American,
AND
Commercial Daily Advertiser.

PRINTED AND PUBLISHED BY
WILLIAM PECHIN,
(PRINTER OF THE LAWS OF THE UNION.)
31, SOUTH GAY-STREET,
NEAR THE CUSTOM HOUSE, BALTIMORE.

Daily paper $7 and Country paper 5 per ann.
☞ All *advertisements appear in both papers.*

TUESDAY, *DECEMBER* 24, 1805

08000 lbs. COCOA &

80000 lbs. fine GREEN COFFEE, received by the Antelope.
For Sale by
JOHN F. KENNEDY.
December 18 d4t

December 21st.
FRESH GOODS,

JUST received per the Argo, from N. York, and now opening in the Cellar of Messrs. John Wood & Co. No, 18, Calvert-street,
2 cases fine and common CALICOES
2 cases cotton and silk BRACES
Dec. 21 d4t

TO LET,

A Three Story Brick HOUSE, No. 29, Calvert-street. The stand is excellent for business; and is well calculated for a druggist For further particulars apply next door to
JOSEPH BREVITT
July 23 d

For Sale.

AN elegant set of TEA CHINA, with 12 spoons (gilt wit gold) 13 pearl handle breakfast knives, tipped with gold, and a pair of candle sticks, of very ingenious workmanship.
Also,
Two elegant marble TABLES, richly trimmed with gilt brass, and a hand ORGAN, with four cilinders containing forty eight tunes. Enquire at No. 122, Market-street.
Dec. 21 d4t*

Union Bank of Maryland,

23d DECEMBER, 1805.
NOTICE.

The Union Bank of Maryland will be shut on Wednesday the 25th, (Christmas day.) All persons offering bills or notes for Thursday's discounts, are requested to lodge the same during bank hours on Tuesday the 24th, when it is expected the bills and notes due on Wednesday, will be paid.
R. HIGGINBOTHOM, Caishier.
d2t

To Rent,

FOR a term of years, or shorter time as may be agreed on, that very commodious two story brick HOUSE, about half way between the Town and the Point, formerly owned and occupied by Mr. James Barry. The situation is extremely convenient for a merchant, who has business to attend at either or both places; there is a large, well inclosed garden; a lot of ground highly cultivated, stable, carriage-house, &c. a pump in the yard well supplied with most excellent water, and no place in the environs of Baltimore more healthy. For terms apply to HUGH THOMPSON.
December 23 d

Abner Tucker,

Now on a tour for his health,
Respectfully informs the Ladies and Gentlemen of Baltimore, that he has brought with him
A MODEL IN WOOD,
OF THE ANCIENT CITY OF
JERUSALEM,

THIS ingenious piece of machanism, so universally admired by every person who has seen and heard it explained, is laid out on a scale of *sixteen by nine* feet. The LECTURE upon it is long, and calculated to impress the mind with a solemn awe of the Deity, while we see before our eyes the trial and crucifiction of our Divine Saviour.

Those who wish to examine it will do well to improve the present opportunity, by calling at No, 8, Market-space, where they will be admitted for the moderate sum of 25 cents, children for half price He can with confidence invite all, and particularly the religious of every denomination to attend his Lectures.

Among other objects worthy of notice, are the seven mountains in the vicinity of the city and several species of fruit on trees, six feet high.

He informs the citizens, that his hours of exhibition are from 10 o'clock in the morning, until 10 at night.
Dec. 23 d8t

DVERTISEMENT.

THE subscriber respectfully informs the public that he has opened shop at No. 92, Market-street, one door below his former shop, and in the store formerly occupied by Messrs. CALHOUN & LAMMOT, where he will execute with punctuality and dispatch, his business, in the most approved stile, and solicits the patronage of the public, his friends and former customers. Fashionable goods suitable to the season, kept on hand and will be disposed of on accommodating terms, by
BENJAMIN YOE, Taylor.

To Let,

THE one half the store, at present occupied by the subscriber, and a large dry cellar, together or separate. They may be had for a term of years at a moderate rent. Apply as above
B, Y.
December 9 d

Twenty Dollars Reward.

DAVID MASON, a Shoe-maker by trade, hired a chesnut sorrel MARE of me on Thursday morning last. From circumstances I am induced to believe he is gone off with the intention of not returning her—I will give the above reward for his apprehension with the mare and Ten Dollars for the Mare only, and all reasonable expences paid.

MASON is about 5 feet 6 inches high; dark hair; black eyes; had on a knapped surtout; black coat; striped silk vest; black velvet pantaloons, and boots.

The mare is 14 hands high; blaze face; one hind foot white; branded on one of her buttocks I. B. scarcely perceptible. She has lately been trimed for the scratches, and is remarkable for an easy gallop—supposed to be with foal.
WILLIAM COCHRAN, or
JOS. C. O'REILY, Merchant,
Market-space.
December 23 d

FOR THE AMERICAN.

Mr. PECHIN,

THE very extraordinary petition lately presented to the General Assembly of this State, now in session, praying them to pass a law to extend Pratt-street, from Light-street a-cross the docks to South-street, or as far Eastward as Jones's falls, is an attempt so fraught with injustice and illiberality, that it has excited considerable interest in the public mind during the last week. Those Gentlemen who will be most benefited by the extension of Pratt-street, and who of course are the champions in this iniquitous affair, spare neither time nor trouble to promote their end, by obtaining a long and numerous list of signatures to their petition, expecting thereby to influence the members of Assembly in their favour. But our present state Legislature are composed of men too wise, to be prepossessed in this way; they well know that it is as easy to get a petition signed to reprieve a nototrious thief from merited punishment. as to hang a murderer—yes, I am sure they must know how signatures, are generally obtained, on such like occasions; no doubt some have been induced to sign the petition above alluded to, from INTERESTED motives only, some that their names may be seen and noticed by the great men of our state, who had never heard of such persons till now—And most have signed it, in order to get rid of the repeated importunities of the petition carriers, considering themselves but little interested either in the destruction, or advancement, of private property, being only, "birds of passage" here—and those who present such petitions for signature, generally put a false gloss on the end to be obtained, by which artifice PRIVATE INTEREST is cautiously kept out of view. —Those persons, immediately benefited by the extension of Pratt-street, are loud and clamorous against Cheapside, Hollingswoths" and Ellicott's Docks, and wish to have them all filled up. They state in the preamble of their petition, that those docks generate, yellow or malignant fever which is the scourge of many of our Atlantic Cities. But it is well known the malignant fever has never first made its appearance on either of those docks, therefore this argument is unfounded. Look to Philadelphia, they have no docks, like ours, and beside they have a rapid tide to clense and purifiy their shores, yet they are visited by malignant fever—But as one end only, is to be accomplished by filling and destroying those docks, it requires not an Argus to see the deep laid plan—The proprietors, and occupiers of stores, and warehouses, are to be compelled to leave them, and go and occupy, and bring into use, others, which for many years have been tenanted only by rats and mice, by bats and owls. The destruction, of the dock property will in the same proportion enhance the value of the new wharf property. The back country trade is to be diverted and drawn from Howard-street, to Prat-street and the wharves. And those persons, many of whom were among the first settlers and makers of wharves in this city, having expending the earnings of more than twenty years hard labour and toil, in constructing those docks, and building, spacious and costly warehouses thereon. I say those very men who were so instrumental, under Providence in rearing our city, who nourished and cherished it in its infant state, who like those first, and convenient docks, already bear the marks of usefulness and age, must now leave their convenient and chosen stands for business and take up their residence on another's ground; or if they have enough left, they may purchase at an enhansed price—The industrious and useful farmer too, when he comes to our city with the products of his lands, will now no more find his favorite merchant at his old residence, who used to pay him so liberally for his produce for upwards of twenty years past; when he enquires for the old occupiers of those now depreciated stores and warehouses, he will be directed by some grog-shop keeper, slop-shop owner, or oyster-house man; That the former owner can be found on the new wharf at the head of the bason, or on Dugans, M'Elderrys, or Chase's new wharves down town.

And the gentlemen petitioners, who are so much interested both at the head of the bason, and in the new wharves down town, exclaim they wish also to beautify and adorn our city by extending and opening Pratt-street, but we hear not a word about. streighting and opening North Gay-street, nor of opening South-street, Hanover-street, and Sharp-street a cross Market-street in a streight northerly direction; those improvements will not answer the desired end---And who will be hardy enough to deny, that if Pratt-street was extended, and all the streets above-mentioned were opened that it would not add to the beauty of our city; it certainly would; but how are these great and mighty alteration's to be accomplished; we hear not a word about the damage, individuals are to sustain by this contemplated carnage of private property---The damage individuals would sustain by extending Pratt-street alone, would amount to at last one hundred and seventy five thousand dollars; a sum nearly as great, as it would cost to open and extend all the other streets before named—and why, because three private docks would be destroyed, which afford nearly two thousand five hundred feet of landing, of *private landing*, where the craft belonging to our Bay, load and unload, free from any charge of wharfage, which may hereafter, not be so, if private interest, should procure their destruction, at the expence of the public good, which I am sure will never be the case---But admit Pratt-street was to be extended, who will the Legislature of this state, say, shall pay this enormous damage—If by the petitioners for it, this would be most reasonable---If by the city, where are the funds to come from; as we have nothing already in store for to pay reasonable public demands, shall our city taxes be raised, or must we devise new modes of revenue? shall we tax the country waggons that pass our streets, or shall we make the bay craft or small vessels pay daily wharfage, that may visit our city? no, I hope not, I trust the already small revenues of our city will remain untouched for any such extravagant purposes, and that things may be permited to go on in the old way---And if this damage to be done to private property is ordered to be paid by the principally benefited petitioners, it will absorb all their private fortunes—Can it be reasonable to suppose that the proprietors on those docks will ever suffer a shovel full of dirt to be thrown into them, before they receive full and ample compensation, or sure guarantee, adequate to the damage they will thereby sustain; and this damage the legislatue will no doubt order first to be paid, in case they should be prevailed on to pass such a law.

But in case the law was passed, the docks ordered to be filled up, and Pratt-street extended, and all this against the consent of the proprietors to answer the purpose, or for advancing the interest of a few individuals and for quieting the alarms of some on account of malignant diseases—and for pleasing the eyes of more; from the same parity of reasoning I hope the holders of property from Moales's Point round to the Spring Garden, encouraged by such a precedent, may come forward—yes, and with as much justice on their side; and petition the next general assembly to pass an act, authorising those most *interested*, to extend a wharf across at Fort M'Henry, and fill up that arm or branch of the Patapsco, whose "*filthy waters*" now washes the shores of our city—and thereby drive all our shipping and bay craft round to Ridgely's Cove, on the waters of which, strangers say our city should have been built—Those interested petitioners, can with such a fortunate example before them, then ably proclaim to our rulers and lawmakers, that Ridgely's Cove is far better adapted for the accomodation of large vessels, than the old bason and harbor ever was or can be—That new and spacious wharves are soon to be erected there, and new warehouses built, where all our exports may with facility be shipped and our imports landed, and the proprietors of lands there adjacent, can lay off a new city, and sell their lots at a fine price. This city they will say, will be not only superior in beauty and convenience to our old one, but surpassing even the famed city of Philadelphia—Here the dread fiends to the human race, the love of money, private interest, and malignant diseases will never be known or heard of—Here, in this new city, uninterrupted prosperity, health, harmony and happiness will be forever ensured, by thus raising up a new city at the expence and destruction of the present, or old one, which though scarcely known fifty years ago, they say, now already bears the emblems of age, deformity, disease and death.

And now, Mr. Editor, after having said this much, I shall conclude for the present, by only observing, that it may be said the writer of this has been actuated by motives of interest also. But I am bold to declare this is not the case, that I am not proprietor of any property on either of the three docks so contemplated to be filled up, but am actuated from a noble principle, the principle of justice and equity, and am conscious that the petition for extending Pratt-street, without the consent of the owners is derogatory to the fundamental principles of our constitution, and the spirit of a republican government, under which we expect and hope to be protected in person and property; and that the arbitrary powers of despotism will not be exercised to wrest from us our private property—Indeed I feel confident the present upright legislature, will treat the petition with that contempt it so justly merits.

JUSTICE.

IN SENATE
OF THE UNITED-STATES.

December 19th, 1805.

Mr. Tracy from the committee to whom was referred the examination of the act, entitled, "An Act to enable the people of the eastern division of the territory north-west of the river Ohio, to form a Constitution and State Government: and for the admission of such State into the Union, on an equal footing with the original States, and for other purposes"—And to report the manner, in their opinion, the money appropriated by said act, ought to be applied.

REPORT—

THAT, upon examination of the act aforesaid, they find "the one twentieth part, or 5 per cent. of the nett proceeds of the lands laying within the state of Ohio, and sold by Congress from and after the 30th day of June, 1802, is appropriated for the laying out and making public roads, leading from the navigable waters emptying into the Atlantic, to the river Ohio, to said state, and through the same; such roads to be laid out under the authority of Congress, with the consent of the several states through which the road shall pass.",

They find, that by a subsequent law passed on the 3d day of March 1803, Congress appropriated 3 per cent. of the said 5 per cent. to laying out and making roads within the state of Ohio, leaving 2 per cent. of the appropriation contained in the first mentioned law, unexpended; which now remains for "*the laying out and making roads from the navigable waters emptying into the Atlantic, to the river Ohio, to said state.*"

They find, that the nett proceeds of sales of land in the state of Ohio, from July 1st, 1802, to June 30th, 1803, both inclusive, was $124,400 [illegible]

From 1st July, 1803, to June 30th, 1804	$176,203 [illegible]
From 1st July, 1804, to June 30th, 1805,	$266,000
From 1st July, 1805, to 30th Sept. 1805,	$66,000
Amounting in the whole to	$632,604 [illegible]

Two per cent. on which sum, amounts to 12,652 dollars.

Twelve thousand six hundred and fifty two dollars were therefore, on the 1st day of October last, subject to the uses directed by law, as mentioned in this report—And it will be discerned that the fund is constantly accumulating, and will probably, by the time regular preparations can be made for its expenditure, amount to eighteen or twenty thousond dollars.

The committee have examined, as far as their limited time, and the scanty sources of facts within their reach would permit, the various routs which have been contemplated for laying out roads pursuant to the provisions of the act first mentioned in this report.

They find, that the distance from Philadelphia to Pittsburgh is 314 miles by the usual route, and on a straight line about 270.

From Philadelphia to the nearest point on the river Ohio, contiguous to the state of Ohio, which is probably between Stubenville and the mouth of Grave Creek, the distance by the usual route is 360 miles, and on a straight line about 308.

From Baltimore to the river Ohio, between the same points, and by the usual route is 275 miles, and on a straight line 234.

From this City, (Washington) to the same points on the river Ohio, the distance is nearly the same as from Baltimore; probably the difference is not a plurality of miles.

From Richmond in Virginia to the nearest point on the river Ohio, the distance by the usual route is 377 miles; but new roads are opening which will shorten the distance 50 or 60 miles—247 miles of the contemplated road, from Richmond north-westerly, will be as good as the roads usually are in that country, but the remaining 70 or 80 miles are bad, for the present, and probably will remain so for a length of time, as there seems to be no existing inducement for the state of Virginia to incur the expense of making that part of the road passable.

From Baltimore to the Monongahala river, where the route from Baltimore to the Ohio river, will intersect it, the distance as usually travelled is 218 miles, and on a straight line about 184.—From this point, which is at, or near Brownsville, boats can pass down, with great facility to the state of Ohio, during a number of months in every year.

The above distances are not all stated from actual mensuration, but it is believed, they are sufficiently correct for the present purpose.

The committee have not examined any routes northward of that leading from Philadelphia to the river Ohio, nor southward of that leading from Richmond, because they suppose the roads to be laid out, must strike the river Ohio on some point contiguous to the state of Ohio, in order to satisfy the words of the law making the appropriation; the words are, "leading from the navigable waters emptying into the Atlantic, to the river Ohio, *to the said state and through the same.*"

The mercantile intercourse of the citizens of Ohio, with those of the Atlantic states, is chiefly in Philadelphia and Baltimore; not very extensive in the towns on the Potomac within the district of Columbia; and still less, with Richmond in Virginia. At present, the greatest portion of their trade is with Philadelphia; but it is believed their trade is rapidly increasing with Baltimore, owing to the difference of distance in favor of Baltimore, and to the advantage of boating down the Monongahala river, from the point where the road strikes it, about 70 miles by water and 50 by land, above Pittsburg.

The sum appropriated for laying out and making roads is so small, that the committee have thought it most expedient to direct an expenditure to one route only; they have therefore endeavored to fix on that, which for the present, will be most accommodating to the citizens of the state of Ohio, leaving to the future benevolence and policy of Congress, an extension of their operations on this or other routes; and an increase of the requisite fund; as the discoveries of experience may point out their expediency and necessity: The committee, being fully convinced, that a wise government can never lose sight of an object, so important, as that of connecting a numerous and rapidly increasing population, spread over a fertile and extensive country, with the Atlantic states, now separated from them by mountains, which, by industry and an expense, moderate in comparison with the advantages, can be rendered passable.

The route from Richmond must necessarily approach the state of Ohio, in a part thinly inhabited; and which, from the nature of the soil, and other circumstances, must remain so, at least for a considerable time; and from the hilly and rough condition of the country, no roads are, or can be conveniently, made leading to the principal population of the state of Ohio. These considerations, have induced the committee to postpone, for the present, any further consideration of that route.

The spirit and perseverance of Pennsylvania are such, in the article of road-making, that no doubt can remain but they will, in a little time complete a road from Philadelphia to Pittsburg, as good as the nature of the ground will permit. They are so particularly interested to facilitate the intercourse between their trading capital Philadelphia, not only to Pittsburg, but also to the extensive country, within that state, on the western waters, that they will, of course, surmount the difficulties presented by the Alleghany mountain, Chesnut Ridge and Laurel Hill, the three great, and almost exclusive impediments, which now exist on that route.

The state of Maryland, with no less spirit and perseverance, are engaged in making roads from Baltimore, and from the western boundary of the district of Columbia, through Frederick-Town to Williamsport. Were the government of the United States to direct the expenditure of the fund in contemplation upon either of these routes, for the present, in Pennsylvania or Maryland, it would probably so far interfere with the operations of the respective states, as to produce mischief instead of benefit; especially as the sum to be laid out by the United States is too inconsiderable, alone to effect objects of such magnitude. But as the state of Maryland have no particular interest to extend their road across the mountains, and if they had, it would be impracticable, because the state does not extend so far; the committee have tho't it expedient to recommend the laying out and making a road from Cumberland, on the northerly bank of the Potomac and within the state of Maryland, to the river Ohio at the most convenient place between a point on the easterly bank of said river, opposite to Stubenville and the mouth of Grave Creek, which empties into said river Ohio, a little below Wheeling in Virginia. This route will meet and accommodate the roads leading from Baltimore and the district of Columbia; it will cross the Monongahala river, at or near Brownsville, sometimes called Redstone, where the advantage of boating can be taken, and from the point where it will probably intersect the river Ohio, there are now roads, or they can easily be made over feasible and proper ground, to and through the principal population of the state of Ohio.

Cumberland is situated at the eastern foot of the Alleghany mountain, about eighty miles from Williamsport by the usual route, which is circuitous, owing to a large bend in the Potomac, on the bank of which the road now runs; the distance on a straight line is not more than fifty or fifty five miles, and over tolerable ground for a road, which will probably be opened by the state of Maryland, should the route the be established over the mountains as contemplated by this report.

From Cumberland to the western extremity of Laurel Hill, by the route now travelled, the distance is sixty six miles, and on a straight line about fifty five; on this part of the route, the committee suppose, the first and very considerable expenditures are specially necessary. From Laurel Hill to the Ohio river, by the usual route is about seventy miles, and on a straight line 54 or 5; the road is tolerable, though capable of amelioration.

To carry into effect the principles arising from the foregoing facts, the committee present herewith a bill, for the consideration of the Senate. They suppose, that to take the proper measures for carrying into effect the section of the law respecting a road or roads to the state of Ohio, is a duty imposed upon Congress by the law itself, and that a sense of duty will always be sufficient to insure the passage of the bill now offered to the Senate.

To enlarge upon the highly important considerations of cementing the union of our citizens located on the western waters with those of the Atlantic states, would be an indelicacy offered to the understandings of the body to whom this report is addressed, as it might seem to distrust them. But from the interesting nature of the subject, the committee are induced to ask the indulgence of a single observation: Politicians have generally agreed that rivers unite the interests and promote the friendship of those who inhabit their banks; while mountains on the contrary, tend to the disunion and estrangement of those who are separated by their intervention. In the present case, to make the crooked ways straight and the rough ways smooth, will in effect remove the intervening mountains, and by facilitating the intercourse of our western brethren with those on the Atlantic, substantially unite them *in interest*, which, the committee believe, is the most effectual cement of union applicable to the human race.