

From the Charleston Courier.

TO THE EDITOR.

SIR—Spending an evening in the village of Mauchlin, with the celebrated, Robert Burns and William Simpson, to whom one of his epistles is addressed, the conversation happened to turn upon epitaph writing, and we agreed each to try our talent in that way. John Dow, (Dove) the landlord was present, and Burns pitched on him for his subject; which epitaph is printed in his works. There lived in the neighborhood one John Fish, whom I made the subject of my essay. If you think the Fish worthy to be a companion to Burns' Pigeon, the following epitaph is at your service; the publication of it in your valuable paper, will oblige Yours,

G. TURNBULL.

EPITAPH.

HERE lies JOHN FISH,  
Who did earnestly wish  
The baits of Old Satan to shun:  
And if that he should  
Be caught in the mud,  
To the net of salvation to run.  
And when drawn by death's hook  
From this turbulent brook,  
The scene of his sorrow and strife,  
That he might not be cramm'd  
On the coals with the damn'd,  
But swim in the waters of Life!



(By Authority.)

AN ACT

Making appropriations for the support of government for the year one thousand eight hundred and four.

BE it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That for the expenditure of the civil list in the present year, including the contingent expenses of the several departments and officers; for the compensation of the several loan officers and their clerks, and for books and stationary for the same; for the payment of annuities and grants; for the support of the mint establishment; for the expenses of intercourse with foreign nations; for the support of light-houses, beacons, buoys and public piers; and for satisfying certain miscellaneous claims, the following sums be, and the same hereby are respectively appropriated; that is to say:

For compensations granted by law to the members of the Senate and House of Representatives, their officers and attendants, estimated for a session of four months and a half continuance, one hundred and ninety-eight thousand nine hundred and fifty-five dollars:

For the expense of firewood, stationary, printing, and all other contingent expenses of both Houses, including the expense of printing the President's message of the twenty-third of December, one thousand eight hundred and two, with the accompanying documents, thirty-two thousand seven hundred dollars:

For the purchase of books for the use of both Houses of Congress, the balance of the former appropriation being carried to the credit of the surplus fund, two thousand seven hundred and three dollars, and five cents:

For furniture for the House of Representatives, being an expense incurred in the year one thousand eight hundred and three, twelve hundred dollars:

For compensation to the President and Vice-President of the United States, thirty thousand dollars:

For compensation to the secretary of State, clerks and persons employed in that department, eleven thousand three hundred and sixty dollars:

For the incidental and contingent expenses in the said department, four thousand eight hundred dollars:

For printing and distributing copies of the laws of the first session of the eighth congress, and printing the laws

in newspapers, eight thousand, two hundred and fifty dollars:

For compensation to the secretary of the treasury, clerks and persons employed in his office, including those engaged on the business belonging to the late office of the commissioner of the revenue, thirteen thousand and ninety-two dollars and eighty-seven cents:

For expenses of translating foreign languages, allowance to the person employed in receiving and transmitting passports and sea-letters, and stationary printing, one thousand dollars:

For compensation to the comptroller of the treasury, clerks and persons employed in his office, twelve thousand nine hundred and seventy-seven dollars and eight cents.

For expense of stationary, printing, and incidental and contingent expenses in the comptroller's office, eight hundred dollars:

For defraying the expense of preparing new certificates of registry for ships and vessels, in conformity with the law of the second of March, one thousand eight hundred and three, four thousand five hundred dollars:

For compensation to the auditor of the treasury, clerks and persons employed in his office, twelve thousand two hundred and twenty dollars and ninety-three cents:

For expense of stationary, printing, and incidental and contingent expenses in the office of auditor of the treasury, five hundred dollars:

For compensation to the treasurer, clerks and persons employed in his office, six thousand two hundred and twenty-seven dollars and forty-five cents:

For the expense of stationary, printing, and incidental and contingent expenses in the treasurer's office, three hundred dollars:

For compensation to the register of the treasury, clerks and persons employed in his office, sixteen thousand and fifty-two dollars:

For expense of stationary and printing (including books for the public stock and for the arrangement of the marine papers), two thousand eight hundred dollars.

For the expense of printing and transmitting the certificate of the six per cent. stock, created by virtue of the act of the tenth of November, one thousand eight hundred and three, one thousand five hundred dollars.

For compensation to the secretary of the commissioners of the sinking fund, two hundred and fifty dollars:

For compensation of the clerks employed for the purpose of making drafts of the several surveys of land in the territory of the United States, north west of the river Ohio, and in keeping the books of the treasury in relation to the sales of lands at the several land offices, two thousand dollars:

For fuel and other contingent expenses of the treasury department, four thousand dollars.

For defraying the expenses incident to the stationing and printing the public accounts, for the year one thousand eight hundred and four, one thousand two hundred dollars.

For purchasing books, maps & charts, for the use of the treasury department, four hundred dollars:

For compensation to a superintendent employed to secure the buildings and records of the treasury, during the year one thousand eight hundred and four, including the expense of two watchmen and for the repair of two fire engines, & other incidental expenses, one thousand one hundred dollars:

For compensation to the secretary of war, clerks and persons employed in his office, eleven thousand two hundred and fifty dollars:

For the expenses of fuel, stationary printing, and other contingent expenses of the office of the secretary of war, including certain contingent expenses incurred in the year one thousand eight hundred and one, one thousand one hundred and fifty dollars and two cents:

For compensation to the accountant of the war department, clerks and persons employed in his office, ten thousand nine hundred and ten dollars:

For contingent expenses in the office of the accountant of the war department, one thousand dollars:

For compensation to clerks employed in the paymaster's office one thousand eight hundred dollars:

For fuel in the said office, ninety dollars:

For compensation to the purveyor of public supplies, clerks and persons employed in his office, including a sum of twelve hundred dollars, for compensation to his clerks, in addition to the sum allowed by the act of the second day of March, one thousand seven hundred and ninety-nine, and for expense of stationary, store rent and fuel for the said office, four thousand eight hundred dollars:

For extra expenses incurred by the removal of the office of purveyor of public supplies from Philadelphia to Germantown, in the year one thousand eight hundred and three, two hundred & three dollars:

For compensation to the secretary of the navy, clerks and persons employed in his office, nine thousand one hundred and ten dollars:

For expense of fuel, stationary, printing, and other contingent expenses in the office of the secretary of the navy, two thousand dollars:

For compensation to the accountant of the navy, clerks and persons employed in his office, including the sum of one thousand one hundred dollars, for compensation to his clerks, in addition to the sum allowed by the act of the second of March, one thousand seven hundred and ninety-nine, ten thousand four hundred and ten dollars:

For contingent expenses in the office of the accountant of the navy, seven hundred and fifty dollars:

For compensation to the post master general, assistant postmaster general, clerks and persons employed in the postmaster general's office including a sum of four thousand five hundred and ninety-five dollars, for compensation to his clerks, in addition to the sum allowed by the act of the second of March, one thousand seven hundred and ninety-nine, thirteen thousand nine hundred and fifty-five dollars:

For expense of fuel, candles, house rent for the messenger, stationary, chests, &c. exclusive of expenses of prosecution, portmanteaus, mail locks, and other expenses incident to the department, to be paid for by the postmaster general out of the funds of the office, two thousand dollars:

For compensation to the several loan-officers thirteen thousand, three hundred thirty-three dollars and thirteen cents:

For compensation to the clerks of the several commissioners of loans, and an allowance to certain loan officers, in lieu of clerk hire, and to defray the authorized expenses of the several loan officers, thirteen thousand dollars:

For extra expenses occasioned by the removal of the loan office of Pennsylvania to Government, during the summer of one thousand eight hundred and three, three hundred and forty-nine dollars:

For defraying the expense of clerk hire in the office of the commissioners of loans of the state of Pennsylvania, in consequence of the removal of the offices of the treasury department, in the year one thousand eight hundred, to the permanent seat of government, two thousand dollars.

(To be Continued.)

From the Federal Gazette.

THE BEAUTIES OF OUR ROADS.  
TO THE PEOPLE OF THE CITY AND COUNTY OF BALTIMORE.

(Concluded from our last)

It is possible, said I, the people of Baltimore county cannot find such characters as have a knowledge of the interests of the county better than to have the roads kept in such a manner as to drive the principal part of the trade to another state? Suppose they could completely effect it, which they have nearly done (I mean driving the trade by land from the city) would or could that possibly be any advantage to the county? I should apprehend not; but on the contrary, the landed property in the county would diminish in value with the decline of the city. I am informed the crosscut canal is rapidly advancing, which, if you let your roads and bridges go down in order to save money, will, it appears to me, have its effects on your city, which must soon decline, and yield to that arrogant sister, Philadelphia. But, says the citizen, we have lately established a bank of three millions of dollars, two powerful insurance companies, and have several other banks and insurance companies, which enable us to pay you cash and give you good prices when you come to our market. It is true, you may have cash; but unless you can afford at least a dollar per barrel for flour more than what is given at George Town or Alexandria, you will stand no chance of getting it: for when the water is high enough, I can send it there by water, by which I will save at least half a dollar more per barrel in the carriage; and I have my fears, if you do not very speedily send suitable characters to represent you, and the people of other counties do the same, notwithstanding all your banks and insurance companies, as well as your very advantageous situation for commerce, that not only our county, but part of yours, will have to seek a market in George Town, Alexandria or Philadelphia. You will have to pay a freight and toll on the crosscut; we on the Potomac, when the water will permit us to descend it; and your banks will operate only like a massy building on a bad foundation, the weight only helping to level it the sooner to the earth: If nothing can be done for the roads, I advise your capitalists to establish themselves in Alexandria, and I will meet them with my custom; and the Virginians will accommodate me with a good road, and I have no doubt will receive them and their capital in trade, with open arms. It is a disagreeable reflection to me, that myself and children after me, for want of the proper encouragement, at the most natural place for trade, should be so discouraged, and that we shall for ever have to go 60 miles to market, instead of 50. But what must it be to your county, which has a market, as it were, at its own door, should it, ere long, be petitioning for roads to the Federal City and to Alexandria or to Philadelphia? When that

time arrives, (which I hope never may, provided you make use of those advantages which nature has put in your power,) you will then, when it is too late, see, as I do now, the propriety of turnpike roads, and have to reflect on the bad policy of your past conduct, in being the means of reducing, instead of raising three fold, the worth of your landed property to perhaps one quarter of its present value. But, says the citizen, we have turnpike roads on which there were vast sums of money expended. I tell you, no matter; for you may expend money in the way you are going on, as many or 50 times as many wagon loads as you have already expended, and never, to the end of time, will you effect the purpose of making your roads good. I have tried them 7 years ago, and they were infinitely better then, than they are at the present time; and if you continue in this line to the end of the world, they cannot get better. If you want them better as much as I do, you will send suitable characters to represent you at your next session of assembly, if you have them; if you have them not, send such at least as will not endeavor to frustrate the good intentions of the rest of the state towards you. The thing I should suppose, may yet be practicable, unless your funds are too much exhausted in the banks and insurance companies. It needs nothing more nor less than something nearly on the plan of the Lancaster law, which, on trial, is found to be a most valuable institution.

I thought I could not leave the city without drawing up these hints, and on my return home shall endeavor to represent the subject in its true light, and am not without hopes that many thousands of people will save themselves and their property the perpetual disadvantage of seeking a market abroad, on a coast of negating the one assigned them by nature, at home.

A FARMER & PLANTER.

BOSTON, July 6.

Capt. Elwell, of the brig Greenland, arrived yesterday from Cowes, England, which he left the 7th of May. Bruns no news later than we have already published. Captain Elwell left France the last of April and was there when the duke of Enghien was executed. He says the people of France were restrained from expressions of feeling on this occasion, but that the impression made by the murder of the duke, was evidently that of horror and disgust. We have been favored with a Paris paper of April, 1864—the Argus, an English publication, devoted to the support of Bonaparte. It contains a long dissertation on the impossibility of revolutionizing the consular government. A principal argument offered in support of it, is the infinite extent of official patronage and dependence. As a striking instance of which is quoted the legion of honor, a nobility created by Bonaparte, and owing all their consequence to his authority. We can obtain no further information respecting Moreau.

LATEST FROM EUROPE.

Arrived late last evening the ship Merchant, captain Curtis, from Liverpool, who brings papers and letters to the 11th of May, several days later than any dates we have before received. No events of great moment had as yet transpired. The change in the administration had not taken place, though the appointment of Mr. Pitt to the prime ministry was confidently expected. The sentiment of the nation is said to be decidedly in favor of Mr. Pitt, and a report prevailed that his majesty had expressed a disposition favorable to his restoration. Bonaparte had not yet murdered Moreau. The very late hour at which we obtained papers prevents our giving extracts in this number.

From England.

Last evening arrived ship Merchant, Curtis, from Liverpool, 53 days. We were favored with the papers of that place to May 12, containing London dates of the 10th. On the 7th, in the house of commons, Mr. Ross said, "I am authorized to state, that a member of this house has personally received his majesty's command to lay before him a plan of a new administration for his consideration." The member alluded to was undoubtedly Mr. Pitt. A change of ministers is certain, but there are various reports as to the persons who are to compose the next administration. By some expressions which dropped from Mr. Fox, it appears he does not expect to be included in the new arrangement. Mr. Pitt is undoubtedly to be prime minister. It was reported that he had taken upon himself the duties of the office. A writ had been moved for the election of a member of Parliament for Cambridge, in the room of that gentleman. It is asserted that Mr. Addington delivered up the seals on the 10th of May.

There is nothing new with respect to the "invasion" except that the Dutch preparations are represented as in very great forwardness.

The British minister had left the court of Madrid.

Passengers in the Merchant, Mr. Th. G. Fessenden, a distinguished literary character, and Mr. John Mercer and lady.

NEW-YORK, July, 10.

The ship Charles and Harriet, capt. Delano of New-Bedford, from Sligo, for this port, with 230 passengers arrived here yesterday. They left Sligo on the 15th of May, and on coming on the

coast were informed the Cambrian and Boston frigates were at or near the harbour of New-York. Capt. D. from motives of humanity, accordingly agreed to come thro' the sound; on arriving off Throg's neck, understanding the quarantine law was in force and terrified at the apprehension of a long detention on board, the passengers formed a determination to force a landing, and in spite of the opposition of the captain and officers effected it at Hunt's point in West Chester. Capt. D. on discovering their intentions, which first displayed itself in the attempt of several to swim on shore, armed himself and officers and threatened if they offered to leave the vessel to fire on them; but neither threats nor persuasion had any avail; they gave him to understand that any act of hostility on his part would be made at the risk of his life—that they were determined that no opposition that he could bring into exercise was adequate to prevent the execution of their design; having accordingly engaged such boats as approached them from the shore, men, women, and children, to an amount of nearly the whole number made a landing in the course of Sunday, and set off on foot to find their way to the city.

Their departure from home it is understood was somewhat precipitate, many of them belonging to the yeomanry, and volunteer corps, an order for their detention was momentarily expected, but through great exertions the ship was enabled to way anchor a day or two before the time allotted, and out sailing the government cutter, by whom they were pursued for five or six miles, they made their escape. Had she overtaken them a dreadful carnage must have ensued, as they were resolved to die before they suffered themselves to be taken back; the cutter was armed with a strong military force to compel a surrender.

Verbal accounts received by the arrival from Sligo, state the situation of Ireland to be still unsettled, nothing but the most energetic measures of the government restraining the feelings and disaffection of the people. A new plot was generating at the time of the Charles and Harriet's departure, which would burst out whenever an opportunity favourable to its success presented. The district of Connaught generally, was considered as inclined to it, and a new oath administering among those willing to engage in its execution.

The landing of the French was ardently and sincerely wished for by the lower order of people, who will undoubtedly join them whenever it takes place. The militia agreeable to a late act of parliament were to be augmented with an addition of 10,000 men, and an army of reserve to consist of 20,000 to be instantly raised, and all such persons as omitted to enroll themselves within a given period in the yeomanry or volunteer corps, subjected to a draft in either of the augmentations. The ardour for emigration increased to an incredible degree, which was restrained by nothing but the want of conveyances.

By the above arrival we have received files of Irish papers to the 11th of May, but they contain nothing new or interesting.

The ship Sally capt. Thomas, arrived at New Bedford on Wednesday the 4th instant, in 43 days from Liverpool, and brings London News to the 20th of May. Capt. Congdon, who reached this port yesterday in 4 days from New-Bedford, informs us that the report of Bonaparte's being proclaimed Emperor of the Gauls is confirmed; and that Mr. Pitt is once more at the head of the British ministry.

Dr. Rodgers, the Health-Officer, has addressed to the Mayor a statement of the facts relative to the vessels in the neighbourhood of the Wallabout, which differs materially from that published in this paper of Wednesday last, as drawn up by three physicians.

According to this statement of the Health Officer, the scurvy Union (one of the vessels said to have communicated the fever at the Wallabout) arrived here from Port au Prince on the 7th June, and after lighting her cargo of coffee, was whitewashed throughout and completely cleansed. Her men had their bedding and clothing washed, and she went to the Wallabout on the 16th of June—she sailed from Port au Prince with a crew of fifty, having a surgeon on board. The men had been all well and have continued so ever since. Port au Prince was at her sailing very healthy.

The Greyhound came from Cape Francois and arrived June 2d, after a passage of 16 days, with a crew of five, and nine passengers, mostly French; her cargo was coffee in a very sound condition—she was also cleansed—her bilgewater was completely pumped out, & the water from the pump clear and free from smell. None of the crew or passengers had been sick on the passage, nor were so at their arrival, and they have continued well ever since.

The brig La Ruse arrived June 4th, from Guadaloupe (and not from St. Domingo as has been stated) in stone ballast, and light. Her crew consisted of six in perfect health—four passengers, all well. These have all continued well ever since. She lost one man on the homeward bound passage, (the cook) whose complaint was inflammation, and partook not of the nature of the yellow fever at all.

Dr. Rodgers declares, that "no vessel has passed to the city of New-York since