fractory to the favour of grace, have approached the tribunal of penitence and have reconciled themselves with Heaven.

(Signed) PASQUIER, Curate of St. Porcheire.
MARSAULT, Almonier of the Royal College.
BOIN BEAUPRE, Curate of Migne.
DE CURSON, Mayor of Migne.
NAUDIN MARROTT, Baudry.

Done at Migne, Dec. 22, 1826.

Marshal des Logis de la gendarmerie, fournier adjutant, and 41 other witnesses.

Certified as a true copy by
PAIN, Chancellor and Secretary of the Bishop.

From the Scicta Gazette.

GENERAL JACKSON,
And the Hartford Convention.

In the correspondence between Mr. Monroe and General Jackson, on the subject of forming the new Cabinet of the former, there is a letter of the General of the 6th January, 1817, (see Niles' Register, Vol XII. p. 368,) in which he held the following extraordinary opinion, and uses the no less extraordinary language to enforce it, in relation to the Hartford Convention:—

"I am free to declare, had I commanded the Military Department where the Hartford Convention met, if it had been the *last act of my life!* I should have punished the three principal leaders of the party. I am certain an independent *Court martial would have condemned them under the* SECOND SECTION of the Act establishing Rules and Regulations for the Government of the Army of the United States."

To show the reader what this "Second Section" is, under which the General, as Commander of the 'Military Department where the Hartford Convention met," would have *hung up* the "three principal leaders," by virtue of the sentence of 'an independent Court martial."—"*if it had been the last act*" of his life—the following extract from the Laws of the United States, is made.

"Section 2. *And be it further enacted*, That in time of war all persons, *not citizens, nor owing allegiance to*, the United States of America, who shall be *lurking* as SPIES *in or about the fortifications, or encampments* of the armies of the United States, or any of them, shall suffer death; according to the law and usages of nations, by sentence of a general Court martial."

The able Editor of the Richmond Enquirer, (Mr. Ritchie) in commenting on the Section of the Act of Congress, and the extraordinary declaration of General Jackson—not in 1827, reader, but in 1824, when he and the Richmond Junto were arrayed against the General, in favour of one of the most accomplished *statesmen* of the age—William H. Crawford—for the Presidency, makes the following sound, sensible and appropriate remarks:

"Now, how can any man bring the Hartford Convention within this Section? Were they *aliens*? No: they were citizens. Were they *lurking as spies*? Call them *traitors*, if you please: they were not spies. Again, were they lurking in, or about the fortifications, &c when they were in Hartford, where no fortifications perhaps were erected, no troops encamped?

"What kind of a President would this *great civilian* make! A gentleman, who cannot interpret the plain expressions of *one law* and yet would be called to administer *all the laws of the land!* One, whose ideas are so *purely military* that he would transmute a traitor into a spy, or would punish treason, not by the Civil Courts, but by a *Court Martial? One who, in any great crisis would convert the whole country into one great camp, and would reduce almost every thing under martial law!*

"If this individual be a *Republican*, then indeed, as he says himself, "names are bubbles." What respect would such a *great civilian* entertain for the LAWS and CONSTITUTION of this country? Is *such an one qualified for our* CHIEF MAGISTRATE?"

Now what will the good people of this country say, after they shall have read this faithful description, and shall have viewed this striking likeness of General Jackson, drawn by a master's hand, when they are told that "this individual," is now the great CIVIL REFORMER! whom the opposition have set up; and before whom, in the madness of their idolatry, they command every knee to bow, and every tongue to confess"—and is in fact the candidate of the aforesaid Editor of the *Richmond Enquirer*—the Richmond Junto—and the party now opposed to the present wise and able administration of the general government, for the highest, the most dignified and responsible civil station ever filled by man—CREDITE POSTERI?—Will posterity believe it? Can they be led to think that such absurdities were committed by their forefathers?

From the Yeoman's Gazette.

THE PRESIDENCY.

Some observations were made in last Saturday's paper, on the impropriety of giving the Presidency to a distinguished military commander, simply as a reward for splendid services. It was observed, that the Presidency was not a SINECURE, like the patent offices in Europe, but that a great deal of laborious service was to be performed by the President. We might have added that the office required for its proper discharge a thorough acquaintance with the law of nations and the law of the land, with the political history of the country, with all its foreign relations, and with all its internal interests, and the proper way to advance them.

It is therefore plain, that to say that General Andrew Jackson gained the battle of New Orleans, is not giving a good reason why he ought to be President.

Even if it were allowed, that the Presidency (instead of being an arduous office, which required *preparation* and *qualification*) was nothing but a compliment to be paid to a brilliant and successful commander; is it quite certain that Gen. Jackson would be entitled to it? Were Commodore Perry alive, or Commodore McDonough, we should say that either of them had as fair a title to this honor as Gen. Jackson. Had Commodore McDonough been defeated, the consequences to this part of the country would have been quite as disastrous as the consequences of the capture of New Orleans would have been. But Perry and McDonough are no more; they have gone, we trust, to a better reward than that of being appointed to an office which neither was qualified to fill.

There is, however, still surviving a gallant officer of the last war, who performed an achievement, which, for its time, and for the effect it had on the public feeling, both in Europe and America, was certainly of as much importance as the victory of Gen. Jackson; we mean Captain Isaac Hull. In signalizing him, we intend no injustice to the memory of Decatur, or to the fame of Bainbridge, Stewart, and the other skilful and gallant commanders of our little navy.

Captain Hull, at a moment when the charm of British naval superiority was unbroken; when the British navy, swelled with the spoils of every European marine, rode triumphant on every sea; when even in our country the public sentiment was very much divided on the subject of naval defence, and its best friends entertained no belief that we could cope with the navy of England, Capt. Hull, at this moment, came into port in the Constitution, with the glad tidings, that he had, in a very short space of time, captured and sunk a British frigate, which had been expressly selected to go and take the Constitution.

What would have been the effect on the public mind had Capt. Hull's skill or courage failed him; had the Constitution been captured?

What was the effect of his victory on Europe and America, on our other naval commanders, on the councils of the nation, in reference to naval defence, of that victory? Without the least wish to do injustice to Gen Jackson, who did all that could be done at New Orleans by a brave and able commander, it is certainly fair to say that Capt. Hull's service was more important, Gen. Jackson's service was limited to the preservation of the City of New Orleans, from the horrors of capture—no doubt an immense boon, to be most thankfully and honorably acknowledged. But the treaty of peace was already negotiated and signed, and on its way to Washington, and by this treaty all places captured during the war on either side, were given up. Consequently, had the British captured New Orleans, they must have abandoned it.

But if Captain Hull had been defeated at the opening of the war, if our good old ship, the Constitution, to which the affections of the people have justly attached themselves, with a kind of superstitious love, had been worsted; if she had been sunk like the Guerriere; or if she had come craven back into our harbors flying before the foe; or if she had been carried over to England, with the royal George hoisted over the stars and stripes, we avow it as our serious conviction, that the effect would have been more calamitous than the capture of New Orleans.

Captain Hull then, is better entitled to the Presidency, than General Jackson is, on the very ground on which his friends exclusively place his pretensions. *We accordingly nominate him as President*; we call on all men who regard the Presidential office merely as a reward, to give him their votes. We depend on the support of all General Jackson's friends. They cannot be true to their principles, unless they unite to elevate Captain Hull to the first office in the nation's gift.

What are the objections to him? We are willing to argue the subject fairly, and we have it luckily in our power to give an all-sufficient answer to every possible objection that can be raised.

Is it objected that Captain Hull is a Northern man? We answer—he sunk the Guerriere.

Is it objected that Captain Hull is a federalist? We reply—he sunk the Guerriere.

Is it objected that Captain Hull, though a highly respected citizen, has not that pre-eminent talent which ought to belong to a President of the United States? To this we have the very sufficient answer ready—that Captain Hull sunk the Guerriere.

Is it objected, that Capt. Hull has passed his life in the naval service of the country, has been much of his time on salt water and is consequently not at home in the routine of civil duties? This objection really amounts to nothing, when you consider—that he sunk the Guerriere.

Is it doubted whether Capt. Hull is sufficiently acquainted with the past history and present state of our foreign relations. This can be no objection, when you reflect that he sunk the Guerriere.

Is it uncertain whether Capt. Hull could, with credit to the country, administer the various complicated duties of his office? What matters that, when a man has sunk the Guerriere.

Is it maintained that Bainbridge, and Stewart, and Jones, and Morris, are also gallant, skilful and successful men! Aye but they did not sink the Guerriere. Hull did, and he shall be President, and Morris shall be Vice President, for he was first Lieutenant of the Consititution.

In a word, conjure up as many objections as you please against Hull, suppose him a bad man, instead of a good one, a citizen of low repute instead of being a man of honor and integrity—fancy him, if you will, feeble, incompetent and irresolute; or head strong and rash; or morose and unaccommodating; make him what you will, there remains the great answer, all-sufficient and irresistible—he sunk the Guerriere.

We should be glad to be informed wherein his pretentions are inferior to Gen. Jackson's. Has he less nerve, less conduct, less talent, less character? We sincerely think not; although heartily disposed to accord to General Jackson all that his intelligent friends claim for him.

We simply believe this: that, but for the victory of New Orleans, gained fifteen days after the close of the war, Gen. Jackson would never have been named as President.

We believe that the capture and destruction of the Guerriere, at the opening of the war, was under all the circumstances, as brilliant an exploit as General Jackson's, and one more important to the people, than the victory of New Orleans. The consequence is, that Captain Isaac Hull has a prior claim to the Presidency.

THE SIX MILITIA MEN.

For the benefit of those who wish to form a correct opinion of this *sanguinary* act, we publish an extract or two from the law of February 1815, under which the unfortunate Harris and his comrades suffered.

Sec. 4. "No officer, non-commissioned officer, or private of the Militia, shall be compelled to serve *more than three months* after his arrival at the place of rendezvous, in any one year, nor more than in due rotation with every other able bodied man of the same rank in the battalion to which he belongs."

We say then that there was no law which authorized a draft for six months. It is true the act of Feb 1815, above alluded to goes to say, "the President of the United States, [*not General Jackson*] may, if in his opinion the public interest requires it ordered the militia to serve for a term not exceeding six months." No such order having been produced, or pretended to exist, and their time of service having expired they were no more under military control, than other citizens—of course these six *citizens* were *tried* without law—*condemned* without law—and *shot* without law. Let it be further noted respecting General Jackson and *his court martial*—the court was composed of men not recognized by the law—their number was but three, when the law required thirteen—they were a *Regimental*, whereas the law required a "*General Court Martial.*" Why the court was composed of *three* rather than *thirteen* is not easy to be accounted for, except (as we hope was really the case) there could be but three found in the camp willing to perform such a job for their blood thirsty General. *Del. Journal.*

From the Cambridge Chronicle.

Steam Boat route by way of Castle Haven,

MR EDITOR,

I have noticed a controversy somewhat of a public character and which has excited a good deal of interest in this section of the country, between Capt. Levin Jones and Mr. William C. Ridgaway, of Cambridge. It originated in a requisition by Capt. J. of twenty-five cents, from all persons travelling by the way of Castle Haven, who preferred using Mr. Ridgaway's carriage to the conveyance furnished by Capt. Jones, which charge Mr. R. declares unjust and illegal. I have paid particular attention to this matter, because it is one in which the public is much interested; and it is well that the merits of the case should be known not merely for Mr. Ridgaway's sake, but because the convenience of the community is identified with his success in the controversy, for Mr. Ridgaway runs his stages at a cheaper rate than Capt. J. and he carries passengers from Cambridge, to meet the Steam-Boat on her way to Easton, which Capt. J. does not. It is important, therefore, that his establishment should be kept up.

There is no difficulty in understanding the case, for the facts are few and simple. It is notorious that there is a public road, leading from Ford's Store, down to Castle Haven; and it is very clear that by Castle Haven is meant the harbour, and that the road runs to the water's edge.—The road is kept up by the county, and Capt. Jones is the Overseer of it, appointed by the Levy Court. I have been informed by old gentlemen of respectability, that they remember using this road, so long ago, as thirty years for the conveyance of grain and other farm produce, to the vessels which resorted to Castle Haven and that they went to the end of the Point. It is a fact too, that Castle Haven is not the proper name of the land contiguous to the harbour but that in the original patent it is called 'Nowell's Regulation.' This road therefore, to the Steam Boat Wharf, must be considered as a public highway, over which every one has a right to pass, and for travelling over which Capt. Jones has no authority to charge any one a single cent. For what then does he demand payment of Mr. R. or those who travel in his carriages? Not for the use of the wharf, for that belongs exclusively to the Trustees of the Steam Boat Company, who only allow him the use of it, for the convenience and accommodation of passengers, baggage and effects, coming thereto or going therefrom.' Captain Jones has published a long extract from the minutes of the Trustees of the Steam Boat Company; and it really is a mysterious document, though like other mysteries signifying nothing at all—at least nothing which bears upon the question—for when the grain of meaning is separated from the bushel of words, the purport seems to be, that the trustees formerly, made a contract with Capt. Jones, from one of the stipulations of which they now think proper to release him. But they reserve the wharf for the accommodation of their passengers, & only release him from that part of the contract which regards the road; which being a public road, the release makes no difference, but leaves the matter as it was before.

It is true that the Trustees have in their contract, considered the road a private one but they were mistaken, and their mistake is no reason why the public should consent to a deprivation of their known rights.

A Citizen of Dorchester County.

From the Cambridge Chronicle.

"Steam Boat Route by way of Castle Haven."

Mr. Editor—I observed in your last paper, a column purporting to be an exposition of the above text; for the convenience of the community; and I, perhaps, fancied on the perusal of it, that, in the place of a fair and candid view, which I expected to meet with, it contained the evidences of an exparte representation; and in fact, was neither more nor less than a *proscriptive proclamation* against Captain Jones, and against his side of the question agitated; I therefore feel impelled by a sense of justice, to caution the community against the seductive influence of the expositor's logic, eloquence and assumptions, and to wait, with unprejudiced minds, the issue of the case, which will, I am told, as shortly as possible, be presented with its true merits, before a legal tribunal.

I will only attempt to explain that the case may not be quite as plainly against Captain Jones, as the zeal of the writer would lead the community to suppose.

The words of the expositor are, 'there is no difficulty in understanding the case, for the facts are few and simple,' to wit: 'there is a public road recorded to lead from Ford's Store to Castle Haven,' and he adds, 'it is very clear it must run to the water's edge:' and he comes at this conclusion by an argument of the following amount: a haven is a harbour and a harbor must be on the water's edge; and therefore the road to Castle Haven must run (through Captain Jones' farm) to the water's edge.

I believe the community for whom he has written, will not hesitate to pronounce the sophistry of this argument: his premises are defective and fallacious: suppose for instance, that Captain Jones shall prove before a legal and impartial tribunal, that Castle Haven is the popular name by which his farm has been known from time immemorial; and that the ancient as well as modern custom of describing the limits of public roads was, and is by the popular names; would it not be plain that the expression "to Castle Haven" would be fully gratified by running to and stopping at the gate, at the entrance of the farm, without enquiring into the definition of 'haven,' or tracing the original and patent name of the tract.

The expositor says that 'Castle Haven is not the proper name, but that in the orignal patent, it is called 'Nowell's Regulation.' Now unfortunately for the expositor's plain case, his own quoted description and the record of *one end* of his road absolutely demolishes his *point d appui*, at the other end; viz running from Ford's Store, &c &c. I presume it will be conceded that this expression of the beginning, 'Ford's Store,' is the popular and not the patent name of the place; and so is the point of termination called by the popular name; the one by which it was known in the neighbourhood, because the object was not to *trace titles*, but to describe the limits of the road by some visible and notorious marks.

He states, too, that the road through the farm is and has been kept up by the county. I am informed that the road has *never* been kept up beyond the gate at the entrance of the farm, *by the county*; and that this fact will be proved as far back as the memory of man reacheth, and this will afford the best possible evidence of the true construction: hence falls another prop of his argument.

The expositor's remaining pillar of reliance would seem to be as unstable as the sands on which he has placed it, viz: 'that farmers had carted their grain and other produce for thirty years ago to the end of the point' for exportation. The constituent materials of this slip of land, from its base to the end of the point and for many feet in depth, are notoriously of so slippery and fugitive a nature, consisting wholly of that class of earth which geologists have denominated *fine silex*, as to render a developement of this fallacy, quite superfluous, at least to the prudent farmer who has a particle of regard for the well being of his teams, whose hard and piercing hoofs would infallibly communicate to the imprudent master, by the medium of exhaustion, their fruitless efforts to find a resting place.

The Board of the Maryland Steam-boat company, have published an extract from their proceedings on the subject of this contest. This highly respectable board (and some of them professional lawyers,) having advised for several months on this question, as prudence and candour dictated state among other things, [which see in a former Chronicle,] 'and they are satisfied by the *just* complaints of Captain Jones,' &c. &c. this should, at least, prevent the hasty adoption of a contrary sentiment.

But this extract the writer denounces as a 'mysterious document, and like other mysteries signifying nothing at all,' and elsewhere he says "it is true the Board have considered the road a private one; but they are mistaken:'—here is a bold assumption.

Several cases have occured in Dorset, where, upon application to the Levy Court, they have ascertained the true intent of a location of a road & ordered thence forward a record with similar limitations as the one now contended for.

A similar case occurred with the late Captain Tripp; another with the father of the present Captain Jones: in these cases it was thought doubtful whether the roads were *intended* to go *to*, or *through* their farms, to their houses; upon application to the Levy Court, they ascertained and affixed the construction now contended for, by Capt. Jones.

It cannot be said that the Levy Court *altered* the roads; it is notorious they had no such powers; they only *ascertained & described* them in more definate terms.

By act of assembly, 1704, chap. 21, the Justices of the County Court shall ascertain and describe the public roads; by many acts subsequently, and as regards Dorset by an act dated 1801 chap. 54, the power to ascertain and describe roads was conferred on the Levy Court, which they have often had occasion to exercise: and as this case appears to stand on similar grounds with others in which they have done so, it would seem fair and reasonable, that they should not hesitate, if required; though I should hold it unnecessary.

I have sir, offered these remarks merely to show that the expositor may occasionally misapprehend a plain case, and that justice would dictate the impropriety of forestalling the public mind with doubtful and perhaps falacious notions, to the detriment of an individual who may be unfortunately involved in a dispute with his neighbour; and the propriety, on the contrary, in all cases of litigation, plain or complex, of suspending our judgments and of counteracting that prejudice, and those passions of the mind which so frequently interfere with reason and justice to the annoyance of that worthy community, for whose good, 'A Citizen of Dorchester county,' appears to be, and no doubt is so extremely solicitous.

FAIR PLAY.

Editors who have inserted 'A Citizen of Dorchester county' and all others who wish to promote the cause of justice will please to insert the above.

KIDNAPPING.—The office of the Mayor was, on Wednesday last, crowded to excess, in consequence of the examination of a small light colored negro man, named John Smith, alias James Morris, alias John Purnel, of Snowhill, Maryland; the latter being his true name. He was charged with being a principal agent of the Johnsons', in the atrocious kidnappings of 1825. A number of witnesses, including several of the colored children who had been kidnapped by Johnson's gang, and restored by Messrs. Hamilton & Henderson, of Mississippi, testified to the identity of Purnel, and to his direct agency in the matter. We were particularly struck with the intelligence manifested by a little black boy, named St. Clair, whose return has recently been effected, after great trouble & expense, from Tuscaloosa, Alabama. In his particular case it was testified that Smith fell in with the boy in Second or Front-street, and held out the usual bait of a quarter of a dollar, to help bring up peaches, mellons, &c. from a boat.

The boy refused but accompanied Smith, to the end of the New Market, at South & Second streets, where a covered dearborn wagon was standing, and a white man in it—when in the open street, and at 1 or 2 o'clock in the afternoon. Smith putting his hand over the boy's mouth and covering it with some kind of sticking plaster, snatched him in and stepped into the wagon with him, undiscovered, and prevented him from crying out; the wagon was then driven off very fast, down below the rope-walks, & he was immediately put on board of a little sloop at anchor in the Delaware. After a long investigation, he was committed to answer on several distinct charges of kidnapping. True bills of indictment were said to have been already found against the defendant, under different names in the Mayor's court and Quarter Sessions; but we understood the Mayor to say, that he was as yet undetermined whether he should not feel bound to return the prisoner for trial before the circuit court of the United States; that it appeared to him, that the 5th section of the act of Congress of 1820 seemed to embrace the offence of which the prisoner stood so repeatedly charged.

High Constable Garrigues had arrived the preceding day from Boston, with this prisoner in his custody. He had there been arrested in consequence of information forwarded by the Police of this city, who have been indefatigably engaged for a long while past, in bringing these offenders to trial.—Garrigues has travelled in pursuit more than 2000 miles. It is said there is another black man now in Arch street Prison, charged as an accomplice, waiting his trial, before the Mayor's Court.

There was a white man, of Nanticoke River, who recently died in Arch-street Prison before trial, who was identified as the Captain that commanded Joe Johnson's sloop Little John, in two of her voyages to this city, in the summer of 1825, and who had voluntarily confessed the fact of his guilt.—*Daily Adv.*

FENCES.—Europeans who visit the United States express their astonishment at the numerous fences every where seen dividing the whole country into small enclosures; and especially at the immense quantities of timber worked into our zig-zag Virginia fences. In most countries of Europe the cultivated lands form vast open commons and the farmers live together in villages, sometimes five or six miles from their farms. This deficiency of fences is partly owing to the want of materials to construct them, & partly to the state of society and government.

In England and Scotland the greater part of the farms are enclosed by fences, of which there are various kinds—live hedges ditches, hedge and ditch together, stone walls, turf walls, stone and turf walls, posts and boards called pailing, &c. In Ireland there are but few live hedges; stone walls and turf banks are the usual fences. In France the lands are generally unenclosed; some fences may be seen near towns, but in general the whole country is open, and the boundaries of estates are marked by ec-

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