, washed with all his culinary apparatus into the lower-cabin, where he remained for some time in a very perilous situation, jammed in among the loose spars and other portions of the wreck, until extricated by the watch on deck, who fortunately, being all aft at the moment of the occurrence, escaped unhurt.

Before we could well recover from this shock, the watch below rushed upon deck with the appalling intelligence, that the water had found its way below, and was pouring in like a torrent. On examination it was discovered that the coppers, forced along the deck with irresistible violence, just by striking a stanchion fixed firmly in the deck, split the covering both before and aft, and thus the water had obtained access. The captain, now despairing of keeping her free by the pumps, and perceiving that she was already nearly water-logged, thought it was high time to provide against the worst. As our ship, from the nature of her buoyant cargo, could not sink, his first directions were to store the top with provisions. This was instantly done; and all exerting themselves with the energy of despair, two barrels of beef, some hams, pork, butter, cheese, and a large jar of brandy, were handed in a trice up from below, but not before the water had nearly filled the cabin, and forced those employed there to cut short their operations, and with the two unfortunate passengers to fly for safety on deck. Fortunately for the latter, their ignorance of the real state of things but half revealed the horrors of their pitiable situation, and perhaps wholly concealed the relentless fate that so closely menaced them. The poor lady, whose name I have forgotten, — young and delicate, already suffering in health from confinement below and sea-sickness, pale

and shivering, but patient and resigned, had but a short time taken her seat alongside her fellow-passenger on some planks near the taffrail, on which lay extended the unfortunate cook, unable to move from his bruises, when the vessel, a heavy lurch having shifted cargo, was laid on her beam-ends, and the water rushing in carried every thing off the deck,—provisions, stores, planks, all went adrift,—and with the latter the poor lady, who, with the cook, floated away on them, without a possibility of saving either of them.

But such was the indescribable horror of the situation of those who were left, that had we been able to reason or reflect, we might well have envied our departed shipmates.

A few minutes before we went over, two of the crew, invalids, had taken refuge in the main-top: one of these, standing to leeward, and unable from weakness to shift for himself, was by the fatal shock forced into the belly of the main-top-sail, and there found a watery grave. The remainder of the crew, with the male passenger, succeeded in getting on her side. In this hopeless situation, secure and clinging to the channels and rigging, the sea every instant washing over us, and threatening destruction, we remained some hours. At length the topmasts, jib-boom, and trysail-gaff having given way, the vessel again righted and we crawled on board. But altho' more secure, our condition was but little improved. The decks having blown up, and the stern out, every thing below, bulkheads, chests, provisions, water, &c. had been washed away; and a small quantity of pork, all that we had time to stow away in the top out of the provisions provided for that purpose, having gone the same way, we had now the prospect, if possible more horrid, if we escaped drowning, of perishing of cold and hunger. For our ultimate providential preservation we were perhaps mainly indebted to the circumstance of the carpenter's retention of his axe, which by some means or other he had contrived to save. With this useful instrument we now, to prevent her if possible again going over, deemed it expedient to cut away the fore-mast. While busied about this, we found a piece of pork of about four pounds weight; and as drowning men, they say, will catch at a straw, even this morsel gave a new fillip to our hopes, and raised our drooping spirits. It would at least prolong existence some few hours, and in that interval the gale might abate, some friendly sail heave in sight, and the elements, weary of persecuting us, might relent.

Such were our reflections. Oh! how our eyeballs strained, as emerging from the trough of the sea on the crest of a liquid mountain, we gazed on the misty horizon until from time to time we fancied, nay, we felt assured, we saw the object of our search. But evening closed in, and with it hope almost expired. That day not a morsel passed our lips. The pork, our only supply, given in charge to the captain, it was thought prudent to husband as long as we could.

Meanwhile, with a top-gallant studding sail remaining in the top, which was stretched over the main head, we contrived to procure a partial shelter from the inclemency of the weather. Under this, drenched as we were and shivering with cold, some of us crouched for the night; but others of the crew remained all that time in the rigging. In the morning we all—fourteen in number—mustered on deck, and received from the mate each a small bit of pork, (about a couple of ounces), the remainder being carefully put away, and reserved for the next day. This, and some water, the only article of which (a cask having been discovered forward, well stowed among the planks) we had abundance, constituted our only meal that day. Somewhat refreshed, we all went to work, and as the studding-sail had afforded but a scanty shelter, we fitted the trysail for this purpose; on opening which we found the cat, drowned, and as much as our stomachs might have revolted against such food on ordinary occasions, poor puss was instantly skinned, and the carcass hung up in our larder, the main-top.

This night we were somewhat better lodged; and the following day, having received our scanty ration of the pork, now nearly consumed, we got three swiftnets round the hull of the vessel, to prevent her going to pieces. Foraging daily for food, we sought incessantly in every crevice, hole, and corner but in vain.</