Eastern Shore REPUBLICAN STAR OR General Advertiser.

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THE TERMS
OF THE
REPUBLICAN STAR
ARE TWO DOLLARS AND FIFTY CENTS per annum, payable half yearly IN ADVANCE: No paper can be discontinued until the same is paid for.

ADVERTISEMENTS
ARE inserted *three weeks* for ONE DOLLAR, and continued *weekly*, for TWENTY FIVE CENTS per square.

For Sale.

Will be sold at Centreville, on Friday the 6th of March next, to the highest bidder, (if not previously sold at private sale,) the following valuable property:

THE Schooners *Farmer*, and *Centreville*, with all their Tackle and Furniture—Also, the Wharf, Granary, and Lot of Ground, with a carriage-house and stable on the same, late the property of *Charles Frazier*, deceased—Terms as follows: One 4th of the purchase money in hand—one 4th in six months—one 4th in nine months, and the residue in twelve months, the purchaser or purchasers giving bond with approved security, bearing interest from the day of sale. JAMES NICHOLSON,
Surviving partner of Nicholson and Attwood. Jan. 27, 1807.—5

A valuable parcel of LAND
FOR SALE.

NOTICE is hereby given, that by virtue of an ORDER *of the County Court of Talbot County, will be sold, at public auction, on* Thursday *the twelfth day of March next, on the premises.*

ALL that part of a Tract of Land called *Kingston*, and all that part of one other Tract of Land, called *John's Neck*, situated lying and being near and upon the branches of King's-creek, in the county aforesaid, and detached from each other, whereof a certain *William Parrott* died possessed; and the lands are to be sold for the benefit of his heirs: They contain about one hundred and thirty one acres, and are well adapted to grass and grain—Those who desire to purchase will no doubt view the premises. They will be sold on a credit of three years; the purchaser or purchasers giving bonds with approved security for the payment of one third of the purchase money in each of the three years succeeding the day of sale, with lawful interest on the whole principal from that day, at which time the possession will be delivered, agreeably to the terms of the said order.

HENRY JOHNSON,
PETER HARRISS,
HENRY HARDCASTLE, } *Com'rs.*
Talbot county, Feb. 10, 1807. 4

Land for sale.

NOTICE is hereby given, that the Subscribers by the mutual consent of, and being duly authorised by the Representatives of GEORGE WILSON, *late of Talbot county, deceased, will sell at public sale, to the highest bidder, on* Wednesday *the 25th day of March next, at the late dwelling of the dec'd.*

THE REAL PROPERTY of said deceased, consisting 1st—of 570 and an half acres of Land, lying in the county aforesaid, near the Fisheries on Tuckahoe creek, which will be offered in three Lots, all of which are well timbered, together with an abundance of Fire Wood thereon—the greater part of the improvements in good repair, a quantity of Meadow Ground to two of the lots, which with a small expence may be put in compleat order for grass. 2dly—Of an improved lot in Lewis Town, in said county, containing about three-fourths of an acre of ground. 3dly—Of an improved lot in the village of Hillsborough, Caroline county, containing about one quarter of an acre of ground—The above property will be sold for the benefit of the representatives of the aforesaid deceased, on a credit of thirty months, one third to be paid on or before the 25th day of January, 1808, another third to be paid on or before the 25th day of the next succeeding November, the residue on or before the 25th day of September, 1809; the purchaser or purchasers to pass their bonds with security approved by the subscribers to the aforesaid representatives according to their respective shares, bearing interest from the day of sale. Any persons inclinable may have a view of platts of the property by applying to Peter Harris. The sale to commence at 11 o'clock, and attendance given by

JOHN TILLOTSON,
PETER HARRIS, } *Com'rs.*
JOHN FREEMAN,
Talbot county, Feb. 17, 1807. 6

For sale,

AN elegant SADDLE HORSE. For terms apply at the Star-Office.
February 24, 1807.

MARYLAND, *Kent County Orphan's Court, February* 21, 1807.

ORDERED, That *William R. Stuart*, executor of *Alexander Stuart*, deceased, cause to be inserted in the "Star" at Easton, the under-written advertisement.

Test,
RICHARD BARROLL,
Reg'r. of Wills for Kent county.

This is to give notice,

THAT the subscriber of Queen Ann's county, hath obtained from the orphans' court of Kent county, in Maryland, letters testamentary on the personal estate of Alexander Stuart, late of Kent county, deceased—All persons having claims against the said deceased, are hereby warned to exhibit the same with the vouchers thereof, to the subscriber, at or before the 20th day of September next, they may otherwise by law be excluded from all benefit of the said estate. Given under my hand this 21st day of February, 1807.

WILLIAM R. STUART. Ex'or
of Alexander Stuart, deceased.

Note. The creditors are requested to lodge their claims with the Register of Wills for Kent county. 4

This is to give notice.

THAT the subscriber of Queen Ann's county, hath obtained from the orphans' court of Queen Ann's county, in Maryland, letters of administration on the personal estate of *John Cornelius*, of Queen Ann's county, deceased, are hereby warned to exhibit the same, with the vouchers thereof to the subscriber, at or before the 20th day of September next; they may otherwise by law be excluded from all benefit of the said estate. Given under my hand this 21st day of February, 1807.

Wm. GILBERT, Adm'r of
John Cornelius, deceased. 4

Advertisement.

CAME to the subscribers, in Queen-Ann's county, near Hall's Cross Roads, about the 15th December last, as a stray, trespassing on my inclosures, a black Mare, about 12 years old, fifteen hands and one inch high, her left or near fore foot white, and blind in her left eye; a long tail, trots and canters—The owner is requested to prove property, pay charges, and take her away.

JAMES FAULKNER.
February 24, 1807. 3q

Notice.

THE subscriber intending to remove from Easton, in one month from the date hereof, takes this method of informing his creditors, that the partnership books of the Firm of PATTON and GAREY, for the year 1806, will be left in the hands of Mr. *William Dawson*, for collection; as likewise all accounts due to himself since the dissolution of the said Firm, who is authorized to settle the same—All persons having claims against the said Firm, or myself, are hereby earnestly requested to bring in their several accounts for settlement.

WILLIAM G. GAREY.
Easton, February 24, 1807. 3

Notice.

ALL persons having claims against the estates of *Moses Adams* and *Olive Adams*, late of Caroline county, deceased, are warned to bring them in, properly authenticated to the subscriber for settlement, on or before the 24th day of August next, or they will be barred the same by law; and all persons indebted to said estates are desired to make immediate payment. Attendance will be given at Denton, on the 25th of August, to settle said estates. Given under my hand this 17th day of February, 1807.

JOHN C. LEONARD, Adm'r.
of Olive, and de bonis non of Moses Adams, deceased. 3q

Notice.

THE subscriber having obtained letters of administration on the estate of *William Crawford*, deceased, late of Caroline county, hereby gives notice to all those indebted to the said estate, to make immediate payment to Mr. *Batchelder Chance*, at Greensborough, who is authorised by the sucsbriber to receive the same; and all persons having claims against said estate (which has originated since the seventh day of January, eighteen hundred and four) are hereby requested to exhibit the same, legally authenticated, for settlement, to the subscriber in Baltimore, or leave them with Mr. Chance, on or before the 1st of October next.

WM. HASLETT.
Greensborough, Feb. 24, 1807. 6

The Subscriber

WANTS to purchase a few likely YOUNG NEGROES, consisting of Men, Women, Boys and Girls. For further particulars apply at the Bar of Mr Frazier—also, to Mr. Brown, in Denton. J. C.
February 24, 1807. 3q

CHESAPEAKE AND DELAWARE CANAL.

The following are the remarks delivered by Mr. BAYARD in the Senate of the United States, on the resolution inserted in our paper of the 12th inst. for investing a certain portion of the public lands in shares of the Chesapeake Canal.

Mr. President,

I am apprehensive that the resolution now under consideration, not being viewed as a national object, will not be regarded with the attention it deserves. Having some acquaintance with the subject, and being strongly impressed with its importance, I deem it a duty to communicate to the Senate the facts which I possess, and to unfold those views of the object proposed, which have presented themselves to my mind. I shall not feel it incumbent on me to employ any argument to prove the general utility of canals. If, however, there be but one opinion on this subject in old and populous countries, how much more benefit may we not expect from the improvement in a young country where labour and capital, which it is calculated to save, are so much more wanted.

The relative position of the Delaware and Chesapeake bays long since awakened the attention of a distinguished body, as to the practicability of opening a water communication between them.

In the year 1769, Dr. Franklin, Mr. Rittenhouse, Mr. Gilpin and Mr. Hollingsworth, were appointed a committee by the Philosophical Society of Philadelphia, to examine the ground between the bays, and to ascertain the practicability and probable expence of opening a communication between their waters.—Their report strongly recommended the project, as one not only susceptible of being accomplished, but as a work eventually promising an adequate profit.—The want of capital at that time, the disturbances then arising with Great Britain, the occurrence and consequences of of the war, diverted for a long time the public attention from this interesting object.

When, however, peace and a flourishing commerce had recruited the exhausted resources of the country, it again occupied the minds of those men, whose views, extending beyond themselves, are employed upon objects of general benefit and utility.

A rival interest had long been felt by Pennsyvania and Maryland as to the waters of the Susquehannah, and the streams falling into it rendered navigable, it was evident that a great proportion of the produce of Pennsylvania and a part of that of the state of New York would pass down the river, and seek a market at Baltimore.

The legislature of Pennsylvania, having this impression, enacted penal laws against removing the obstructions to the navigation of the river. The expected advantage had rendered Maryland unwilling to consent to unite at their heads the waters of the two bays. This unworthy spirit, which opposed a partial interest to general benefit, yielded at length to the enlarged and liberal views which comprehend the whole interests of the two states.

Pennsylvania agreed to allow the navigation of the Susquehannah to be opened and Maryland to permit the heads, of the bays to be united by a canal.

It the years 1799, 1801 and 1802, by legislative acts of Pennsylvania, Delaware and Maryland, a company was incorporated with a capital of 500,000 dollars for the purpose of cutting the canal. Subscriptions were obtained nearly to the amount of 400,000; the company was organized, and the work undertaken.

Engineers of ability were employed to survey and level the ground upon several routs, which different opinions had distinguished as preferable, and after a full knowledge on the subject was attained, the line of the canal was fixed by the board of directors from Welch point on the Elk to a point near Mendenhall's landing on the Christiana river. The extent of this rout is 21 miles. A shorter distance might have united the waters of the two bays. But the safety of the harbours and navigation, and the boldness of the waters secured by the route adopted, not only justified, but strongly recommended the extension of the line and the probable encrease of expence. An opinion had existed that the bays might be united so as to allow the waters of the one to flow into the other. The scheme was considered; but it was found that it could not be executed, so as to answer the intended purpose without an expense infinitely beyond the means of the company. A canal with locks was in consequence determined on. The depth of the canal was fixed at 8 and an half feet, to afford navigation to the common vessels belonging to the bays. To supply the locks of the canal the sources of the Elk river were purchased and conveyed to the main by a smaller canal. This canal of supply proceeding from near the line of Pennsylvania, and furnishing a barge navigation, is nearly completed; the length of it is about five miles.

In making surveys, in the purchase of water rights and lands, of boats and materials, in payment of labourers and incidental expences, the company has expended upwards of 100,000 dollars.—The magnitude of the work, and its numerous details of expence, were not distinctly perceived at the time it was commenced. When it was found that one fourth of the capital of the company was exhausted, and the work which alone had been originally contemplated not commenced, a general despondency pervaded the subscribers to the project, and many despairing of the completion of the work, and considering the payment of their subscriptions as a direct sacrifice of their property, refused to pay their instalments, and have put the company to the expence, and subjected them to the delay of law suits. In consequence their operations have been paralised and the work suspended.

Under these circumstances, which I feel myself bound to unfold to the view of the Senate, it is that the company now comes to ask the assistance and support of the general government.

This, sir, I acknowledge they have no right to expect, unless the aid we contribute belongs to the interest of the public. I shall, therefore, confine my enquiries to the advantages which different states and the union at large will derive from the scheme. Virginia, Pennsylvania, New Jersey, Delaware and Maryland, have an immediate interest in the canal. It opens an inland water communicate between them all. The waters emptying into the Chesapeake penetrate immense tracts of country. The towns and landings on these waters have new markets opened to them, and the assistance of additional capitals.

An interior navigation of twenty one miles exempt from risk, saves a voyage of five hundred, exposed to the dangers of enemies and the common perils of the sea. The cheapness, facility, and safety of the intercourse must necessarily quicken the commerce between the northern and eastern and southern states. The manufactures of the north will be exchanged through this channel for the produce of the south. I will not trespass so far as to go through details upon this head. I will mention, however, one article connecting the interest of Virginia, with the scheme. That state abounds with coal. The consumption of this article in many towns is already considerable, and must increase with the population and manufactures of the country. At present English coal is sold as cheap in Philadelphia as the coal of Virginia;—the canal would bring the Virginia coal to market at a price which would soon exclude the English. The capital of Philadelphia enables that city to import cheaper than Baltimore; and the rate of its market attracts the custom of a great portion of the western country. Great quantities of merchandize are carried from Philadelphia, passing Baltimore, to the west and south.

I shall be justified in saying that the chief market of the western country will be brought sixty or seventy miles nearer to them.

To them therefore this canal is an object of considerable interest.

In a national point of view the canal proposes the greatest advantages in the event of a war.

Without the aid of England a war with any principal power of Europe would suspend, if not destroy, our external navigation. To possess then interior navigation, uniting distant parts with the centre of the country, would be an advantage of incalculable value.—And I would beg the Senate particularly to consider the important service the execution of the scheme would render in millitary operations, in facilitating the transportation of troops, baggage, stores, and ordnance, to and from distant points of the country. The movements of an enemy possessing the sea, exposed to more hazards, could not be made from certain points with more celerity and ease than those of our own army. But sir, however, great the importance of this canal may be considered even by itself yet the nation ought to view it, and its just consequence is only seen when regarded as a principal link in a great chain of interior navigation extending from the northern to the southern extremities of the country.

A canal is contemplated from the Delaware to the Rariton. This will open a communication between the Delaware, the North river, and the Sound. A communication is nearly effected between the Mohawk river, and the lake Ontario. A similar one is practicable between the Hudson and lake George, which would extend the navigation to Quebec. To the eastward the connection of Buzzart's and Boston bay carries the navigation to Boston. To the south a canal from Elizabeth river, through the Dismal Swamp to Pasquotank river, extends, the navigation to Albemarle and Pamticoe sounds; and a connection of the inlets, which is represented as practicable and likely to be undertaken, carries it to Georgia. Thus we see an unbroken chain of interior navigation can be formed, binding together all the Atlantic states, securing in time of war and facilitating in time of peace, the internal trade of the country.

This extensive work is not only practicable, but I consider there is no hazard in affirming that before the lapse of many years it will be accomplished.—The extensive and powerful private and public interest which depend upon it will not suffer the object to be neglected. The waters of no country of the same extent offer so easy and complete a communication as those of the United States.

I have not enumerated all the points of connection. I have stated only those more immediately relating to the subject of our consideration.

There is reason to believe that the subject of internal navigation has not escaped the attention of the administration. The present moment is propitious for the undertaking. Your treasury is full, and the redeemable part of the public debt cannot absorb the whole of your revenue. In the other House a committee had been appointed to devise a plan to dispose of the surpluss. I have, however, to lament that doubts of the highest authority exist as to the constitutional right of this government, to apply the public money to objects of this kind. Though the plan I mean to propose to the Senate is not exposed to this objection, yet I shall beg permission very briefly to consider it.

It is admitted that the constitution does not expressly give the power to cut canals; but we possess and are in the daily exercise of the power to provide for the protection and safety of commerce, and the defence of the nation.—It has never been contended, that no power exists which has not been *expressly* delegated.

There is no express power given to erect a fort or magazine, though it is recognized in the delegation of exclusive legislative powers in certain cases. The power to erect light houses and piers, to survey and take the soundings on the coast, or to erect public buildings, is neither expressly given nor recognized in the constitution, but it is embraced by a liberal and just interpretation of the clause in the constitution, which legitimates all laws necessary and *proper* for carrying into execution the powers expressly delegated. On a like principle the bank of the United States, was incorporated. Having a power to provide for the safety of commerce and the defence of the nation, we may fairly infer a power to cut a canal, a measure unquestionably *proper* with a view to either object.

But, sir, the plan I mean to propose is entirely clear of the constitutional objection. Without any such objection I should despair of obtaining a grant of *money* for such an object. While money cannot be had to fortify our seaports, I cannot expect it to dig canals. I am going to ask for land upon principles of reciprocal benefit to the company and the government. We have, sir, 300 millions of acres, which I may say with a certainty cannot be sold in a century I will not enquire whether we have an estate in them for a hundred years. It is our policy to sell them as soon as possible.—The resolution before us proposes to sell land to the company, and to receive payment in their stock.

There can be no question as to our right to sell the land for their stock.—We have given it for the endowment of schools, for the making of roads, and have made gratuitous grants; and surely we must have the right to sell it for canal stock.