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From the Salem Gazette.

"The people of Massachusetts have heard much of late of Mr. JOHN HOLMES, of Alfred, a leader of the war party. Harken to his opinions of the national administration, as deliberately expressed in a solemn memorial of the town of Alfred, to the Legislature of Massachusetts—a memorial written by his pen, and bearing his signature. All the world knows that the administration has not changed—except for the worse—for twelve years. And every one will see in the portrait here painted by Mr. Holmes of the Jefferson administration, all the features of the Madison, grown more wrinkled and deformed by age and virulence. Look on the picture.

THE MEMORIAL OF ALFRED.

"Our petitions for redress have been disregarded, and we denounced as the worthless part of the community.

"Threats fit only for barbarians have been thrown out by men high in office, to awe the people into submission.

"Instead of impartial neutrality, and a treaty with England which (with little diminution) would have continued our commercial prosperity, they have become the apologists and justifiers of France, admitted her right to violate our treaty under the pretext of "municipal regulations," and endeavoured to provoke a ruinous and destructive war with England to gratify the ambition and caprice, and augment the power of the tyrant of Europe.

"With these views, as we conceive they have annihilated our commerce by the most oppressive and arbitrary laws, permanent in their nature, distressing in their effects and ruinous in their consequences.

"We have nothing to hope from the administration, nor a majority of congress devoted to their wishes.

"We have no confidence in the wisdom or integrity of their measures. We apprehend that the pernicious councils of a few men, having interests and attachments foreign from those of New-England, govern the majority in congress, who neither understand the object or consider the effect.

"We are the poor inhabitants of a small town rendered poorer by the wayward inconsistent policy of the general government; but life and liberty are as dear to us as to our opulent brethren of the south, and we flatter ourselves that we have as much love of liberty and abhorrence of slavery as those who oppose us in the name of republicanism.

"We love liberty in principle, but better in practice. We cling to the union of the States, as the rock of our salvation, and nothing but a fearful looking for of despotism would induce us to wish for a severance of the band that unites us. But oppression did sever us from the British empire, and what a long and continued repetition of similar acts of the government of the U. S. would effect God only knows.

"To the wisdom, integrity, and patriotism of the legislature of this commonwealth, we look for protection and relief—praying that the Great disposer of events may endow them with a double portion of the spirit of our ancestors, who met tyranny on the threshold and resisted it with effect.

ABIZL HALL, Committee
JOHN HOLMES, for
WM. PARSONS, Alfred."

Here we have the sincere and honest opinions of John Holmes while he was no office hunter—while he was disinterested and impressed with the feelings of a free-man. Every line of the above address came from his pen, every sentiment from his heart. Yet love of office and love of money have transformed him into a patriot by profession; he now thinks he

can acquire a better livelihood by democracy than honesty. His present language is a satire upon his whole past life, and he now virtually accuses himself of "sedition" & "indiscriminate opposition;" for what federalist ever opposed Madison more violently than John Holmes?

From the Boston Spectator.
SAILORS RIGHTS.
To the Editor,

SIR.
Whilst I was sitting in a stage tavern, a few evenings since, waiting for a gentleman whom I had appointed to meet, there came in a very good looking man, who by his dress I took to be a sailor. He had a small bundle in his hand, which, as he took a chair near me, he laid on the floor by his side.

As I always feel a considerable interest in this class of men, and frequently find them entertaining and intelligent, I immediately addressed him without much reserve, and the following kind of narrative ensued. You have the appearance of a seafaring man, sir; are you lately arrived from a voyage? "Yes sir, and the longest voyage I ever made, with my land tacks aboard, I have travelled, sir, from Charleston, S. C. to Boston, and a most rugged passage I've had of it, I assure you.—I have followed the sea ten years sir; and whilst sailors were allowed to look out for themselves, and could go and come when they pleased, I did very well; but since they have got us into this war to fight for Sailors' Rights as they call it, I've scarcely made shift to earn my biscuit. Whilst we had the right to receive 25 dollars a month, and our choice of vessels and voyages, what other rights did I want? Trade was free enough for me, when I could cross the Atlantic, cruise about the Mediterranean, or up the Baltic, when I could always get a voyage to India or the South Sea, or a shorter one if I pleased, aye, and then I had something to show for it. I used to be pretty well rigged in them times, and plenty of shiners in my pocket; not so many of these splices about my gear (here the poor fellow look at his patched trousers) as you see now—since the war for free trade & sailors rights, instead of a choice of voyages I've had only the choice to starve at home or rot in a prison-ship. I preferred starving at home, till I was fairly starved out, and then was glad of the first opportunity to get off. There was no voyages to be found but coasting, so I shipped for Charleston, and we went skulking along shore afraid of every thing we saw, hauling our wind for one, and keeping away for another, crossing rips and running among shoals, till finally, as good luck would have it, we got safe to our port. We were all pretty merry at the thoughts of having escaped Johnny English; but whilst we were hauling in to the wharf, down came the music with a gang and a broad flag with large capitals.

FREE TRADE AND SAILORS' RIGHTS.—This, says I, is a bad prognostic; there's always ill luck behind it—these fellows are like moon cursers, they hold out a light to destroy the ship. Sure enough the next day the embargo came; so here we were as bad as cast away—Free Trade wouldn't let us come home by water; and Sailors' Rights obliged us to travel about 1000 miles with nothing to bear our expenses. We've had a long passage as I said before, and never was I on shorter allowance.—I tell you what, sir, 'tis a hard case and I'm ashamed to own it, but I've been obliged to beg (here the tears started into his eyes)

—I love my country, sir, and am willing to fight for it; but when they take away my living, when they starve me to maintain my rights, I think they are wrong, and I would rather they would let my rights alone.

I've come through many a town where Sailor's Rights are in every one's mouth, and I could not get a bit of bread to put in my own. In one great city I saw more than a dozen signs with "Free trade and Sailors' Rights;" and yet five of our ship's crew could get no lodging there

to the southward I ventured in a Tavern kitchen—they told me there were some gentlemen in the hall celebrating a victory, and said it would be a good time to get a collection from them, to help me home. I went to the hall door, and stood awhile ashamed to enter—at last I heard them give this toast, "Free Trade and Sailors' Rights;" my heart misgave me; but perhaps says I whilst they are drinking sailors' rights, they may give something to relieve his misfortunes—so in I goes. A sailor, gentlemen is in want, can you give him a trifle to help him home?—"Where do you belong?" "To Boston, please your honors. "O you are all old Tories in Boston—we are republicans here, you are upon a wrong chase, my lad, you may as well be off." I didn't exactly know what they meant by old Tories, but I was sure by their screwing up their faces and their grinning, that it was some reproach, and I couldn't bear this you know—could not bear to hear my native town reviled or abused; no, sir, my blood rose like the sea in a high wind, it was all in a foam, sir, and although I entered the room as humble as a beggar, I now felt as proud as a lord: so I told them, that Bostonians were better than they were, Tories or whatever—were better friends to their country and Sailors' Rights—aye, and I am mistaken if they don't soon let you know, says I, that they can defend both: besides if a stranger was in want in Boston, he would be assisted and not insulted—the noble and generous hearts there are always ready to relieve a fellow's misfortunes, without asking him where he belongs. After giving 'em this broadside, I quit 'em, and held 'em in as much disdain as a 74, although dismantled, would a parcel of scurvy gunboats. Thank G—d, I have arrived here at last, and tho' poor, I know I'm welcome; and I had rather be in Boston without a cent, than belong to some countries, I could name, with a plantation of slaves."

I was so well pleased with the naïveté with which this honest tar told his story, that I thought it worthy a public record, and accordingly send it to you with the hope, that you would give it a place in your Spectator.

BRITISH OFFICIAL ACCOUNT OF PERRY'S VICTORY.

His Majesty's late Ship Detroit, }
Put-in-Bay, Lake Erie, Sept. 12. }
Sir,

The last letter I had the honour of writing to you, dated the 6th instant, informed you that unless certain intimation was received of more seamen being on their way to Amherstburg, I should be obliged to sail with the squadron, deplorably manned as it was, to fight the enemy (who blockaded the port.) to enable us to get supplies of provisions and stores of every description; so perfectly destitute of provisions was the port, that there was not a day's flour in store, and the crews of the squadron under my command were on half allowance of many things, and when that was done there was no more—Such were the motives which induced Maj. Gen. Proctor (whom by your instructions I was directed to consult, and whose wishes I was enjoined to execute, as far as related to the good of the country) to concur in the necessity of a battle being risked, under the many disadvantages which I laboured, and it now remains for me, the most melancholy task, to relate to you the unfortunate issue of that battle, as well as the many untoward circumstances which led to the event. No intelligence of seamen having arrived, I sailed on the 9th inst. fully expecting to meet the enemy next morning, as they had been seen among the islands; nor was I mistaken; soon after day light they were seen in motion in Put-in-Bay, the wind then at south west, and light, giving us the west gage, I bore up with them, in hopes of bringing them to action among the islands, but that intention was soon frustrated, by the wind suddenly shifting to the south-east, which brought the enemy directly to wind-

ward. The line was formed according to a given plan, so that each ship might be supported against the superior force of the two brigs opposed to them. About ten the enemy had cleared the islands, and immediately bore up, under easy sail, in a line abreast, each brig being also supported by the small vessels. At a quarter before 12, I commenced the action by a few long guns; about a quarter past, the American Commodore, also supported by 2 schrs. one carrying 4 long 12 pounders, the other a long 32 and 24 pounder, came to close action with the Detroit; the other brig of the enemy apparently destined to engage the Queen Charlotte, supported in like manner by two schrs. kept so far to windward as to render the Queen Charlotte's 20 pound carronades useless, while she was with the Lady Prevost, exposed to the heavy and destructive fire of the Caledonia, and 4 other schrs. armed with long and heavy guns, like those I have already described. Too soon, alas! was I deprived of the services of the noble capt. Finnis, who, after the commencement of the action fell, and with him fell my greatest support; soon after Lt. Stokes, of the Queen Charlotte, was struck senseless by a splinter, which deprived the country of his services at this very critical period. As I perceived the Detroit had enough to contend with, without the prospect of a fresh brig, Provincial Lt. Irvine, who then had charge of the Queen Charlotte, behaved with great courage, but his experience was much too limited to supply the place of such an officer as capt. Finnis, hence she proved far less assistance than I expected.

The action continued with great fury until half past 2, when I perceived my opponent drop astern, & a boat passing from him to the Niagara, (which vessel was at this time perfectly fresh) the American Commodore seeing, that as yet the day was against him, (his vessel having struck soon after he left her,) and also the very defenceless state of the Detroit, which ship was now a perfect wreck, principally from the raking fire of the gun-boats, and also that the Queen Charlotte was in such a situation, that I could receive very little assistance from her, and the Lady Prevost being at this time too far to leeward, from her rudder being injured, made a noble, and alas! too successful an effort to regain it, for he bore up, and supported by his small vessels, passed within pistol shot, and took a position on our bow, nor could I prevent it, as the unfortunate situation of the Queen Charlotte prevented us from wearing; in attempting it we fell on board her; my gallant first Lt. Garland was now mortally wounded, and myself so severely, that I was obliged to quit the deck. Manned as the squadron was with not more than 50 British seamen, the rest a mixed crew of Canadians & soldiers, and who were totally unacquainted with such service, rendered the loss of officers more sensibly felt; and never in any action was the loss more severe, every officer commanding vessels, and their seconds, was either killed or wounded so severely, as to be unable to keep the deck. Lt. Buchan in the Lady Prevost, behaved most nobly, and did every thing that a brave & experienced officer could do in a vessel armed with 12 pound carronades, against a vessel carrying long guns. I regret to state that he was severely wounded. Lieutenant Bignal, of the Dover, commanding the Hunter, displayed the greatest intrepidity; but his guns being small, (two four and six pounders,) he could be of much less service than he wished. Every officer in the Detroit, behaved in the most exemplary manner.

Lieut. Inglis shewed such calm intrepidity, that I was fully convinced that, on leaving the deck I left the ship in excellent hands; and for an account of the battle after that, I refer you to his letter which he wrote me for your information.—Mr. Hoffmeister, purser of the Detroit, nobly volunteered his services on the deck, and behaved in a manner that reflects the highest ho-

nor on him, I regret to add that he is very severely wounded in the knee. Provincial Lieut. Purvin, and the military officers, Lieuts. Garden, of the Royal Newfoundland Rangers, and O'Keefe of the 41st Regt. behaved in a manner which excited my warmest admiration. The few British seamen I had, behaved with their usual intrepidity; and as long as I was on deck, the troops behaved with a calmness and courage, worthy of a more fortunate issue to their exertions.

The weather-gage gave the enemy a prodigious advantage, as it enabled them not only to choose their position, but their distance also, which they did in such a manner as to prevent the carronades of the Queen Charlotte and Lady Prevost, from having much effect; while their long guns did great execution, particularly against the Queen Charlotte. Captain Perry has behaved in a most humane and attentive manner, not only to myself and officers, but to all the wounded. I trust that, although unsuccessful, you will approve of the motives that induced me to sail under so many disadvantages, and that it may be hereafter proved, that under such circumstances the honor of his Majesty's flag has not been tarnished. I enclose the list of killed and wounded.

I have the honor to be, &c.

(Signed)
H. BARCLAY,
Commander and late Senior Officer.

His Majesty's late ship Detroit, }
September 10. }

SIR
I have the honor to transmit to you an account of the termination of the late unfortunate battle with the enemy's squadron.

On coming on the quarter deck, after your being wounded, the enemy's second brig, at that time on our weather beam, shortly after took a position on our weather bow to rake us; to prevent which, in attempting to wear, to get our starboard broadside to bear upon her, a number of the guns on the larboard broadside being at this time disabled, fell on board the Queen Charlotte, at this time running up to leeward of us. In this situation the two ships remained for some time.

As soon as we got clear of her, I ordered the Queen Charlotte to shoot ahead of us if possible; and then attempted to back our foretop-sail to get astern, but the ship lying completely unmanageable, every brace cut away, the mizen-top-mast and gaff down, all the other masts badly wounded, not a stay left forward, hull shattered very much, a number of guns disabled, and the enemy's squadron raking both ships ahead and astern, none of our own in a situation to support us, I was under the painful necessity of answering the enemy, to say we had struck, the Queen Charlotte having previously done so.

I have the honor to be, &c.

(Signed)
GEORGE INGLIS,
To Captain Barclay, &c.

Abstract of the Killed and Wounded.

3 officers, 38 men killed; 9 officers, 85 men wounded—Total, 41 killed; 94 wounded.

FROM SACKETT'S HARBOR.

Extract of a letter, dated

"Sackett's Harbor, April 26.

"As this is the spot to which the eyes of the whole nation are at present fixed, you will I presume expect to hear what is going on; in doing which I feel much pleasure, as I am able to say what most please every true American. Our naval force consists of five fine vessels, in commission last year; also two fine brigs, now nearly rigged, to mount 26 long 32's each. A ship, that will be launched about the 1st of May, to mount 70 guns 32's and 24's, besides several well armed schooners, that will answer for either batteries or transports; the whole comprising a force I believe amply sufficient to enable our gallant Chauncey, not only to chase the Knight, but also to drub him.

"From Kingston, distant about thirty miles from here we learn that

Property for Sale.

The subscriber will sell at private sale, all his property, viz. the plantation whereon he resides, containing about 170 acres, which is in a state of good improvement. There is a new and comfortable dwelling house, together with a good garden, and convenient out houses, an entirely new barn, built last summer, 60 by 30 feet, with sheds and shelters for cattle underneath, corn house, granary, and excellent stables, threshing floor, &c. &c. all under the same roof. A part of the place is under new and strong post and rail fence. The land is adapted to the growth of all kinds of grain; the soil that has been made of clover and plaster answers well, and can be used to advantage. There is now 15 to 20 acres of good meadow which yields abundantly, and 50 acres more might be made without much labor, having been lately ditched and drained.

Also, the plantation he purchased of the estate of John Sappington, adjoining the farm of Philip Hammond, Jr. This tract contains about 118 acres of good farming land, and is well adapted to clover and plaster; part of it is now set in clover and timothy. Both places have young thriving apple and peach orchards, and by care a sufficiency of woodland.

Also, he will sell the mortgage title to 200 acres of land adjoining and lying between the two first mentioned tracts, the equity in which is also offered for sale.

One hundred and ninety-five acres more he will likewise sell, distant from the first place two and an half miles, and from the two last one mile and an half, 150 acres of which is in woods, of the best chestnut and oak rail timber, and will be a never failing support of timber to each place. There are several good springs on each place, and the situations high and healthy. A good stream of water passes through one place on which a mill might be erected.

An accommodating credit will be given for the purchase money, by paying the interest annually. To any person inclined to purchase the above lands, the subscriber will sell all his personal property, consisting of several valuable young negro men, for a term of years, together with all his stock of horses, cattle, sheep and hogs, plantation utensils, and implements of husbandry. Each place has a quantity of grain sowed, and hay and other provender, which will be disposed of.

This property is situated in Anne Arundel County, near the Fork Bridge over Patuxent River, and in the neighbourhood of Major Hammond, 12 miles from Annapolis, and 22 from Baltimore. The property will be shewn to any person inclined to purchase, by application to the subscriber.

Anderson Warfield,
Annapolis, February }
25, 1814.

NOTICE.

The subscriber having obtained from the orphan's court of Anne Arundel county, letters of administration D. B. N. on the personal estate of Samuel Green, late of Anne Arundel county, deceased, all persons having claims against said deceased are hereby requested to bring them in, legally proved, and those who are indebted to the same to make immediate payment, more especially those who are indebted for passage on letters, &c.

Richard H. Harwood,
Admr. D. B. N.

Feb. 21.

DENTATUS

Will stand to cover mares this season, at Mrs. Mary Stockett's at the low price of five dollars each mare, and 25 cents to the groom. Should the above sum of five dollars not be paid by the first day of October, eight dollars will be charged for every mare.

DENTATUS is about fifteen and a half hands high, and well made; he is as well bred as any horse in America, as will appear from the following pedigree:

DENTATUS is out of the thorough bred mare Sally, purchased of Edward Edelen, esq. and Sally was got by Hyder Ally, he was got by the old imported Arabian out of Belle-Air, her dam by Othello, her grand dam an imported mare from the Duke of Hamilton's Stud by Spot, her great grand dam by old Traveller, her great great grand dam by Cartouch, her great great great grand dam by Sedbury, her great great great grand dam by Childers out of a Barb Mare; and Sally's dam by the imported horse Othello, her grand dam by Juniper, who was imported into Virginia, her great grand dam out of Col. Tasker's famous imported Mare Selma by the Godolphin Arabian, and his sire was out of the dam to Dr. Edelen's celebrated running mare Floretta, by old Punch.

Season to commence the 10th of April, and end the 15th July.
Joseph N. Stockett.

April 7, 1814.

A LIST OF THE AMERICAN NAVY,

WITH
STEEL'S LIST OF THE
BRITISH NAVY.

For Sale at GEORGE SHAW'S Store,
and at this Office.
Price 12 1-2 Cents.