POETRY.

MISS DOLLY HARD-TO-PLEASE.

I do not love a man that's tall,
A man that's little's worse than all;
I much abhor a man that's fat,
A man that's lean is worse than that;
A young man is a constant pest,
An old man would my room infest;
I do not like a man that's fair,
A man that's black I cannot bear;
A man of sense I could not rule,
And from my heart I hate a fool;
A sober man I will not take,
A drunken man my heart would break;
All these I do sincerely hate,
And yet I love the marriage state!

Answer—By Bob What-you-please.

Dolly! I am the man for thee,
I'm neither tall nor slender,
Nor old nor young, come, treat with me,
I'm ready to surrender.

Nor grossly fat, nor ghostly spare,
Nor sedulous nor slack, Miss,
Like puny boy I am not fair,
Nor like an Indian black, Miss.

Plain common sense, I do not lack,
And that's a lawful tender,
Yet I never made an Almanac,
Nor saw the witch of Endor.

No sober mock-face lump am I,
That deems the bottle treason,
I'll stick to Bacchus while I'm dry,
But will not drown my reason.

So Dolly, if I please your mind,
With you I'd like to winter,
And when you wish my place to find,
Inquire of Mr. *Printer*.

SPECIMENS OF CREDULITY.—Lord Bacon, in his Essay on Truth, tells us that "a mixture of a lye doth always add pleasure." We therefore recommend the following extracts from a dull book, published at the beginning of the 17th century, and entitled "*Miraculs Mortuorum et Vivorum*," to the future editors of the life of that renowned adventurer *Baron Munchausen*. The author of it was a German jurisprudent, named Henry Kornman, who is represented by Bayle to have been a profound scholar, and a very ravenous devourer of learning. He has no claim to originality of invention; but as to readiness in believing the inventions of others, he is clearly without a rival. We subjoin a few instances of the gravity with which he retails and propogates the most monstrous absurdities. In describing the wonders that are to be found in the South Sea, he tells us that Diodorus, the geographer, writes, that 'there is an Island in it, where the inhabitants are each four cubits taller than the inhabitants of Greece and Italy—their bones are not hard, but flexible, like nerves—their tongue is divided in two from the roots, so that they can keep up a conversation with one man with one half of their tongue, and with another with the other at the same time—Alluding to the Molucca Islands. he assures us, with inimitable simplicity, that "in the Island of Gylon, which is one of them, there is a nation with ears so large, that they hang down to their shoulders, and that in another island close by it, there is a nation with ears still longer. The inhabitants of it are accustomed, when they go to sleep, to lay down on one ear and cover themselves up with the other!!!" This story, he informs us, is to be found in that celebrated author, Maximilianus Transylvanius, of whose celebrity, however, we are at this time of day unfortunately very ignorant. A Knight of the name of Pigafetta pledges his credit for the truth of it, as any of our readers may see, who choose to refer to his History of the East Indies. To match this people, who make coverlets of their ears, the worthy German informs us that there are a people in India who make a parasol of their foot. This story rests on the authority of Solinus, who, in his 53d chapter, enlightens the world by telling it, that "there is a nation of one eyed people in India, who, though they have only one leg, are still endowed with singular fleetness. When they want to protect themselves from the heat, they fling themselves on their backs, and recline under the shade of their foot, which is immensely large." He likewise quotes a sentence from St. Augustine's 37th Sermon to his brethren in the wilderness, which puts it beyond all doubt that there are such beings in the world as men who wear their heads, or rather their eyes, beneath the shoulders. This eccentric saint says—'When I was Bishop of Hippoo, I went with some servants of Christ into Ethiopia, with the intention of preaching our holy religion.—There *ice saw* many men and women, not having any heads, but large eyes fixed in their breasts. Their other members were like our own." Pliny, Mela, and Solinus, all speak of the existence of such persons; but none of them was so favoured by fate as to be permitted a sight of them. St. Augustine, however, was more fortunate—he saw them, or at least he says he saw them; and who would disbelieve the word of a saint? St. Augustine, in his treatise, '*De Civitate Dei*, lib 6. cap. 8' pledges his saintly word that there is in Ethiopia a nation which has no mouth or tongue, but which lives entirely upon air; but he does not say whether these singular persons fell under his own inspection.

There is a story extant of a namesake of the worthy Bishop of Hippoo, which may serve to amuse some of our friends in the neighbourhood of Dorchester, who may perhaps be kind enough to inform us whether any of the family mentioned in the following extract from the life of Gregory the Great, by a nameless writer quoted by Kornmann, are yet existing in that part of the country. "When Augustine, the Monk, was sent into England by Gregory the Great to preach the Gospel, he was ridiculed and insulted by a family in Dorchester, who pinned frog tails (*ranarum caudas*) to his garments From that day all the descendants of that unfortunate family have been born, like beasts, with a long tail." Our paper a few days ago gave an account of a servant girl who was restored to life after she had been considered dead for five or six days. This would not have appeared at all extraordinary to our learned German; for he assures us that 'Gocellin, a nephew of the Archbishop of Cologne, as he was crossing the Rhine in his childhood, fell out of the boat into the river: and in spite of the efforts of his attendants sunk and was no more seen. Fifteen days afterwards he was fished out of the river (*expiscatus est*)—As they were taking him to church to bury him, he surprised his pall-bearers by starting out of his coffin, and telling them that they need not go any farther, as he was quite alive.' We shall conclude this collection of wonders by a single specimen taken out of a book of them written by Peter Damianus, Archbishop and Cardinal of Ravenna. He tells us that 'Robert, King of France, took a woman to his wife, who was his near relation. She bore him a child who had the head and neck of a goose. The Bishops of France, on hearing of this portentous birth, excommunicated both him and his wife.' Robert was more unfortunate in his punishment than in his fate, for though he might be first, he certainly was not the last King who has found himself the father of a son with the head of a goose.—*London paper.*

From the Nautical Intelligencer.

THE ICE SHIP.

From an old Sea Captain's Manuscript.

It was in the early part of my life, when I was placed in that shuttlecock situation of Cabin-boy, thereby being the thing on board ship, which any and every one had a legitimate right to kick, that our vessel was engaged in a voyage in that worst of wintry seas, the Baltic. The difficulty of obtaining a cargo had delayed our return until the season had advanced so far as to create peril from the ice, as well as from tempest. The suffering from cold I well remember, though perhaps my young blood and the collective and disjunctive kicks and cuffs aforesaid served to make my endurance less than that of others—but young as I was, my watch on deck came over often for my somniferous faculties, and the curtailed limits of a monkey jacket kept me dancing and kicking to prevent the freezing effect of the cold and spray. Sometimes in the moonlight would be discovered the tall ice-berg, moving with the majesty of death, along the moaning deep, like some giant surveying the domain of his empire—again another, almost level with the wave but extending as far beneath as the other above its surface, would dash into foam the billow as it rolled upon its glittering side—an accumulating rock, the contact with which was instant destruction. The severity of the weather was fast approximating our ship into a miniature resemblance of these Leviathans—the shrouds gathering size each hour from the dashings of the sea, our decks loaded with an unprofitable cargo of ice, and our bows presenting, instead of the sharp angle of the fast sailor, the broad visage of a pugnaceous ram, fronted for the contest.

It was on one of these moonlight evenings, during the severest intensity of the cold, that we made (in sailor's phrase) a ship head.—From a wish to ascertain the truth of his reckoning, or from some other motive with which he did not see fit to entrust so important a personage as myself, our Captain was desirous of speaking her—and knowing the heaviness of his own sailing, ordered a signal gun to be fired, which after much hammering upon the tompions of our guns, and sundry scrapings around our solitary piece of iron ordnance, to say nothing of the quivering hand and expiring coal of our temporary gunner, was accomplished. We were however surprised, before this feat was performed, at the proportional rapidity with which we came up with the stranger—he seemed under shorter sail than ourselves, and when we arrived within hail we observed that some of his sails were very indifferently handed, and with what few were set, he was lying too—every piece of rigging as high as the fore yard was swelled to an enormous bulk of ice, and exhibited every prismatic color as it quivered in the moon-beam.—the hull of the ship seemed to be encumbered with quadruple the quantity of ice that loaded us—and she resembled throughout, that ship of glass which now decks my mantlepiece. One individual stood at the helm with a *chapeau* that might have been of the shaggy fur of some animal—but it now bristled in points, like a chrystal hedge hog—our vessel was now along side and within a few yards of her, with our maintopsail aback—and our mate with his bull voice hailed 'what ship is that?"—The helmsman seemed deaf, and made no reply, and the crew (what were on deck) appeared not to understand the lingo of our mate. He again bawled in French—no answer—then with a few English damns, in Dutch, Spanish and Portuguese—but all to no purpose—the helmsman of the stranger seemed too intense on his own business, to regard such petty interruptions. The mate went below to report, and a long consultation was held, wherein the officers of the ship conversed in under tones, and the sailors turned their heads and looked alternately at the stranger and at each other; as for me I thought their silence uncivil and was anxious to hear the command to "fill maintopsail," and to run away from a clime where I met with nothing but cross words, hard duty and cold fingers. At last our mate appeared, and ordered the boat hoisted out—and never did I witness a command on board that ship so lazily and reluctantly obeyed—but in spite of delay the thing was to be done, and our second mate a real daredevil, was ordered to take a crew and board the stranger, who was now very near us—*in* the crew tardily crept, and as I was looking and wondering, being in the second mate's way, he tumbled me neck and heels into the boat, and we were ordered to pull away—in a short time we were at the side of the ship, and rowed for the shrouds where a sailor was standing, apparently watching us—I was ordered to throw a rope to him, which I did with great precision and actually hit the fellow on his head—but still he would not or did not take it, and I was d——d by the second mate, for a lubberly fellow, with a supererogatory punch with the oar's end on my shoulder—again we rowed up and the second mate tried his skill with the same success—and I have no doubt that he would have complimented the boorish sailor in the same manner, if he had had a similar proximity—a third time the boat was alongside, and the officer with some difficulty made the warp fast around the enormous shroud, and stepped on board, followed by the crew, who shrunk to his rear. Among the last I clambered over the slippery side, and with due caution made a stand in the centre of the group who were listening to the colloquy which had commenced on the part of our second officer.

I shall not attempt to give the precise language which he held toward the helmsman of the strange ship, but it was not the most civil or such as is heard often in a Lady's drawing room. The amount of it was a 'sailor's jaw' for not answering a hail, and for not taking the warp, concluded by a request to know his latitude and longitude, and how certain capes bore from their ship—to all of which no reply was made, when I was called upon for a lantern, which I had taken from the boat, and had snugly stowed away under my jacket, keeping both light and heat to myself—a thing by no means difficult as the moonlight rendered its absence unobserved. The 2d mate received it and went aft to observe the countenance of the dumb gentlemen of the helm—in his way he stumbled over one man, whom he thought either drunk or asleep, but finally held the lamp to the face of the steersman, which was a shapeless lump of ice—the helm was lashed, his hand upon it, his feet fixed at some depth in the ice, and he himself frozen stiff in his upright position—near him were several of the crew in horizontal and various attitudes, from whom life had long since fled. The horror of the scene struck a panic among our boat's crew, and they did not wait for orders to make the best of their way toward the boat The officer turned round with a countenance of true sailor *sang froid*, wherein there was not a particle of alarm, and ordered them to follow him below—the fear of his enormous fist induced all the rest, and much more especially myself, to obey the order, and we proceeded to the labour of removing the companion way. In the mean while I ventured a look at my friend at the shrouds who would not catch the rope, whereby I had the effect of a sound blow on the shoulder—he was frozen stiff with his arms around the rigging.—Not being fond of the spectacle, I kept close to the heels of the second mate, as he descended the gangway—in fact we all went '*en masse*' each being very careful to stick close to his neighbor.

At the first part of the cabin sat the Captain with his arms folded, before him pen, ink and paper, a thick fur cap on his head, and as the light shone full on his countenance, there was the most fearful look from him cast upon us that I ever witnessed. Years since have passed, but the remembrance is as though the event was but yesterday—it has visited me in dreams. The appearance of his glaring eyes, and distorted features was too much for our superstitious crew—

"Back rolled the tide."

I was thrown down in the turmoil, and no more notice taken of my situation, than of my frozen brethren on the deck, they ran over me like a flock of sheep. The second mate paused a moment, ascertained that the object of their fear had long ceased to exist—took me by the collar and dragged me on deck, doubtless anxious to prevent his boat's crew from leaving him sole officer of the stranger in the extremity of their fright. He found them safely stowed away under the thwarts of the boat, pitched me in like a dead mackerel, and ordered them to cast off and pull for our own ship—great alacrity was shown in this manœuvre, and a few moments brought us back just as the moon was hiding herself behind a cloud and every thing wore the appearance of an approaching gale. Sails were handed with the utmost despatch, the decks cleared and things in order as the gale struck us. Egyptian darkness succeeded, and we were driven at ten knots under bare poles. Ever and anon (as the sailors asserted) they could perceive the strange vessel carrying sail under the fury of the tempest, and keeping her position on our weather quarter—and could at intervals hear her roaring after us as she ploughed the billows.

At sundry times afterwards, during this voyage, when we were in warmer latitudes on beautiful moonlight evenings, we could dimly distinguish the Ice Ship, steering in our wake, glittering in all the pride of awful pomp, apparently pursuing the same course with us though her sails were trimmed, as if lying to. Such a phenomenon was always the prelude of a gale, and it became with us a habit to reef whenever her tall form towered beneath a moonlight sky.

In but one other voyage have I seen her, and then it was in the warm climate of the Indian ocean many years since—it was on the evening before we were wrecked. But successful exertion at last has secured me from situations wherein I might see her, and I now can at my own fireside tell over past perils, and wish all of my brother sailors never to meet in any latitude with a full view of the Ice Ship.

TOM SPUNYARN.

Tan Bark Wanted.

The Subscriber wishes to purchase this Spring 150 cords Tan Bark, for which a liberal price will be given.—He also wants TWO LADS from fourteen to sixteen years of age, as apprentices to the Tanning and Currying business.

LAMBERT REARDON.

March 12

C. HAYDEN—*Dentist*

Will be in Easton about the 15th of March, and will for a short time, attend to the business of his profession.

March 5

THE STEAM-BOAT



MARYLAND

Will commence her regular route on Wednesday next, 2d March, at 7 o'clock, from the lower end of Buchanan's wharf, (immediately adjoining Major M'Kim's steam mill on Smith's wharf) for Annapolis and Easton, by way of Castle Haven; and on Thursday, 3d March, will leave Easton by way of Castle Haven, at the same hour for Annapolis and Baltimore, leaving Annapolis at 2 o'clock, and continuing to leave the above places as follows: Buchanan's wharf, Baltimore, on Wednesdays and Saturdays, and Easton on Sundays and Thursdays at 7 o'clock during the season.

Passengers wishing to proceed to Philadelphia will be put on board the Union Line of steam-boats in the Patapsco river, and arrive there by 9 o'clock next morning.

The Maryland will commence her route from Baltimore to Queenstown and Chestertown on Monday, 7th March, leaving Buchanan's wharf at 9 o'clock every Monday and Chestertown every Tuesday at the same hour for Queenstown and Baltimore during the season. Horses and Carriages will be taken on board from either of the above places except Queenstown. All baggage at the risk of the owners. All persons expecting small packages or other freight will send for them when the boat arrives, pay freight and take them away. Captain Levin Jones, at Castle Haven will keep horses and carriages for the conveyance of passengers to and from Cambridge.

Passengers between Cambridge and Castle-Haven will settle the fare for their conveyance with Captain Jones.

From the commencement of the ensuing season the rates to be charged for passage money to be as follows:

From Easton and from Castle-Haven to Baltimore—and from Baltimore to either of these places,	$3 00
From Easton and from Castle-Haven to Annapolis—and from Annapolis to either of these places,	2 50
From Annapolis to Baltimore and from Baltimore to Annapolis,	1 50
The Fare between Baltimore and Chestertown the same as heretofore.	
Dinner on board,	50

CLEMENT VICKARS.

March 5

EASTON AND BALTIMORE PACKET.
THE SLOOP

Edward Lloyd,

EDWARD AULD, MASTER,

Will leave Easton Point, on *Wednesday* the 23d of February, at 10 o'clock, A. M. returning, leave Baltimore every *Saturday*, at 10 o'clock, A. M. and will continue to leave Easton and Baltimore on the above named days, during the season. The Edward Lloyd is in complete order for the reception of Passengers and Freight. The subscriber hopes that his long experience in the business, and his unremitted attention will ensure him a liberal share of public patronage. All orders left with the subscriber or in his absence, with Mr. *Samuel H. Benny*,, at his office, at Easton Point, and *Thomas H. Dawson's* Drug Store, at Easton, will be thankully received and faithfully executed. EDWARD AULD.

Feb. 12

EASTON AND BALTIMORE

Packet.

THE SCHOONER MARIA.

The subscriber respectfully informs the citizens of Talbot and the adjacent counties that he has purchased the schooner MARIA, and intends running her as a regular Packet, from Easton Point, Talbot county, once a week, to Baltimore, commencing on Saturday the 19th inst. leaving Baltimore every Tuesday, and Easton Point every Saturday morning at 12 o'clock—The above vessel is now in complete order for the reception of grain or freight of any kind—she will also carry passengers to or from Baltimore.

From the subscriber's knowledge of the Mercantile business, having been engaged in it for many years in Easton—and his acquaintance with the quality and price of almost every article that may be ordered for this market, he flatters himself that the public will find it to their advantage to favour him with a share of their patronage, and assures them that no exertions on his part shall be wanting to give general satisfaction—The Schooner will be commanded by his brother, *Henry Tomlinson*, who is well acquainted with the business and orders left with him or at the Drug Store of Thomas H. Dawson, in Easton, in the absence of the subscriber, will be thankfully received and punctually attended to.

The public's obedient servant,
JOHN TOMLINSON.

Feb 19

Notice.

I offer for sale at my farm, four hundred barrels of corn, three work horses, a full blooded mare seven years old the 23d May next, and five colts, three of which are sired by the imported horse Emperor; the above property will be disposed of, either for cash or on a credit. NICHOLAS THOMAS.

Anderton, March 5 3w

Notice

Is hereby given, that the Levy Court for Talbot county, will meet on Tuesday the 8th day of March next, for the purpose of appointing Constables; and on Tuesday the 22d day of March next, for the purpose of appointing Overseers of the Public Roads.

By order, J. LOOCKERMAN, Clk.

Feb. 26

Notice

Is hereby given, that the Commissioners of the Tax for Talbot county, will meet at their office, in the Court House, in Easton, on Tuesday the 22d day of February, at eleven o'clock, and will continue to sit on Saturdays and Tuesdays in each succeeding week for the space and term of twenty days, for the purpose of hearing and determining appeals and making such alterations in the assessment of property as they may deem necessary and proper according to law.

JOHN STEVENS, Clerk
to the Commissioners of the Tax
for Talbot county.

Feb 12

COACH, GIG AND HARNESS



Making.

THE SUBSCRIBER informs his friends and the public, from whom, for some years, he has received the most flattering encouragement, that he has taken that well known stand, at the foot of WASHINGTON STREET, heretofore conducted under the firm of Camper & Thompson, and intends continuing the above business in all its various branches—where his friends and customers will have their orders executed in the best manner and on accommodating terms, and where the utmost diligence and attention shall not be wanting to give general satisfaction.—He has on hand a first rate stock of materials, prime seasoned timber, and the best workmen. All new work will be warranted for twelve months, and repairs done in a neat and durable manner. Gentlemen wishing to deal in his line will please to give him a call, hear his prices, view his stock and judge for themselves.

JOHN CAMPER

Easton, Jan 8, 1825. tf

COACH AND HARNESS

Making

The Subscriber has the pleasure to return his sincere thanks to his late customers and friends of this and the adjacent counties, for the very liberal encouragement he has received on his part during his co-partnership with Mr. John Camper, and now has the pleasure to inform them he has commenced business for himself, at the old stand at the head of Washington-street, formerly occupied by Mr. Joseph Parrott, where he has on hand a good stock of first rate materials, to enable him to carry on the above business in all its various branches. He has in his employ, experienced workmen, principally from Philadelphia, and he pledges himself to pay strict attention to their commands in every respect; the utmost diligence shall be paid to all orders for Coaches, Coachees, Gigs or Carriages of any description; likewise all who may favour him with repairs may depend on having them done with neatness, durability and despatch and on the most reasonable and accommodating terms. All new work made agreeably to order. Work made or sold by him will be waranted for twelve months; he further solicits a share of public patronage.

GEORGE F. THOMPSON.

Easton, Jan. 8, 1825.

New Establishment.

The subscriber takes this opportunity of informing his friends & the public generally that he has commenced business at Mr. Thomas Hemsley's farm, near Dr. Harris' Mill, on the mail road from Wye Mill to Queenstown, where he intends to manufacture and keep on hand a constant supply of farming Utensils, such as Carts, Waggon wheels, Wheelbarrows, Ploughs of all description and sizes; the Pennsylvania Bar Shear, Carey, Connecticut, Peacock, Dutch left hand and Hill Side Ploughs—Cultivators of all kinds, the Scarafier, Stubble Rake, &c. all manufactured of the best materials and ten per cent cheaper than they can be purchased at any other Establishment on this shore. From his long experience in the city of Baltimore and the last two years with Wm. Harper & Son, Centreville. He solicits a share of the public patronage.

P. R. HORGAN.

Any orders for this establishment will be thankfully received by Green & Reardon, Easton, and Thomas Kent, Centreville, where a constant supply of said articles will be kept on hand.

Jan 25

Blacksmithing.

The subscriber having now in his employ one of the best Blacksmith's on this shore, informs Agriculturalists and the public generally, that any work in the above line will be neatly executed at his shop, adjoining Mr. Horgan's, at the shortest notice and on the most reasonable terms—he solicits a share of public patronage.

THOMAS HEMSLEY

Near Wye Mill, Queen Ann's county Md.
Jan 15

EASTON HOTEL.



The subscriber informs his friends and the public, from whom he has for so many years received the most flattering patronage, that he will continue to keep the Easton Hotel—where his customers will be accommodated with the best of every thing, in season, afforded by the markets of the place—where they will receive, not only his sincere thanks, but the utmost and most diligent endeavours to please—and an assurance that their past kindness shall stimulate him to still greater exertions. The above establishment is large and very spacious with twenty one lodging rooms.

The public's obedient servant,
SOLOMON LOWE.

Easton, Dec 25

N. B. Horses, Gigs and Hacks can be furnished to any part of the Peninsula at the shortest notice. S. L.

Sheriff's Sale.

By virtue of sundry writs of venditioni exponas issued out of Talbot county Court, to me directed at the suits of Charles Carroll of Carrollton, use James M. Lambdin, Robert C. Armstrong, Survivor of James Armstrong, Isaac Winchester, state use James B. Ringgold use Alexander Fridge and William Morris, Jenkins & Stevens and Solomon Lowe, use Samuel Groome, use Richard Denny, also by virtue of an execution for officer's fees against James Seth, will be sold at public sale on Tuesday the 29th of the present month at the Court House door, in the town of Easton between the hours of 12 and 5 o'clock P. M. the farm where the said Seth now resides, situate in the Bay-Side, called 'Bridges,' containing 2 hundred and a half acres of land more or less: also six head of Horses, one yoke of oxen, fifteen head of cattle, one gig and harness and twenty five head of Sheep, seized and taken as the property of the said James Seth, and will be sold to pay and satisfy the above mentioned writs of venditioni exponas and execution and the interest and costs due and to become due thereon. Attendance given by

EDW'D N. HAMBLETON, late Shff.

March 5 ts

©Maryland State Archives, msa_sc2940_scm11029-0053.jpg