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E PLURIBUS UNUM

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LETTER OF J. J. SPEED, Esq.

The following letter from J. J. Speed, Esq., of this city, to the Representatives of Maryland in Congress, on the subject of the Chesapeake and Ohio Canal, will be read with interest:—

To the Representatives of Maryland,
In Congress:

Gentlemen—An attentive consideration of the principles involved in the late Presidential Canvass so occupied the mind of the American people, for several months before the election, as to leave little room for inviting the attention of any particular portion of them to their own local affairs. The questions in discussion were great and absorbing; and of immediate pressure; for the electors were required to cast their suffrages upon them within a limited period. It was a noble and edifying spectacle—to see the inhabitants of an extended Empire contending for the supremacy of certain principles to which they might trust their forms of government—without tumult or outbreak of the passions—the heated zeal of the masses being governed and moderated—not by the public sword—but by that strong sense of decorum which marks the American elector. While the public virtue remains thus firm, the day of our prosperity will be prolonged,—the hour of our fall continue remote. Neither treason, nor sedition, nor invading armies can subdue us. But to give full efficacy to this pure tone of public feeling, my fellow-citizens will agree with me, that it must be made applicable to all our duties—as well as to those that refer to our own peace, and are designed to secure our own tranquility, as to those in which our neighbor may be concerned, and which refer to a satisfaction of his just claims upon us. For all the purposes of undissembled happiness and true prosperity it will be in vain that we are secure in our possessions—that peace and plenty are in our homes—if the adder is gnawing at our breasts, with the incessant information that we are withholding from others that which is their own, and that our fires and lamps are lighted by the unrequited means of our neighbors.—The peculiar duty of us, Marylanders, is to turn, now, to a consideration of our debts; their enormous and increasing amounts, and the best modes of meeting them. In several papers, written by myself, and heretofore published, I have held the doctrine that these debts impose on us a duty to be regarded with the deepest solemnity of mind: and I have observed, with exultation, that the most forcible expression has been given to this view by the results of our late elections. In one or two instances, in which, only, repudiating candidates presented themselves, they received the sternest rebuke from the people. In no single instance did a repudiating pretender receive the slightest countenance or favor. The large and respectable county of Somerset, that was in arrear with her assessments, has lately been paying them up with willingness and alacrity; and we may be quite sure that two or three other counties, only, in her situation, will soon follow her example. But our property holders are discouraged by this great load of debt, and disheartened when they remember that their present burthen of assessment only meets its interest—that there is to be no limit to the visits of the tax gatherer. It is a fact that about nine millions of our debt—almost all of it that is a burthen to us—is not properly ours. It was contracted on account of the Chesapeake and Ohio Canal, and every principle of justice requires that the Federal Government should assume it. In a letter, addressed to several gentlemen of Baltimore county, and which met the public eye, I have heretofore advanced this proposition; and I will, now, endeavor to maintain and prove it by a succinct view of the true nature and history of this work, and of our undertakings on account of it. The first glimpses of this great enterprise were caught by the Father of his Country. He was accustomed to look upon the map of the whole country as his country.—When he meditated upon the public good, the operations of his cloudless mind embraced it all, in its widest limits. His affection was not pent up; it spread over the people he had liberated; the Empire Republic was his care, as it should be the care of every patriot; the providence of his view embraced the Connecticut and the Ohio, and fell, alike, upon the waters of the Hudson and the Mississippi. He contemplated this work as a great national enterprise—a highway for the nation—commensurate with the national means,—to serve, in peace, as a bond of union and for the uses of commerce and immigration, and, in the darker seasons of war, for the transportation of armies, with their equipments. It was no part of his design that Maryland should build the work, any more than it was the design of the leader of the French armies that a single Canton of Switzerland, or Department of France, should build the road of the Semplon,—or than it could have been expected that any one of the eighty nations, of antiquity, whom we are informed, were seated on the banks of the Nile, should have made navigable the countless streams and endless waters of that noble river. It is true we possessed a riparius border on the Potomac, that stretched along the proposed track of the Canal, and that we had minerals upon the margin, and at the highest sources of that noble stream; but those minerals were not then disclosed, and the trade in them not at all considered. The semi-military visits of General (then Major,) Washington, about the middle of the last century, to the French settlements on the Ohio, and his subsequent trips, with Braddock and Forbes, through those regions, enabled him to get his earliest glimpses of this undertaking. His ideas, in some degree matured by reflection, were ripened into a bill that passed the Colonial Legislature of Virginia, about the year 1762, for improving the navigation of the Potomac river as far up as Cumberland,—that point being, in fact, then, the Western English Frontier. That law slept for 20 years; for, from its birth, the clouds of the revolution began to thicken, its storms followed, and the Nation had other business on hand till the end of the war.

Upon the peace of 1783, Washington, having laid down his military commands, and not being blinded by the praise and thanks of a nation, turned his meditations to the best means of preserving what he had won, and of strengthening and binding together the young Republic. What he had contemplated as a blessing to the Colonies, he thought would be doubly so to the Union; and his mind again laid hold of the project of uniting the tides of the Chesapeake with the navigable waters of the West, by means of a great Central Canal, upon the line of the Potomac. The true greatness of the man, his anxious love of country, here shewed out. With the fatigues of War fresh upon him, he turned, at once, to the severest duties of Peace. In 1784, he conducted a correspondence with the Governor of Virginia on the subject, and made two extensive tours of examination, through Western Pennsylvania, and the North Western parts of New York. His letters, being laid by the Governor before the Virginia Legislature, produced the appointment of a Commission, of which he, General Washington, was chosen chairman, and General Gates, a member, to proceed to Annapolis to confer with the authorities of Maryland, on the subject. At Annapolis, in December, 1784, they met the Maryland Deputies; and the results of the conference were the enactment of the laws of Maryland and Virginia of 1794, for the promotion of those great views—the line of the works lying through their territory. It was designed that Washington should preside over these operations; but, new political troubles coming upon the country, his mind was diverted, and absorbed by them. Under his advice, the new laws repealed the acts of 1762, so far as they fixed the temporary limit at Fort Cumberland. The Resolve of the Conferrees, advising this repeal, set forth that the work ought to proceed up the north branch of the river, to its highest sources, if practicable,—certainly, to, or above, the mouth of Stony River, which is, at least, twenty miles above the mouth of the Savage. The preamble of the acts, that followed, set forth the substance of what I have just stated. I mention this fact, not in reference to any modern difference about a temporary resting place for the Canal, but as proof that Washington, and the Patriots acting with him, were not looking to Fort Cumberland, further than as they found it the gate of the wilderness,—nor to the coal basin of Allegany, for the Savage was the point at which they reached that, but that their enlarged minds, soaring by these as mere incidents in the enterprise, looked to the waters of the Ohio as the only proper terminus of this great national road.

Whether greater or less impediments are to be encountered in conducting it thither, whether it shall pursue a path, to the right, or to the left, whether the apex of this mountain, or that, shall be pierced by a tunnel, or surmounted by a portage railroad, are questions about which there are divided opinions; my course of argument cannot be affected by a decision of them one way or another—its aim being to shew that the authors of the work set it on foot with a view to that destination, that their perceptions of its immense utility were connected with its reaching that destination, and that, from its earliest day, they regarded it as, wholly, a national and not as a local work.

Indeed, all the circumstances of the day shew this fact, with resistless force. General Washington, the great *artifex rerum*, was not a citizen of Maryland, but of Virginia; Maryland, then, had no incorporated towns from which commerce was conducted—but Annapolis—quite remote from the Potomac. Washington, then called Dudington, was not even a village; Baltimore, an inconsiderable town, was not incorporated for twelve years afterwards; the settlements of Frederick and Montgomery were purely agricultural, remote from towns, and in a helpless state of dependency; in Washington and Allegany the wolf roamed, and the Indian was only kept at bay by the guns of Fort Cumberland. As I have before stated, Washington's mind became engrossed with other and paramount subjects. The menace of a French war, the difficulty in adjusting the balances and machinery of the new Government, the distempered existence of the form of Confederation first adopted, its dissolution, the formation of a new Constitution and putting the fabric of Government again in motion—these absorbed his attention and care. And never was there a more prominent example of the deadening effects of withdrawing from a great enterprise a great man, with liberal and competent abilities to conduct it. In view of this, and other beneficent enterprises that were pressing on his mind, he had assisted in placing in the old articles of conferation the following clause: "All charges of war, and all other expenses that shall be incurred *for the common defence and general welfare*, and allowed by the United States in Congress assembled, shall be defrayed out of a common treasury;"—and at a subsequent period, referring to this Canal and our Western population, he said: "For my own part I wish, sincerely, that every door to that country may be set wide open, that the commercial intercourse with it may be rendered as free and easy as possible. This, in my judgment, is the best, if not the only cement that can bind those people to us for any length of time—and we shall, I think, be deficient in foresight if we neglect the means of effecting it." As has been before stated, when this great man turned to the higher call of the nation, night fell upon the Canal. A prolonged slumber of more than thirty years was its fate. During this period it exhibited few signs of life, and received little countenance or aliment—scarcely enough, as the sequel will shew, to preserve life in its charters and laws. Only about three quarters of a million of dollars was expended, and that in attempts to smooth the passage of the great and little Falls of the River.

At length, in 1820, the Board of Public Works of Virginia, in compliance with an order of the General Assembly, directed their Engineer to examine the line of the Potomac, and the country between the Potomac and the Ohio, and between the Potomac and Rappahannock, with a view to a Canal Communication between the three rivers. Here was a full expression of the understanding of the Virginia public that the intent of the Fathers of these schemes of navigation was the ultimate accomplishment of a great central highway between the Chesapeake and Ohio. Succor and good will, it is true, were expected from the States that lay on its route. The right to condemn lands, and other fostering legislation, proceeding from them would not be disputed, for they possessed the Sovereignty. Engineers went into the field; and, in the autumn of the same year, a good report was returned, known in Virginia as Moore's Report. In 1821, the Legislatures of Maryland and Virginia appointed a Commission to enquire whether the old laws and charters had not lapsed. The Report, known as Moore & Briggs' Report, made in January, 1823, presented the matter in so doubtful a point of view, that the Corporators thought it most prudent to surrender their franchises—which they did the following month of February. These incidents are named, and rapidly hurried over, merely to connect the history with the more important events that followed.

It must be here stated that a Committee of Congress to whom application had been made, in behalf of the great enterprise, reported very favorably in May, 1822. In 1823, Maryland and Virginia passed new charters; but there were discrepancies between them. To heal these, and to rouse and bring the public mind to more forcible action on the subject, a great Convention was called, and held in Washington, in November, 1823. Delegates were in attendance, and communications received, from many States, including Ohio. The various propositions submitted to this body were all based upon the idea of a Canal extending to the Ohio, to be called the "Union Canal."—Much debate and deliberation took place, and the Convention resolved that the work—with the appropriate name of "The Chesapeake and Ohio Canal," ought to be constructed in two divisions—the first, stretching from tide to the mouth of the Savage—the second, proceeding from that point, by the best route, to the highest navigable waters of the arms of the Ohio. And the Convention, which seems to have had the justest perceptions of the true nature of the undertaking, before it adjourned, appointed a Central Committee to condense and present their ideas to the Legislatures of Maryland, Pennsylvania and Virginia, and to Congress, praying that they might be embodied and perfected in suitable laws for setting on foot the great work. Though, at the era of this Convention, the Coal fields of Allegany had been explored, and the shafts of the miner had sunk deep in her hills, exposing her valuable iron hemetites to the eye of thrift and speculation, that body did not, for a moment, lose sight of the national character of the work; it was a concessum in their deliberations that while one *terminus* was the tide of the Chesapeake, the other was, not "Fort Cumberland," nor the mouth of Savage, nor of Stony River, nor the outworks, nor foot, nor heights of the Allegany, but that it should press on—through drift and gorge, piercing the water shed of the country, now being fed by the mountain stream, now wooing the rains for its aliment, till, descending the western slope of the mountain, it should pour out its blessings upon the waters of the Ohio.

These were the conceptions of this convention. In the faculties of such a Canal, for trade and commerce, they, like Washington, discerned elements of a nation's wealth; in its faculty for transporting troops and arms, elements of a nation's strength. Maryland and Virginia passed the law proposed and presented by the Committee, in 1823 and 1824, Congress in 1825, and Pennsylvania, in 1826.—The charters of the old Company were merged in these laws, and all their properties and rights were voluntarily surrendered by progressive acts of the proprietors, in July and August, 1828. The date of the deed of final surrendry was the 15th of August, 1828. In April, 1824, Congress passed a law creating a Board of Internal Improvement—of which those distinguished persons, General Bernard and Colonel Totten, were members, and providing for a survey of the lines of the Potomac, with other proposed National Works For the prefatory surveys the act appropriated an adequate sum of money. This was a very bold and full assumption of this work on the part of the General Government. Brigades of Engineers and Surveyors were forthwith sent into the field, and scientific officers of the army were detailed to aid in their operations. A patient and close examination of the higher springs of the great waters of the East and West, as well as of the barriers that divided them, resulted not only in proving the practicability of a union of those waters, by a continued Canal, but that it might be effected by several different routes. The sources of Savage and Youghogany present one approximation; the springs of Wills Creek and Casselmans River, another; others there are—but it would seem unnecessary to examine them—these two are so obvious and so easy—the latter requiring a tunnel of but three miles, through a mountain of soft stone, with a river to feed it—the former, a tunnel, but little longer, with ravines and every facility for constructing supplying reservoirs that would be sufficiently capacious and retentive. The surveys of 1824, 1825 and 1826 shew all this. President Monroe, in reporting the earliest of them to Congress accompanied them with a strong expression of favor, on his part, to the work. The Engineers, who were men of enlarged as well as scientific minds, observe, in their reports, that they "kept constantly in mind that they were planning a work for a nation;"—that, "the enterprise had no equal in any country, in reference to the immense political, commercial and military advantages which would result from its execution;" that it is a work "truly national;" and "that when a nation undertakes a work of great public utility such as that under consideration, the revenue is not the essential object; its views are of a more elevated order; they are directed towards the great and general interests of the community."

It will be surprising to many readers to be informed that the only unusual impediment in the path of this great work, of three hundred and sixty miles in extent, is presented, not by any principal hill of the chain, for the waters have cut them all down to their bases, but by a very secondary ridge—which is, in fact, the water shed of the country, and whose obstacles all lie within a narrow limit of five or six miles. And, as is before stated, the examinations of science have shown that the sides of this ridge are not impenetrable, or its crests insurmountable. The Engineers estimated the whole cost at twenty-two millions of dollars, and subsequent tests have shewn their accuracy. But, since then, the steamboat navigation has been extended from Pittsburg up to Brownsville, whereby the distance and difficulties are very greatly shortened and abridged—and, of course, the expense with them. Notwithstanding the high character and competency of the Engineers, Bernard, Totten, McNeil, Trimble, Howard and others who made the labored surveys and reports I have before described, the cautious public required another examination. Accordingly, in March, 1828, the President sent out new Engineers, Roberts and Geddes.

The result was a confirmation of the grounds and positions of their predecessors, with the exception that they strengthened the view of expediency by greatly narrowing the estimates of expense. Some rather prefatory legislation then took place in Virginia and Maryland, and the great enterprise, in its new garb, was ready. By an act of Congress, approved 24th May, the Unted States subscribed a million, and on the 20th of June the Company organized with stock as follows:

United States, - - -	$1,000,000
Washington, - - -	1,000,000
Maryland, - - -	500,000
Georgetown, - - -	250,000
Alexandria, - - -	250,000
Individuals, - -	608,400
	$3,608,400

Maryland had made her subscription in the winter of 1828; but, with less ardor and more prudence than afterwards marked her movements, she expressly made it dependent upon a subscription twice as large on the part of the Federal Government,—with the further condition that the whole stock, grounded upon Bernard's estimate, should be taken by others before she paid for hers.

This was the true view. This act, and the law of Congress that followed in May, together, shew how clearly the State and General Government then understood the true nature of this work, and their relations and respective positions in regard to it. Maryland, adopting the estimate of twenty-two millions, gave half a million, and that only upon the condition that the Government at Washington should take the lead in it. In 1830, Virginia subscribed $250,000. The work was commenced in 1828. In 1833, Congress refused the Company $2,000,000 it applied for, it was thought on the ground of party dissention.—Great political heat prevailed in the country at that time. The applicants turned to Maryland, and got the loan of $2,000,000, on a mortgage of the work. In 1833 she had added to her subscription $125,000. In May, 1836, the State subscribed $3,000,000 more, upon condition that it should be regarded as a preferred stock, in reference to dividends, and a mortgage given to secure three years' interest. These terms were complied with, and the State stock issued. In the winter of 1839, a further subscription was made of $1,375,000, upon the old conditions of preferred dividends and a mortgage for three years' interest. So the account of Maryland stands thus:

Subscription in 1825, - - -	$500,000
" " 1833, - - -	125,000
Loan " 1835, - - -	2,000,000
Subscription in 1835, - - -	3,000,000
" " 1839, - - -	1,375,000
	$7,000,000

Or more succinctly, thus:

Common stock, - - -	$625,000
Preferred stock, - - -	4,375,000
Loan on mortgage, - - -	2,000,000
	$7,000,000

The accumulations of interest make our whole debt on account of the Canal about	9,000,000

And this is the great and unproductive load that is now resting upon Maryland: deadening her energies, oppressing her land holder, afflicting her merchant, retarding, in their labors, her mechanics and artisans, and bowing down her pride. The debt has been incurred under the influence of very noble but indiscreet impulses of patriotism. The money has been laid out in constructing a great highway from the door of the Capitol to the summits of the Allegany, with a hurrying destination to the affluent regions of the Mississippi. And all this has been done by one of the feeblest members of the Republic. She has, by her own enterprise and devotion, and with little countenance or aid from her sister States or the Federal Government, nearly accomplished a great measure for the Republic, of which Washington was the parent, and which can be equalled in beneficence, and the blessings it will confer, by no measure since the Union was formed, except, perhaps, the purchase of Louisiana.—That measure, which gave so much renown to the name and administration of Mr. Jefferson, was designed to open a path to the sea for several States on the Mississippi. This Canal, costing no more than Louisiana, is designed not only to break down the mountain barrier of the Allegany, that General Washington informs us he regarded with so much apprehension, but to open a road for six States to the sea board—Tennessee, Kentucky, Ohio, Indiana, Illinois and Michigan, with the western parts of Virginia and Pennsylvania—the six States, comprising two hundred and fifty thousand square miles of territory—equal to France and Great Britain put together,—with a teeming and reduplicating population, very capable of swelling its numbers to fifty millions of people.—And now that Maryland is sinking under the collossal weight and proportions of this great enterprise—when she has cried, in vain, to her sister States of Virginia, Pennsylvania and Ohio for aid and succour, she turns to the parental head, and presents herself for justice.—To her delegation in the two houses of Congress she entrusts her cause, knowing that with these simple relations of history and truth on their side, their advocacy cannot want force—and that they will present her, not as a suppliant, but with the dignity of a sovereign state asking for justice. She asks that the Federal Government will assume the properties of the Chesapeake and Ohio Canal, with its incumbrances of debt, and relieve her citizens from a pressure of tax of unexampled weight. It will lend force to the reasoning, in support of this proposition, to represent that in Maryland, now, a medium farm, capable of yielding a frugal support for a family, and which would rent for a net sum of five hundred dollars, is taxed about one hundred dollars; that a medium store or house in the city of Baltimore, renting for about eight hundred dollars, is paying a tax of about two hundred and twenty dollars; that all other kinds of property, with salaries and incomes, are taxed in proportion. The Federal Government now have an overflowing Treasury, with neither debt nor war to encumber it. It might assume and perfect this Canal, within a period of three years, with no greater outlay than was made for Louisiana—without tax, assize, or additional impost—without pressure in any quarter—and, in ages to come, the magnificent work would stand forth a memorial of our greatness, and of the wisdom and benignity of the ministers and Government that achieved it. And the debt of Maryland would be paid, and her honor redeemed; her property, in all its forms, would spring up in value; her vast mineral wealth would be unlocked in the mountains, her agriculture would thrive, and, in the day of their prosperity, her people would pour out their thanks to the Government that had effected their deliverance.

And may it not be asked, why such blessings should be withheld from them? Does it comport with the dignity, the justice, the beneficence of the nation that a State, of limited means and resources, shall be crushed under a weight of debt incurred for a work which belongs to the country—of which the country might well be proud, and the renown of which a nation might covet. I think not; and believe that your patriotism and care will lead you to present her claims in such resistless lights of justice as will secure relief to your state, and, to yourselves the thanks of an enlightened constituency.

J. J. S.

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"ALLEBASI'S TOOTH-ACHE DROPS,"
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n22 The 2d Tin Store above Globe Inn.

FOR HIRE. A first rate Waiter in every respect whatever, a slave—he can come highly recommended. Apply quietly at
SCOTTI'S Intelligence office,
n22 No. 10 Exchange Place.

LIGHT! LIGHT! Another supply of those celebrated LARD LAMPS, at 50 cents each, just received and for sale by
ALFRED H. REIP,
No. 335 Baltimore-st.
n23 Second Tin Store above Howard street.

INDIA RUBBER SHOES—8 cases m n's & women's fin'd and plain, just received, for sale by
TURNER, WHEELWRIGHT & MUDGE,
n23 2 South Charles street.

BALTIMORE LOCK HOSPITAL,
NORTH FREDERICK STREET,

ON the right hand side going from Baltimore-st., two doors from the corner—where may be obtained most speedy remedy for Gonorrhœa, Gleets, Strictures, Seminal Weakness, pain in the Loins, affections of the Kidneys, and every Symptom of a secret Disease.

A CURE WARRANTED, OR NO CHARGE MADE, IN FROM ONE TO TWO DAYS.

ATTENDANCE from 7 in the MORNING TILL 10 at NIGHT.

DR. JOHNSTON,

A member of the Royal College of Surgeons, Licentiate of the Apothecary's Hall, London, and Graduate from one of the first colleges in the United States, may be consulted in all diseases incident to the human frame, but more especially in all cases of a

CERTAIN DISEASE.

When the misguided and imprudent votary of pleasure finds he has imbibed the seeds of this painful disease, it too often happens that an ill-timed sense of shame, or dread of discovery, deters him from applying to those who, from education and respectability, can alone befriend him, delaying till the constitutional symptoms of this horrid disease make their appearance, such as ulcerated sore throat, diseased nose, nocturnal pains in the head and limbs, dimness of sight, deafness, nodes on the skin bones and arms, blotches on the head, face and extremities, progressing on with frightful rapidity, till at last the palate of the mouth or the bones of the nose fall in and the victim of this awful disease becomes a horrid object of commiseration, till death puts a period to his dreadful sufferings, by sending him to "that bourne whence no traveller returns." To such, therefore, Dr. JOHNSTON pledges himself to preserve the most inviolable secrecy; and, from his extensive practice in the first hospitals of Europe and America, he can confidently recommend a safe and speedy cure to the unfortunate victim of this horrid disease.

TAKE NOTICE. Those persons who have injured their constitutions by a certain practice, speedily cured.

SURGICAL OPERATIONS on the Eye, such as for Squinting, Cataract, &c. Also those for Deformity of the Limb, such as Club Foot, &c., performed on the Poor *free of charge*.

SKIN DISEASES SPEEDILY CURED.

Take notice, on the right hand side of N. Frederick street, going from Baltimore street, 2 doors from the corner. Observe the name.

☞Advice to the Poor GRATIS. o28

2½ O'CLOCK!
ERICSSON'S STEAMBOAT LINE

FOR PHILADELPHIA, via Chesapeake and Delaware Canal, daily, (Sundays excepted,) for the conveyance of Passengers, Merchandize, Specie, Baggage, &c., &c., ☞FROM No. 3 LIGHT STREET WHARF. The Boats of this line, having been put in complete running order, one or more will leave No 3 Light street wharf DAILY (Sunday excepted,) at 2½ o'clock, P. M. arriving in Philadelphia at an early hour the following morning, in time to connect with the New York line.

Merchandize destined for New York, Boston, or any point eastward, will be forwarded from Philadelphia the same day as received, free of commission. For large shipments, special contracts can be made at low rates. ☞Shippers are requested to send a memorandum with each dray of goods, with the name of the shipper and consignee, and also to have their goods on the wharf by half past 1 o'clock, to insure their delivery in Philadelphia early next morning.

For further particulars, apply to
E. G. HARRIS, Agent,
o10-3m No. 3 Light street wharf.

GREAT REDUCTION OF FARE,
AND INCREASED ACCOMMODATION.

In consequence of the liberal support with which the BALTIMORE AND WASHINGTON STAGE LINE has met, the Proprietors have determined to increase their stock, and will, until further notice, run THREE comfortable and expeditious nine Passenger Coaches daily, in each direction, between Washington and Baltimore.

They have also made arrangements with the Steamboat and Rail Road Companies, South of Washington, by which the fare will be reduced to the following extremely low rates, viz:

For through tickets from	Baltimore	to	Richmond,	$5.00
do	do	do	Petersburg,	5.50
do	do	do	Weldon,	7.50
do	do	do	Charleston,	19.50
Fare between Baltimore and Washington,				1.50

As the Coaches will leave Baltimore immediately on the arrival of the Cars from Philadelphia, and leave Washington immediately on the arrival of the Steamboat from the South, and perform the trip in *five hours*, passengers will reach Baltimore or Washington nearly or quite as early by this conveyance as by the Railroad Line, and will be set down, free of extra charges, at all the principal Hotels, or any other reasonable distance in the city.

Passengers by this Line are delivered on board the Steamboat at Washington, free of any extra charge, and reach Richmond or any point south of it, at the same time, and at *two dollars and fifty cents less fare*, than by the Rail Road line.

The public may rely on skillful and accommodating drivers, and every attention to their comfort. For seats, or further information, apply at the Stage Office, opposite the Baltimore and Ohio Rail Road Depot, Pratt st., next door to the Green House, and two doors west of Whitman's Hotel.

an29-tf JACOB PETERS & CO.

OPPOSITION TO MONOPOLY.
FARE REDUCED.
NEW STEAMBOAT LINE TO PHILADELPHIA.

The proprietors of this Line have purchased those large, safe and commodious Steamers, so well known to the citizens of Baltimore and the travelling community generally, viz:

The "MARYLAND, Capt. LEMUEL G. TAYLOR.
The "OSIRIS," " JOHN D. TURNER.

And on the Delaware River, that safe and comfortable Steamer "PORTSMOUTH," Capt. JAS. DEVOE.

NEW PASSENGER BARGES, fitted up in elegant style, have been placed on the Delaware and Chesapeake Canal.

Will leave Pratt street wharf, near Light-st, every morning, at 7½ o'clock, (except Sundays,) and arriving in Philadelphia early in the evening. ☞Several hours in advance of the steamer Napoleon or Erricsson Line.

Passage.. .. ..$1.50.

☞Passengers landed or taken off at Ford's Landing. This route will be continued until the closing of the navigation by Ice, and resumed at its opening in the Spring.

R. M. HILL, Agent,
Office No. 123 Pratt street,
o29-tf Corner of Grant street, (up stairs.)

FARE REDUCED.
FARE TO PHILADELPHIA, $1.50.
NEW STEAMBOAT LINE BETWEEN
BALTIMORE AND PHILADELPHIA,
DAILY (Sundays excepted,) at 7½ O'CLOCK, A. M. until the Close of the Navigation.

By the superior, fast and commodious Steamers NAPOLEON, Capt. ROSS, and PIONEER, Captain BILDERBACK, from the wharf, corner of Light and Pratt streets.

The above splendid, fast and commodious Steamers having been placed on the line, will continue running a morning line until the close of the navigation, leaving the wharf, corner of Light and Pratt streets, daily, (Sundays excepted,) at 7½ o'clock, P. M.

☞Passengers by this line will find every convenience and comfort required.

☞Forward Deck Passage only 50 cents.

GEO. A. RAWLINGS, Agent, Baltimore.
o31-3m H. T. REES, Arch-st. wharf, Philad.

NOTICE TO SHIPPERS OF MERCHANDIZE PER THE ERICSSON LINE.

J. B. PECK & THOS. CLYDE having disposed of their interest in the Ericsson Steamboat Line, shippers are requested to consign their goods, to be forwarded, to the Agents of the Line, to insure their safety and despatch.

EDWARD G. HARRIS, Agent,
No. 3 Light-st. wharf, Balt. Md.
A. GROVES, Jr., Agent,
o4-tf No. 19 South Wharves, Philad.

THE PREMIUM, with Part 4 of that magnificent periodical, the PICTORIAL WORLD, has just arrived at W. N. HARRISON'S,
49 N. Gay street.

Embellishments in Part 4:—1. Abbeville Cathedral, a splendid steel engraving; 2. The Catastrophe; 3. Portrait of Schiller; 4. The Church Yard of Stoke Pagis—all steel engravings.

☞The Pictorial World is to be completed in 12 parts, at 25 cents each—and three premiums are to be awarded to each subscriber. n13