NEW OCTAGON PANTHEON,
BACK OF THE COURT-HOUSE.

To-morrow, March 30, will be presented,

A GRAND EXHIBITION
OF INNOCENT AMUSEMENT,

By an astonishing group of Artificial Comedians, three feet and an half high, who by the powers of mechanism, possess the exact movements of life; by whom will be represented

AN ANCIENT DRAMATIC PIECE,
Taken from a Ballad, entitled

The Norfolk Tragedy.

Previous to which will be presented the following FIGURES:

THE LAPLAND SORCERESS, who, in the course of moving a quick dance, will perform the wonderful deception of changing her face three times imperceptibly.

THE PHENOMENON OF HUMAN INVENTION will be displayed, by a small figure, 12 inches high, that will perform posturing and tumbling, equal to life. The natural attitudes of this automaton strike the spectator with astonishment and wonder!

THE LILLIPUTIAN SCARAMOUCH will dance a Spanish fandango, forming himself into 20 different attitudes. The power of ingenuity is here curiously displaped—no communication to the figure can be perceived.

A collection of Wax-Work Figures, representing the COURT OF ALEXANDER THE GREAT. This group of figures, in brilliancy, lustre and richness of dress, far surpasses any exhibition ever known; their graceful movements, and ancient martial grandeur, are highly pleasing, and have never failed of giving universal satisfaction, leaving the mind deeply impressed with an idea of the ancient splendor and magnificence exhibited by the Macedonian Hero and his Lovely Pair.

THE MOORISH PRINCESS performs the Grand African Castinett Dance, beating time with the music equal to life itself.

THE GRAND VENETIAN MOOR will perform many feats of activity on the slack wire, in a manner superior to any thing of the kind ever displayed in this city.

☞ *Door opened at six, and to commence at 7 o'clock. Box one dollar. Pitt half a dollar. Children who come with their parents, and under twelve years of age, will be admitted for half-price.*

*** *Tickets may be had at Mr. Dobbin's printing-office; and at the Pantheon, where seats in the boxes may be taken, from ten until one o'clock, on the days of performance.*

N. B. Mr. M. respectfully informs those ladies and gentlemen who intend honoring the exhibition with their presence, that he has fitted up the Octagon hall in a commodious manner, so as to contain 300 spectators.

March 29.

BY AUTHORITY.

City of Baltimore.

A FURTHER SUPPLEMENT to the ordinance to regulate the cording of fire wood within the city of Baltimore.

SECT. 1. BE *it enacted and ordained by the mayor and city council of Baltimore*, That three persons be nominated and appointed corders of fire wood brought by water to the city of Baltimore, for sale to the west of Harford street, to wit: one from Camden street wharf southward, including the said wharf for the first district, one from the first district northward and eastward to Gay street wharf, inclusive, for the second district; one from the second district eastward to the west end of the stone bridge on the Causeway, for the third district; and the said wood-corders when so appointed shall change their districts on the first day of every month, that is to say, the wood-corder for the first district, on the first day of the month after he is appointed, shall take the second district, and the wood corder for the second district shall take the third district, and the wood corder for the third district shall take the first district, and so on alternately every month.

SECT. 2. *And be it enacted and ordained*, That if any person or persons after the first day of August next, shall pack, cord or sell, or offer for sale, any unmerchantable wood brought by water to the city of Baltimore for sale (except in the manner and upon the terms hereinafter provided) every such person or persons so offending, shall forfeit and pay the sum of two dollars for the use of the city.

SECT. 3. *And be it enacted and ordained*, That all unmerchantable wood brought by water to the city of Baltimore for sale, shall be set up, packed and corded by itself, and the wood corders for the district in which the same shall be set up, packed or corded, is hereby directed to measure and pass the same, making proper allowance for any loss which may be sustained in the measure by such unmerchantable wood, and the said wood-corder for his trouble in measuring the same, shall be allowed the same compensation as is allowed by the ordinance to which this is a supplement, and is hereby authorised and directed to demand and receive from the seller of such wood, the further sum of twenty-five cents for every cord, and *eo pro rata*, as a fine therefor, and shall pay the same over when received, monthly, to the register, for the use of the city.

SECT. 4. *And be it enacted and ordained*, That the first section of an ordinance passed March 13th, 1797, entitled, an ordinance to regulate the cording of fire wood within the city of Baltimore, is hereby repealed; and that an ordinance passed March 8th, 1802, entitled, a further supplement to the ordinance to regulate the fire wood within the city of Baltimore, shall and is hereby repealed, after the first day of August next, except the fourth section thereof.

WILLIAM JESSOP, *president of the first branch of the city council.*
ROBERT GILMOR, *president of the second branch of the city council.*

Approved, March 25, 1803.

(L. S. C.) JAMES CALHOUN, *mayor of the city of Baltimore.*

A true copy from the original, deposited in the department of the register of the city of Baltimore.

E. J. COALE, *register.*

FROM THE AMERICAN.

Messrs. Pechin & Frailey,

As the subject of the half toll granted to the Susquehannah canal company, has excited the public attention, and as the letter of governor M'Kean, contesting the right of this state to make the grant, has been published; in order that the citizens of this state may be fully apprized of what has been said on both sides the question, a copy of the reply of the governor of Maryland has been procured, and is now offered to the public.

A CITIZEN OF BALTIMORE.

COUNCIL CHAMBER, January 15, 1803.

SIR,

AS early as the 10th of November last, I handed to the legislature of Maryland, the letter your excellency addressed to me, of the 25th of October preceding, together with its inclosure; their deliberations on the subject have finally resulted in the resolutions I have now the honor to transmit, the date of which will, I hope, explain and apologize for the delay of my reply.

It will not escape your observation that the legislature of Maryland has considered it unnecessary to submit to discussion the right she has exercised in granting an half toll on the bed of the Susquehannah—this caution has probably proceeded in a great measure from a confirmed expectation that the mutual objects of both states, might be accomplished without involving even incidentally a decision, the remote consequences of which cannot now be foreseen. It is, indeed, devoutly to be wished, that in an union so intimate, as that of the United States, conflicting rights of sovereignty should never become objects of controversy; thus impressed, the remarks I now offer in reply to the observations contained in your letter to me, must be considered as flowing solely from my personal respect for your excellency, and the state over which you preside.

Most certainly the attempts of European ambition to legalize usurpation on the ocean, can furnish no pretext for the right which Maryland has exercised over the bed of the Susquehannah, within her boundaries: but the analogy drawn between that extent of this river (which is little less than an uninterrupted succession of cataract, never to be rendered navigable but by the art and labor of man) and the Chesapeake, perhaps the most extensive bay in the world, is not so readily perceived. Restraints on the free use of the ocean, arms of seas, inland seas, gulfs, bays or rivers, which from their vastness, partake of the nature of seas, have been long discountenanced by public opinion, and limited by the received laws of nations; still the practice of the civilized world continues subjected to endless varieties, growing out of power and contract; and even in the case mentioned by your excellency, the state of Maryland has thought it prudent to secure by a solemn compact with Virginia, the navigation of the Chesapeake free from impositions, from which it was not entirely exempt previous to the revolution.

But the right to jurisdiction over the bed of a river which is controlable in its traject from either of its banks, it is believed, no moral writer or publicist has ever yet divided or distinguished from the jurisdiction to which those banks belong, and (as far as my information etxends) the uniform practice of mankind has confirmed a right which will be found equally essential to improvement and defence, the great objects of national association. The Susquehannah rising and become navigable in the state of New-York, traversing the whole extent and through the heart of Pennsylvania, empties itself into the Chesapeake in Maryland. Is Pennsylvania at this time prepared to admit that unqualified right of New-York to its navigation, within her limits, which she seems to expect of Maryland? Have her opinions and conduct on this subject been hitherto uniform? And may not circumstances occur, in the calculable events to which human affairs are liable, to render such an admission now, highly inconvenient and mischievous hereafter?

If the terms of the charter of Pennsylvania, as cited, are not too general to serve as the basis of a specific claim; still it is to be observed, that no tie, or political connexion, it is believed, has been even impliedly admitted between the several states, after they had dissevered themselves from Great-Britain, except what has been created by the articles of confederation, and the federal constitution. The 8th article of this last instrument, has indeed, as your excellency observes, conferred on congress the power of regulating commerce between the states, as well as foreign commerce; but the extent of this power is explained and qualified by the exceptions contained in section 10 of same article, by which the states are prohibited from laying imposts, duties and tonnage. If the general power granted to congress was not incompatible with the subsequent exercise of these powers by the states, it cannot now be construed to exclude the right of the states, to grant a toll for the improvement of the navigation of a river, or a turnpike of a road, which are not prohibited: all powers granted to congress, must be expressly granted; and even then, they may be concurrently exercised by the states, unless expressly prohibited to them.

This leads me to what I consider as the real principles on which the law of Maryland is founded.

By this law, granting the half tolls to the canal company, the state exercises no fiscal right, she does not enrich herself by indirectly levying contributions on her neighbors, a practice against which the federal constitution was intended to guard, and which having no limits but those which public avarice, uncorrected by private feelings would impose, had been and would no doubt be, liable to all that abuse of which your excellency states the extreme; her right to jurisdiction has only been exercised as subservient to that accessorial right of property in a river, which existing in no one individual, results to the state as a trustee for the benefit of those interested.

Such property in governments like ours, founded wholly on the representative principle, can rarely from local jealousies be improved by the public treasure, and even in patrimonial governments such improvements have always been best conducted by private hands, at private expence and for private advantage; we are therefore to look only to this one source of accomplishing the *great* national objects; that is, by contracting with individuals, who undertake them for certain emoluments, generally attached to, and growing out of the subjects themselves. Great abuses, it is admitted, may still be committed in such contracts, but not until the representative body sacrifice their duty to their constituents, to the private interest of a few individuals—the state of Pennsylvania therefore in this case, has all the security, that this power will not be abused, that the people of Maryland have, *and all that the representative system can afford;* the treasury of Maryland never can be benefited by the tolls levied on the Susquehannah; what is gained by the company is paid by the public, who are remunerated by the advantages derived from the labor and expence of the improvements, and that the state has, in this case, acted as a faithful trustee of the public, must be evident to all men, when it is found that the contractors with them, are willing after the sacrifice of eighteen years attention, and use of their capital in productive times to relinquish their whole contract, on their principal and interest being refunded to them.

In this conduct and in the purity of the representative principle your excellency and the legislature of Pennsylvania will perceive the perfect security of your state from any future injury.

Our infant commerce, bursting for a vent to diffuse its accumulated products over the world is the offspring of public faith—industry and moral rectitude among the people depend on the examples which their governments may set them—your excellency's great experience in public affairs, and known attachment to those principles, which alone can make a nation prosperous and happy, have induced me to submit these observations, confiding, that in the main, they will be found conformable with your own opinions—and I pray you, sir, to receive cordially the assurances of that personal esteem and high consideration with which,

I have the honor to be,
Your obedient servant,
(Signed) JOHN F. MERCER.

His excellency, Thomas M'Kean, governor of Pennsylvania.

BOSTON, March 19.

Arrived, the ship Governor Sumner, captain Leach, 134 days from Sumatra. Left at Padang, Sumatra, Centurion, Hiller, of New-York; Peacock, Girdler, of Boston, repairing at Tappanoola; Perseverance, Ingersol, of Boston, at Labonagee; Cincinnatus, Endicott, of Salem, at Masbett. Sailed in co. captain Russell, of Salem, for Isle France. No pepper to be procured on the coast, and it was expected the crops would not come to market under three months.

Same day, the ship Northern Friends, Montgomery, 42 days from Greenock.

March 20.

Arrived, brig Rambler, Bourn, 9 days from Wilmington. Sailed in co. with captain Gross, for Boston. Spoke, March 15, lat. 38, 21, long. 73, 8, ship ———, captain Fry, 147 days from Batavia, for Providence.

Same day, schooner Harmony, captain Dennes, 17 days from Havanna. Left there, ship St. Thomas, from Boston; Lion, Norton, of Portland; schooner Roboreas, of Salem; Betsy, Babbidge, of do. and a number belonging to Rhode-Island, names not recollected.

Cleared, ships Arab, Lander, Sumatra; Laurel, Blakler, Calcutta; schooners Farmer, Row, West-Indies; Mary and Eliza, Pratt, do.

NEW-YORK, March 26.

Extract from a Liverpool price-current, dated January 28.

Wheat, rye, Indian corn, Indian meal, rye-meal, and wheat flour, superfine---The sale of these articles has been limited, owing to the farmers bringing their grain rather abundantly to market. Some purchases of wheat for exportation have been made, but which has had very little effect on prices; if this demand ceases, the prices are not likely to advance.

Rice---flat and declining.

Flax-seed for crushing---scarce.

Ashes pot 1st, pearl 1st---prices and demands continue steady; the stocks are comparatively small, but the demand is reduced; the future prices will greatly depend on the extent of supplies.

Bees-wax---scarce and very much wanted.

Indigo, Carolina---scarce.

Tobacco: James' River, Rappahannock, Patomak, Georgia, Carolina, and stemmed---fine qualities for home consumption, much wanted, and sell at high prices; lower descriptions very dull, owing perhaps to the trifling export demand. Maryland brown, colored and kitefoot---none.

Sugars and coffee----The quantity of sugars and coffee on hand here is small, particularly the latter, which has been bought up on speculation at advanced prices; it is probable that this article, as well as Muscovado sugar, still may improve.

Logwood—Campeachy, Honduras, Jamaica, chipt. The market continues very bare of logwood, and the demand is good.

Cotton—Bourbon, Georgia Upland, Sea-Island. The finer kinds of cotton, and particularly choice Sea-Island, are very scarce and in good demand, so that we expect they will support present prices. As yet, few New Uplands have arrived, but if heavy importations come forward nearly at one time, as was the case last season, some decline may be the consequence—New-Orleans is plentiful, and the sale dull.

Arrived yesterday, the ship Logan, Macey, in 48 days from Liverpool and 45 from the land. Met in the Channel, bound up, a ship, supposed to be the Liverpool Packet, Waite, from New-York. The ship Mercury, Sterling, arrived at Liverpool in 30 days from New-York. Spoke, February 8, off Cape Clear, in lat. 50, 54, ship Minerva, Chat, from Savannah for Liverpool. Left, General Mercer, Moores, to sail 10th Feb.; Brothers, Hall, do.; Samuel Elam, Noble, 15th; Phillipsburg, Leffingwell, 20th; Ontario, Weeks, 1st March; Mercury, Sterling, do.; Ocean, Smith, and Ceres, Moores, all for this port. Passenger, Mr. Montford.

Same day, the sloop Patience, Montgomery, in 24 days from Kingston. Left sch'r Polly, of Norfolk, and Thetis, Tatem, of Newbern. Markets very dull—flour was 5 dollars 50 cents—and other articles in proportion, except staves, which bore a tolerable price.

Same day, the sloop Harriet, Berry, in 13 days from Richmond. The Harriet received considerable damage in her sails during the late gale.

Arrived last night, the brig Enterprize, Easton, in 8 days from Charleston.

Also, the schooner Mars, Hammond, in 8 days from Savannah.

Cleared, ships Ann, Coit, Hull; America, Gardner, Lisbon and a market; brig Charleston Packet, Wasson, Charleston; sloop Eliza, ———, Charleston.

A letter from Liverpool, of the 2d ult. by the Logan, mentions, that the ship Columbia, Fosdick, from Savannah, for Liverpool, got ashore near Dublin, where the crew left her; but she was afterwards got off, and towed into port, with seven feet water in her hold. The same letter states, that the ship Ann, Coleman, of Nantucket, arrived at Milford Haven, on the 25th January, from the Pacific ocean, with 1500 barrels of spermaceti oil.

Arrivals abroad. The ship Bellona, of Liverpool, from Virginia, at Plymouth; Nancy, Brown, and Mary, from Virginia, at Bristol; Grand Sachem, ——, from Newbedford, at Milford; Hope, Dawson, from Virginia, at Clyde.

We learn that Mr. King, our minister at the court of London, is expected to leave England some time in the month of April, on board of the John Morgan, a fine vessel for this port, which has been chartered for his use; so that Mr. King and family may be expected here by the middle of June.

PHILADELPHIA, March 28.

Arrived, brigs Lewis, Wicks, Port-Republican; Express, Sherer, Teneriffe; schooners Dispatch, Maxwell, Charleston.

Cleared, ship Mars, Lord, Barcelona; snow Debby, Elliot, Hambro'; brig Sally, Foster, Tagus, and a market; sch'rs John, Oliphant, Norfolk; Sally, Croswell, Lisbon and a market.

Arrived, brig Lewis, Wicks, from Port-Republicain: Left there on the 6th instant, in company with the brig Favorite, Brown, for New-York; sch'r Sukey and Polly, Wheeler, of New-York for New-Orleans. Off the Capes of Delaware, spoke the Favorite, all well.

At Port-Republican on the 6th instant:

Brig Lovely-Lucy, Breevor, of and for this port, to sail soon.
Ruth and Mary, Reynolds, of Newbern
Mary, Dury, Newburyport

Captain Sherer also arrived yesterday and left at Teneriffe, on the 19th ultimo, brig Swift, Briggs, of Wareham, for Philadelphia.

Died, on Friday the 25th instant, Mr. John Duffield, for many years a respectable merchant of this city, during the course of an active life he practised the virtues, that endeared him to society. An afflicted widow, and bereft children will long deplore the loss of an affectionate husband and indulgent father.

NORFOLK, March 22.

Arrived, the schooner Charlotte, capt. Holms, in 16 days from Guadaloupe.

Sch'r Mary, Austin, 19 days from Barbados and 14 from Dominique.

Sch'r Doras, Eldridge, 16 days from Nevis.

Sch'r Clotilda, Hinchman, 18 days from Antigua.

Brig S. W. capt. R. E. Steed, 15 days from Antigua.

British sch'r Parker, capt. Christopher, 18 days from Barbados.

Brig Drake, captain Seaward, 44 days from Lisbon. Brought dispatches for our government.

Captain Austin left at Barbados and Dominique the following American vessels:

At Barbados, brig George, Cox, for Norfolk, to sail in 2 days; ship Mary, Ringe, for Portsmouth (N. H.) to sail in 6 days; brig Lucy, Fournald, to sail in 2 days for do.

At Dominique, sch'r Betsy, Arnold, to sail in 5 days for New-London; schooner Hope, Geer, of New-York, just arrived.

In lat. 31, N. long. 72, 30, spoke sloop Rover, Fairwether, 8 days from St. Bartholomews for New-York.

Markets glutted—Flour 6 dolls. pork 14, beef 13, lumber from 16 to 20 dolls. rum from 50 to 60 cents.

Captain Hinchman left at Antigua the following vessels:

Brig Albert, Weeb, of Norfolk, to sail in 20 days; and the brig Martha and Nancy, capt. Jenny, to sail in a few days.

Captain Seaward left at Lisbon the following vessels:

Ship Argus, M'Derkheim, of Norfolk; ship Two Generals, Whitfield, of ditto; ship Liberty, Singleton, of Philadelphia; ship Liberty, Daley, of ditto; ship Old Tom, Morton, of ditto; brig Lydia, Mason, of New-York.

BY THIS DAY's MAIL.

NEW-YORK, March 28.

By the Experiment, from Naples and Gibraltar, we learn, that the United States frigate Chesapeake, commodore Morris, was at Malaga, on the 26th of January. The frigate Adams was at Gibraltar. The New-York and John Adams had both gone up the Straits in pursuit of the commodore. The Enterprize, Sterett, was also at Malta. The cruize of the John Adams will be out in April, when she was to return to America.

Price of stocks at London, February 9.

Three per cent. consols 70 1-4; do. for acc. 70 3-4; three per cent. reduced 70 3 4; Omnium 5 1-4 dis.

From a Cork price current, of February 12.

Upland cotton 1s7: Sea Island 2s6 to 3s. all other kinds dull. Common Virginia 4d. to 6d. Irish wrapper 6s2 to 8s. Prime wrapper much wanted. New-York pot-ashes 39 to 40s. Turpentine 23 to 25s. ready sale. Flax-seed 110 to 113s9, and very ready sale, and wanted. White oak pipe staves, 30 to 40l. Superfine flour 43s. per barrel.

Prices of stocks at London, February 10.

Bank stock 188. Three per cent. reduced 71 70 3-4 7-8. Three per cent. consuls 70 1-2 1-4 7-8. Four per cent. 87 6 3-4 5-8. Five per cent. ann. 100 3-8 5-8. Five per cent. 1797 103 3-4 1-2. Bank long ann. 20 1-2. Omnium, 5 dis.

American stocks at London, February 10.

Eight per cents 106 to 107. Old six per cents 93 to 93 1-2. New six per cents 93 to 93 1-2. Three per cents 60 60 1-4. Five and a half per cents 93, with dividend from 1st of January. Bank stock 132l. per share, with dividend from January 1.

LATE FROM EUROPE.

The arrival, on Saturday of the Atlantic, captain Chew, from Cork, and the British Packet Lord Auckland, Schuyler, from Falmouth, has put us in possession of London advices as late as the 10th of February. The Chesterfield Packet, captain Blight, arrived at Falmouth in twenty eight days from New-York. Passengers in the Auckland, Messrs. Dumlows, brothers, of London.

Colonel Despard, and accomplices, were tried by a special commission at Westminister, found guilty, and sentenced. On Wednesday, the ninth of February, Mr. Despard was ordered into court, and was speedily brought to the bar.—The court then announced to the prisoners their conviction, and put the usual question, if they had any cause to shew why sentence should not pass. Mr. Despard addressed a few words to the court, but in so low a tone of voice as to be scarcely audible. Lord Ellenborough then proceeded to address first Mr. Despard, and afterwards the other prisoners, in a most solemn, awful and impressive manner, on the enormity of their offence, which filled every eye in the court with tears. His lordship then proceeded to pass the awful sentence of the law, in cases of high treason, which is, hanging, disembowelling, quartering and beheading. The prisoners were then ordered from the bar, and the court broke up. Those brought in guilty along with col. Despard, are, John Wood, Thomas Broughton, James Sedgwick Wrattan, Daniel Tyndal, Arthur Graham and John M'Namara; John Francis, T. Newman and Wm. Lander, guilty, but recommended to mercy—Thos. Phillips & Sam. Smith, not guilty. The jury also recommended col. Despard to mercy, on account of his former good character, and the services he had rendered his country. Lord Ellenborough's charge lasted from three till six o'clock. Want of room obliges us to omit a full account of this interesting trial, which fills sixteen columns of a London paper.

The imperial parliament of England had again assembled. In the house of commons the 7th Feb. Mr. Addington moved for a renewal of the bill of the last session, restricting the bank of England from making issues in specie. After an animated discussion it was carried and a bill ordered to be brought in.

All the rivers and canals in Holland were completely frozen up early in February; which circumstance will retard the sailing of the French squadron, with troops for Louisiana.

A Cork price-current of the 12th February mentions the sale of flaxseed to the country as not yet having commenced. Speculators had bought a few hundred hhds. at 110s. to 113s. 9d per hhd. some holders refused the latter price.

PHILADELPHIA, March 29.

Arrived, sloop Jane, York, St. Andrews, 15 days.

It is mentioned as a report in a London paper of the 26th of January, that Toussaint died lately at the place of his imprisonment.

From the Lexington (Vir.) Telegraphe.

THINGS LOOK VERY SQUALLY!!

A gentleman express, left Washington