

The Pilot and Transcript

"POWER IS ALWAYS STEALING FROM THE MANY TO THE FEW."

BY DUFF GREEN.

BALTIMORE, TUESDAY MORNING, SEPTEMBER 1, 1840.

VOL. I..NO. 119.

THE PILOT & TRANSCRIPT

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TERMS.—Daily, at Six Dollars per annum in advance, or Two and a half Cents per week payable to the carriers. Country, Four Dollars per annum payable in advance.

Extra, in pamphlet form, and double Royal size, One Dollar, for twenty-five numbers.

TERMS OF ADVERTISING

1 square 1 insertion, \$5 00	1 square 1 month, \$4 00
1 do. 2 do. 0 75	1 do. 2 months 7 00
1 do. 3 do. 1 00	1 do. 3 do. 10 00
1 do. 1 week, 1 75	1 do. 6 do. 16 00
1 do. 2 do. 2 75	1 square per year, \$30 00

Cards of two lines only, 65 per annum, in advance.

(75-Ten lines, or less, make a square. If an advertisement exceeds ten lines, the price will be in proportion. All advertisements are payable at the time of their insertion except yearly, which are payable quarterly in advance. All advertisements ordered in full for a year, will be charged fifty cents for each subsequent insertion.)

TO THE PEOPLE OF BALTIMORE.

The undersigned respectfully submits a few remarks by way of explanation. The Pilot was established under assurances that would receive a political support from this city and State, that would fully indemnify the expense of publication. These assurances have not been realized. The resolutions recommending the paper to the support of the party, have, it is believed, relaxed the efforts of those who would, otherwise, have exerted themselves to increase the subscription. It was supposed that individual exertion would not be required where the party was pledged to give its united patronage.

In addition to this, the Pilot has encountered jealousies personal and political. It was feared that the old political associations and attachments of the editor would prevent him from taking that part in the present contest, which some supposed necessary, to secure present success and perpetuate the benefits expected from it. Some doubted the possibility of supporting a new political paper, while others had their fears that the success of the Pilot must prejudice older and preferred interests.

Aware that he had all these difficulties to overcome, the editor knew that he must rely on a public sentiment to be created; that to receive the support of business men, he must offer inducements, in the paper itself, creating a confidence that it will be devoted to those interests which may build it up. The editor has already given the strongest pledges, by having identified himself deeply in a common interest, upon the successful prosecution of which depends the prosperity of Baltimore, and the value of property in the State.

Before doing so, he took a careful survey of this continent, and is satisfied, whether it is considered in relation to its salubrity of climate, the character of its population, the present and future value of property, or its commercial and manufacturing advantages, there is no position offering greater or equal inducements to intelligent, vigorous enterprise, than Baltimore. Her natural advantages, however, are only to be preserved by meeting the gigantic efforts of other rival cities; and to do this, requires wisdom of action in this community, aided, as an indispensable auxiliary, by an enlightened and free press; one so conducted as to command the confidence and respect of both parties at home, and an extensive circulation, and a corresponding influence in the south and west. It was in reference to these great objects, more than to the mere question of who may be President, that the Pilot was established. It desires to be an auxiliary of the established press, and intends to know no other rivalry, but in laboring to deserve the public support by promoting the public good.

The Editor is a native of Kentucky. He was for some years a Western merchant. As late as 1817, he paid as much as thirteen dollars per cent. for transporting merchandise from Philadelphia to Pittsburg. He bought his quinquars, his wines, brandies and sugars in BALTIMORE. Situated at the head of the most beautiful bay in the world; thrown into the interior, and approaching nearer to the great west, the Cumberland Road, the first in that great system of Internal Improvements, which labors to unite more closely the East and the West, gave to her a monopoly of the trade in these heavier articles; but the introduction of steamboats on the Ohio and Mississippi rivers, transferred it to New Orleans, and gave the first shock to the rapid growth of Baltimore.

The reader may form some idea of this revolution, from the fact that in 1817, the writer of this, with sixty thousand dollars worth of merchandise, on board of a keel-boat, was thirty days in making the trip from the mouth of the Ohio to St. Louis. He had an experienced patron, and from thirty to forty men on the Cordelle, who walked on the shore and drew the boat against the current. That same distance is now made in steamboats in less than two days. Before the introduction of steamboats, it required ninety days to make a trip from Louisville to New Orleans, and back to Louisville—it is now made in ten. The cost of transportation has been reduced in a like proportion.

In addition to the natural consequences of the transfer to New Orleans, of the trade in heavy articles, Philadelphia, New York and Boston, have opened new channels of communication with the West. New York has long since completed her great canal, and her Erie Rail road is now in progress. Pennsylvania, by her canals and railroads, has united Philadelphia and Pittsburgh, Ohio, Indiana and Illinois have devoted a large amount of capital, and have completed some, and other works are in the course of construction, intended to connect them with an Atlantic market. Fortunately for Baltimore, the enterprise and intelligence of her citizens, have been equal to the crisis in which she was placed. In addition to the trade in groceries and heavy articles, she has done a large business in dry goods, imported and domestic. Her natural advantages for trade and manufactures have created a manufacturing population which creates an extensive market, and justifies of itself the efforts that have made to preserve her relative position. It is true that New York and Philadelphia, backed by the resources of the great States of New York and Pennsylvania,

and interests of those upon whom he relies for aid. He expects to receive a preference, only so far as he is entitled to it. He claims to have been the first publisher in the United States who digested a plan for the circulation of cheap books and periodical literature. His plan contemplates giving to American authors the benefit of the copy right for their own works. In fact to constitute them publishers without the labor or the risk of publishing.

The purpose of this address is to say that the success of the whole plan depends first upon the city of Baltimore. The price of the weekly and country has been reduced so low as to secure an extensive circulation—but it is so low that to publish it we must receive a large city subscription and a fair proportion of advertising patronage.

Aware of the difficulties in our way, we did not venture to propose our plan until we had first ascertained, to some extent, the willingness of the merchants, manufacturers, mechanics and business men of Baltimore to recommend the Pilot to public patronage; and with this view we prepared and submitted through a clerk in our office, the recommendation given below. The respectable names there given were obtained in a few hours, and this effort satisfied us that, with the revival of trade, we may expect a full share of advertisements and a large increase of subscribers.

It is intended to strike off several thousand extra copies of this number, which will be distributed by our carriers, and agents will in a few days, wait upon the citizens for the purpose of obtaining additional names to the recommendation, and additional subscribers. It is intended to issue a very large edition of our next weekly paper, to be distributed, as a specimen, to most of the Post masters in the South and West, and in that number additional names of those who recommend it will be given.

Agents will visit most of the towns and villages in the South and West. Efforts will be made to place it in the hands of business men, especially of merchants and professional men, and in the public houses.

All advertisements, will have at least one insertion in the daily literary paper,—that will be neutral in its politics, and cannot fail to obtain an extensive local circulation. They will also be inserted in the country paper, and thus the Pilot will become the most valuable medium of advertising.

That our views in relation to the position and natural advantages of Baltimore may be more fully understood, we have caused to be engraved a map, showing the canals and rail roads connecting New York, Philadelphia and Baltimore with the West. Whatever difference of opinion there may have been, in relation to the first undertaking of these great works, particularly the works of Baltimore, there can be but one sentiment as to their early completion. To sustain public opinion in relation to them, and to make them available when completed, by giving a deserved prominence to the natural and other advantages of our city, and illustrating the benefits to the merchants and business men of the interior and of the great West, by concentrating their commerce at this point, will be a special duty of the Pilot.

To accomplish this, the Editor will devote his own energies and experience, and such other aid as the liberal patronage which he may receive, will warrant.

The recommendation of the Merchants, Mechanics, Manufacturers, and citizens of Baltimore is given below, that business men in the interior may see that the undertaking is sustained by a kind feeling here, and that all that is wanting to make it eminently successful, is that the offer be received by the merchants, farmers, and business men of the interior, in the same spirit.

With this view, we respectfully ask each of our subscribers to become an agent, and that some respectable merchant or other business man, in each town and village, shall undertake to obtain and forward to us the names of subscribers. To the ladies, mothers and sisters, we appeal with confidence. We pledge ourselves that the Pilot shall always be welcome: that it will always bring something to cheer the domestic hearth, and to aid them in making home more pleasant.

The undersigned Merchants, Mechanics, Manufacturers, and citizens of Baltimore, hereby recommend the Pilot, a political, commercial, and miscellaneous newspaper, published by Duff Green, to the patronage of the public.

Baltimore, August 5th, 1840.

Alex. Brown & Sons	L. M. Warner & Co.
Wm. Wilson & Son	Aldridge, Higdon & Co.
Hopkins, Bro. & Co.	Jas. Lovegrove
Wells & Miller	James Russell
Thonick Chase	Wm. Chase
Norris & Boaty	Henry T. Livermore
Ellcott & Bro.	F. & R. Voss, & Co.
John E. Egerton	Fran. Hyde & Co.
Jones & Abbott	P. Cooney
John Shobell	Jacob Myers Sr.
Stewart, Smith & Ames	David Moore & Co.
David Keener	Lyman, Reed & Co.
Roney & Owings	Allen Hill
John J. Mann	Wm. Gardner
Edward G. Doory	Chas. Sutton
Jones, Woodward & Co.	Norris & Bro.
George Earnest & W.	Barker & Perkins
Cowler	John Buck
Benj. F. Barkman	Chas. T. Morris
Wm. Knox	Blakitt & Cugie
A. Schumacher & Co.	E. H. Merrill
Chas. W. Karthans	W. Lanahan
Henry Boss	Bowly & Falconer
Wm. F. Smith	Awers & Co.
Hall & Co.	Fant & Sutton
Egoeticks & Lurman	Thos. Deighton
Thos. M. Locke	W. & S. Wyman
Robt. D. Millholland	Walds & Jenks
Mathew Kelly	R. Norris & Co.
John A. Kohb & Co.	Norris & Fairbairn
Wm. B. Norris	John M. Hall
Geo. Smith	Samuel J. Powell
T. E. Hambleton and	Thos. Mullin, jr.
Dunham	Wm. Crosby
P. A. S. Small	Walds & Jenks
Edw. Jones & Co.	James Ensor
John Cullimore	L. L. Hall
Wm. Stuart Appleton	E. Freeland
John J. Stapleton & Son	A. J. Bouldin
Levi James	Samuel S. Addison
Armistead & Manning	Thos. A. Levering
Knight & Colburn	Geo. & A. McNeal

Geo. Waggoner
McDowell & Gable
Joseph Boury
G. R. Gaither & Co.
Michael Gardner
Poor & Keyser
Wm. Wickersham
Brauns & Focke
Wm. Wallace
Hammond & Porter
Robt. H. Coleman
Orr & Morling
Denny & Randolph
Samuel Harden
William Barr
John Chase, jr.
Robt. L. Martin
Bolton & Glanville
Richard Straus
Ware & Ludlow
Jas. W. Glanville & Co.
Peter Leary & Son
B. DeFord & Co.
David Stewart, jr.
Ephraim Larrabee
James Grieves
Lewis Anodoun
Jos. Owens

A. R. Levering & Son
Thos. B. Robertson
Wm. Patterson
Jas. Hartman
Sellman & Crook
Jas. O. Law
Emory & Stevens
Geo. Clinton Veazey
Chas. S. Collias
Chas. S. Collins
Jno. Boggis & Co.
Jas. Jessop
Geo. Williams
Wm. Heckrotte
John Beane
T. W. Turner
Wilson & Herr
Wm. Hindman
Jos. Rasin
John H. Mumroe
John Howard
Thos. Pennington & Co.
B. DeFord & Co.
David Stewart, jr.
Ephraim Larrabee
James Grieves
Clark & Kellogg

O. C. Tiffany & Co.
Wm. Graham
Edward Ward
John J. Hillard
Tiffany, Fite & Co.
Armstrong & Berry
Mel Jamart
Geo. Prezman
Chas. Howard
James Bates
John N. Murphy
Thos. P. Conway
V. Dukhatch & Co.
D. A. Smith
R. Middleton & Son
J. A. Sangston & Co.
Jos. Shaw & Co.
A. Gohne
Canfield & Brother
W. E. Coale
Bowen, Sellers & Co.
Robt. C. F. Yardley
Wm. Chesnut
Phillip Littig, jr.
H. Henderson
R. D. Burns
J. V. Wagner

Jas. Kenehaw
Jas. M. Slaughter
Jas. Claypoole
Thomas Macelroy
Jonas McPherson
Warner & Fisher
Daniel Hope
Garland & Elwell
S. Claypool
Thomas Hanson
C. G. Peters & Son
Keller & Corner
Geo. Fishack
Joseph Poole
R. J. Smith
E. B. Crowell, jr.
B. A. Peters
John L. Stoner
L. S. Beck
Parkhurst & Nye
Geo. W. Krebs
T. W. & G. Hodkins
G. D. Thompson
Jesse T. Peters
Samuel Wood of Jas.
John Crookshanks
Robt. Stewart, jr.

Wm. Callow
Robt. Carter & Son
Pendleton, Long and
Reily
W. B. Higgins
Geo. M. Gill
Buck & Porter
L. J. Watkins & Co.
Jonathan Greenay
Duvall, Keigler & Co.
Sam. Long
Henry Carr
M. Wheeler
Thos. F. Troxel
Philip Piper
S. C. Leakin (Mayor of
Baltimore)
Isaac Owens of Jas.
J. G. Cockey
Wm. P. Dunnington
L. Frailey
Jno. Moore
Chas. Farquharson
John D. Lindsay
Hornor & Eareckson
Edward Baker

T. Hanson Bell
John Brandall
Freeland, Hall & Giese
W. Crane & Co
Jos. Mosher
Richard T. Sherwood
Thomas W. Jay
Oliver Parker
Jas. H. Latimer
Charles Clamner
Kernan & Stillinger
Kellum & Killyear
Alford H. Pollitt
G. D. Clark
V. M. Burche
A. L. Moore
Mitchell B. Fields
Jefferson Hough
Joseph Bonn
Bernard Doyle
Luke League
Jno. E. S. Hough
Edward W. Brown
Jos. Hindman
Buck & Herr
James Neill

open sooner in the spring and later in the fall. It will be seen that persons going from Ohio to New York and Philadelphia and from thence to the Ohio, must necessarily pass by Baltimore. In addition to this saving of heavy black lines are intended to represent Canals, and the dotted lines, Railroads. The principal towns and rivers are located in their relative positions. It is to show the relation which the cities of New York, Philadelphia and Baltimore bear to the Ohio river. The heavy black lines are intended to represent Canals, and the dotted lines, Railroads. The principal towns and rivers are located in their relative positions. It is to show the relation which the cities of New York, Philadelphia and Baltimore bear to the Ohio river. The heavy black lines are intended to represent Canals, and the dotted lines, Railroads. The principal towns and rivers are located in their relative positions. 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