

For sale by the Subscribers, ONE half of Reed's noted GOLD MINE, in Cabarrus county one fourth part or share of which is entitled to one quarter of all the Gold and other minerals of said mine, clear of all expenses in working and collecting the metals.

To Parents and Guardians. A GENTLEMAN near forty years of age, who was educated in a French University; has had much Military and Domestic experience, traveling and polite acquirements, wishes to engage as a Tutor in a respectable family.

William Merryman Terms a few minutes for file city and county. THAT he would like to see their patron agent in the office of SHERIFF, at the ensuing election.

To the Voters Of the City and County of Baltimore. GENTLEMEN, With subscription having devoted several years of his life to the acquisition of the SHERIFF'S business, as Clerk of the Court, and as a Justice of the Peace, he is now desirous to see the public.

To the Voters of the City and County of Baltimore. GENTLEMEN, I have been solicited by a number of my friends in the city and county, to offer myself a candidate for the office of SHERIFF, at the ensuing election.

Henry Trapnall, At the last election was placed on the register by the disinterested and approbation of his friends. He will, as he acknowledges, feel it his duty to discharge the obligation he is under.

The Subscriber HAS imported from the Fair American, from London, the following opening at No. 59, Tobacco Street, the following: Base Scotch Linens and Cassimeres, Swiss and English Linens, and Mole Skins, Broad and Narrow Brilliés.

Charles C. Egerton, OFFERS FOR SALE, 1929 - 1850 - Medoc, Cassimé and Branne Mowton CLOTHING, of superior quality, 7 years old, 50 boxes common CLARET, 150 of WINE DE GRAVE, 20 do. CORDONAL, 4000 lb. CARACAS COCOA, 22 half hhd's Graves WHITE WINE, 6 hhd's containing FLANDERS CHECK, NAPKINS, and 3-4 BRINS.

George W. Field, No. 157 1/2, BALTIMORE STREET, HAS just received, via Philadelphia, by the latest arrivals, a number of packages of merchandise, which he offers for sale on liberal terms, viz: Blankets, Flannels, Hosiery, Irish Linens, Patillas, Druggists Linens, Figured Dimities, Black Muslins, Scotch Threads, Pins, Gl. v. &c. INDIA GOODS: Mammoches, Senshaws, Taffetes, Lutestrings, &c. &c.

For Boston, The new Schooner THREE FRIENDS, Capt. Thos. Sears. Will commence loading on Monday next, and sail first vessel. For freight of 400 barrels, or passage, apply to the master on board at Smith's wharf, or to HENRY STICKNEY, Bowly's wharf; Who has received, for sale, 40 casks Whale OIL, 50 boxes best smoked HERRINGS, September 13 d4t

Philadelphia Packets..Old Line, FRENCH TOWN & NEW-CASTLE. A Packet leaves the lower end of Bowly's wharf every day at 9 o'clock, A. M. (Saturday excepted.) These boats have accommodations for passengers equal to any others in the Chesapeake Bay; and the proprietors will make use of their utmost exertions for the convenience, comfort and dispatch of passengers going in a line. The most careful and experienced captains are employed, and the proprietors can do this route as having advantages over any other that can be established for carrying passengers and goods, by water and land, between Baltimore and Philadelphia—the land carriage being only 17 miles; they are the more confirmed in this opinion, having them by a mode—a of the other papers which are intended for that purpose.

WM. McDONALD, No. 103, lower end of Bowly's wharf. N. B. The passage for the present will be lowered from \$3.75 to \$3, the whole route, September 13 d6—Law 15.D



NEW LINE, PHILADELPHIA AND BALTIMORE PACKETS for the accommodation of passengers and transportation of goods by the way of the old Court House Point, on Elk River, New Castle, on the Delaware. The public are respectfully informed, that on SUNDAY NEXT, the 14th instant, a new, convenient, and expeditious line of Packets and Stages, will commence running between the cities of Baltimore and Philadelphia, where passengers will be accommodated in a very superior style.

A Packet, with elegant accommodations will leave Bowly's wharf, Baltimore, at nine o'clock every day in the week, Saturday excepted, and with a favourable wind, will arrive at the Court House Point in five hours, at any rate in the course of the same day—where good stages, with careful and experienced drivers, are provided for the conveyance of passengers to New Castle. A packet will leave New Castle, for Philadelphia, immediately after the arrival of the passengers, which, with a favorable wind, will arrive in three hours and a half—And it is positively conditioned, that no unnecessary delay shall take place, to prevent expediting the trip.

A Packet will leave Paul Beck's wharf, the next below Market-street wharf in Philadelphia for New Castle, every day in the week, Saturday excepted, and on the arrival of passengers at New Castle, they will be immediately sent on to the Court House Point, where a Packet will always be ready to receive and convey them to Baltimore. The subscribers have erected good and substantial wharfs and warehouses at the Court House Point and New Castle, for the reception of goods, and have appointed competent persons to receive and forward them as soon as possible; and they have established public Houses at the same places, where passengers can be accommodated with Fish, Crabs, and Wild Fowl, when in season, and every other delicacy which a rich, fertile, and highly cultivated country will afford—and need be under no apprehensions of detention from low tides in either the Delaware or Chesapeake Bay—the landing on Elk River is 7 to 8 miles below French-town, and the navigation to the wharf sufficiently good for ships of 300 tons; in New Castle they possess the same advantages, having 16 feet water directly along side the wharf.

The importance of this shortening the distance on the Elk River must be obvious to every traveller. The subscribers think it almost unnecessary to make any comments on the advantages of this line, over every other yet established—they flatter themselves that their packets will be found superior in point of accommodations and sailing, to any others in the United States. The four packets in the Chesapeake Bay, are commanded by the four old captains, that formerly sailed the French-town Packets, viz: Tupper, Taylor, Ferguson and Owens, who are all interested; and those in the Delaware, are commanded by careful and experienced men. The Road from the Court House Point to New Castle, is through a beautiful level country, and can be travelled at all seasons of the year in 4 hours or less. Passengers travelling by this route can frequently be landed in either Philadelphia or Baltimore, on the night of the same day, that they leave either place.

It may not be amiss to inform those unacquainted with this route, that a packet left Philadelphia on Sunday last, and arrived at New Castle in three hours and twenty minutes; the passengers were conveyed from thence to the Court House Point in four hours, and had they been disposed to come on to Baltimore, they could easily have arrived there in five hours—making the passage through in twelve hours and twenty minutes. It is not to be expected that impossibilities can be performed, such passages can only be made when the wind is favourable. They have also provided wagons for the conveyance of goods to and from New Castle, and the Court House Point; and can always deliver them either in Philadelphia or Baltimore, as soon as any other line of packets. The subscribers do not wish to under-rate any other establishment of this kind, and their only wish is to do justice to their own—and by their assiduity and attention to merit a share of the public patronage. For freight or passage apply to the captains on board, or to JOSHUA & GEO WARD, No. 101, Bowly's wharf, Baltimore GEORGE HAND, jr. ROWLAND ELLIS, or WILLIAM BETHELL, Philadelphia.

NEW YORK, September 12. A British 74 and a frigate were spoken in lat. 36; long 72; 45, on the 21 instant, by captain Sulby of the schooner ELIZ. They were part of Admiral Warren's squadron, and bound into Hampton Roads, to look for Jerome Bonaparte's squadron. Captain Shepherd, of the brig Ceres, arrived yesterday at quarantine, informs us, that in lat. 30, he fell in with a brig, supposed to be British, having no person on board, her cargo principally coffee, her main and fore-top sails set, one of them filled and the other aback. She appeared to have been deserted by her crew in great haste, as there were clothes, &c. lying about the deck. Captain Shepherd put his mate and two men on board, and expects they will get her into the Chesapeake. The cargo, he supposes, is worth between thirty and forty thousand dollars. He also fell in with the wreck of the British ship Sally, of 300 tons, laden principally with sugar, deserted by the crew; and would have attempted to get her in, but could not spare any more hands.

PHILADELPHIA, Sept. 12. Extract of a letter from our correspondent dated Lazardette, September 11. "This morning arrived the English brig Cora, from Jamaica, bound to London—She was taken up at sea, after the crew left her, with 5 feet water in her hold, by captain —, of the brig Cyrus, of and for New York, from Havana, who put his mate and two men on board the brig. She is loaded with coffee, between three and four hundred hogsheads, besides barrels."

September 13. Extract of a letter from our correspondent dated Lazardette, September 12. "Last night arrived brig Resolution, captain Turner, 20 days from Laguna, with cocoa to Joan Craig. Captain Turner informs that Miranda had landed at Coro, where he was joined by, between 1000 and 1500 of the inhabitants, and that an army of 2000 Spanish troops had marched from Laguna to oppose him.

"The sch'r Nancy, Williams, from St. Kitts was spoke off the Capes, by captain Turner.—The schooner Hope, from St. Domingo is arrived at New- Castle." A new era will be presented to the political and commercial world, should the expedition under Sir Home Popham succeed, as he had nearly reached its destination. In addition to which, should Miranda succeed in his expedition, the Spanish empire in America will be shaken to its centre.

Tuesday last arrived here in the Mercury, captain Dolby, from Jamaica, capt. Ross, late of the schooner Vigilant of this port, who relates, that he sailed from Cape Francois the 28th of June, with a cargo of coffee, for this port; that on the night of the 29th he ran ashore on a Sand Key; in the morning Mr. Nixon, captain Bradshaw, with one or two of the crew, took the boat to go and look for assistance, but never returned to the schooner.— Captain Ross, Isaac C. Rogers and the Negro, cook, being left on board the wreck, remained in expectation of the return of the boat till Tuesday the 1st of July, when they found the schooner going to pieces—they got together three spars, with which they made a raft, and put thereon some water and provisions, and left the wreck in hopes of finding some harbor or place of safety; they had not been an hour from the wreck before their raft upset, which threw them into the sea—and deprived them of their little stock of provisions and every thing but what was on their backs; however, they all three once more got on the raft—on Wednesday night the 2d of July the Negro, cook, leapt from the raft and was lost—about 2 o'clock on Thursday, the 3d, Mr. Isaac C. Rodgers appeared somewhat d. ranged, and about day-break next morning leapt into the sea, captain R. sprang after and replaced him on the raft; but restless and uneasy, in a few minutes he once more threw himself into the water and was seen no more— thus was captain Ross left in the wide ocean, on three spars, without victuals or drink, or a friend or companion to console or comfort his drooping spirits.

It so happened that he had not long to reflect on his solitary situation, for about ten o'clock A. M. to his great joy, he discovered land, and drifting near it, about 6 o'clock in the evening, fearing he should pass it in the night, stripped himself, left his raft, and swam to land, where being landed, he sat out to search for a drop of fresh water to moisten his tongue and to llay his fever; in vain did he wander from place to place till ten at night, when, wearied and fatigued, he laid on the sand, in hopes of sleep, here again he was disappointed by the shoals of lizards and other vermin, that tormented him. The day broke and found him restless, and gave him no comfort, for he was now convinced he was on a sandy island, without house or shelter, without victuals or drink or a rag to cover him, having left his clothes on the raft where he stripped himself. In this forlorn state he once more sat out in search of water, which, about sundown to his great joy, he discovered, with this he quenched his thirst and sat him down, to look at his forlorn state, when hope, that solace of the distressed; was all he had left, here he determined to remain till Providence should relieve him in that way it seemed mere.—Thus from the 3d of July until the 21st did he bear up against his misfortunes, his only food a few land crabs

which he eat raw, and they were so scarce that he could not get more than sufficient to keep him alive, so that he grew daily weaker, till for the last ten days he was obliged to crawl on his hands and knees, and having nothing to shelter him from the rays of the sun, he was blistered, by its heat, from head to foot, and finally the whole of his skin came off.—Naked, hungry, debilitated and sore, hope had almost deserted him, and he only thought he should lay him on the sand and die, when on the 21st of July, to his great joy he espied a schooner making towards his sandy beach, he with difficulty raised himself and waved a bush, which they perceiving, humanely sent their boat, and in a short time, snatched from the jaws of death, he found himself on board the Surveillant, captain Rogers, of Barracoa; where he was treated with the greatest kindness and attention, clothed, and once more restored to health.— While captain Ross was on board the Surveillant, on the 23th, they captured the schooner Swift, Davis, from Baltimore for Barracoa; on the 25th, they detained the schooner Hunter Steel, from Port-au-Prince, for Jamaica, and the same day they captured the Swedish sloop Dispatch, from St. Thomas for New Orleans, and on the 30th, put the crew of the Swift, and captain Ross, on board the Hunter, then let her proceed on her voyage, and she arrived at Jamaica the 5th of August— from there captain Ross got a passage in the Mercury, and arrived as above.

American, AND Commercial Daily Advertiser. MONDAY, SEPTEMBER 15, 1866.

The French 74 gun ship L'Eole has just put into the Chesapeake bay.

The Marquis Yrujo arrived in town yesterday, on his way to the seat of government. His secretary informs that the Marquis received the thanks of his sovereign for his faithful services in this country; and that the Spanish government will insist on his being again received and treated with all the attention due to the Minister of a "great and powerful nation"!!!

The West India intercourse bill receiving the sanction of his Britannic majesty on the 21st of July.

Mr. PENNIN, It has recently become a subject of conversation in the first ward, and for a length of time been matter of surprise, that Mr. B. S. ELDER, has never yet been offered for the first branch of the city council. He has an unblemished integrity, joined to many private virtues. Let us only look to the diligence and attention, in his conducting the business of Spalding & Elder, for the good of the Widow and Orphans of his deceased partner, Mr. Spalding, which it is said is still conducted by him in part for their benefit. A faithful and virtuous friend, furnishes some security to us, of a faithful and virtuous public character. If Mr. Elder consents to serve, in the first branch of the city council, there is little reason to doubt but he will be elected, by the friends of integrity, and private worth. A VOTER.

On the subject of the late accounts from England, the "Boston Chronicle" observes, "they are formed of such materials that there are no conjectures on which we can ground any substantial opinion. That there will be a PEACE, is quite problematical; but with what prospect of national benefit: the war can be carried on, is equally as uncertain. Without an ally, England never could pursue a warfare with any probability of success. Even the American war was prosecuted by the assistance of Hessians and Waldeckers. What power can now help England, in opposition to France? This is a question of vast magnitude, should they persist in carrying on the war.

The navy of England is their whole support, and this cannot be directed in such a manner as to check France in those essential advantages which they have obtained in the present war. A marine war will only give energy to France, Spain and Holland; and probably produce a further effort on the part of the French Emperor to induce, if not demand, of the other powers of Europe, to furnish a naval force superior to England.

The idea that Great-Britain is invincible in this mode of warfare is vain and erroneous; for it is by no means so incredible that France, in connection with her allies, should form a balance to this pre-eminence, as that she alone would be able to contend against all Europe, at the early period of their revolution. It is by no means so incredible as that Bonaparte, from the subordinate rank he first held in the French army, should become the most powerful generalissimo in all Europe, a Corsican Boy to be the umpire of powerful kingdoms is a circumstance more improbable, than that the combined navy of France, Holland and Spain, with the energies concentrated under this alliance, should furnish a force superior to Britain. In fact it is not so incredible, as that Wm. Cobbett, a sergeant in the king's regiment, should now become a candidate for a seat in parliament! A renegade of the most contemptible character,

to excite an electioneering controversy in the respectable county of Westchester!! Such wonderful things have of late taken place, that calculation is lost in events. If England should pursue the war under the impression of the invincibility of her navy, a few years may prove them as much mistaken, as the thousand disasters they have experienced have exceeded their expectations. Invincibility has become a fallacious calculation on the part of Britain. They have failed in so many plans predicated on certainty of success, that Mr. Fox, and other leaders of the present administration, have too much foresight to venture on this species of speculation. A false idea of invincibility, led the nation to the American war. Invincibility of this nature urged the alliance of all the powers of Europe against France, under the subsidy of England. But all have failed, and they now stand a monument of national folly, founded on a false estimation of their omnipotence.

If Britain is reduced to its present situation, under such great support, with the armies of their allies pressing forward with the most formidable phalanx of veteran troops; and yet defeated in their enterprise with a facility unprecedented in the annals of history, what new expectations can be formed when destitute of such aid, and with scarcely any further addition to their navy than what they had when they possessed all these advantages? If an army and navy could not help them, why should we expect that the latter can accomplish more than both when in co-operation? Whether peace will take place, is impossible to say from what appears in the papers. The king talks as he always has done, but the grand difficulty is, how is England to continue a war, when all the materials necessary for a vigorous campaign have already been used, and in a great measure exhausted? As to speculators in the funds, their opinion is of no consequence. The stock exchange is regulated by a horde of sharpers, and the rise and fall of funds are no criterion to ascertain peace or war. The accounts from this quarter are all calculated to serve Jews and usurers, but the merchants and manufacturers are never guided by such statements."

FROM ROTTERDAM. By the arrival of the brig Washington, Capt Lee, in 44 days from Rotterdam, we learn that no political events of importance had recently taken place;—that the rumour of a general peace, had been very prevalent on the continent; but at the moment of his departure, had in some measure subsided. This circumstance, had not, however, any influence in raising the markets from that state of depression, which the first reports of peace had occasioned;—that Sugars could not be disposed of at any price;—Coffee, very dull, and had been sold as low as 20 a 30 stivers;—Gin scarce;—Rice, do. and in demand.

An action between the Montenegrins and the French took place near Old Ragusa, on the 8th instant, after which the former, not only concentrated themselves, but were reinforced and drew near Ragusa.—Their manner of making war is very ferocious, as they are promised by their Bishop rewards for the heads of their enemies they shall bring in, at the rate of two ducats for a common man, and so in proportion for different ranks to the head of a General, which is rated at 100 ducats."

It appears to have been ascertained beyond a doubt, that the yellow fever has made its appearance among the convicts in our Penitentiary. Seven or eight have been attacked with the disease, one of whom has died. It has hitherto been a question, whether or not the fever with which our cities have been afflicted, was imported. The circumstance of its appearing in the Penitentiary, where there was no possible chance of its being communicated from any other place, proves most incontrovertibly that it is of domestic origin. No unusual sickness prevails in the city at this time.

Extract of a letter from the Isle of France, dated May 1, 1806. "Three successive gales of wind have nearly ruined the crops, and much produce cannot be expected for two years to come."

Port of Baltimore. ENTERED, Ship General Mercer, Miller, Eckwarden, Brig Venus, Prior, Amsterdam, Union, Dague, Havanna do, Lucy Ann, Dawson, Smyrna do, Phoebe, Abraham, Jamaica, Neptune, Patrick, Curacao, Sch'r Lavatory, Watts, Falmouth, Fair Play, Parker, South America, Amphibeous, Maxfield, St. Andrew, (N. B.) Clotilda, Clark, New York, Little Will, Oliphant, Philadelphia, Sloop Pilgrim, Hatch, Boston, Sch'r John Wharton, Green, Philadel., Sloop Lady Washington, Roath, N. York, Polly, Turner, New Port