

**FIG BLUE, &c.**  
The Subscribers have and will keep a constant supply of the  
**Best Fig Blue in boxes,**  
of 14 to 25 lbs. each.  
Also,  
A large and general assortment of  
**Groceries, Teas & Queens-wares**  
Wholesale and retail upon liberal terms.  
**WESLEY & W. WOODS, Jr. & Co.**  
No. 51, Baltimore street.  
June 23

**MILLINERY.**  
**Mrs. M. Durham,**  
Has returned from Philadelphia, and will open on Monday the 8th instant, at No. 265, Baltimore street.  
A HANDSOME ASSORTMENT OF  
**MILLINERY & FANCY GOODS,**  
CONSISTING OF  
Plain and Plain Veils, M. des, Figured and Plain Satins, Saracens, L. venton, White and Black Satin, La. e Veils and Handkerchiefs, with a large supply of Ribbon and Fancy Trimmings, L. e. and Small Beaver Hats; Legions, Split Straws, with a variety of Straw Trimmings.  
Besides those, she has on hand and intends to keep a constant assortment of *Ready-Made Millinery*, the best and most fashionable kinds. A sale either wholesale or retail, at the most reasonable prices.  
N. B. Country merchants and others, will find it to their advantage to deal at her store, as her extensive assortment enables her to fill their orders at the shortest notice and on the most reasonable terms.  
Oct 5

**Ten Dollars Reward.**  
Runaway from the subscriber on the 26th ult. an apprentice to the Cooper's business, named **BARKLEY FAHERTY**, having one year and 3 months to serve. Had on a blue and black jacket, and blue striped trousers; took with him a coarse shirt and a fine one. It is supposed that as his parents live within 18 miles of town on Carroll's Manor, that he is gone that way. The above reward will be paid to any person taking up said apprentice, and all reasonable charges paid if brought back to  
**THOMAS KELLY,**  
Water street, Baltimore.  
October 3

**Public Sale.**  
By order of the Orphans' Court of Baltimore county, will be exposed to Public Sale, **ON THURSDAY NEXT,** the 11th inst. at 10 o'clock in the forenoon, at No. 164, Dugan's wharf—the following articles:  
**Feather Beds and Bedsteads,**  
Mahogany and Pine Tables, Chairs, Looking Glasses, Folding Pieces, one large Duck Gun, Kitchen Furniture, and one ten plate Stove and Pipe; the remains and furniture of a Grocery Store; a quantity of Whiskey and Cider Harels; a copper Liquor Pump; and sundry other articles too numerous to mention. Late the property of Henry Hagen, deceased.  
**ROBERT LAWSON,**  
Auct. near.  
October 5

**Sale by Auction.**  
**ON TUESDAY NEXT,**  
The 9th inst. at 4 o'clock in the afternoon, on the premises, will be sold by order of the hon. the Orphans' Court of Baltimore county,  
**That valuable House & Lot,**  
situate in Water-street, directly opposite the dwelling of John Hillen, esq. and late the residence of James Fisher, deceased.  
The lot fronts 28 feet on Water street, and extends back 88 feet—on which is erected a large and convenient 2 story brick House, together with a three story brick building adjoining. There is an excellent cellar under the buildings, and a vault under the whole yard, which is arched.  
The property being near the intersection of four principal streets, has always been considered one of the most eligible stands for business in this city. Any person desirous of viewing the property, will please call on the subscribers.  
The terms and other particulars will be made known at the time and place of sale.  
Attendance by  
**Wm. G. HANDS & Co. Auct'rs.**  
Oct 4

**THE SUBSCRIBER**  
Has the pleasure to announce to the public generally, and particularly to those who have been anxiously waiting for a chance to get the prize of *Twenty Five Thousand Dollars*, in the Baltimore Hospital Lottery—that, in consequence of the great progress already made in the sale of the Tickets, the Managers have determined to commence the drawing on the first Monday in November next, when the proprietor of the first drawn number will be greeted with the handsome prize of One thousand Dollars.  
The following display of Prizes show the rich state of the wheel:  
1 prize of 225,000  
1 do 15,000  
1 do 10,000  
2 do 5,000  
5 do 2,000  
12 do 1,000  
30 do 500  
50 do 200  
Several others of an inferior value, amounting to One Hundred and Sixty Thousand Dollars. In this Lottery, there are but Eight Thousand Tickets, and a great proportion of them already disposed of. Those who intend to adventure, will therefore find it their interest to make a speedy application for tickets—while they are selling for Twenty Dollars each—for it cannot be expected that they will be so readily to be had at such a low value. While Tickets, Halves, Quarters and Eights, for sale by the subscriber, who will receive five cents any orders from persons at a distance and give necessary information of the fate of their tickets.  
Prizes in the Lotteries lately drawn here, and in the Lehigh Navigation, just concluded at Philadelphia, received in payment  
**KEARNEY WHARTON,**  
No. 8, South street.  
Sept 28

**Baltimore Price-Current:**  
(CORRECTED WEEKLY.)

Articles	Per	D. C.	D. C.
Bacon	lb.	8	11
Butter, for exportation	—	15	20
Coffee, W. I. best grade	—	24	—
Cotton, Georgia, upland	—	16	18
Cordage, Baltimore	—	16	17
Ch. case, American	—	10	12
Flour, superfine	—	9 40	—
—	—	6	6 50
Flaxseed, (rough)	—	1 10	1 18
(cleaned)	—	—	—
Gunpowder, Balt. man. 25lb.	—	15	—
Grain, Indian corn	—	75	—
—	—	1 75	1 85
do. Maryland	—	1 80	1 90
—	—	—	—
rye	—	—	—
barley	—	—	—
clover seed	—	—	—
—	—	—	—
Chas. Balt. 8 by 10	box	8	16 50
Hemp, country	—	—	—
Herring	—	3 50	4
—	—	8	11
—	—	7 50	9
Hops (fresh)	—	10	—
Meal, corn, fine dried	—	4 50	—
Naval Stores—	—	2 60	2 65
pitch	—	3 25	—
tar	—	3	—
—	—	3	—
—	—	37	40
—	—	30	—
York, Balt. prime	—	16	17
Rice, (fresh) per 100lb.	—	3 90	—
Spirits, Am. Amer. gal.	—	52	1
Whisky, 1 pt.	—	64	65
Sugars, Havana, white cut.	—	14	—
do. brown	—	10 50	11
Louisiana	—	1 50	14
leaf	—	17	—
lump	—	19	—
Shot, Amer. all size.	—	12 50	—
Tobacco, Maryland	—	—	—
—	—	5	—
—	—	3 0	4 50
—	—	3 25	3 50
—	—	3	3 50
—	—	7	8
—	—	4 50	5
—	—	6	3
Tallow, American	—	11	12
Wax, Am.	—	33	35
Wool, Virgin, Merino	—	—	—
—	—	75	1
—	—	87	59
—	—	30	37

**PRICE OF STOCKS.**

Six per cent.	100 a 101
Three do.	61 a 64
Louisiana, 6 per cent.	162 1/2
United States' Bank Stock	480 a 434
Maryland do.	370
Baltimore do.	338
Union B. of Maryland do. whole shares	112
— do. half do.	61 1/2
Mechanics' Bank do.	15
Alexander's Bank do.	no sales
Farmers' Bank do.	57
Columbia Bank do.	no sales
Potomac Bank do.	—
Baltimore Insurance Shares	—
Maryland do.	450
Marine do.	427
Chesapeake do.	120
Union do.	150
Water Stock	160
Five Insurance	20
Royster's Town Road Stock	15
Federal town	12 a 13
York	19
Hails	85 a 87
Merchants & Farmers Bank	1 1/4 dis.
Commercial do.	1 1/4 dis.
Franklin do.	1 1/4 dis.
Marine do.	1 1/4 dis.
Union Manufacturing	27 a 28

**THE WHIG.**  
"GIVE US BUT LIGHT."  
**BALTIMORE:**  
**TUESDAY, OCTOBER 9, 1810.**  
COMMUNICATION.

**DR. JOHN ARCHER.**  
On Friday the 28th ult. terminated this transitory scene, at his seat in Harford, at a very advanced period, and a long life of usefulness, that eminent distinguished philanthropist and benefactor of mankind, John Archer, esq. M. D. This venerable man, for near half a century, with great success and celebrity, exercised the duties of his function, and was not less admired among all ranks of people for the suavity of his manners and disposition, than he was justly appreciated for his superior skill and knowledge in the science of his profession.—He had thrown considerable light on the "materia medica," and the additional advantages which might result from the practical use of the vaccine discovery.—With an enlarged mind, and sound judgment he determined on all important subjects correctly. As a philosopher, his name stands high on the rolls of fame. He followed nature through nature's laws, traced effects from causes, and justly attributed events to their proper source. As a statesman, he was intelligent, patriotic and firm. While a member of congress his judgement and counsel were much respected and frequently solicited, and though, from an infirmity in his voice, he was no public speaker, yet, his superior mind often afforded food for others to come forward and display their eloquence. As a Christian, he was decided, but open to the conversation and writings of intelligent men of all denominations. Maryland! you have lost a citizen which did honour to your state! Harford county! you have lost a friend, whom you all, rich and poor, have just cause to deplore! He is "gone to another and a

better world," whilst he lives on the records of fame, and his memory is embalmed in the bosom of the worthy and the just.

The President of the United States returned to Washington on Saturday last—Governor Claiborne arrived there on the same day.

**THE LOAN.**  
The last National Intelligencer contains the following paragraph:  
"From the sneers of certain prints at the terms on which a loan has lately been obtained by the United States, one would imagine that they are distressed that federal doctrines and eight per cent. loans have gone out of fashion together."  
Very good! this is a fine clever little squib—We certainly do not admire "federal doctrine and eight per cent. loans;" nor do we reverence federalism in mask. The federal administration never perhaps made a loan on worse terms than this—had it been procured without any interest whatever, the conditions would have been unsafe and unbecoming; they amount to a pledge that the congress shall either renew the expiring charter of the British stockholders, or that we must smart for it; they countenance an unconstitutional institution, against which Madison formerly contended, and they will enable Gallatin to second the United States Bank in harrassing the state banks in certain seasons, when the sum borrowed is to be repaid.

**JOHN QUINCY ADAMS.**  
We are informed, by London letters, was "out of health" at Petersburg, and propose returning home. The Boston Federal papers go a great deal further, and say he was out of humour with the court and government of Alexander; that French influence pervaded every thing and person in Russia; that every nobleman had a French servant or tutor, (and no doubt the servant ruled the master) and that, to prevent this country from being overwhelmed with French influence, we ought to draw closer our connections with "Britain's fast anchored isle."  
Now, there is a great deal of truth, reason and consistency in the foregoing federal tale: John Quincy has an ardent regard for his country's welfare; he supplicates the "father of the gods and men," that Columbia may swim in safety through the stormy ocean of the times, and that she may link herself to Britain—who is *not* sinking!

**IMPRESSMENT**  
There is a class of beings in this country, who think the conscription of France a cruel thing,—though it only compels citizens to serve their own country.—This party however think very lightly of every species of impressment by Britain!

**From a New York paper**  
The following article is published for the information of the friends of the unfortunate victims of British naval rapacity. We understand it is copied from a journal kept on board the brig Fredonia, captain Adams, arrived here from Dublin the 1st inst.  
"September 8, in lat. 43, long. 47, the Fredonia was boarded by the British frigate Meimopus, captain Hauker, who detained the Fredonia 5 hours, compelled every male cabin and steerage passenger, except four, to go on board the frigate, and impressed 11, whose names, occupations and ages are as follow—  
Samuel Little, farmer, 29.  
John Fearburn, a child, coming to this country to reside with his uncle.  
James Suduff, farmer, 22.  
Charles Roney, clerk, 24.  
Daniel Ledger, 26.  
Thomas Fitzpatrick, 24.  
William Ballard, 26.  
Peter Flinn, 20.  
Thomas Kinsela, 26.  
Matthew Kinsela, 20.  
John Roney, a boy; all of whom were examined at the different offices in Dublin, and allowed to depart from their country.  
The officer that boarded the Fredonia demanded of captain Adams 35 guineas, alledging he would receive that sum for passage money, paid by the passengers impressed. This demand captain A refused, as he only found the passengers ship room, and they all furnished their own stores. Those servants of tyranny, after behaving with this insolence, departed with their prey.

**DIVING BELL.**  
The Proprietor of the Diving Bell, will, tomorrow morning, (wind and weather permitting,) make a submarine excursion from Hancock's wharf to Fort Independence. He will descend at 8 A. M. and precede to the Fort, where he will rise and take some refreshments. After which, he will again immerge, and return as he went, on the bottom of the Channel, reaching Boston about 2 P. M.—A distinguished gentleman, residing in town, has proposed to accompany him. The reward to the Proprietor of this ingenious and important invention, and his assistants, will depend on voluntary liberality. Subscription papers will be left at the Custom-House, and at the respective Insurance Offices. By this invention, any thing can, at any time, be obtained from the bottom of a bay harbor or river.  
Boston Gaz.

**MORE SPINNING.**  
It must be truly gratifying to every friend to domestic Manufactures—every friend to America, to see her fair Daugh

ters spinning wool and flax, and working diligently with their hands."  
Misses Rebecca and Ruth Ellis, of this village, spun 3 yards and 3 inches, in one day, the present week, beginning at 4 o'clock A. M. & ending 10 minutes past 7 P. M. 25 skeins and 8 knots, of woollen yarn, having 10 knots in a skein, and weighing 4 1/4 lbs.  
Ye Young Men, in pursuit of good industrious Wives, what think ye of this!  
Woodstock, (South Parish) }  
Sept. 26, 1880.

We extract the following article on Roads and Internal Navigation, from the *Agricultural Museum*, an interesting periodical work published at Georgetown, (Col.) and edited by Mr. Wilcox, which ought to receive a general patronage.

**ROADS & INLAND NAVIGATION.**  
Among the numerous majestic rivers of the United States, the Potomac holds no inferior rank. It takes its rise in that great chain of mountains which separates the western waters from those that flow more directly into the Atlantic; and after having marked the boundary between Virginia and Maryland for above 300 miles, discharges itself into the Chesapeake by a mouth more than seven miles in width. It has tide water sufficient for sea vessels nearly half its whole length; and is navigable for boats to Westernport, within a short distance of its source. The Little, or Lower Falls are in the District of Columbia. Merchant ships of the largest size can come up, without difficulty, to the city of Washington;—a point farther in the main, and more distant from the ocean, than any other in the U. States to which ships of such burden can navigate with ease. No streams of considerable magnitude unite with it below the highest point of ship navigation, nor are there any towns on its banks worthy of notice below Alexandria. Its whole foreign commerce is, and must continue to be carried on through the ports of the District. They can have no rival in this respect. They occupy not only the most advantageous sites, but the only ones on its margin at all convenient for intercourse with any considerable portion of the country. It is true, the towns in the District have stood too much in the attitude of rivals to each other. Although taken together, they have not heretofore been capable of forming a sufficient centre of attraction, if the expression may be used—and of affording sufficient capital to command all the internal commerce to which their situation hath given them an incontestable claim—yet, instead of uniting in their exertions to open and secure the means of intercourse with that vast extent of country to the north and west, which would have afforded to them the most ample resources for trade and commercial enterprise, they have stood aloof from each other.—They have indulged unreasonable jealousies, and wasted their powers in unavailing attempts to draw from each other, that comparatively speaking) pittance of commerce and country produce, to which nature in her rudest state has given them access.—The great interests of the whole have been too much sacrificed to the petty quarrels of the parts. When just views of things ought to have dictated the adoption of every measure calculated to draw closer the bonds of union, and thus give triple efficacy to their exertions—their policy, it would appear, has been to divide the three fold cord; to disclaim connexion with each other; and, if possible, to preclude all intercourse by impassable barriers.  
Recently, however, they generally begin to discover the true source of their real and substantial interests; and to see, what a few men of more enlarged and liberal minds always saw, that to promote those interests most effectually, they must abandon their idle disputes, and unite in their exertions to facilitate and extend communication with every part of the country around; and especially with those vast fertile tracts which are watered by the widely spreading branches of the upper Potomac whose industrious and wealthy farmers must ever look on the part of Columbia as their natural emporium; and not only these, but the people of the whole western country on the Ohio, on the Mississippi, and even on the Missouri and the lakes, have their eyes directed to the navigable waters of the Potomac, as likely to afford them the most easy and direct avenue for intercourse with the Atlantic. New Orleans, without doubt, will be the great depot for most of the heavy and bulky productions of all that vast region; but when the United States' road from Cumberland to Wheeling, and others to different points on the Ohio are opened and made—and when the improvements now contemplated on the boatable waters of the Potomac are fully effected—many articles of the lighter native products of that country, would find a more certain and more profitable market in the District of Columbia, were even her present means brought to perfection; and almost the whole supply of foreign merchandise requisite for the rapidly-increasing population of all that immense territory, which lies to the north of a line of latitude drawn through the mouth of the Ohio, would be borne to them from the Potomac, with more expedition and less expense than by any other channel.  
In his notes on Virginia, Mr. Jefferson observes, that "the western waters have three principal connections with the Atlantic—the Hudson's river, the Po-

mac, and the Mississippi itself." Down the last will pass all heavy commodities. But the navigation through the Gulf of Mexico is so dangerous, and that up the Mississippi so difficult and tedious, that it is thought probable that European merchandise will not return through that channel. It is most likely that flour, timber, and other heavy articles will be floated on rafts, which will themselves be an article for sale, as well as their loading—the navigators returning by land; or in light bateaux. There will therefore be a competition between the Hudson and Potomac rivers, for the residue of the commerce of all the country westward of Lake Erie, on the waters of the lakes, of the Ohio, and upper parts of the Mississippi.  
"The Potomac offers itself under the following circumstances. For the trade of the lakes and the waters westward of Lake Erie: when it shall have entered that lake, it must coast along its southern shore, on account of the number and excellence of its harbors—the northern, though shortest, having few harbors, and those unsafe. Having reached Cayahoga, to proceed on to New York, it will have 825 miles and five portages; whereas it is but 425 to Alexandria, its emporium on the Potomac, if it turns into the Cayahoga, and passes through that, Big Beaver, Ohio, Yohogany (or Monongahela and Cheat) and Potomac; and there are but two portages: the first of which, between Cayahoga and Beaver, may be removed by uniting the sources of these waters, which are lakes in the neighbourhood of each other, and in a champaign country; the other from the waters of Ohio to Potomac, will be from 15 to 40 miles, according to the trouble which shall be taken to approach the two navigations. For the trade of the Ohio or that which shall come into it from its own waters or the Mississippi, it is nearer through the Potomac to Alexandria than to New York by 580 miles, and it is interrupted by one portage only." It is also observed, that the route by Potomac is less liable to interruption, or by wars with our neighbour's the Anglo-Americans or the Indians, than that to New York, which is its frontier on the north through almost its whole length.  
These observations derive additional weight and importance from the circumstance, that goods are, at this time, in the present state of the river and roads, frequently loaded up from the District of Columbia to Cumberland, and taken from thence to the western waters, at a lower rate than they could be taken there from any other sea port. Colonel Lyon, a member of congress for several sessions past, has taken large quantities by that route to the western country.—Goods have, last summer, been sent by general Mason, the superintendent of Indian trade, from Georgetown to St. Louis on the Mississippi, near the mouth of Missouri, for a less price than they could be taken by waggons from Philadelphia to Pittsburg; and furs and peltry have been brought from thence to Georgetown to greater advantage, than if they had been taken to market by way of New Orleans, enveloped in the moist atmosphere of the Mississippi and the Gulf of Mexico.  
These are facts of no trifling moment: they afford the strongest inducements to the people of the District, and to the farmers and holders of real property on or near to the roads leading from those waters to the western country, to unite in their exertions to extend and complete the avenues of intercourse which promise such important results. Roads, canals and navigable rivers, are the arteries and veins that give life and vigour to industry. They are of the utmost utility both to the merchant and to the farmer, but especially to the farmer—as the produce of the country which is carried to market is generally of much greater bulk and weight than the merchandise which is taken back in return. From just views of their true interests in this respect, the eastern and northern states have, for many years past, been making the greatest efforts to improve the navigation of their rivers; and by canals and turnpike roads, to afford to every part of the country the most complete means of communication with their commercial towns.  
Notwithstanding her distant position and the embarrassments of her route, New York has pre-occupied a very considerable portion of that internal commerce which has its natural course along the waters of the Potomac, and a very respectable exploring party of her citizens is now out to devise the means of extending her grasp. Nor has Pennsylvania been an idle spectator. By means of her turnpike roads, which she is pushing on even to the Ohio, she engrossed a still greater share of the Western trade. Independence of the commercial advantages which have resulted from such public spirited and well directed measures other important consequences have resulted. The face of the country has been improved and beautified—the population has been vastly increased—and the value of real property has been greatly enhanced.  
In the appendix (A) two others are noted: one from Presque Isle on Lake Erie to Le Boeuf, the Allegany to Kiskiminnitas, then up Kiskiminnitas, and from thence by a small portage to Juniata, which falls into the Susquehanna;—the other from Lake Ontario to the east branch of the Delaware, and down that to Philadelphia. Both are said to be very practicable.  
In the line of the new road from Cumberland to Wheeling the navigable waters of Monongahela and Potomac are distant about seventy miles.