

PRINTED AND PUBLISHED BY WILLIAM WALKER...

WEDNESDAY, JUNE 11, 1866

For Sale,

177 chests Hyson Skin TEA, entitled to drawback...

Claret Wine, in casks.

JUST imported, and now landing from on board the schooner Venus, captain Allen...

For Sale,

275 boxes white Clayed Sugar, 5600 wt Ginseng, well cleansed, in barrels...

Nicholas S. and D. Jones,

79, Smith's wharf, Have received per the William Marbeck, captain...

B. H. Mullikin

Sign of the sheep & Wheat and two Pigeons. No 101 Baltimore street...

Mrs. Lee & Mrs. Spalding,

No 1, Sharp street, Baltimore. HAS just received a large and elegant assortment of...

Dismore and Moore,

No 78, HOWARD STREET, Have just received and for sale, 2 cases Rouis...

Frederick Lindenberg & Co.

HAVE received per the Diana, a very general assortment of Hardware, Cutlery & Saddlery...

The Subscriber

Offers for Sale, the following GOODS, on a liberal credit, for good paper: 250 pieces Britains...

Teneriffe Wine.

A FEW pipes and hds. just received, and offered for sale by JOHN RANDALL...

To Let, TWO BRICK WAREHOUSES on Smith's wharf...

To Let, ON Chapel Hill, a convenient and hand-somely finished two-story Brick HOUSE...

Wanted to purchase, THE time or for life of a Negro or Malatto Boy...

This is to give notice, THAT I intend to petition the judges of Baltimore county court...

Watch Stopt, TAKEN from a negro Man, supposed to be stolen, a double case silver WATCH...

Pointer Dog, THE person who on Saturday last, enticed a POINTER DOG...

John Buffum, HAS received per schooner Midas, captain Smith from Boston...

Muscovado Sugar, JUST arrived, and now landing on O'Donnell's wharf...

Sale by Auction, On MONDAY, The 16th instant, at 12 o'clock on the premises...

300 Dollars Reward, RAN away from the subscriber, living at the White Marsh, Prince George's county...

T Rent, And immediate possession given, FOR one or more years, or the summer season only...

B. G. BITOUZEY, W-352000

Benjamin & George Williams, No 3, Bowly's wharf, HAVE JUST RECEIVED...

POLITICAL VIEWS. No. II.

We have assumed it as an event very speedily to be accomplished, that France would plant colonies on the shores of the Morea...

Our present purpose is to exhibit the commercial riches of the Mediterranean and the circumjacent countries...

In order to show the actual importance of the Mediterranean trade, it will be preferable to state precise and well authenticated facts...

The navigation of the Mediterranean during the late peace was performed by the vessels of twenty different nations or states...

Table with 2 columns: Country/Region and Tonnage. Includes France, Genoa, Britain, Spain, Naples, etc.

Total merchant vessels 14,435. Fishermen's ships and challoups 16,000. Of this latter number, there are employed in the Coral fishery boats 500...

Naples, do. (say without Sicily, one half) 700. Istria and Dalmatia, (do.) 750. Tuscany, (do.) 85. Italian Kingdom 250.

Making more than one half of the whole Mediterranean trade, carried on to and from the coasts, bays, and harbors within the piers of Hercules.

The result of colonization in the Morea, would necessarily give France the absolute command of the whole of the Mediterranean and Levant...

Already the commerce of the Mediterranean, independent of the fisheries, employs 14,000 sail of merchantmen...

However, though these general averages may not be exact, and the tonnage of vessels employed on long Asiatic voyages are usually of heavier tonnage than those which pass between the ports of the Mediterranean...

With a view to render these considerations more satisfactory to those who do not seek delusion to deceive and be deceived, we shall give a general idea of the commerce and connexions of the several powers and states...

But, lastly, the operation of our maritime power upon the naval affairs of the enemy, besides destroying that part of his system which alone it is our interest to destroy...

It is in vain, then, to represent the neutral trade as a complete security to our enemies, against the effects of our maritime superiority.

In the first place, the superiority of our navy, which forces him as soon as a war breaks out to employ neutrals in almost every branch of his commerce...

In the second place, the total suspension of the enemy's navigation is an injury of the greatest moment to his general power. It is precisely the sort of injury most desirable to our own interests...

she loses her whole chance of gaining a navy; she can neither procure a store of merchant vessels nor build a fleet of seamen to man her ships of war...

Individual property of her subjects we ourselves gain; by their progress in talents we improve our own; and though his public resources may be augmented by the means of his public wealth...

It is in vain, then, to represent the neutral trade as a complete security to our enemies, against the effects of our maritime superiority.

A further ground of objection to the Americans has been urged with considerable popular effect. Their merchantmen, it seems, are not manned, in a great degree, by deserters from the British navy...