

...relating to any one Article, may be safely
and turned to in the several Acts at large.
The Editor, having laid the foregoing Scheme of
Work, together with a large Specimen, before
General Assembly, the same was referred to a
Committee of the Honourable Lower House, who
in Consideration thereof, and Examination
thereof, were pleased to resolve, among other
things, relative thereto, That the Publication
of a Body of Laws of this Province, in the
Manner proposed, would be of great and gene-
ral Utility. That three Gentlemen be nomi-
nated and appointed by Law, who, with the
Assistance of the Editor, and all his Abstracts
and Papers, &c. shall inspect carefully the Re-
cords of the Law, and consider what are in-
teresting, or proper to be inserted, or any way
taken Notice of in the said Body. And that
the Editor's Proposal, to deliver Eighteen Copies
of the said Body (for the Use of the several
Courts, &c.) for 2, 300 Currents, is reason-
able, provided they be delivered within Eighteen
Months from the Time the Original may be
received, the Approbation of the Gentlemen to
be nominated as aforesaid, &c. with which
the Honourable House was pleased to concur.
That the Work is very large, and will, on Con-
sideration, cost the Editor upwards of 2, 1000
Current Money, in Paper, Printing and Binding;
and as the Number of Subscribers must deter-
mine the Number of Copies to be printed; It is
proposed,
I. That the Price to Subscribers shall be Forty
Currents Money for each Copy. One Half to
be paid down at the Time of Subscription, the
other Half upon the Delivery thereof, if the
Copy is Bound in Case, and Lettered.
II. That the Names of the Subscribers shall
be printed, as Benefactors, and Encouragers of
this useful and necessary Work.
III. That a very few Copies more than are
described for, will be printed; which remaining
Copies will be sold at an advanced Price. So that
Gentlemen who neglect subscribing, will not only
lose more, but run the Risk of being supplied
at any Price whatever.
IV. That as the Materials must be imported
from England, and the Quantity necessarily con-
sidered, before Orders can be given; Gentlemen
being desirous to encourage the Work are desired
to be as speedy as possible, that the Publication
may be forwarded with the utmost Expe-
dition.
V. That the Subscription will be closed on
the First Day of May next, that timely Orders
may be given for the Importation of Paper and
other Materials: Not will any Money be drawn
of the Hands of the Gentlemen who receive
Subscriptions till such Orders are given. So that
the Case of the Editor's Death, or other Accident,
preventing the putting of the Work to Press, the
Subscribers may have their Money returned, by
Gentlemen to whom they paid the same.
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THE [Number 723] MARYLAND GAZETTE,

Containing the freshest Advices foreign and domestic.

THURSDAY, March 15, 1759.

LONDON, November 16.
By the Purser of the York Indiaman, who arrived on
Sunday Evening last, we have the following Ac-
count of the Loss of that Ship in Maharee Bay, in
the County of Kerry in Ireland:

THAT on October 26, they spoke
with a Vessel 26 Leagues from Cape-
Clear, and that Night a hard Gale of
Wind coming on, they were parted
from their Consorts, the Prince Ed-
ward and Lord Anson. At Seven A.M. of the
29th, it blowing hard, and being then in Lat. 52 :
44 : N. and not above 10 Leagues to the Westward
of the Land, the Captain, having the Approbation
of his first and second Officers, bore away for the
River Shannon, steering S. E. as that Course would
carry him into the Lat. 52 : 24 : or 52 : 25 : by
Noon, which is the Latitude that River is laid
down in. At Half past Ten saw the Land; at
Noon, by a good Observation, Lat. 52 : 18 : N.
stood in till Two o'Clock, and then discovered that
the Entrance of the River must be erroneously laid
down, as by the Form of the Land in Sight, it must
be Tralee-Bay, which is (by the Draught) the Point
immediately to the S. W. of the Mouth of Shannon:
Upon this Discovery, and no Pilot answering a
Signal, wore, and took in the Topails, with In-
tent of standing in all Night. At Half past Two
saw a Vessel standing down to us under English
Colours, order'd all Hands to Quarters, and fired a
Gun to Leeward, upon which he came close under
our Stern, and told us he was come from London,
bound to Limerick. Upon the Captains asking
him if he was well acquainted with the River, and
would undertake to Pilot him in, he answered,
'Fear nothing, and follow me, I will carry you in
with Safety.' From this Time he behaved in every
Respect as a Man who had Charge as a Pilot,
making an easy Sail, and very exactly observing
our Motions, at the same Time we could see his
Lead-Line passing along. The Captain of the
York stood all the while on the Forecastle, giving
the necessary Orders, and directing the Ship im-
mediately after the other, whom he again spoke with,
and besides repeating pretty much the same Questio-
ns as formerly, asked him if he would make a Sig-
nal some Time before he came to, and if it should
fall dark, if he would shew him a Light; both
which he promised he would. The York was then
under a double Reef Foretopail and Reef Mizzen-
topail; the other Vessel under a Foretopail before
the Wind, Depth of Water fifteen Fathoms; when
the strange Vessel clewing up her Topail all at once,
let go her Anchor; upon which the Captain called
out to clew up our Topails, let run the Halliards,
and let go the Anchor; but as the Ship immedi-
ately struck, he reflecting that if the Anchor was let go,
it might be a Means of bulging her, called out A-
way the Anchor; and as, by striking, the Vessel came
up to the Wind, he ordered to back the Sails, in
Hopes of that beating her off; sent the Pinnace for
the Captain of the other Ship (whom we now per-
ceived was a Ground also) that he might give us an
Account of the exact Place where we were, and an-
swer for his Conduct in this Affair, with Orders to
get from him what Boats he might have, to assist
us. Upon the return of our Boat with the Master
of the Vessel, he informed us, That he had been
at Cape-Breton, where he had received French Pri-
soners for Rochelle, where he delivered them, and
got forty Irishmen in return; that off Scilly, on his
Way for Plymouth, they secured him and those of
his People who would not join them, took Possessi-
on of his Vessel, and threatened several Times to
throw him overboard; that at last resolving to go
for the Shannon; and taking us for a Man of War,
were determined to run a Shore if we proved to be
so; and when we spoke to them, that some of them
stood over him with Arms, threatening his Life if
he answered otherwise than as they dictated to him;
which was the unhappy Cause of our Misfortune.

The Captain, with the greatest Calmness and
Presence of Mind, gave all the necessary Orders;
such as getting out an Anchor before the Tide made,
to heave her a Stern, &c. and after she bulg'd and
filled (which was about 12 o'Clock, she not making
above 18 Inches Water before that Time) for cut-
ting away the Masts, to prevent her going to pieces,
encouraging the People with regard to their Safety,
and assuring them he would stay by them to the ve-
ry last; which he did until Day-light; when he
called them, and asked them if they had any Ob-
jection to his endeavouring to Land first, and look
out for Assistance and Security for them; they all
answered him 'to do as he pleased; he was their
Captain, and his Orders should be obeyed; whoe-
ver he called into the Boat should go, and none
else.' In short, never was any Captain more beloved
by his Ship's Company than he; and his Con-
duct was greatly the Means of saving the Lives of
his own People, and those of the other Vessel, not
a Man of either being lost; tho' it is feared little or
none of the Cargo will be saved.

It may be worth the Observation of Gentlemen
who have the Charge of Ships, to take Notice, that
tho' Maharee Bay extends upwards of 3 Leagues,
yet it is not laid down at all in the Draught; by
which Means the Mouth of the River Shannon is
laid down in Lat. 52 : 24 : N. whereas it lies in
Lat. 52 : 36 : N. or thereabouts.

November 14. We hear that the nine India Ships
lately arrived, have brought of different Sorts of
Tea, 2,795,130 Pounds.

Friday there was a Meeting of the Agents of the
Captors of Dutch Ships having contraband Goods
on board, at which it was resolved, to make Ap-
plication to the Government that the said Captures
might be prosecuted with Vigour, as an effectual
Means of reducing the Enemy, and preventing the
Execution of their Designs against this Kingdom.

The happy Adventure, Captain Repham, from
Laghorn for London, last from Scilly, laden with
Silk and Sundries, is arrived in Mounts Bay; and
brings an Account, that the Gracia Divina struck
on a sunk Rock some Distance from that Island;
Twenty-nine Men escaped in the Long-Boat; Fifty
Men were left on board, who perished. The Ship
was immediately beat in Pieces, and little or no-
thing saved. Her Cargo consisted of 350 Butts of
Currants, 64 Bales of Silk, 70 Bags of Cochineal,
and betwixt 30 and 40,000 Pounds Sterling in
Dollars.

An Account of a Shower of black Dust that fell in
the Island of Zeland, on the 20th of October 1755,
by Mr. William Brown, Master of the Grammar-
School at Scalloway, in that Country.

Mr. Brown relates, "That between three and
four o'Clock in the Afternoon, the Sky being hazy,
as it used to be before a Storm of Thunder and
Lightning, there fell a Dust all over the Country
like Lamp-Black, which blacked the Faces, Hands
and Linen of all that were out in the Fields, and
had a strong sulphurous Smell; it was supposed at
first to proceed from an Irruption of Mount Hecla
in Ireland, distant about 600 Miles; but the Wind
blew from a contrary Quarter." This Account
is confirmed by several other Persons of good Cre-
dit, and was communicated to the Royal Society
by Sir Andrew Mitchell, Bart. of Westshire.

St. JOHN'S (in ANTIOUA) January 27.
On Thursday last Captain John Thibou, of the
Sloop Pelham, arrived here from Barbados, and by
him we learn, that 250 Highlanders were arrived
there from Greenock; besides the 700 formerly
mentioned in this Paper; and that 7 Transports,
with all the Highlanders on board, sail'd from
thence the 20th Instant, under Conyoy of his
Majesty's Ship Rye, Capt. Deering, in Order to
join the Fleet.

Capt. Thibou fell in with the Fleet off Guada-
loupe on Tuesday Morning, and the Transactions
he afterwards observed are contained in what fol-
lows:

Extract from Capt. Thibou's Journal.
"On Tuesday the 23d Instant, at Half an Hour
past 8 o'Clock A.M. discovered the English Fleet
off the S. E. End of Guadaloupe; they extended
from a Point a little to the S. E. of Basseterre,
as far as the Isles of Saints, and some of the Ships
were close under the Shore. Basseterre then bore
from me about N. E. distant 5 Leagues.

"At a Quarter past 10 a Smoke ascended from
the Town of Basseterre, which I imagined was oc-
casioned by a Bomb.—And a Quarter of an Hour
afterwards I heard a very smart Cannonading:
Most of the Ships of War were at this Time close
in Shore off Basseterre, and the Transports were
some to Leeward, and some to Windward, but
not far distant.—The Fire from the Ships, and
from the Enemy's Batteries, was extremely smart.

"At 11 o'Clock several Smokes arose, which,
I suppose, proceeded from the Shells thrown from
the Bombs. I fell in with a shot-away Bow-sprit
and several Pieces of Wreck, which from the
Wind and Tide, I imagine drifted from Martin-
ico.—At 35 Minutes past 11, a Ship passed close
to Windward of me, but not within Hail; I sup-
posed her to be the Buckingham; she was crowding
to the S. E. with the Wind at E. N. E. and en-
deavouring by all possible Means to join the Fleet.

"At 12 o'Clock the Enemy's Fire abated to the
Northward of the Town; but the southernmost Bat-
tery, which I take to be the Grand one, still fired
smartly; and our Ships made the Elements shake.
—At this Time I had tacked, and Basseterre
bore N. E. distant 3 Leagues.

"In the Afternoon, the Wind at E. N. E. and
my Course S. E. At Half an Hour past One, the
Ship I took to be the Buckingham tacked and
stood to the Northward, making the best of her
Wind at N. E. and by E. The Cannonading con-
tinued till Two o'Clock to the Southward of Bal-
seterre, but whether from the Enemies Batteries or
our Ships I cannot judge, but conjecture the latter.
At Half past Two I tacked and stood to the North-
ward, Basseterre then bearing N. E. and by N.
distant 3 Leagues. At this Time the Cannonading
ceased at Interims, and believe, by the Distinction
of Smoke, the Town has been bombarded and si-
lenced. The Transports also are bearing down in
Line, which makes me imagine the Troops are
going to Land.—The Ship I take to be the Buck-
ingham bears S. W. Half W. distant 2 Leagues,
sails heavily.

"At Half past Three the Transports tacked and
stood to the S. E. in a Line. I have Reason to
believe the St. George is disabled in her Foremast,
as she has only Stay-sails set forward.—The Com-
modore's Ship bears E. N. E. distant 2 Leagues,
and the Town of Basseterre E. N. E. distant 1 1/2
Leagues.—Fifteen Minutes afterwards Basseterre
bore N. E. and by E. distant 1 League. At this
Time the Grand Battery fired very briskly, and also
the Ships. The principal Part of the Transports
stood to the Northward under the Shore of Bass-
eterre.—A Quarter past 6, spoke to the Lyon Man
of War, her Maintop-sail Yard in the Top, Top-
sail unbent, and several Shots through her Sails.
At Half an Hour past Six, the Cannonading and
Bombarding was very smart; and at Half an Hour
past 9, saw a large Fire, which I imagine to be the
Town in Flames; and at 10, heard several Volleys
of Small-Arms on Shore, which I supposed to be
the Troops Landing. The Cannonading and Bom-
barding still continues. The Ship I supposed to be
the Buckingham sails heavily, but all along makes
the best of her Wind, and I suppose will get up to
the Fleet this Evening.

"The Fire in the Town was not extinguished
at 6 o'Clock the next Morning. On the 25th, at
8 o'Clock (the Point to the Northward of the Hay
then bearing E. by S. distant 3 Leagues) saw a Ship
to Windward, with her Larboard Tacks aboard,
standing to the Southward, distant about 2 Leagues.
At Noon Antigua bore N. E. distant 6 Leagues,