## Marpland Gazette.

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ANNAPOLIS, THURSDAY, DECEMBER 21, 1825.

NO. 53.

## 8636363863638 A CALENDAR FOR THE YEAR OF OUR LORD 1836.

MOON'S PHASES.		MONDAY,	Tuesday,	WEDNESDAY,	THURSDAY,	FRIDAY,	SATURDAY,	Sun's rising and setting for every Saturday.			und
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January—31 days————————————————————————————————————	3 10 17 24 31	4 11 18 25	5 12 19 20	6 13 20 27	7 14 21 29	- 1 8 15 23 29	16 23	H. 7 7 7 7 7 7	M. 23 20 16 9 2	1	M. 37 40 44 51 53
February—29 days————————————————————————————————————	7 14 21 25	-1 9 15 25 20	9 15 26	3 10 17 21	4 11 19 25	5 12 19 26.	6 13 20 27	6	55 47 39 29	5 5	5 13 22 31
March—31 days————————————————————————————————————	8 13 30 27	7 14 21 23	-1 8 15 22 29	9 16 23 30	3 10 17 24 31	4 11 18 25	19	6 6 5	20 11 2 52	5 5	40 49 58 8
April—30 days————————————————————————————————————	3 10 17 24	4 11 15 25	5 12 19 26	6 13 20 27	7 14 21 25	- 1 9 15 22 29	16	5 5 5 5 5	48 31 25 17 5	3	17 26 35 43 52
May—31 days————————————————————————————————————	15 22 29	2 9 16 23 30	3 19 17 24 31	11 18 25	5 12 19 26	6 18 20 27	14 21 25	5 1 1 4	1 54 45 48	7	59 6 12 17
Janc—30 days————————————————————————————————————	12	6 13 20 27	7 14 21 29	1 8 15 22 29	9 16 23 30	3 10 17 21	1 11 18 25	1 1	.89 36 35 35	7 7 .	21 24 25 25
July—31 days————————————————————————————————————	17	4 11 18 25	5 12 19 26	6 13 20 27	7 11 21 29	15 22 29	10 10 50	1 1 1 1 1 1	39 43 49 55	7	24 21 17 11 5
August—31 days.  Lact	14 21	1 8 15 22 29	9 16 23 30	3 10 17 24 31	4 11 18 25	5 12 19 26	6 13 20 27	5	20 10 18 20	6	59 50 42 34
September—30 days————————————————————————————————————	11	5 12 19 26	6 13 20 27	7 14 21 28	-1 8 15 22 29	9 16 23 30	3 10 17 21	5	35 44 53 2	6-	25 16 7 58
October—31 days————————————————————————————————————	9 16	3 10 17 24 31	4 11 18 25	5 12 19 26	6 13 20 27	7 14 21 28	- 1 8 15 25 29	3	11 20 29 35 47	5 5 5	49 40 31 22 13
November—30 days————————————————————————————————————	13 20	. 7 14 21 29	9 15 22 • 29	9 16 23 30	3 10 17 24	4 11 18 25	5 12 19 26	7	55 8 9 15	4	5 57 51 45
December—31 days————————————————————————————————————	11 18 25	5 12- 19 26	. 6 13 20 27	7 14 21 29	15 22 20	2 9 16 23 30	3 10 17 24 31	7	23 25 25	4 4 4 4	40 37 35 55 36

CABINET.

JOHN FORSYTH, of Georgia, LEVI WOODBURY, of N. Hampshire, EEWIS CASS, of Ohio, MAHLON DIOKERSON, of N. Jersey, AMOS KENDALL, of Kentucky, BENJAMIN F. BUTLER, of N. York,

Secretary of State. Secretary of Treasury. Secretary of War. Secretary of Navy. Postmaster-General. Attorney-General U. S.

Printed and Published by JONAS GREEN, At the Brick Building on the Public Circle.

Price-Three Bollars per annum.

NOTICE.

next, 18 o'clock A. M. will be offered for Rent, and be Stalls and Benches in the Market House, lower year ending the first Monday in January 197. Terms, Cash.

NICHO AS KILMAN,

Dec. 17,—R. Market Master.

## WILLIAM BRYAN, MERCHANT TAILOR,

TAKES this method of informing the pub-lic, that he has moved his Establishment to the New Brick Building adjoining the store of Mr. Dennis Claude, Junior, and immediately opposite the City Hotel, where he has opened a Large and Splendid Assortment of

Goods, consisting of
Cloths, Cassimers, and Vestings,
Of various descriptions and qualities. He
respectfully invites his friends and the public to

give him a call, as he is determined to sell his Goods at the lowest prices.

MISCELLANEOUS.

From the United Service Journal. S NARRATIVE.

OF THE LOSS OF THE BRIG WEL LINGTON, 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 straggle 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 ballastground 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 maintop-sai, under which we scudded until the 5th of Jan-

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 fory 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 tatal opinion prevailed, that she made better weather of it in scudding. On the night of the 6th a tre-mendous 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 steersmen 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 deadlights were put in, and the damages further re-

By this time every stitch of canvass, save the main topsail, jib, and trysail, were split into ribbons, so that it had become a matter of anxicty 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 8th of January) raged with such appalling violence, that it was deemed advisable to lay her to. From her con-stant straining the brig had now began 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 caboose, 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 los scuptil 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 ap-palling intelligence, that the water had found its way below, and was pouring in like a tor-On examination it was discovered that the coppers, forced along the deck with irresis table 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 cuptain, now despairing or keep ing 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 en ergy of despair, two barrels of beef, some hams, butter, cheese, and a large jar of brandy were handed in a trice up from below, but no before the water had nearly filled the cabin, and forced those employed there to cut short their operations, and with the two unfortunate, pas sengers 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 pi tiable 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 to haul the vessel up to the top, we were in

and shivering, but patient and resigned, had but j 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 maintop: one of these, standing to leeward, and una ble from weakness to shift for himself, was by the ratal 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 hope less 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, jibboom, and trysail-gaff having given way, 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 hornifying, if we escaped drowning, of perishing of cold and hunger. Forour 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 use ful 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 spir-It would at least prolong existence son few hours, and in that interval the gate might abute, some friendly sail heave in sight, and the elements, weary of persecuting us, might

relent. Such were our reflections. Oh! how our eye balls 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

Moonwhile, with a top-gallant studding sail remaining in the top, which was stretched over the mast 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 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 ar-ticle of which (a cask having been discovered forward, well stowed among the planks) we had abundance, constituted our only meal that day. ners, where he remained for one time in a somewhat refreshed, we all went to work, and very perilous situation, animal in among the loose spars and other portions of the wreck, unshelter, we fitted the try-sail for this purpose; on opening which we found the cat, drowned, and as much as our stomachs might have revolted a gainst such food on ordinary occasions, poor puss was instantly skinned, and the carcass hung up in our larder, the main-ton.

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 swiftsures 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.

We now approached the stage of suffering beyond which nature cannot carry us. With some, indeed, they were already past endurance; and one irdividual, who had left a wife and family dependent on him for support in London unable any longer to bear up against them, & the almost certain prospect of starvation went down out of the top, and we saw him no more. Having cked out the pork until the fourth day, we mmenced on the cat,-fortunately both large and in good condition,-a mouthful of which with some water furnished our daily allowance. Sickness and debility had now, however, began to make such ravages among us all, that al though we had, as I before remarked, a tolerable stock of the latter, considerable difficulty was experienced in procuring it. We had hitherto in rotation taken our turn to fill a small breaker at the cask, wedged in among the cargo of deals; but now, scarcely able to keep our feet along the planks, and still less so

so no danger of even this resource being cu: off from us. In this manner, incredible as it may seem, we contrived to keep soul and body together until the eleventh day, our sittle nance, the pork, the cat, the water, and the bork of some young birch trees, which latter, in searching for a key of tamarinds, which would hopes of finding, we had latterly come a-

On the twelfth morning, at daybreak, the hailing of some one from the deck electrified us all. Supposing we had missed none of our shipmates from the top, that it must be from some boat or vessel from alongside, we all cagerly made a movement to answer our supposed deliverers, and such was the excitement a-mong us all, that it well nigh upset what little reason we had left. Alas! no boat or vessel was in sight. It seemed as if Fate, not content with our physical suffering, added mockery to the scourge. It was at length found that one of the party was missing; and from this individual, whom we found without hat, shoes, or jacket, in a state of total derangement, the voice had proceeded.

Despair had now for some time taken such total possession of some of us, that, suspended between life and death, a torpor had seized us, and, resigned to our tate, we had scarcely sufficient energy to lift our heads, and exercise the only faculty on which depended our salvation. The delirium of our unfortunate shipmate had, however, reanimated us, and by this means, through Providence, he was made instrumental to our deliverance. Not long after, one of the men, as if suddenly inspired, exclaimed, "This is Sunday morning! the Lond will relieve us from our distress! at any rate I will take a look round me." With this he arose, and having looked about him a few minutes, the cheering cry of "A sail!" announced the fulfilment of this singular prophecy.

'Yes,' he repeated in answer to our doubts, 'a sail and bearing right down upon us.' We all eagerly got up, and looking in the direction indicated to us, the welcome certainty that we were not again cheated of our hopes almost turned our brains. In a short time the vessel, which proved to be the brig Mic Mac, Capt. Tobias, from Boston bound to London, ran down across our bows, hove to, sent his boats along side, and by ten o'clock we were all safe on Singularly enough, our brig which had been lying to with her head to the northward and westward from the time of the commencement of our disasters, went about the evening previous to our quitting her as well as if she had been under sail,—another providential occurrence; for had sheremained with her head to the northward, we should have seen nothing of our deliverers. From the latter we experienced all the care and attention our deplorable condition required, and, with the exception of two of the party, who were frost-bitten, and who died two days after our quitting the wreck, we soon were restored to health, and reached St. Cathe. rine's Dock on the 30th of the following month

## FOR ANNAPOLIS.



THE STEAM BOAT MARYLAND will go to Annapolis, on Sunday the 20th, and 27th inst. and return same day, leaving the lower end Dugan's whart, at 9 o'clock,

M. Passage same as last year.
N. B.—All baggage at the owner's risk
LEM'L. G. TAYLOR.

Patapsco Rank of Maryland, ¿ Ellicott's Mills, Oct. 31, 1835.

OTICE is hereby given, to the Stockholders of this Institution, that the balance of fifteen dollars on each share of stock in the following instalments, viz:

The third instalment of five dollars per share, on the 15th December next, of which due notice has been given.

The fourth instalment of five dollars per share on the 5th of February next. The fifth and last instalment, of five dollars per share, on the 1st of April next.

Stockholders who pay their instalments before the periods above designated, will be allowed to participate in the prefits of the Institution from the first day of the month, next ensuing the date of their respective pay-

By der of the President and Directors. B. U. CAMPBELL, Cashier. v. 5, 1835.—mtA.

A BARGAIN.

THE undersigned intending to transfer his Publication office to the Eastward, offers to sell the PRESSES, TYPE and MATERIALS used in the Public Work. If there be an Editor printer of the party who dares to become a competitor for the printing, we will furnish an office and the materials to do the work, and take orders on the Clerk of the House of Representatives in payment.

The patronage of the Department is worth from twelve to twenty thousand dillars per annum, and that of the House as much more Will editors with whom me exchange give

this one or two insertions-DUFF GREEN. Nov. 5