ENHAM T. RUSSUM,
self at Wye Mill, offers his
to the PUBLIC.
at Mr. Samuel Hopkins'.

h Chain
d gold watches & one good
he will sell low for cash,
ell, having been repaired
lve months.

onnelly
nguages in Centreville
lly informs the Patrons
and the Public generally
n be accommodated with
and Bedding, at his
ted to the times.
tion shall be paid, morn-
to the instruction and
ho may be intrusted to

BRATED JACK,
OLIVAR.
se mules are universally
d for their size, beauty &
ely stand the ensuing sea-
Trappe alternately, & at
]. in Wye Neck, provided
made for his crossing the
g—This latter stand is at
est of several gentlemen
ounty, who have proved
nd know him be a sure
erms will be four dollars
nce, and six dollars to en-
vith 25 cents in each case
'D N. HAMBLETON.

s for Sale.
t public sale at Easton
irteenth day of March
negroes both male &
e sold for cash, with a
go out of the state, a
d of the purchaser to
scribers have authority
Esqr. to dispose of the
pay several debts, for
rs are security.
LIAM JENKINS.
BERT LAMBDIN.

PPLY OF GOOD
RIALS.
gs leave to inform his
generally, that he has
ltimore, a supply of
AND MOROCCO,
suitable for BOOTS—
LE LEATHER, which
t the shortest notice, &
er. Gentlemen disposed
ould do well to give him
ent servant,
JOHN WRIGHT.

c Sale.
er of the Orphans' court
ll be exposed to public
the 8th day of March
idence of Capt. William
eck, all the personal es-
(negroes excepted) con-
and kitchen furniture,
hogs, farming utensils, a
e ear, corn blades, pork,
cles too tedious to men-
or all sums of and under
will be required, for all
s, a credit of six months
rchaser giving note with
earing interest from the
commence at 10 o'clock,
given by
TEVENS, Jr. Adm'r.
William Ray, deceased.

c Sale.
blic vendue at the late
Dawson, deceased on
larch next, all the person-
sed consisting of Horses,
Hogs, Farming Utensils,
en Furniture, &c. &c.
credit of six months will
of and over five dollars
hasers giving note with
aring interest from the
ns under five dollars the
—Sale to commence at
l attendance given by
HN DAWSON, Adm'r.
of R. Dawson deceased.

f's Sale.
of fieri facias, issued out
urt, to me directed a-
Jr. and Tristram Faulk-
rick McQuay, at the suit
administrator of Mary
at public sale, on Tues-
ch next, at the Court
wn of Easton, between
k, A. M. and 4 o'clock,
roperty, to wit:—All the
and claim of John Mc-
aulkner, of, in and to the
here the said John Mc-
state in the Bay Side, or
vn by the names of Bam-
St. Andrew, containing
, more or less, also one
ry and one negro girl
nd will be sold to pay &
tioned fieri facias, and
due and to become due
cers fees for 1825 and
THO. HENRIX, Shff.

TES' BLANKS
THIS OFFICE

EASTON GAZETTE.

WHERE THE PRESS IS FREE—"Literature, well or ill-conducted, is the Great Engine by which all Popular States must ultimately be supported or overthrown." Religion purifies the Heart and teaches us our Duty—Morality refines the Manners—Agriculture makes us rich—and Politics provides for the enjoyment of all.

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Baltimore, March 2, 1827.

PRICES CURRENT.

ARTICLES.	per.	WHOLESALE. from	to
BEEF, Baltimore Prime,	bbl.	8 00	8 50
BACON, and Hams, . .	lb.	6	10
BEES-WAX, AM. Yellow	—	29	30
COFFEE, Java, ...	—	16	16½
Havana, . . .	—	14	16
COTTON, Louisiana, &c.	—	11	14
Georgia Upland, . . .	—	10	12
COTTON YARN, NO. 10	—	28	
An advance of 1 cent	—		
each number to No. 18	—		
CANDLES, Mould, . .	—	13	15
Dipt, ...	—	11	13
CHEESE, ...	—	8½	12
FEATHERS, Live, . .	—	29	30
FISH, Herrings. Sus.	bbl.	2 37½	2 50
Shad, trimmed,	—	5 50	6 00
FLAXSEED, ...	bush	90	1 00
FLOUR, Superfine, city	bbl.	5 25	5 37½
Fine, ...	—	5 00	
Susquehanna superfi	—		
GUNPOWDER Balti. .	25 lb	5 00	
GRAIN, Ind. corn, yellow	bush	53	54
white	—	53	54
Wheat, Family Flour,	—	1 10	1 20
do. Lawler and Red,	—	1 00	1 10
do. Red, Susque. . .	—	1 05	1 10
Rye, ...	—	70	75
Barley, Eastern . . .	—	1 10	1 20
Do country	—	90	1 00
Clover Seed, Red . .	bush	6 25	6 50
Ruta Baga Seed. . . .	lb.	87	
Orchard Grass Seed,	bush	3 50	
Mangel Wurtzel Seed	—	1 25	
Timothy Seed, ...	—	4 00	
Oats, ...	—	45	47
Beans, White, ...	—	1 38	
HEMP, Russia, clean,	ton	250	260
Do Country	—	120	200
HOPS, 1st sort, (1826)	lb.	18	
HOGS' LARD, ...	—	8½	10
LEAD, Pig	lb.	6½	6½
Bar	—	7½	8
LEATHER Soal, best,	—	21	23
MOLASSES, sug. house	gal.		50
Havana, 1st quat. . .	—	31	32
NAILS, 6 a 20d. . . .	lb.	6½	
NAVAL STORES, Tar,	bbl	1 50	1 62½
Pitch, ...	—	1 75	
Turpentine, Soft, . .	—	2 50	2 75
OIL Whale, common,	gal.	33	34
Spermaceti, winter .	—	70	75
PORK, Baltimore Mess,	bbl.	11 50	12 00
do. Prime, ...	—	9 00	9 50
PLASTER, cargo price	ton	3 25	
ground, .	bbl.	1 50	
RICE, fresh, ...	lb.	3 1-2	3 3 4
SOAP, Baltimore White	lb.	12	14
Brown and yellow,	—	5 1 2	8
WHISKEY 1st proof,	gal.	34	35
P. BRANDY, 4th pr.	—	75	1 00
APPLE BRANDY 1st p	—		35
SUGARS, Havana White	c. lb	13 00	13 50
do. Brown, .	—	10 00	10 50
Louisiana, ...	—	8 00	9 10
Losf, ...	lb	19	22
SPICES, Cloves, . . .	—	70	
Ginger, Ground, . . .	—	7	12
Pepper, ...	—	15	
SALT, St. Ubes, . . .	bust	48	50
Liverpool ground . .	—	54	
SHOT, Balt. all sizes,	lb.	8 50	
WINES, Madeira, L P	gal.	2 50	3 00
do Sicily, - - -	—	1 10	1 15
Lisbon, - - - - - -	—	1 05	1 10
Port, first quality, - -	gal	1 65	1 85
WOOL, Merino, full bl'd	lb	30	35
do. crossed, - -	—	20	22
Common, Country, -	—	18	22
Skinners' or Pulled, -	—	20	25

Farmer.

From the American Farmer.

THE OHIO AND CHESAPEAKE CANAL.

[There is so large a proportion of the readers of this journal, beyond the districts immediately interested in the construction of the Ohio and Chesapeake Canal, that we at first feared they might think we are giving too much space to the extracts from the Report of the Board of Engineers; but when they shall have read them, and especially that one which we now give, under the head of "*General Considerations*," if they do not thank, we are sure they will not censure us. These general considerations are obviously written by a *mathematical* head, and are of great interest and importance to every reader; as they explain so clearly the various interests to be considered, and how they are to be considered, in all attempts to calculate the value of every projected internal improvement. The exposition appears to us to be remarkably lucid and able, and results, as to the effects of this new and great outlet to the ocean, from the immensely fertile and extensive regions of the west, seem to have been adopted with great caution. Whilst, as mere executive officers, acting under specific instructions, the Board have very properly avoided any question as to the constitutionality of this measure, under the granted powers of the federal government; they have most emphatically illustrated its expediency on the score of the general welfare, and its connection with the common defence in a military point of view.

We will not pass the occasion without expressing the conviction we have long felt of the invaluable acquisition made by the country, when it secured for its use, the talents and services of Gen. Bernard. To have known him since his arrival has been amongst our greatest intellectual and social pleasures. Whether in the field or the drawing room, at the levee or the social fireside, he is the same simple and unostentatious, but profound and liberal man. Our country was just at that time of its growth, and in that state of its affairs to require talents like his; and though the wind that brought him may have been ill to him, it was good to us. We should not have said thus much had he not have come a "stranger within our gates," from having enjoyed the personal esteem and favours of the greatest military genius the world have ever known. It is to the honour of our officers, who were necessarily wanting in the *experience* which *he* united with science; that they received him with kindness, and continue to regard him, without his being conscious of it, as "a lamp to their feet." The maps and charts which have been issued along with the various Reports from the corps of Engineers, do much honour to the Topographical Bureau; and we are persuaded, from some personal observation, that the country is not fully sensible of the laborious, but scientific and important character of the services rendered by the Engineer Department, under the superintendance of Gen. Macomb. By its agency fortifications are planned with the utmost skill, and built with the greatest economy roads are traced through trackless forests—and the people are taught how the torrents of hitherto inaccessible mountains may be made to bear in gentleness and safety, the products of industry the most interior, to the populous seats of external commerce —carrying back in return the manufacture of every art and the luxuries of every clime.]

GENERAL CONSIDERATIONS.

The public works of the moderns differ essentially in their construction from those erected by the ancients: these bestowed much magnificence and grandeur on their edifices. In former times, large and unemployed populations, great masses reduced to servitude, by war or conquest, afforded such powerful means of execution, that economy was not an essential point to be consulted: for, to wage war and to erect public works, appear to have been the chief occupations of the ancient nations, among whom civilization had attained a considerable degree of improvement.

The situation of the moderns is different: with them, the subdivision of labour among the different branches of industry, the abolition of slavery, or the progressive amelioration of the state of servitude where it does exist, in restoring to man his dignity and his liberty of action, have attached to his labour a value which is identified with his moral and physical existence. Economy has, therefore, become an essential object in the erection of monuments consecrated to the public prosperity, and besides the conditions of durability and expedience, it is also required that the efforts made should be in due proportion with the useful results obtained. These conditions being fulfilled, such monuments justly become the objects of national pride; and combined with the civil and political institutions, the arts and sciences, literature, and naval and military achievements, form an union of glory around which the sympathies of the country are rallied, are strengthened, and are continued. Thus we perceive all the enlightened governments of the present time to favour such undertakings: they well know that, in the age of illumination and of rapid amelioration in which we are placed, all that contributes to the national glory, & promises certain & material advantages should receive a prompt & judicious execution. For the Union, such is the Chesapeake and Ohio Canal.

This great undertaking has no equal in any country, either in relation to the works of every kind which its construction will require, or to the immense political, commercial, and military advantages which will result from its execution. It is a work truly national: and if, on the one hand, it is beyond the means, always limited, of private enterprize, so, on the other, it is too essential to the prosperity, the harmony, and the greatness of the Union, for its execution to be deferred, without neglecting advantages which will far exceed the expense into which it will necessarily lead. It is not, in fact, because a work demands a large sum for its execution, that it is costly, but only when the capital employed to create it is beyond all proportion to the useful results to be obtained. It is, therefore, the relation between this capital and these results which is to be taken into consideration. The extent of the first, however great, becomes entirely indifferent, when, on the other hand, the resources of the nation are equal to its attainment.

Considered under this point of view, the Chesapeake and Ohio Canal, notwithstanding the great first cost which it will require to receive such an execution as is suitable to its object, may, with full and entire confidence, be considered as not expensive, in relation to the immense advantages, of every kind, which it offers. This position we will now attempt to demonstrate, beginning by its physical advantages: that is to say, those susceptible of being estimated by the standard of money.

When a nation undertakes a work of great publick utility, such as that under consideration, the revenue is not the essential object to take into consideration: its views are of a more elevated order: they are all, and, it may be said, exclusively, directed towards the great and general interests of the community. These interests are principally to bring into contact and relation, districts which are naturally separated, either by great distance, or by physical obstacles; to connect countries deprived of natural outlets, with those where these exist; to create for the products of the soil and of industry, a value which they do not possess, from the want of a market, and from the too heavy expense of transportation; to increase, progressively, the quantity of these products, by the facility of exchanging them with distant countries; to encourage, by these means, and enliven agriculture; to support and increase manufacturing establishments; to vary the class of producers, and bring it near to the class of consumers, in fine, to augment both production and consumption, by the facility of transporting products from sections where they abound to those where they are deficient.

When these national interests are satisfied, the principal object for which the work is undertaken is accomplished; and the fiscal advantage derived from the canal, and which would be an essential point to a company, becomes, in this case, of merely secondary importance for the nation.—We will, therefore, in the first instance, endeavour to estimate the physical and national advantages which it appears to us must result immediately from the accomplishment of the great work before us; and next we will take into consideration the secondary object, that is to say, the probable revenue of the canal.

Before submitting our computations on this head, we should premise, that we will steadily follow the plan we have adopted in the former part of this report, namely, to avoid as much as in our power falling into any exaggeration in favour of the work and to take the greatest care to remain below even the most probable chances. Nevertheless, if it be found that we have sometimes failed in this, the fault is to be attributed to an error of judgement on our part, and not to any want of candour in our intentions.

The districts the more particularly interested in the construction of the Chesapeake and Ohio Canal, may be divided into two classes: 1st. The counties situated immediately adjacent to the line of canal; 2d. The western states to which this communication will prove a favourable outlet to the Atlantic.

Among the first are:	*Inhabitants.*
Nine counties of Pennsylvania, whose population, according to the census of 1820, amounted to	256,782
A population amounting to something more than one fourth of that of the state.	
Four counties of Maryland, Composing something less than one-fourth of the population of the state.	92,000
Thirteen counties of Virginia, population amounting to	189,585
Something less than one-fifth of that of the state	
Total of these 26 counties,	538,367
This total is something more than one-fifth of the whole population of the three states.	
The District of Columbia,	33,039
Total,	571,406

Among the western states to which the canal would afford a direct outlet to the Atlantic, we will only take Kentucky, Ohio and Indiana, whose respective population is as follows, according to the census of 1820:

	Inhabitants.
Kentucky	564,317
Ohio, ...	581,434
Indiana, ...	147,178
Total,	1,292,929
Which added to	571,406
Gives	1,864,335

Forming nearly one fifth of the population of the Union.

This population is the least that we can consider as directly interested in this undertaking. We will not take into account either the other counties of Pennsylvania, Maryland and Virginia, which will indirectly derive advantage from the canal, nor the states of Illinois, nor the Michigan territory.

The twenty-six above counties form together an extent of territory of about fifteen millions of acres, of which the greater part presents a rich limestone soil, while the less productive remainder is covered with excellent timber, and contains inexhaustible mines of coal and of iron. We estimate the mean value of the acre at four dollars, which, for fifteen millions, gives a total value of $60 000,000.

Now, if we take into consideration the actual state of depreciation of these lands, owing in part to the difficulty of transporting their products to an advantageous market, we cannot doubt but that the canal, in removing this obstacle, will give immediately to these lands an increase of value a necessary result of the increase of value of the products. We will suppose it to be 20 per cent. which will give, for the twenty six counties, $12,000,000.

The three states above mentioned, offer an extent of 72,000,000 acres, of which the fertility is so great, that it will perhaps support, at a future day, a denser population than any other part of the Union. A recent assessment fixes $2.49 per acre as the mean value of land in the state of Ohio.—We will take $2 for that of the three states which gives, for the mean value of 72,000,000 of acres of their territory, $144,000,000.

As soon as the canal shall be in operation every part of these states finding another economic outlet to the ocean, not only will the exportation of their products be facilitated in a high degree, but these will also receive an increase of value resulting from the creation of a new market, which will obviate to the seller the inconvenience of glutting that of New Orleans, and thus placing him at the mercy of the purchaser. These products, although the same in quantity, will therefore acquire an augmentation of value in which the lands must necessarily participate. We will suppose this increase of territorial value to be 12 per cent. which gives $17 280,000.

In this increase of territorial value, we should include the District of Columbia which being at the termination of this important channel of trade, will be peculiarly favoured. This District is at present assessed at only $15,000,000, which shows how much its property is depreciated.—Combining this depreciation with the great advantages to result from its being the outlet of the canal, we adopt here fifty per cent for the probable increase of its property, which will give $7,500 000.

The summary of the augmentation of value of landed property, or the gain made by the owners of real estate, in consequence of the opening of the canal, will therefore be:

For the counties adjacent to the line of the canal,	$12,000,000
For the states directly favoured by the canal,	17 280,000
For the District of Columbia,	7,500 000
	$36 780,000

Conclusion. At the moment of opening the navigation of the canal, the proprietors of real property will gain together a value equal to one and a half times the whole expense of the construction of the canal, (which is $22,000 000,) and equal to three times the expense of construction of only the Eastern and Western sections together, (which is $12,000 000.)

We should here remark that the Union owns, in the states of Ohio, Indiana and Illinois, and the Michigan territory, 59,998 000 acres of land, besides 18,946,000 acres not yet ceded: valuing the first at $2, we have $119,996,000; and, supposing only ten per cent. for the augmentation of value they will receive, we find the Union, as landholder, will gain about $12,000 000 by the opening of the canal: to which should be added the land owned by the government in the District of Columbia.

To be Continued.

LEGISLATURE OF MARYLAND.

HOUSE OF DELEGATES.

ABSTRACT OF PROCEEDINGS.

Saturday, Feb. 24.

The house met. Were present, the same members as on yesterday. The proceedings of yesterday were read.

At the request of Mr. Hall, who stated that it would at this time, subject him to much inconvenience, to attend the remains of Mr. Bennett to the eastern shore, he was excused by the house from further serving as a member of the committee, appointed yesterday, to make such arrangements as may be necessary for the conveyance of the body of Thomas P. Bennett, Esq. deceased, late a delegate from Talbot county, to the eastern shore; and Mr. Farquhar was thereupon appointed in his place.

The committee of Arrangements having made the necessary preparations, the members and officers of this house, in conjunction with those of the senate, also his Excellency the Governor, and the members and officers of the Executive Council, the masonic brethren, the relatives of the deceased, accompanied by other officers of the state government, the Visitors, Faculty, Alumni and Students of St. John's College, Officers of the United States army and navy, citizens and strangers; having been duly arranged in solemn procession, conformably to the order of the committee of arrangement, moved, with the hearse, containing the corpse of Thomas P. Bennett, esquire, late a member of this house, to the steam-boat Maryland, on board of which the body was placed under the care of the said committee, for the purpose of being conveyed and delivered to his friends on the eastern shore; whereupon the remaining members, and the officers of this house, returned.

And the Speaker having resumed the chair,

On motion by Mr. Campbell, the question was propounded, That this house, from respect to the memory of Thomas P. Bennett, esquire, do now adjourn? And it was resolved unanimously, in the affirmative.

Whereupon the house adjourned until Monday morning nine o'clock.

Monday, Feb. 26

The bill passed by this house on Friday the 23d instant, entitled, An act to provide for the valuation and condemnation of a lot of land at the mouth of Cambridge creek in Dorchester county, for the erection and establishment of a tide-mill; and the resolution, assented to by this house on the same day, respecting the death of Thomas P. Bennett, esquire, late a delegate from Talbot county, were sent to the senate for their concurrence therein.

By Mr. Ridgaway, the petition of sundry inhabitants of Queen Anne's county, praying the levy court of said county to be directed to levy a sum of money for the purposes therein mentioned

By Mr. Brown, the petition of sundry citizens of Dorchester and Caroline counties, praying an act to authorise the rebuilding of a bridge at a place called Federalsburg.

By Mr Saulsbury, the petition of sundry voters residing in the lower election district of Caroline county, praying for an alteration of the divisional line between the second and third election districts in said county.

The Speaker laid before the house a report from the register of the court of chancery, containing the number of bills in equity that have been filed in said court for the last three years, and designating the counties from which such bills have proceeded, &c. transmitted in obedience to an order of this house of the 12th ultimo; which was read and referred to the committee appointed to prepare and report a bill to abolish the said court, and to establish a more efficient system of equity in this state.

Mr. Barnes then submitted the following message:

By the House of Delegates, Feb. 26.

Gentlemen of the Senate,

We propose with the concurrence of your honourable body, to close the session on —— the —— day of March proximo; to effect which we further propose, with your concurrence, to appoint a joint committee, to examine and report what bills should be acted on during the present session. We have appointed Messrs. —— on the part of this house, to join such gentlemen as your honourable body may select.

Which being twice read, Mr. Stevens moved to fill the first blank with 'Thursday," and the second blank, with '8 h.'

Mr. Ridgaway moved to fill the first blank with 'Saturday,' and the second blank, with '10:h,' and the question on the latest time, as proposed by Mr. Ridgaway, being taken, was resolved in the affirmative.

On motion by Mr. John W. Thomas, all that part of the message, following the word "proximo," in a third line thereof, was stricken out.

The question was then stated and taken on agreeing to said message, so amended as above, and resolved in the affirmative; so the message was agreed to, as amended.

Mr. Gough submitted the following orders:

1. Ordered, That the committee on grievances and courts of justice, be instructed to inquire into the expediency of amending the law in relation to actions of slander, so that the particular words sufficient to sustain the action at law, may be defined without the necessity of proving special damages for that purpose.

2. Ordered that the said committee be also instructed to inquire into the expediency of amending the law in relation to the sufficiency of the security to be taken, in cases of replevin, so that the sheriff may be made the judge of the requisite security in such cases, and be made liable for the insufficiency of such security.

3 Ordered, That the said committee be further instructed to inquire into the expediency of amending the law, so that it shall be made the imperative duty of all sheriffs, coroners and elisors, to make return at the next term, on all process succeeding the impetration thereof.

Which being twice read, on motion by Mr. Tyson, the first order was amended, by striking therefrom the words, 'the committee on grievances and courts of justice,' in the first line thereof, and inserting in lieu thereof, the following, 'a committee of five, to be appointed by the speaker.'

The said orders, so amended as above, were then severally adopted.

Whereupon the speaker, in compliance with the first mentioned order, announced the appointment of Messrs. Gough, Speed, Ringgold, Done and Hawkins, as the committee thereby authorised.

Several messages were this day received from the senate, by their clerk, returning the bills and a resolution, sent from this house for their concurrence therein, of the following titles, to wit.

An act to authorise the erection of gates on the public road therein mentioned, in Dorchester county.

An act for the regulation and improvement of the village of Denton, in Caroline county, and for other purposes.

An act for draining certain lands in Caroline county.

An act to encourage the destruction of crows in the several counties therein mentioned.

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