

The clerk of the senate delivers a letter from Samuel Chase; which was read and referred. The resolution in favour of John Sprigg Belt, and others, endorsed, "assented to." And a bill, entitled, An act to confirm a division of the real property of the Havre-de-Grace company, endorsed, "will pass;" which was read.

Mr. Montgomery delivers a bill, entitled, An act to provide for rendering passable through Baltimore county the public road leading from the city of Baltimore, by Brill-Air, in Harford county, to Peach Bottom ferry on the river Susquehanna; which was read.

According to order, the house proceeded to the second reading of the bill to alter, change and abolish, all such parts of the constitution and form of government as establish religious tests as a qualification for civil offices, and after sometime being spent in debating the same, the question was put, Shall the said bill pass? Determined in the negative—Yeas 23—Nays 33.

The house adjourns till to-morrow morning.

TUESDAY, December 24, 1805.

THE house met. Present as on yesterday. The proceedings of yesterday were read.

Mr. Bowles delivers a bill, entitled, An act authorizing Jacob Schnebely, late collector of Washington county, to complete his collection; which was read.

A petition from sundry inhabitants of Harford county was read and referred.

Petitions from Patrick Mulligen, John Boyd and Thomas Crain, of Baltimore county, for acts of insolvency, were read and referred.

Mr. Waters delivers a bill, entitled, A supplement to an act to establish a bank, and incorporate a company, under the name of The Farmers Bank of Maryland, and for other purposes; which was read.

A petition from sundry inhabitants of Harford county was read and referred.

Mr. Gleaves, Mr. Hanson, Mr. Van-Horn, Mr. Holland, Mr. R. Mackall and Mr. B. Mackall, have

presented a bill to authorize and empower the commissioners of Baltimore county to assess and levy a sum of money for the purpose therein mentioned, was read the second time and passed.

Mr. Bruce delivers a bill, entitled, An additional supplement to an act to extend the powers of the levy court of Allegany county relative to roads in said county; which was read.

A petition from the trustees of the poor of Baltimore county was read and referred.

The further supplement to an act, entitled, An act for the better regulation of apprentices, was read the second time and passed.

Leave given to bring in a further supplement to the act for the relief of creditors, and to prevent frauds and deceipts occasioned by secret sales, and mortgages and gifts of goods and chattels.

Mr. Stephen delivers a bill, entitled, An act compelling the proprietors of lots binding on the water at the west end of the basin, in the city of Baltimore, to extend and improve the same; which was read. Ordered to be printed.

Mr. Harryman delivers a bill, entitled, An act to lay out and straighten a certain road in Baltimore county; which was read.

Mr. Stephen delivers a report on the petition of sundry inhabitants of the city of Baltimore, praying an extension of Pratt-street, against the petitioners; which was read and concurred with.

The bill for the relief of Charles Edwards, an insolvent debtor, of the city of Baltimore, was read the second time, and the question put, Shall the said bill pass? Determined in the negative.

Ordered, That the petitions for special acts of insolvency, which have been read and referred to special committees, and the special relief prayed for has not been granted, shall be referred to the standing committee upon insolvent petitions.

The clerk of the senate delivers the resolution in favour of Luther Martin, endorsed, "dissented from." The bill for the relief of Henry Stevenson, the bill for the relief of William Thomas and John Carvel Hynson, jun. the bill to authorize and empower the levy court of Baltimore county to assess and levy a sum of money for the purpose therein mentioned, the bill to lay out and open a certain road in Harford county, and the bill for the benefit of Amelia Chance, severally endorsed, "will pass." Which were ordered to be engrossed. And also a bill, entitled, An act giving further powers to the corporation of the city of Baltimore, endorsed, "will pass." Which was read.

The bill for the benefit of the corporation of the Roman catholic clergymen, and the bill for the benefit of Anne Reynolds, were severally read the second time and passed.

Ordered, That the bill for an addition to the town of Rockville, in Montgomery county, be recommitted for amendment.

A resolution was read and assented to, granting permission to Luther Martin to pay a debt due from him to the state on judgments, in four annual and equal instalments, and staying execution thereon.

The house adjourns till Thursday morning.

A letter from Liverpool, of the 9th of November, received in New-York by the ship Neptune, gives a report, that the number of troops embarked on board of the ships about sailing on a secret expedition, was to be augmented to 60,000.

For the list of taxes due on lands in Allegany county, see last page.

NEW-YORK, December 17.

Captain Stanton, in the fast sailing ship Neptune, arrived last evening in 35 days from Liverpool, and is the bearer of the most IMPORTANT NEWS, which the editors of the New-York Gazette now give, in detail, from London papers to the 8th ult.

LONDON, November 7.

To the official details of the destruction of the combined fleets, we are enabled to add some interesting particulars which occurred before and during the action, and some circumstances relative to our immortal Nelson. When lord Nelson found that, by his skilful manœuvres, he had placed the enemy in such a situation, that they could not avoid an engagement, he displayed the utmost animation, and his usual confidence of victory; he said to capt. Hardy, and the other officers who surrounded him on the quarter-deck, "now they cannot escape us; I think we shall at least make sure of twenty of them. I shall probably lose a leg, but that will be purchasing a victory cheaply." The Victory, his lordship's ship, being lashed to the Santissima Trinidad, his lordship was entirely exposed, as well to the fire of the cannon as the musquetry from the tops, from which a constant fire was kept up. He wore the insignia of the Bath, of the Crescent, and of the other orders, the honourable rewards of the glorious exploits which he had achieved. So splendid a mark could not fail to attract the notice of the enemy, and capt. Hardy, alarmed for his safety, repeatedly entreated him, from the commencement of the action, to change his coat; but his mind was too much occupied with the scene to think of personal danger. About the middle of the action, his lordship's secretary was killed at his side; and, shortly after, a musket ball, fired from the tops of the Santissima Trinidad, grazed his lordship's shoulder, and entering his left breast, passed through his lungs. The hero instantly fell. He was immediately carried below, and the surgeon pronounced the wound mortal. His lordship lived about an hour, during the whole of which time he remained perfectly collected, and displayed the same heroic magnanimity as every action of his glorious life! A few minutes before he expired, he ordered capt. Hardy to be called to him; when the captain came, he asked how many of the enemy's ships had struck? the captain answered, that as nearly as he could ascertain, fifteen sail of the line had struck their colours. His lordship then, with that fervent piety which as strongly marked his character, as skill and courage, returned thanks to the Almighty; then turning to capt. Hardy, he said, "I know I am dying; I could have wished to survive to breathe my last upon British ground; but the will of God be done!" In a few moments he expired!!! The last signal lord Nelson made was such as cannot, and never will be forgot—it was by Telegraph—"That England expected every man would do his duty."

Thus died, in the 48th year of his age, the greatest commander that ever adorned the British navy, leaving behind him—*clarum et venerabile nomen gentibus* name dear to great-Britain, and an example of heroism that will inspire his gallant companions in arms to emulate his virtues, and live in the remembrance of a grateful posterity.

It may excite some surprize that the combined fleet, though so much superior in number, should venture to meet a fleet commanded by lord Nelson, from whom they had fled over one half of the globe, panic struck at his name, when he had only eleven sail of the line. We understand that the scarcity of provisions rendered it impossible for them to stay much longer in Cadiz. Orders were given to Villeneuve, that he must risk an action, should he perceive any material diminution of the English fleet. From a private letter, transmitted some time ago, from his lordship, it appeared that he had intelligence of these orders, and formed his plan accordingly. When his lordship dispatched admiral Louis, in the beginning of last month for provisions and water to Tetuan, with seven sail of the line and some frigates, he expected of course, that the French admiral would come out to give him battle. He then communicated his plan of attack to all his captains, who answered, unanimously, that the plan was so wisely concerted, it must succeed, and they would all pledge their lives for the result. His lordship, on receiving this answer, declared it was one of the happiest circumstances of his life.

The number of killed and wounded will probably prove to be above 1000. The Victory is said to have lost 150 men.

LONDON GAZETTE EXTRAORDINARY.

Admiralty-Office, November 6.

Dispatches, of which the following are copies, were received at the admiralty this day, at one o'clock, A. M. from vice-admiral Collingwood, commander in chief of his majesty's ships and vessels off Cadiz.

Euryalus, off Capé Trafalgar, Oct 22.

SIR,

The ever to be lamented death of vice-admiral lord viscount Nelson, who, in the late conflict with the enemy, fell in the hour of victory, leaves to me the duty of informing my lords commissioners of the admiralty, that on the 19th inst. it was communicated to the commander in chief, from the ships watching the motions of the enemy in Cadiz, that the combined fleet had put to sea; as they sailed with light winds westerly, his lordship concluded their destination was the Mediterranean, and immediately made all sail for the Straits' entrance, with the British Squadron, consisting of 27 ships, three of them sixty-fours, where his lordship was informed by capt. Blackwood

(whose vigilance in watching, and giving notice of the enemy's movements, has been highly meritorious) that they had not yet passed the Straits.

On Monday, the 21st inst. at daylight, when Cape Trafalgar bore E. by S. about 7 leagues, the enemy was discovered about 6 or 7 leagues to the eastward, the wind about well and very light; the commander in chief immediately made the signal for the fleet to bear up in two columns, as they formed in order of sailing, a mode of attack his lordship had previously directed, to avoid the inconvenience and delay in forming a line of battle in the usual manner. The enemy's line consisted of thirty-three ships (of which 18 were French and 15 Spanish) commanded by admiral Villeneuve, the Spaniards under the direction of Gravina, were with their heads to the northward; and formed their line of battle with great closeness and compactness; but as the mode of attack was unusual, so the structure of their line was new; it formed a crescent convex to leeward; so that, in leading down to their centre, I had both their van and rear abait the beam; before the fire opened every alternate ship was about a cable's length to windward of her second ahead, and astern, forming a kind of double line, and appeared, when on their beam, to have a very little interval between them; and this without crowding their ships.

Admiral Villeneuve was in the Bucentaure in the centre, and the Prince of Asturias bore Gravina's flag in the rear; but the French and Spanish ships were mixed, without any apparent regard to order of national squadron.

As the mode of our attack had been previously determined on, and communicated to the flag officers and captains, few signals were necessary, and none were made, except to direct close order as the line bore down.

The commander in chief in the Victory, led the weather column, and the Royal Sovereign, which bore my flag, the lee.

The action began at 12 o'clock by the leading ship of the columns breaking the enemy's line, the commander in chief breaking the tenth ship from the rear, leaving the van of the enemy unengaged, the succeeding ships breaking through in all parts astern of their leaders, and engaging the enemy at the muzzles of their guns, the conflict was severe; the enemy's ships were fought with a gallantry highly honourable to their officers, but the attack on them was irresistible, and it pleased the Almighty dispenser of all events to grant his majesty's arms a complete and glorious victory. About 3 P. M. many of the enemy's ships having struck their colours, their line gave way; admiral Gravina, with ten ships, joining their frigates to leeward, stood towards Cadiz. The first headmost ships in their van tacked, and standing to the southward, to windward of the British line, were engaged, and the sternmost of them taken; the others went off, leaving to his majesty's squadron nineteen ships of the line (of which two are first rates, the Santissima Trinidad and the Santa Anna) with three flag officers, viz. admiral Villeneuve, (the commander in chief) Don Ignatio Maria D'Aliva, vice-admiral, and the Spanish rear-admiral, Don Baltazar Hidalgo Ciferri.

After such a victory, it may appear unnecessary to enter into encomiums on the particular parts taken by the several commanders; the conclusion says more on the subject than I have language to express; the spirit which animated all was the same; when all exert themselves zealously in their country's service, it deserves that their high merits should stand recorded; and never was high merit more conspicuous than in the battle I have described.

The Achille (a French 74) after having surrendered, by some mismanagement of the French men, took fire and blew up; two hundred of her men were killed by the tenders.

A circumstance occurred during the action, which so strongly marks the invincible spirit of British seamen when engaging the enemies of their country that I haste in making it known to their lordships; the Temeraire was boarded, by accident or design, by a French ship on one side, and a Spaniard on the other; the contest was vigorous, but in the end the combined ensigns were torn from the poop, and the British hoisted in their places.

Such a battle could not be fought without suffering great loss of men. I have not only to lament it common with the British navy, and the British nation, in the fall of the commander in chief, the loss of a hero, whose name will be immortal, and his memory ever dear to his country; but my heart is torn with the most poignant grief for the death of a friend, to whom, by many years intimacy, and a perfect knowledge of the virtues of his mind, which is far above ideas superior to the common race of men, I was bound by the strongest ties of affection; a grief which even the glorious occasion in which he fell does not bring the consolation which perhaps it ought; his lordship received a musket ball in his left breast about the middle of the action, and sent an officer to me immediately, with his last farewell, and soon after expired.

I have also to lament the loss of those excellent officers, captains Duff, of the Mars, and Cockay, of the Bellerophon; I have yet heard of none others.

I fear the numbers that have fallen will be found very great when the returns come to me; but it being blown a gale of wind ever since the action, I have not yet had it in my power to collect any reports from the ships.

The Royal Sovereign having lost her mainmast, and the tottering foremast, I called the Euryalus to my