

MARYLAND GAZETTE

T H U R S D A Y, O C T O B E R 27, 1785.

FRANKFORT, July 9.

THE trade on the Rhine is valued at 100,000,000 of florins per annum, the greatest part is in the hands of the Dutch; they employ near 1300 ships, the trading from one thousand to four thousand quin-

BERLIN, July 16. It is certain that some differences exist between this court and the city of Dantzick, which are attributed to the explanation of the convention, and which prevents the execution of it relative to certain points; but we have reason to flatter ourselves that they will soon be adjusted to the satisfaction of the two high contracting parties.

LONDON, August 2.

All the Spanish ships which have lately arrived in the river Thames, are armed from ten to sixteen guns each, and full of men; the Dons having discovered that there is no other way of carrying on trade, on account of the Algerine pirates.

At the foreign oriental companies have stopped sending ships to China, since the late regulations which put a stop to the smuggling of tea, except the French and Dutch; the first of these, however, only send seven, and even the Dutch but eleven.—Our own company will this year have thirty ships employed in that trade only, which will employ 3000 seamen: another year may probably increase them.

The eldest daughter of the late General Scott is on her way to London, to take possession of his brother's estate, which amounts to about 60,000l. This gentleman died lately in Percy street, and, what is remarkable, expired with 50,000l. in his hands, which he firmly grasped till the last moment of his existence.

Miss Scott possesses an immense fortune. Her father accumulated 250,000l. by play, at which he was eminent to a degree of astonishment. At his death he left 150,000l. to his eldest daughter, and 50,000l. to each of his other two female children.

The eldest of the three ladies above alluded to is about fourteen years of age; and by her father's will she is obliged to reject every proposal of marriage from a peer, as the general was resolved that the bulk of his fortune should not fall into the hands of a cyphered nobleman.

Aug. 8. The arrest of France, prohibiting British muffs and gauzes, will be found of very serious and material concern to this country. At the last India sale, the French purchased nearly three fourths of the whole quantity of muffs set up, and orders have been sent out for a quantity to supply succeeding sales. The consequence of the said sale, was an encouragement to the home manufactures: the consequence of the second sale, that the imported India muffs will become a drug, and stop the sale of home made goods.

Extract of a letter from Madrid, July 2.

"The infant don Louis is at the last extremity at El Escorial, his usual residence.

"The last accounts from America are not of the most agreeable nature; they mention that the Indians at Buenos Ayres having approached the Spanish settlements in number about 20,000, the governor sent 200 foot and 50 horse against them, this corps was soon cut to pieces, and a small number only remained. M. de la Perra, the intendant of that island, was so struck with this catastrophe, that he was seized with a fit of apoplexy, and died upon the spot.

"A vessel is arrived from the Havanna at Cadiz, with the disagreeable account, that the arsenal at that place was burned to the ground, and the damage done cannot be ascertained.

"Several couriers are arrived from Barcelona, with dispatches from compe d'Affaires, commandant of that place, bringing an account that the number of French troops in Rouillon and Navarre increase daily. No doubt we shall soon be made acquainted with the reason of these extraordinary movements."

Extract of a letter from Dantzick, July 10.

"They write from Petersburg, that the Russian fleet consists of 15 men of war, 4 frigates, 2 fire ships, and 2 bomb vessels, are to sail upon the 15th. This whole fleet is destined for 6 months; and it is to be commanded by rear admiral Krue; the other commanders are not yet known. They will sail to the North Sea, and keep together till they arrive in a certain latitude. A detachment of six or seven ships, 3 frigates, 2 fire-ships, and an hospital ship, will be sent separated from them to cruise in the Mediterranean. The others will wait for the ship coming from Archangel to enter the North Sea. There are still remaining at Cronstadt 15 ships of the line ready for sailing, of which a division of eight or nine are victualled only for a short cruise to exercise the team."

A letter from Copenhagen says, that advice is received there, that a vessel belonging to Esineur is taken by an armed xebec, belonging to the emperor of Morocco, and carried into Tunis, and the crew sent up the country into slavery: this account was sent to Copenhagen by the English consul. The affair has been reported to the king, who is determined to send some men of war to demand the above vessel and the crew to be released: on refusal, to take, sink, burn, and destroy all the Barbary vessels they meet with. The letter says, the king retains this affair more on account that the Morocco ambassador was loaded with presents when he went from Copenhagen a few months ago.

On Wednesday last the secretary at war issued orders for all the garrisons throughout the kingdom of Great-Britain to be immediately provided with six months stores of every kind before the winter sets in; and the several storekeepers are ordered to transmit directly an account of such articles as are wanting.

The building of ships of war, in most of our ports, is now carried on with the greatest assiduity. In the river there are as many building as at any period within the last ten years. This is not occasioned by an idea that the French or Spaniards are inclined to renew the war (for it is well known that their finances are as incapable of bearing the expenses of one as ours) but by the formidable naval preparations which have for some time past been making at Breit and Rochfort, which was expected as a matter of certainty; for it was the avowed determination of the French ministry, at the time peace was settled, to keep up a more respectable marine establishment than was ever done in peaceable times before.

PORTSMOUTH, September 30.

Our neighbours, the inhabitants of the three counties of York, Cumberland, and Lincoln, in the commonwealth of Massachusetts, seem determined to resolve themselves into a separate state. A convention for this purpose is to be holden at Falmouth, on the 5th day of October next; and from the general concurrence of sentiment amongst them, we have every reason to expect that some spirited resolutions will then be entered upon.

A correspondent informs, that it is expected there will be the largest concourse of people ever known to assemble in the eastern territories, at the above intended meeting; and that a memorial to congress will be immediately agreed on.

NEW-YORK, October 14.

In reading the doleful lamentations of the English merchants with respect to the late exclusion of British goods from France, one would easily suppose that Great-Britain furnished the whole kingdom with her manufactures, and that the prohibition contained in the arrest of the 17th of July, would produce in England a revolution equal to the independence of America. But those who are better acquainted with the industry of the French nation, will perceive that these clamours are exaggerated to the highest degree; that, the capital excepted, the kingdom had never occasion for importing English manufactures, and that even in Paris gauzes only and English buttons were articles of some importance for the British commerce. Many Parisian shops were indeed known under the name of English warehouses; but the two before mentioned articles excepted, they commonly sold French cloth and silk for British manufactures, because novelty induced the customers to purchase them at a much higher price than they would have paid for French ones. If the arrest had not stopped the progress of this intimation, the natural fickleness of the Parisian beau monde would have produced the same effect, and the precluded British manufactures would have been abandoned for the same reason for which they have been adopted, viz. for the sake of novelty. But it would have been prejudicial to the reputation of French manufactures, to let this folly subsist any longer, and to have their best produce sold for English workmanship. Therefore, the 7th article of the arrest, very severely forbids to write over the shops, "Warehouses for English manufactures." The lamentations of the English gazetteers, are therefore as ill-founded as their triumph some months ago, when they asserted that Paris had entirely turned English, and that every fashion and manufacture was imported there from London.

By the London papers we find, that armies are reviewed and augmented; that ships of war are building in great numbers; that the navy has been scrupulously examined; that an armament is now under sailing orders, consisting of forty odd ships of the line and frigates, it is said on a cruise; that the army and navy of France is in the best order ever known to be, &c. The conjectures upon the subject are numerous, and upon the whole we are necessarily led to conclude, that all is not so well as the Europeans could wish.

PHILADELPHIA, October 17.

By the UNITED STATES IN CONGRESS assembled, New York, October 12, 1785.

WHEREAS it is indispensably necessary for the support of federal government, that the states should supply their quotas of money, for the purposes stated in the estimates of the subsisting requisitions of congress.

And whereas certificates for the interest arising on loan office certificates, and other certificates of liquidated debts, previously to the last day of December, 1782, from the deficiencies of some of the state to comply with the requisition of the 4th of September, 1782, and 27th and 28th of April, 1784, will, in pursuance of the requisition of the 27th of September, 1785, be issued by the commissioners of the continental loan offices in such states.

And whereas the extra certificates which the said commissioners may issue for the payment of the said interest, should be called in or redeemed by the deficient states in order to compete their respective quotas of the interest of the domestic debt, specified in the said requisitions of the 4th of September, 1782, and 27th and 28th of April, 1784:

Resolved, That the several states be earnestly called on to complete without delay the whole of their quotas of the requisitions last mentioned, and that such of the states as may be deficient in paying their respective quotas of the interest of the domestic debt pursuant to the said requisitions, be required to collect and pay into the public treasury the amount of such deficiencies, either in certificates to be issued by the commissioners of the continental loan offices, pursuant to the requisition of the 27th of September, 1785, for the payment of the said interest, or in specie, to be applied to the redemption of such certificates; provided that the sum so to be paid into the treasury in interest certificates as part of the requisition of the 27th and 28th of April, 1784, shall not at any time exceed the proportion of facilities to be paid into the treasury, agreeably to the requisition last mentioned.

Every arrival from the West-Indies, serves to confirm the melancholy accounts hitherto published of the havoc and destruction made in that quarter, both among the shipping and on the islands, by the terrible hurricane which happened on the 25th and 26th of August last.

Extract of a letter from Norfolk, in Virginia, September 30.

"Many vessels have lately been lost on and off our coast: such as I have heard of, are as follow: The brig Nancy, captain Eastwood, from Malacca with a cargo of wax, the greatest part of which are entirely lost, the captain and a boy were the only persons saved; a ship from Antigua for this place, loaded with rum, a Dutch ship from Philadelphia, coming into this river to load with tobacco for France. Also a brig from Dumfries, loaded with tobacco, bound to London, lost in Lynnhaven bay."

Extract of a letter from Richmond, in Virginia, October 3.

"On Saturday last at the York packet, captain Walters, was driven from her moorings at Cheselwicks, opposite Colonel Savage's, and was carried into the bay, where she sunk. Captain Walters and the crew saved themselves by swimming.

"The Northampton Packet was drove over Hungar's bar and supposed to be carried to sea.

"A sloop of Mr. John Statton's drove from her mooring in King's creek, on the eastern shore, into a corn field of Colonel Robinson's. The crew in attempting to swim on shore, after the vessel had sunk, perished."

Extract of a letter from a master of a ship to a gentleman in this city, dated Cadiz, August 6, 1785.

"I cannot close this without relating to you the impediments I met with on my passage from England, by the Algerine cutters. The first I met with was near the rock of Lisbon, who at a distance of twenty or thirty paces and some distance, permitted me to proceed; the next I fell in with off Cape St. Vincent; a large ship then in company with me, drew the attention of the Algerine xebec, who dispatched her boat after me, and pursued the ship. Fortunately a breeze sprung up that gave me the advantage of the boat, who chased her chase, and joined the xebec, who by this time had commenced a running fight with the ship, that was obliged to take shelter under a span sh fort; the next I fell in with off Cape St. Mary's, who made me hoist my boat out and send my pats on board him, who after a short examination and strict scrutiny into the reality of my pats, suffered me to go on. At 12 o'clock at night, not being then 10 leagues from Cadiz, was brought to by two more, who served me as betor, and the next morning I was joyfully anchored here, where I am told they have extended themselves to the westward of the Western Islands in search of American and Portuguese vessels. At present there is a truce subsisting between them and Spain, but it is conjectured it will not terminate in a permanent peace."

ANNAPOLIS, October 27.

His Britannic majesty's packet Carterett, captain Newman, will sail with the mail from New York for Falmouth, on Wednesday the 2d of November.

From the Virginia Gazette.

Particulars of the fate of the ship Jefferson, captain Smith, bound from London to Virginia.

On Friday the 24th ult. at 2 P. M. making a point of land, which was supposed to be Cape Henry, bearing N. W. by W. and falling into shoal and irregular soundings, wore ship, till one P. M. under a heavy press of sail to avoid the lee shore. At three handed the fore and miz-top-sails, the gale increasing; at six handed the main-sail, and reefed preventer forebraces, the sea shipping heavily fore and aft, and carried away the jib-boom. At eight pitched away the main-top-gallant-mast, and split the mizen stay-fail; in this situation hove overboard the driver and boom, steering-sail boom, and all the spars upon deck. At nine shallowed our water from twenty to eight fathoms, labouring under a tremendous sea, which threatened instant destruction. From blowing as described, a hurricane from the N. E. fell calm, hoisted and sheeted home the mizen top-sail, with an intent to keep the ship's head to the sea; the ocean at this instant appeared in a most surprising agitation, shipped a dreadful sea upon our larboard quarter, which hove the ship upon her broad-side, and shifted all her cargo to starboard, washed a man out of the main-top (it being 30 feet above deck) and five from off the deck, one of whom was our carpenter, carried away our quarter gallery rails, boats, binnacle, cabouse, and in short every thing that could

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September 23, 1785.
ALE, on the pre-
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JOHN TURNER.
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, October 8, 1785.
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THIAS BORDLEY.
September 20, 1785.
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August 23, 1785.
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DAVID KERR.
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