in an extensive and lucrative trade between the United States and the colonies, in consequence of the British Statute of 1822 and the President's proclamation which succeeded it. Our discriminating duties were, however, still exacted, and continued to be a cause of remonstrance on the part of Great Britain. This statute of the 1st of March 1823 had great influence upon this trade. It in effect closed our ports against the entry of British vessels, for the purpose of receiving cargoes for the West Indies. It continued the suspension of the statutes of 1818 and 1820, and opened our ports to a direct trade only with such of the British colonial ports as had been opened to us by the British statute of 1822, subject to tion by humiliating appeals to the British king's Minister," with "violating all the decorum of the diplomatic propriety by making disclosures of our domestic differences on political questions, and staining the pages of his despatches by making them the vehicles of odious crimination of the late administration of his own government," Whence did the gentleman acquire this information? Can he find any language in the correspondence between Mr. McLean and the Earl of Aberdeen, to justify him in making such charges? I defy any man of ordinary understanding to point out a single sentence in Mr. McLean's communications upon the subject of the colonial trade, or a single word, in which there is the least deviation from a highly independent and honorable course, in regard to the objects of his mission. So far from "making humiliating appeals to the British King's Minister," Mr. McLean writes to him on the 16th of March 1830, that "when the United States shall think they have grounds to consider themselves singled out from all other nations, and made the exclusive object of an injurious regulation; when they shall imagine it levelled at their prosperity alone, either in retaliation of past deeds, or for interested purposes, to secure some adventitious advantage, or to encourage a hostile competition by means of commercial monopoly; however justifiable in such case, they may admit the regulation to be, in point of strict right they will hardly be able to refrain, not merely from complaint, but from a course of measures, calculated as they may think, to avert the intended injury, though pregnant, perhaps, with consequences to be ultimately lamented." Is this the language of humiliation? Would such sentiments prostrate the dignity of any Nation? Mr. McLean's letters to the Earl of Aberdeen breathe throughout the same noble spirit. Our Senator may probably object to another passage in Mr. McLean's letter of the same date, but the truth and justice of it will be acknowledged by every one, who is acquainted with our previous negotiations with Great Britain. It is in these words—"The undersigned need not here enter into a particular defence of the omission, on the part of the United States, seasonably to embrace the offer of the direct trade, made by Great Britain in the year 1825, and to which allusion has so frequently been made. Whether it be a subject more of regret or censure it ought to be enough that the claims advanced in justification of it have since been abandoned by those who made them, have received no sanction from the people of the United States, and that they are not now revived." In Mr. McLean's letters relative to the colonial trade, this is the principal passage, in which allusion is made to the conduct of the last administration. But is there any thing like "odious crimination" contained in these remarks? Great Britain had contended, that the refusal of the United States, to accept the terms proposed by the statute of 1825, was a strong objection to the adjustment of the difference between the two countries. Mr. Adams, as has been before shown from the propositions made to the British Government by Mr. Gallatin, in 1827, had abandoned the claims which he had advanced in justification of his negligence.—The people of the United States, it is well known, had never sanctioned these claims.—Under such circumstances, was it not the duty of our Minister to press these considerations upon the British Government? Every sensible and patriotic American must applaud Mr. McLean for his wisdom and spirit. One of the most distinguished men in England, Mr. Herries, President of the Board of Foreign Trade, while speaking in the British House of Commons, on the 8th of November, 1830, upon the subject of our negotiation with Great Britain, in regard to the colonial trade remarked, that "this intercourse was now placed upon a permanent basis by the close of one of the longest and most interesting controversies which had ever occurred between two nations." He further remarked, that "he should not do justice to the American Government, if he did not state that it was impossible for any party to have conducted a negotiation, involving such important interests, in a more friendly, civil, straightforward, conciliatory, and therefore, as he should say, in a more wise and prudent manner." How will our Senator's assertions stand in contrast with these opinions of a gentleman, who was on the spot, and who was no doubt acquainted with every material circumstance, connected with this negotiation. It is astonishing, that a Senator of the United States should thus expose himself to the ridicule of even limited newspaper readers. Will Mr. Chambers be able to sit easy in his chair, during the next session of Congres, after the manifestation of such gross ignorance, or paltry deception? I should suppose that disgraced as he evidently is before the world, he would prefer making an appearance in any other place than the Senate of the United States.

From the public Acts of Great Britain and the United States, it has been shown, that the colonial trade is regulated by principles of perfect reciprocity, Mr. Chamber's assertions to the contrary notwithstanding. No person of ordinary comprehension can require any length of argument to be convinced of the advantages of the direct over the indirect trade. Among the evils incident to the indirect trade, are the charges of double freight and insurance, the expenses of transhipment, and the commissions and duties in the neutral islands, estimated at from 15 to 20 per cent. on provisions, and 50 per cent. on the first cost of lumber.—That this trade is immediately profitable to our country, cannot be questioned by any person at all acquainted with the subject. When the West India ports were opened to our vessels in 1822 by Great Britain our tonnage engaged in the trade of that year, amounted to 33,719, in 1823 71,346, in 1824, 93,933, in 1825,102,604. This was an extraordinary progression, and if the ports had continued open to our vessels, the tonnage would have probable increased in the same proportion. But the most important consideration is, that in the years before mentioned, our vessels nearly monopolised this trade, for in 1822, the British tonnage which entered our ports from the West Indies, amounted only to 925 in 1823, 9,520, in 1824, 6,597, in 1825, 6,907. Thus in those years, we enjoyed a fraction less than nineteen twentieths of this navigation. The value of American produce imported in the single Island of Jamaica, during the years 1822, 1823, 1824 and 1825, was $2,572,952 which gave employment to 130,000 tons of shipping.

Mr. Chambers remarks, that "there is now actually less occupation for our navigation in the colonial than before, when we carried our own produce to a neutral port, whence it was taken in British bottoms to their own ports—and this diminished quantity is lessening and must continue to lessen every day." Can any thing be more ridiculous than this assertion. Does the gentleman suppose, that Great Britain has excluded us from the trade with the French, Swedish and Danish Islands? We can certainly carry on the indirect trade since our arrangements for the direct trade. The gentleman only requires a little rope to be launched into an eternity of error, misrepresentation, and folly. It is a fact well established, that the opening of the West India ports has given extensive employment to our navigation. The amount of duties on imports at the port of New York, from the 1st of January 1830, to the 31st was $1,486,000. From that date to the 1st of May, 1830, the amount was $6,000,000, making in four months nearly seven and a half millions of dollars, an excess over the corresponding four months of 1829, of $3,500,000. The number of foreign vessels, which entered that port last March, was 92, in April 41, and in May, 29, showing a total in three months of 92 vessels, most of which were from the West Indies. In the last Virginia Legislature, Mr. Maxwell, a distinguished member of that body, remarked in a speech upon the Pilot Bill, that since the opening of the West India ports, thirty vessels had cleared in one month from Norfolk for the West Indies. It will no doubt be seen, during the next session of Congress, from reports of our Custom House officers, that the colonial trade has wonderfully increased our navigation. In this point of view, our late negotiation with Great Britain will be of great advantage to the United States, by furnishing the means of fostering and augmenting our Navy, a subject of vital interest and importance to the country.

I have thus endeavored to answer Mr. Chambers' unwarrantable statements in regard to the colonial trade. The subject is one of great importance to the people generally. I might enter into a detail of facts to prove the value of this trade in 1822, 1823, 1824 and 1825, when the West India ports were open to our vessels. But the few statements already given, are sufficient to show the advantages, which we derived from the trade during that time.

It appears from the proposals made by Mr. McLean and accepted by the British Government, that the terms, upon which we have secured the colonial trade are the same in substance and effect, as those which Mr. Adams was willing to agree to in 1827. The letters of Mr. Gallatin during that year, to the Ministers of Great Britain, already referred to in the former part of this communication, substantiate this statement. It may be asked, why the British Government did not at that time consent to open her West India ports to our vessels? The answer is plain and simple. The late administration did not go to work in the right way. They had refused to comply with the conditions of the British statute of 1825. Although they were willing in 1827 to regulate the trade by the provisions of this statute they had not penetration enough to have a statute passed by Congress, for the purpose of repealing the alien and discriminating duties, which we had imposed upon British vessels, which entered our ports. This measure was recommended by General Jackson, was adopted by Congress, and Mr. McLean, by his wisdom in presenting the subject in its proper point of view, has effected what the talents and diplomacy of Morris, Jay, King, Monroe, Pinckney, Adams, Clay, Rush, Gallatin and Barbour attempted in vain.

On the 8th of November 1830, Mr. Robinson, in a speech in the House of Commons of Great Britain, upon the subject of our adjustment relative to the colonial trade, asked, whether it was a proper time to make this important concession to the Americans, without demanding from them, as a compensation, permission to introduce British manufactured goods into the United States. The consequence of this measure he observed would be to throw into the hands of the United States an undue proportion of the trade, which Great Britain possessed, and to give a preponderance to the American shipping interests. Thus it appears, that the members of the British Parliament do not believe they have obtained an advantage over our country, by the late negotiation, though our Senator seems so much alarmed with an apprehension of the consequences.

A JACKSONIAN.

GENERAL BERNARD.—We are informed that this gentleman, who recently returned to this country, from a visit to France, has finally determined upon quitting the American service, and dedicating the remainder of his life to that of his native land. Much as we must regret this resolution, it is impossible not to admire the spirit in which it has been adopted. A friend who knows him intimately and appreciates his great acquirements and unobtrusive merits justly has furnished us with the following proper comments.

GENERAL BERNARD.—With feelings of sincere regret, inspired by profound admiration of his great talents, and respect for his individual character; we announce the *resignation* of this distinguished officer, in the persuasion, that the critical situation of his native land places him under the moral obligation to offer her his services. The labors of General Bernard, since he came to America, have been so strictly scientific and his appearance and manners so mild and unpretending, some may not have duly valued them,—like treasure in the field of the husbandman, which is passed by and not fully appreciated by the unconscious owner.

During the war, and before our Engineer Department had attained the organization and efficiency it has since acquired, we were made to pay and to bleed severely for the want of national defences, scientifically arranged and constructed, according to the various and profound principles which enter into every good system of defence against foreign invasion.—In fact we had comparatively no experience in military engineering, and it was judged to be of the last importance to procure an officer of enlarged views, from that corps of the French army, by whose almost miraculous agency its victorious Eagles had been displayed over all Europe.

General Bernard was designated to our Minister at Paris as an officer whose talents whilst still a youth, had attracted the infallible penetration of Napoleon, who afterwards owed to his genius in engineering, the defence of points of vital importance, against awful means of assault; as well as the ways for conducting his army in its most rapid and overwhelming movements. On one occasion, when ordered by the Emperor to throw a bridge over a river to pass the army, in the shortest possible time, he announced its completion at the end of three days. The Emperor was incredulous, and was only convinced by a personal inspection by lamp-light. On a subsequent occasion, the French army, in retreat, destroyed the same bridge, and it is said to have required the pursuing army of all the Allies three weeks to re-construct it,

General Bernard accepted the invitation of our Government, but it is only from the archives of the Department of Engineers, that an adequate conception can be formed by the extent and vast importance of his surveys, plans and estimates for roads and public works civil and military. The most sickly coasts of the Atlantic and the fastnesses of the Western wild, the mountains of the Alleghany, and the marshes of Orleans, have been traversed by him and his able associates, with an eye to facilitate internal commerce, and to cheapen national defence. Except his illustrious and attached friend, General Lafayette, perhaps no man living has seen so much of the United States as General Bernard. The time of his residence amongst us, has been an unbroken period of ardent conscientious but quiet and efficient service; and should the great plans which he has designed, and will leave behind him, for strengthening and defending the Union of these States be consummated, they will serve in his absence as monuments of glory to the name of one who was esteemed and admired through all vicissitudes of party, and who never betrayed the least vanity of his own superior endowments.—General Bernard will carry with him a more intimate knowledge of our country and its institutions, than any European living, save one, and though he knows well how to discriminate between the duties of the soldier and the partizan, we are sure that he will never be the willing instrument of despotism. The advocates and administrations of any government, essentially free, are but too fortunate when they can employ such men.

EASTERN SHORE WHIG
AND
PEOPLE'S ADVOCATE.

EASTON, MD.

TUESDAY MORNING, JULY 26, 1831.

TALBOT COUNTY

REPUBLICAN MEETING.

A meeting of the friends of the Administration of the general government is requested at the Court-House in Easton, on TUESDAY, the 2d day of August, at 3 o'clock, P. M. to agree upon suitable candidates for Electors of Senate, and members of the next House of Delegates: to recommend five men as candidates for County Commissioners; also to choose a committee to meet the committees from Queen Ann's and Caroline counties to nominate a candidate for Congress.

It is earnestly requested that as many friends of the party as can make it convenient, will attend on that day. MANY VOTERS.

In the Freeman's Banner, a new Clay paper, established in Baltimore, we have Mr. Niles' Fourth of July day's-work, an article entitled "Politics for working men, or an essay on labour and subsistence." Mr. Niles labours hard to show that the American System is the true policy for the working class of the community, and that Free Trade, if permitted, would be an injustice to them. The chief argument used by Mr. N. to establish his doctrine, is drawn from a comparison of the condition of the working people of this country and those of England. The restrictive system is that under which British industry and enterprise has so long writhed, and which has had such a powerful agency in producing the present distresses of that people; and this is the system that Mr. Niles contends is the best calculated to promote the happiness and prosperity of the American people. He seems not to have recollected that mankind under similar circumstances are always the same, and consequently that that which has proved so powerful a bane to the comforts of the English labouring man, cannot be expected to invigorate those of the American. A man in pursuit of wealth, who shall follow the course which has evidently led to the ruin of his neighbour, must be regarded as destitute of ordinary understanding. The restrictions on trade in England, it is true, is not the exclusive cause of the distress of that people; but it cannot be denied that it has had a powerful agency in producing it. Out of it has grown many of the monopolies which grind the common people. The cause which has led to such effects in Great Britain, must be expected to operate in a similar manner here.

We have not room to pursue the subject to-day, but we intend hereafter to take it up in a familiar manner, and think we shall be able to show that the American System, whatever may be its advantages to the manufacturers and monopolists, is by no means calculated to improve the condition of our fellow citizens generally. When Mr. Niles shall satisfy the working people that one or two pounds of sugar, coffee, or chocolate, are better than three, he may possibly establish the fact that the American system is a great public benefit.

Josiah Bailey, Esq, of Dorchester county, has been appointed, by the executive of Maryland, Attorney General of the state, in place of Roger B. Taney, Esq. resigned.

Mr. Taney, Attorney General of the U. States, has arrived at Washington, and takes charge of the War Department, until the arrival of Gen. Cass.

The great length of the present number of "A Jacksonian," in reply to Senator Chambers' dinner speech, excludes several articles of moment, prepared for this day's paper.

Intelligence from Europe to the 3d of June, gives us the pleasing information of the continued success of the Poles. Their commander has completely outgeneraled the Russian, who is said to be on his retreat towards Prussia, with no resource but to throw himself on the protection of that country.

"Tuckahoe" shall appear in our next.

POST OFFICE DEPARTMENT.

To Postmasters and Mail Contractors.

POST OFFICE DEPARTMENT,
July 12th, 1831.

GENTLEMEN:

Within the last two years, the condition of this Department has been much improved. In many parts of the country, mail routes have been extended; stage accommodations have been added; the frequency of trips has been increased; and on many of the leading routes, greater celerity has been given to the transportation of the mail and to the expedition of the traveller. On the routes most important to the intercourse of the country, and especially to its mercantile interests, greater improvements have been secured in the more rapid transmission of the mail.

Two years since, the contracts then in operation involved an expense of more than a hundred thousand dollars a year, beyond the amount of the current revenue of the Department. At present, its current revenue does not vary materially from the current expenditure. These results could not have been produced by any efforts on my part, had they not received the energetic co-operation of postmasters and contractors. That much of the success which has attended those efforts, is due to the vigilance and fidelity which have characterized most of you, is deeply felt and acknowledged.

The number of persons employed in the various branches of this Department, comprehending postmasters and their assistants, contractors and their various agents, is upwards of thirty thousand. Among these, it is scarce to be presumed that every individual would prove entirely faithful to his trust; and recent developments have shown, that errors exist among them which call for correction. Nor can it be expected, that in a community embracing an extensive nation, every individual should be so far governed by the dictates of honor and integrity, as to preclude all fraudulent practices; but as it is the duty of every good citizen to discountenance them, so it is especially incumbent upon every agent of this Department to exercise all possible vigilance in detecting and preventing them, wherever they are found to bear upon its interests.—Your particular attention is therefore called to the following points.

It is the duty of every Postmaster to be careful in locking the mail; to see that it is secured; and to regard the mail key as a sacred deposit. The most extensive depredations ever committed upon the mail, have been perpetrated by means of improper persons obtaining the mail key. It should be carefully secured under a lock; and no person, who is not under the oath of office, should ever be permitted to have access to it, or to use or keep the key. That disregard for the safety of the mail which will permit a postmaster to lose a key, is without apology. It is equally important that you examine well the bags in which you place the mail for transportation, and be sure that they are whole and secure.—When new ones are needed, the postmaster should make the requisition on the Department, and when those forwarded are not returned with the mail, he should send an enquiry along the route to ascertain the postmaster by whom they are detained, and report the facts to the Department.

There is, with some postmasters, a want of proper care in receiving and changing the mail. Packets of letters and bundles of newspapers are often left in the mail to pass beyond their destination, or to take a wrong direction, through the inattention of the person whose duty it is to separate them. Your especial attention is called to this subject. At all connecting points, or at places from which other mails branch, it is the duty of the postmaster to examine carefully the packets in the mail; to separate from them those which belong to his own office, and all such as should be sent by the branching mail, and to give them their proper direction, to go by the earliest conveyance. It will be of little avail to the public, to form connections & provide for the expedition of the mail, unless postmasters carefully attend to their duties in this respect. Neglect on this point brings reproach upon the Department, and often casts it upon those who least merit the censure. Whenever this duty is neglected, it is required of the *first* postmaster who shall discover it, to return such packets to the postmasters who have given them a wrong direction, or whose neglect has suffered them to wander, and report the facts to the Department. It is expected that this injunction will be strictly complied. It will enable the Department to detect the errors and carelessness of delinquents, and to ascertain through what offices packets of this description may have passed, by want of proper vigilance to arrest them. In such cases, the most effectual corrective will be promptly applied.

An evil prevails, it is apprehended, with the smaller post offices, and with some of the intermediate offices on routes much travelled—which may, perhaps more than any of the greater derelictions of duty, contribute to injure the reputation of the Department. It is this:—The opening of mails by a postmaster or assistant, in a public store or other room, within the reach of persons not sworn—in violation of an express instruction. This must be wholly avoided. In the smaller offices, too, where the letters and newspapers remaining on hand are few, there is sometimes great carelessness in not preserving them well under lock and key. They should be kept in a secure case, or desk, and no person not officially sworn, allowed to have access to them. And the practice which obtains in some offices of lending newspapers, must be abandoned altogether. Injuries of this kind will be promtly redressed. Postmasters are also more strictly enjoined, to give due notice to publishers, when their papers or periodicals are refused, or not taken from the post office. A wilful neglect of this injunction by a postmaster, may subject him to private damages on the suit of a publisher, who can establish the fact,—besides the consequence of a complaint to this Department

It is required by law, that every person employed by the Department, whether postmaster or clerk, contractor, carrier or driver shall take the oath prescribed. It has lately come to the knowledge of the Department, that in some instances this has been neglected both in post offices and with mail carriers or drivers. You will enquire into this; and if it has ever been neglected by any person in your employment, you will have the error immediately corrected. A wanton disregard of this requirement in future, will be considered ample cause for removal from office, or for annulling a contract.

It is required of every contractor to be scrupulously punctual, in his times of arrival, at the specified points with the mail. In every case of delinquency in this respect, the fine will be imposed and rigidly enforced; and a repetition will incur a forfeiture of the contract. If insurmountable obstacles intervene, the contractor must lose no time in procuring the best evidence of the facts which the nature of the case will admit, and forward it by the earliest mail to the Department A delay in doing this will prevent the excuse from being considered; and no obstacle which is not absolutely insurmountable, will be considered a sufficient apology.

It is required of all postmasters at the beginning and ending of each route, and at any other points named in the scedule of each contractor to arrive within ten minutes of the time specified. In this respect there is no discretion with the postmaster. He is required absolutely, in every case, to report the delay, with the cause when known; and the discretion of enforcing or remitting the fine is reserved to the head of the Department; who will be governed by the facts alone. If the times fixed by the contract are not known to the postmaster, he should apply to the Department; and they shall be given.

Contractors are required in all cases, to convey the entire mail, well secured from rain or bad wether. If on horseback, it must be covered with an oil cloth or bear skin. If in a stage, the letter mail must be in a safe and well covered boot under the driver, or in the body of the stage. When the newspaper mail is large, and seperate from the letter mail, it may be carried on the back of the stage; provided it shall be well secured from rain, but in no case must it be exposed to the weather. Nor is a contractor permitted on any occasion to leave bags of newspapers, or pamphlets, or any part of the mail, at any place on the road. His doing so, will inevitably subject him to the forfeirure of his contract It is also required of postmasters in every instance, when a contractor shall fail to comply with any of these requirements, to report the case specifically to the Department, and a neglect to do so, will subject him to the imputation and consequence of being a participator in the offence. It is the duty of every postmaster, to be in readiness (in person or by his assistant) at his office, to receive the mail when it arrives, and despatch it with all possible expedition. It sometimes happens that carriers and drivers are unnecessarily detained and sometimes a neighborhood is disappointed in not receving intelligence, by a postmaster failing to be at his post to receive the mail. In all such cases, it is the duty of the contractor to report the facts to the Department, that the proper corrective may be applied; and a failure to do so, will subject him also, to the penalty of delinquency.

There is cause to apprehend, that the revenue of the Department suffers much, by abuse of the franking privilege. Your attention was called to this subject two years since, with good effect. But there is reason to fear that in many instances, the unremitted vigilance which the interest of the Department exacts, is not generally continued. Your special attention is called to the subject. Let no elevation of character, or of office, deter you from bringing to the test of legal investigation, any person against whom evidence to this offence may be procured. It is of essential importance to the Department; and in no case, when the fact can be established, must the offender be permitted to escape with impunity. It is scarcely necessary to say that a violation of the law, by postmasters themselves, will in no case be pardoned. They are reminded of the obligation of their oath of office.

Every person having charge of a boat or craft, is required by law, under a heavy penalty, to deposit all letters conveyed by his boat, in the post office at each place of arrival; and all letters conveyed by steam boat, on waters where steam boats regularly ply, are subject to the same postages as those carried the same distance in the mail. There is ground for belief, that in some parts, this provision of the law is in a great measure evaded. You are required to use all diligence in striving to correct this evil. If it be permitted to exist the Department will be deprived of much of its lawful revenue at places where steam boats touch. In every instance, you can discover, of the violation of this section of the law, [Section 19] whether on the water or by land, you are to cause a prosecution to be instituted.

The law prohibits mail carriers, or stage drivers, from carrying letters, sealed or unt sealed, out of the mail; except such as are received at the distance of one mile from a post office, and then the carriers are required to deliver them to be mailed, in the first post office at which they arrive. From reports recently made to this office, it appears that this part of the law, has, in many instances, been grossly violated, to the injury of the Department. This is an evil that connot be tolerated. If done by carriers and drivers without the knowledge of their employers, the contractors, in this respect, must be held responsible for the conduct of the agents whom they employ. It is their duty to know them; and it is expected of each contractor that he will find the means of preventing frauds of this description upon his own route, or sustain, himself, the injury that may result. An apprehension is entertained, that some contractors, in other respects well approved, have permitted these frauds to exist upon their lines. If so, the evil must be effectually eradicated, whatever sacrifice of individual interest it may involve. No contractor will hereafter be continued in the service of the Department, who shall permit this practice. However highly he may be estimated in other respects, he will be deprived of his contract. Postmasters are required, in all cases, to inform the Department, when these abuses come to their knowledge.

It is highly satisfactory to feel assured, that by the great majority of you, gentlemen, all the evils here noticed are decidedly discountenanced; and the strongest confidence is therefore reposed in your readiness still to co-operate in giving effect to the injunctions of the Department; so essential to its future prosperity.

W. T. BARRY.

MARRIED,

On Tuesday evening last, by the Rev. Th. Bayne, the Rev. CYRUS H. JACOBS, of Lancaster county, Pa. to Miss ANNA MARIA, second daughter of Governor Stevens.

On Thursday the 21st instant, by the Rev. Abraham Jump, Mr. JOHN HIGGINS, to Miss DORCAS STEVENS, both of Queen Ann's county.

DIED,

In this county, on Thursday last, Mr. RICHARD LLOYD CHAMBERLAINE.

Suddenly on Tuesday last, at the residence of William Troth, in this county, Sarah Ann, youngest daughter of David Brown, of Baltimore.

In this town, on Monday the 25th July, about 3 o'clock, P. M. Miss EVELINA MARTIN, (daughter of the late Solomon Martin,) in the twenty-third year of her age—Her funeral will be preached this morning at 8 o'clock at the house of Mrs. Julia Ann Stevens, her late residence, after the sermon her remains will be conveyed to Island Creek Neck.

NEW GOODS.

Rhodes, Kennard & Loveday

HAVE just received from Philadelphia and Baltimore, a fresh supply of

Summer Goods,

which, added to their Spring's purchase, gives them much the largest and best assortment, they ever had at this season.

They have added to their stock, a large supply of fresh imported

Hardware and Cutlery,

Embracing a good choice of the most approved,

Carpenter's and Shoe-maker's

TOOLS.

Also just opened, a few boxes of nice

CHAMPAIGN,

A FEW DOZEN BOTTLES OF SUPERIOR

CYDER AND ALE,

and on hand some OLD PORT

WINE IN BOTTLES.

June21 tf

A SPECULATION.

☞ *Something curious, and worthy attention.* ☜

From the great success attending the last Club, S. J. SYLVESTER, *Licensed Lottery Broker*, 130 BROADWAY, New-York, respectfully submits the following plan to his friends in this section of the country:

The NEW YORK, Extra Class, No. 18, will be drawn 21st SEPTEMBER. 36 Numbers,—6 drawn Ballots. The chief Prizes are

$50,000, $40,000, $30,000, $20,000,
$10,000, $5,880, &c. &c.

It is the intention of S. J. Sylvester to club

25	Pack's.	Whole tick's,	300	300
55	do.	Halves	420	210
40	do.	Quarters	480	120
		Tickets	630 at $16	$10 080

100 Shares, at $100 80 . . . $10,080
630 Tickets must draw $4280,
100 Shares, each $42 80, 4280.

Deducting $4280 from $10,080, leaves $5800, divided into 100 shares, the greatest possible loss will be $58 each share.

☞ It is certain the Ticktes will draw more than the above named sum, but this amount is mentioned as they cannot bring less. To those who remit $58 in *Notes* or *Prizes*, a regular certificate of each Package and Combination Numbers will be forwarded. The Tickets will be lodged in the Bank 'till after the drawing, and the Prize money immediately divided among the Shareholders. Such a chance seldom occurs to obtain the splendid Capitals. The plan has met with so much approbation in New-York and Philadelphia, that already 43 shares have been taken.

☞ Messrs. Yates & M'Intyre, the Managers will, with each Certificate, give a guarantee for the payment of all the prizes.

S. J. SYLVESTER begs to remark to those who do not know him, that he has permission to refer to the Managers, Messrs. Yates & M'Intyre; and also, if required, can give the names of the first houses throughout the United States and the Canadas. Many will not wish to risk so much, S. J. Sylvester has therefore for sale in the same scheme, Whole Tickets, $16, Halves $8, Quarters $4 All Letters by Mail, meet same attention as on personal application, if addressed

S. J. SYLVESTER, NEW-YORK.

N. B. There are good Schemes drawing every Wednesday, in New-York. Those of my distant Patrons wishing to adventure 5, 10, 20 dollars, or upwards, may depend on having tickets remitted by forwarding their orders by mail. Address as above.

☞ *Sylvester's Reporter, Counterfeit Detector, and New-York Price Current*, published every Wednesday evening, will be sent gratis for 12 months all who deal with Sylvester. In addition to ths above, it contains Prices of Stocks, Shares, List of Broken Banks, Bank Note Table, Official Schemes and Drawings, together with a variety of miscellaneous matter.

july 26

THE FEMALE CLASSIC ACADEMY,

AT EASTON,

lately relinquished by Mr. Hart, will, in future be conducted by the Subscriber. 'Tis contemplated to pursue the same extended, thorough course of instruction practised by his predecessor, and so well calculated to give expansion to intellect, dignity to sentiment, and a consequent polish to manners. The Principal can promise largely as to his assiduity, attention, and conscientious desire to be useful as a Teacher. And should the number of pupils, or the branches to be taught exceed his own professional efforts to do justice, discreet and competent assistants will be advisedly engaged. The discipline of the School will have for its basis the eliciting of a laudable emulation. Penalties will consist in the imposition of intellectual *tasks*, the performance of which will be enforced, if necessary by confinement at play-time. Should this prove ineffectual, appeal will be made to parental admonitions prior to expulsion—the dernier resort. The charges will be as follows.

Spelling, Reading, Writing, per Quarter	$4 00
Grammar, Geography, Arithmetic	5 00
History, use of Globes, Astronomy, Rhetoric, Composition	6 00
Logic, Chemistry, Nat. & Exp. Philosophy, Mor. Ditt. French, Latin,	7 00
Drawing, Painting, 3 Dol. Extra.	

'Twas design'd to open the school immediately, but as the usual time of vacation is now at hand, business will not commence, till the 1st. Monday in September unless ten or twelve should make known to me a wish to dispense with the vacation, in which event the Academy will be opened.—The subscriber would take into his family several pupils as boarders, upon terms customary in this place.

EDW. H. WORRELL, South St.

Easton, July 26

ORPHANS' COURT SALE.

BY order of the Orphans' Court of Talbot county, the subscriber, as administratrix of Edward McDaniel, late of said county, deceased, will offer at public sale, at the late residence of the deceased, on MONDAY, the first day of August next, commencing at 10 o'clock, A. M. if fair, if not the next fair day,

THE

PERSONAL PROPERTY of the said deceased, except the negroes; consisting in part of Household and Kitchen furniture generally, Farming utensils, Stock of all kinds, &c. &c.

ALSO

The good and substantial Schooner Hester Ann, burthen upwards of 50 tons, in good order, and but little over 12 months old

The terms of sale as prescribed by the court are, a credit of six months on all sums over five dollars, the purchaser giving good and sufficient security—on all sums of and under five dollars, the cash will be required.

Attendance by

JAMES McDANIEL, Agent
for SARAH McDANIEL, Adm'x

July 19

CHEAP NEW GOODS.

Come on! Come on!! ye who want

Cheap Goods!

I have just returned from the foreign markets with one of the BEST ASSORTMENT OF GOODS ever opened in this town—which will be disposed of LOWER than can be had at any other Store in Easton. I do not think it necessary to enumerate articles and prices, as those who consult their own interest, will certainly give me a call.

JOHN W. JENKINS.

N. B. FLOUR, of the best quality for family use, lower than it can be had of any house in Easton.

july 5

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