Baltimore Price Current.

CORRECTED WEEKLY.

Articles.	*Per.*	*Prices.*	
BREAD, ship, per 100	*lb.*	$3 50	
navy,	—	5 25	
pilot,	—	7 25	
BEEF, northern mess,	*bbl.*	12 50	13
cargo, No. 1,	—	11 50	
——, No. 2,	—	9 50	
BACON,	*lb.*	14	
BUTTER, for exportation,	—	18	20
COFFEE, Batavia,	—	*none*	
Bourbon,	—	*none*	
St. Dom. best gr.	—	29	30
W. India com.	—	28	
COTTON, W. India island,	—	25	35
Louisiana,	—	25	
Georgia, upland,	—	23	
Sea-Island,	—	*none*	
CHOCOLATE	—	22	33
CHEESE, American,	—	12	14
English, best,	—	40	
CANDLES, mould,	—	23	24
dipt,	—	19	
spermaceti,	—	55	60
DUCK, Russia,	*blt.*	17.50	21
Holland,	—	24	27
Ravens,	—	14 50	15 50
British Canvas, No. 1 *a* 7,	*yd.*		
Russia Sheeting,	*pc.*	22	23
*FLOUR, superfine, old,	*bbl.*	7 50	8
do. new,	—	9 50	10
fine,	—	7 25	7 50
middlings,	—	6 75	7
rye,	—	5	
FLAXSEED, rough,	*bush.*	*dull.*	
cleansed,	—	*dull.*	
GRAIN, Indian corn,	—	85	
(new) wheat, Virginia,	—	1 37	1 40
(new) do. Maryland,	—	1 40	1 50
Rye,	—	*none*	
Barley,	—	80	1
Clover seed,	—	8 50	9
Oats,	—	50	
HOPS,	*lb.*	4	6
HOG'S LARD,	—	18	19
LEATHER, soal,	*lb.*	20	
LUMBER, board, oak, 100	*ft.*	2	
merch. pine,	*M.*	13	15
clear boards,	—	25	
oak timber,	*ft.*	16	33
shingles, 18 in.	*M.*	2 50	3 50
juniper, 22 in.	—	7 25	7 50
oak scant. 100	*ft.*	2	
staves, w. o. pipe	*M.*	55	60
do. hhd.	—	28	
hhd. heading,	—	30	*none*
barrel,	—	18	
red oak, hhd.	—	20	22
hoops, hhd.	—	20	25
MEAL, corn, kiln-dried,	*bbl.*	4 50	4 75
PORK, northern mess,	—	23	
cargo, No. 1,	—	18	
No. 2,	—	17 50	
Baltimore packed,	—	18	
southern, 2d,	—	16	
——, 3d,	—	15	
PLAISTER PARIS, Fr.	*ton*	*none*	
N. Scotia,	—	7	7 50
PORTER, London,	*doz.*	3	
American,	—	1 25	
RICE, per 100	*lb.*	5 25	5 50
SOAP, American, white,	—	10	12
do. brown,	—	9	10
Castile,	—	16	18
SALTPETRE, rough,	—	20	25
refined,	—	30	
SALT,† St. Ubes,	*bush.*	*none*	
Lisbon,	—	65	*dull*
Cadiz,	—	50	55
Liverpool, blown,	—	80	
Turks-Island,	—	*none*	
Isle of May,	—	*none*	
SASSAFRAS,	*ton*	18	20
SHOT, of all sizes,	*cwt.*	12	*plenty*
SPIRITS, Brandy, F. 4th p.	*gal.*	1 10	
Cogniac, 4th p.	—	1 12	1 20
Barcelona, 1st p.	—	75	80
do. 4th p.	—	80	85
Gin, Hol'd, 1st p.	—	95	*dull*
do. do. 2d p.	—	1	
do. American,	—	67	70
Rum, Jam. 4th p.	—	95	97
St. Croix, 3 & 4	—	87	90
Antigua, 3 & 4	—	90	
Winward 2d	—	70	71
Winward 3d	—		
Island 4th	—	75	80
American,	—	50	54
Whiskey,	—	50	55
TOBACCO, Maryland,			
kitefoot, per 100	*lb.*		
fine yellow, ‡ 1st	—	7 50	
fine coloury, 1st	—	7	
Potomak, 1st,	—	5	5 50
East. shore, 1st	—	4	5
Virginia, fat,	—	6	7
middling,	—	5	5 50
Rappahannock,	—	3 50	4 50
Georgia,	—	6 50	
TALLOW, American,	*lb.*	14	
WAX, bees,	—	37	38

* *Store prices.*

† *Cargo prices.*

‡ *Second qualities of fine and coloury are two dollars less; Potomac and Eastern-shore one dollar less.*

☞ *Sales of tobacco dull.*

From an English Magazine.

Extract of a letter on the improved method of making roads.

"For many years I have had an opportunity of trying experiments upon this subject—facts thus acquired, form experience which should not be confounded with practice—the latter means no more than mere facility obtained by habit; the former teaches us what we can communicate to others.—On low grounds, roads should have no greater elevation in the centre, than what is necessary to carry off the rain which falls upon it; but on hills, the ridges, or trunks of the road should be higher in proporion to the declivity of the hill; this difference of form should be observed, to prevent the effect of sudden and violent rain which sometimes is so copious, as to rush across the roads down hills, and which striking in torrents against an opposite bank, is driven backwards and forwards in a zigzag direction to the destruction of the road—by raising the road higher in the middle than is common, the water finds a passage to the channels at each side, and passes no farther over the surface than is absolutely necessary.—Great care should be taken to direct all mountain-streams from roads; and such streams never should be permitted to run in the drains at the side of the road; but in other channels at a distance. In preparing the ground for a new road, or in repairing an old one, the first thing to be attended to is the solidity of the foundation: if any part of it be soft, that part will sink, let the superficies be what it may; the vicinity of small springs is generally the cause of those detached holes which we frequently meet with in roads—these spots must be dug till a firm bottom is found, and the neighboring springs must be drained below the foundation of the road. Having obtained a firm substratum for a new road, or having filled up all inequalities in an old one with solid materials, we may proceed to make a good road with much less trouble and expence than is usual. The foundation must now be covered with stones of any size, not exceeding 6 or 7 inches diameter. It is obvious that if smaller stones can be had, they should be preferred. The stones should be spread equally over the surface, and settled firmly with a light sledge; in this operation, such stones as are too large, must either be broken or carried away; over this a layer of small stones not larger than eggs should be scattered, and settled with hammers between the interstices of the largest. Over this a small quantity of any hard clay, just sufficient to cover the stones, should be spread; if mixed with gravel it will be better—but if gravel alone were used, it would fall through the stones and be wasted. It is taken for granted, that this work be done in dry weather; the road will therefore, in this situation, be fit for cattle and carriages—In a month or two, the clay and gravel will be worn away, and the corners of the large stones will appear—men should now be employed to break the stones with hammers, weighing about 2 1-2 pounds; they should stand up at this work, and the hadles of their hammers should be from 4 to 5 feet long, according to the size of the man. After another month, or 6 weeks, the road must be broken with care in the same manner; and with proper intervals it should be broken from time to time, as often as may be necessary—four times is in general sufficient. Whilst this operation is performing, a boy with a barrow of fine gravel, should follow the workmen, and should replace the splinters of the large stones in the holes that are made by their being broken, and should fill the crevices with gravel—a small quantity of gravel may be spread over the road which will soon find its way into any hollow that may have been left in the preceding operations. One caution must be strictly adhered to; stones of different hardness must be mixed; they may be used separately, but if they are used together, the hard stones will soon wear through the softer, and the road will be unfit for repair, till the materials are picked up and sorted. There may, at first view, appear but little difference between this and the common method of making roads with stone; but when the principles upon which these directions have been founded, are explained, a considerable difference in labor and expence will be discovered.

"Two methods of breaking stones for roads are generally practised; they are either laid upon the road and broken with long hammers, or they are broken in heaps by the side of the road, and then thrown on the surface; in both cases, the stone at which the man strikes is liable to slip from the hammer, so that sometimes 5 or 6 attempts are necessary to break one stone; but when the stones that are to be broken, are cemented together by smaller stones, clay and gravel, every blow that they receive upon their projecting surface, *tells*, and splits them frequently in perpendicular layers, through their whole depth.

"When gravel falls between those layers, it binds them together more solidly than can be well conceived, without experiment. On the contrary, when loose stones are thrown upon a road, they are dispersed by horses' feet, and pushed on either side by the wheels of carriages, as every person must have received who has attended to the subject.

"Another principle must also be considered, if the substratum is not previously rendered equally hard and even: wherever one place is softer than another, that spot will subside, and inequalities, that are at first imperceptible, will in time grow deeper; water will lodge in them, and the descent of wheels will wear them deeper and deeper, till they break into ruts and holes: besides, where loose stones, broken as small as they ought to be in the common mode of making roads are thrown together, they must be laid to a great depth, or they will scatter in such a manner as to be useless; but if they are managed in the manner that has been already described, 7 or 8 inches will be sufficient.

"Another caution must be observed in mending an old road; wherever a hole is to be filled, the edges of the hole should be cut perpendicular, and the form of the hole should be changed from that of a bowl to the shape of a trough, whose sides rise at right angles from the bottom; for, if small stones are thrown into a bowl, any pressure will force them over its sides; but in a trough they will be confined, and every pressure will compress and grind them by degrees, to a smooth and solid surface. When any stone appears above the surface, it should immediately be broken, else, besides the obstruction which it opposes to carriages, it becomes an eminence from which the whole weight that it sustains, must fall upon the road below it; repeated strokes of such momentum soon form a hole round even a small stone, and the succession of such holes soon destroys the road.

Where roads are made entirely of gravel, after the foundation has been properly constructed, the gravel should be skreened or separated into two or three sorts; a layer of the finest sort, about two inches deep, should be first laid on; over this the 2d sort; then the coarsest; and by successive layers in the same order, the foundation should be covered to the depth that is necessary to sustain the *wear* to which the road is subject; but in all cases where there is a good foundation, it is better to supply the road from time to time with fresh materials, than to bury at the bottom such as might be useful at the surface.

FOR THE FEDERAL GAZETTE.

In the Evening Post, of July 16th, the following remarks* are copied from the "Farmer's Register," relative to the capture of the ship Two-Friends, *off Charleston harbor*, by the French privateers, which *blockaded* that port, and as the statement is founded chiefly *on deduction*, except where *one* hardy assertion is made—and as that unfortunate assertion can be proved a *total falsehood*, it is hoped the following deductions may prove not unacceptable to the public, on the occasion.

The Farmer's Register would *charitably* have it believed, by reasoning *from deduction*, that the ship Two-Friends, cannot be an *American bottom*, because when captain M'Neil formerly commanded in the years '97 or '99, the ship Eliza was captured by a French privateer and carried into Bayonne, he abandoned the vessel, without laying claim to her, altho', says the writer, she was *covered* by some Scotchmen, naturalized in Charleston. Yet, *nobody* doubted there that she was British property! Here, reader, be pleased to pause one moment, and cooly and candidly weigh the charge. The Eliza was *covered* by *naturalized* Scotchmen, which cloathed her at once in an American garb; but, then, she could not be American, because it was notorious she was British property. First, it is acknowledged she is American, and then it is asserted she was not, *on the ground alone, of general reputation*. It is further admitted, she was a *regular trading* ship, and her cargo, twice a year, would, in all probability amount to 450,000l. sterl. at least, or about 2,000,000 dollars.

Now, reader, by the revenue laws of the United States, the *naturalized Scotchmen*, who *covered* the vessel must have solemnly sworn she *bona fide* belonged to them, and that *no person*, not a citizen of the United States, was either *directly* or *indirectly*, concerned in her—and the penalty attached to the breach of this oath, in addition to that of perjury, would have been the *absolute forfeiture of the vessel*, & as alien vessels are likewise subjected to *foreign duties*, the cloathing her in borrowed raiments, would have subjected the whole of the two cargoes she brought twice a year, to the amount of 2,000,000 of dollars, to *absolute forfeiture*, or at least, to *foreign duties*, and in either case, *the shippers* would have had a clear and undoubted right to have come on the owners for the whole loss they might have sustained by the fraud, collusion and imposition, they would have practised upon them. *Under this awful responsibility*, can it be believed for a moment, that any set of men, however abandoned in their principles, would have taken upon themselves *infamy*, *ruin*, *detestation* and *reproach*, and for what?—For the advancement of their own interest?—that could not be? for by thus acting they sacrificed not only interest, but reputation, forever. The natural deduction, therefore, flowing from such a foundation, founded in common sense and common reason, would be, that *safety* & *reputation*, if not *integrity* and *honor*, would deter the most *determined* set of men from thus placing themselves on the verge of a precipice which must precipitate them head-long to inevitable infamy and *destruction*, without any good arisng from it. The Farmer's Register must stand, consequently condemned on their own principles of deduction, which will shew, that the Eliza must be and was an American bottom, and that the parties had not perjured themselves, & when it is further remembered, that in the years 98, 99—to *capture* an American vessel, was the *sure* and *certain fore-runner* of condemnation, before the *piratical tribunals then* subsisting in France—it will not be wondered at, that captain M'Neil did not claim the Eliza *at a heavy expence*, when he was morally certain, the only result would have been, adding loss to loss, and that unmanly *insult* would have been added to unmerited injury.

Let any merchant, let any man, take to himself the *odium and the infamy*, that is thus attempted to be thrown on captain M'Neil and his owners, by such sophisticated, such shameful reasoning, and he will feel appalled at this hardihood of iniquity, but he will still more strongly have his indignation called forth, when under this mode of reasoning, it is attempted to shew the Two Friends, lately captured, must also have been *British*, and *not American property*; and thus charging the owners of this vessel with practising a continued series of *perjury, fraud, imposition*, and *dishonesty*, for years together, both on the public and individuals, which is fully sufficient to make the hair stand an end, and all this, *on the strength of deduction alone*, and for the express purpose of justifying the lawless plunder of our unprotected commerce, at our very doors, *and to glory in the ruin* thus brought on their suffering fellow-citizens? O shame, where is thy blush!

The Farmer's Register have, however, hazarded one assertion, in which they will stand completely detected in an *infamous falsehood*. They say, "we have not forgotten the hue and cry that was raised a few years since, about the capture of the ship Mount Vernon, by a French privateer—yet, she was proven to be British property, and the matter was hushed up." It is true, the capture of the ship Mount Vernon, was the signal for that series of robbery, plunder and devastation on the American commerce, which afterwards obliged the United States to arm, *but the matter was not hushed up*; an action was bro't *against the underwriters*, and the vessel *proven to be American*, in the supreme court of the state of Pennsylvania, and the insurance recovered, as the records of that court will establish. The vessel was afterwards sold at Porto Rico by the privateersmen, returned to Philadelphia, and was then libelled by the underwriters there, on the ground of having been illegally captured and condemned by a tribunal unauthorised by the laws of nations, and captain M'Cluer, who bought the vessel, a gentlemen of this place, had to defend this suit, which it is believed is not yet brought to issue. The insurance on the cargo was also recovered in England, under a warrantee, to prove the vessel an American; and yet, with these facts staring them in the face, the Farmers Register has the unblushing effrontery to insult their fellow-citizens, in endeavoring to deceive them by a *false statement* of circumstances, and that too, *in defence* of just such another *piratical robbery*, just such another daring violation and insult on the sovereignty of the United States, *within their own waters*, as happened in the case of the Mount Vernon, *within the Capes of the Delaware!* and which then called forth the public indignation from one end of the union to the other.

When a man is detected in a deliberate, base falsehood, from thenceforward, even when he speaks truth, he cannot be believed. Thus it is with the Farmer's Register: they have stated *a thing as an absolute fact, which it is proved is a deliberate falsehood*; and this being the case, how much stronger, *a fortiori*, must be the belief, that the charge of *perjury, fraud and imposition, framed on deduction alone*, which they have brought against the owners of the Two Friends, must be founded in private rancor, party animosity, and vindictive calumny, without the smallest regard to truth, candor, or integrity. They have indeed shewn, they regard not the means, so that the end they had in view was attained. But in the charitable design of digging a pit for others, they have unhappily fallen into it themselves—Like the contriver of the brazen bull of Phalaris, they are caught in their own toils.

A MERCHANT OF BALTIMORE.

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* We hope the following remarks from the "*Farmers Register*," will be read with much attention. They contain such truths of which the Charleston Courier we hope is ignorant. If not the virulence displayed by it on account of the capture of the Two Friends, is criminal in the highest dgeree. We are authorised to say that the vessel was not American. That the Eliza and Two Friends both belonged to a house in London, of which a brother of Mr. Boyds is one of the partners—and that her sailing under the American flag is a mere cover to save risks.—These circumstances are perfectly ascertained—and there can be no doubt of her condemnation as English property—the whole city of Charleston knows this to be a fact—if it is denied we will give the detail to stop this perpetual outcry against the president and his administration, which is daily oozing from that press. [*E. Post*

"The capture of the ship Two-Friends, off Charleston, by a French privateer, will no doubt offer the federalists an apportunity (which they will not let slip) of pouring out their wrath and vengeance against Mr. Jefferson and the whole French nation with redoubled fury. We feel as much disposed to condemn the unwarrantable captue or detention of American ships as any man among the whole federal party, let the perpetrators of the act belong to whatever nation they may—but these sentiments will never induce us to countenance fraud, or witness in silence the taking an undue advantage of the rights of citizenship by unprincipled foreigners, more especially when such conduct has a tendency to jeopardize the peace and safety of our country, by compromitting our neutrality and the honor of our government. The case before us may be classed among many others, now existing in the United States, calculated to produce those baneful effects. There is every reason to believe that the ship Two-Friends was fraudulently covered as American property—nay, we will venture to say that not a *timber head* of her is owned by any citizen of the United States, and we are induced to express this opinion from a strong concurrence of circumstances, which we think proper to notice at the present time.

In the year '98, or '99, captain M'Neal (now master of the Two Friends) commanded the ship Eliza, a regular trader between London and Charleston. Altho' this ship was covered by some Scotchmen in Charleston, who were naturalized, her belonging to an English house in London was so notorious that no body in Charleston ever doubted it, and if any had doubted it, the following circumstance of itself would serve to establish the fact: On her passage from Charleston to London, she was captured by a French privateer and carried into Bayonne, in France, with capt. M'Neil on board. On her arrival at Bayonne, capt. M. immediately abandoned her without laying a claim for her, in behalf of the owners, or waiting the event of the trial. This conduct, at first view, would appear strange, but it was perfectly consistent, when it is considered that captain M. knew that the ship was English property, and would be proved to be so. The owners in London, knowing that under these circumstances, claiming the ship as American property would be perfectly useless, and only attended with loss of time and money, had instructed captain M. to abandon her immediately in case of capture. Accordingly, as we have already observed, he left her on his arrival in France, and proceeded directly to London, when the same owners immediately purchased the ship Two Friends, gave him the command of her, and consigned her to their friends in Charleston, who covered her also, as they had done the Eliza. That house having subsequently failed, one of the copartners has continued to cover the Two Friends in his own name, as American property. And she was so covered at the time of her late capture.

In giving the above statement, we are far from being governed by any other motives than exposing to public view a practice which, we fear, is too extensive for the honor and safety of the American flag. We have noticed this particular case more on account of its magnitude than from a wish to point out the impropriety of the members of any particular party or their partiality to any particular nation. We know the weight of the favorite maxim of mercantile men, that "*there is no friendship in trade.*" We know that this covering of property is not confined to English ships.—We have known one man covering the property of individuals belonging to two different nations, while at war with each other; nay, there have been instances of the persons claiming the rights and enjoying the privileges of American citizens, being concerned, at one and the same time, in French and English privateers, which were committing depredations on the American commerce. It is to expose the ill effects of such usurpation of the privileges of citizenship, that we now assume this language.

While this infamous practice exposes the property of the fair American merchant, who trades on his own bottom, it is next to impossible for our government to check the evil, because it is an extremely delicate point for a collector to question the veracity of a merchant who is taking a solemn oath, although he may have strong suspicions. There are, no doubt, many instances of innocent property captured, and while we lament the fact, we should look to this nefarious practice of covering property as the principal source from whence that evil arises, since it is extremely difficult for the officers of belligerent powers to discriminate in cases which although widely different, are cloaked with an appearance of similarity. We have not forgotten the hue and cry that was raised a few years since about the capture of the ship Mount-Vernon, by a French privateer. Yet she was proven to be British property, and the matter was hushed up. It grieves us to find the depredations on our commerce so injurious to honest American merchants, but we feel no regret for the losses of those who are or have been guilty of the above fraudulent practices, let their political profession be what they may. We only lament that they are not the only sufferers."

To the Public.

THE subscriber having removed from Washington county, Maryland, to the city of Baltimore, respectfully offers his services to the public, more particularly to the citizens of Baltimore, in the line of his profession, as an ATTORNEY AT LAW & CONVEYANCER; having heretofore been employed and sedulously attended to the several duties of clerk, in both the general court offices and several of the county court offices in this state for upwards of thirteen years, (some of which have been entirely under his care and management) and having also been for six years last past in the practice of the law in the upper counties of this state, flatters himself he will be enabled to perform any duties in his line with which he may be favored. He has therefore opened an office at No. 5, North-Gay-street three doors from Mr. Carr's music store; where all orders will be thankfully received, and all kinds of Conveyancing and other writings executed with precision, neatness and dispatch, upon reasonable terms, by the public's most obedient servant,

JAMES HINDAL.

April 16. 2aw