

A letter dated Marcellis, 19th January, to a mercantile house of this city, says— yesterday sailed from Toulon, a squadron composed of eleven sail of the line, and nine frigates. Its destination is unknown, but it is supposed they will pass the Straights. 8000 troops are embarked on board said squadron.

The sch'r Primrose, Snow, hence, and the sloop Deligh, Boone, ditto, have arrived at Charleston—the latter in 13, and the former in 11 days.

INTERMENTS in the burying grounds of the city and precincts of Baltimore during the week ending yesterday morning at sunrise.

Table with 2 columns: Disease/Condition and Number. Includes Consumption (6), Still born (1), Croup (2), Pleurisy (2), Diarrhea (2), Worms (1), Old age (1), Occasioned by being frost-bitten last winter (1), Lingering complaint (1), Sudden death (1), Fits (1), Disease unknown (1), Adults (14), Children (6), Total (20).

Jersey Bank.—Yesterday at the election of Directors for the Jersey Bank, the following gentlemen were elected by a large majority:

- Amasa Jackson, John B. Murray, John Griffiths, jun., James Heard, Benj. Strong, Sylvester Robinson, Isaac Kibbe, Aaron Ogden, Selah Strong, Wm. S. Pennington, James Thompson.

Capt. Bernard, arrived a few days since from Montego Bay mentions, that while he was at that port, on the 10th ult. the sch'r Nancy, belonging to Baltimore, was brought in there, by cap. Walker, of the ship Charlotte Murdock, of Portsmouth, bound for New York. She was fallen in with off the east end of Jamaica, nor any person on board—nor a single paper found in her. She is detained at Montego bay, by the officers of the custom house, for the owners when claimed. [Charleston Courier.]

On Monday last the book for taking in subscriptions for the shares of the stock of the Baltimore and Frederick turnpike road, was opened in this town, and closed on Wednesday evening following. It is with much pleasure to inform the public that the whole number of shares allotted to Frederick-town were taken here. [Republican Advocate.]

Extract of a letter from a gentleman in Calcutta, to his friend in Hartford, Connecticut, dated October 27, 1804.

"The Princess Charlotte is taken in Vizagapatam, by the Maringo and two large frigates, which the Centurion, of 50 guns engaged for three hours and a half, and beat off Monsiour Sourcues is in the bay, and seven or eight privateers—they have taken several large ships—Things bear a very cloudy aspect here, the Mahratra war turns out quite different from what Lord Wellesley expected. One king's and five company's regiments, under the command of Gen. Monton have been completely cut to pieces; and accounts are in town (Calcutta) this morning of the grand army under gen. Lake, having had a bloody day; of one regiment of light dragoons, only one officer, and about fifty men survived. They find the native cavalry equal to the British dragoons. The particulars of the engagement government will not publish. Company's paper 5 to 8 per cent. discount. One of the largest houses here failed for forty five lack of Rupees. European goods very high indeed."

Extract of a letter received in town from Samuel Silvester, master of the schooner Victory, of George Town, dated St. Bartholomew, March 5, 1805.

"On the 25th of January I was close in with Cape Henry but was drove off by hard gales. I split every sail I had, but the fore sail, in a little time. On the night of the 1st of February, I had a sea come on board which broke a number of staunching rails and washing away the boards, damaged the sch'r considerably—then followed the jib stay, bob stay and main boom. I tried for Charleston, found that it was impracticable—had another sea on board, which broke two of the after staunching rails, stove in the binnacle, split the head of the rudder. In one of the heaviest and blackest squalls, attended with thunder, lightning and hail, that I ever saw. On the night of the 6th, the fore sail being bent for a main sail was split, the gale continued 50 hours, some part of the time our lee waist was under water. For 10 days we were laying too, having no sail to set but the main sail and jib. I found the Victory so much damaged in her sails, rigging and particularly the hull that I concluded for the interest of the concerned in this for the West India

ABERGAVENY INDIAMAN The following account of the loss of the Earl of Abergavenny, English East Indiaman, is from the London Star of the 8th Feb. last.

"On the 1st instant the Abergavenny, capt. Wadsworth, sailed from Portsmouth, in company with the Royal George, Henry Addington, Waxford, and Bombay Castle, for the East Indies, under convoy of the Weymouth frigate. The weather proving very unfavourable, after their sailing, and the wind being strongly adverse induced them to make the best of their way for Portland Roads. After encountering a severe gale on Friday night (during which they parted convoy), the five Indiamen reached the entrance of the roads on Tuesday, about noon, when the Waxford, having been appointed Commodore, made signal for those ships which had pilots on board, to run for port. At this period the Abergavenny had not been supplied with a pilot, and therefore was compelled to wait a few hours for that purpose. About three P. M. having obtained one, she bore up for Portland Roads. The weather had become tolerable moderate, and notwithstanding a strong ebb tide was setting in, no disaster was at this time apprehended, it being conceived that the pilot knew the coast well. In a few minutes, however, the ship's company, learned their dangerous situation, the ship having struck on the flames of the Bill of Portland, about two miles from the shore. Cap. Wadsworth and his officers were, notwithstanding of opinion, that the ship might be got off without sustaining any material damage, and accordingly no signal guns of distress were ordered to be fired for upwards of an hour and an half afterwards, when twenty were discharged. All this time the people were free from alarm, and no idea prevailed that it would be necessary to hoist out the boats to be ready to take the crew on shore in case of necessity. About five P. M. things bore a still more unfavourable aspect; the carpenter announced that a considerable leak was discovered near the bottom of the chain pumps, which it was not in his power to stop, the water gushed in so fast—The pumps being in readiness were set a going and a part of the crew endeavored to bale her at the fore hatch but all efforts to keep the water under were in vain.

"At 6 P. M. the inevitable loss of the ship became more and more apparent; other leaks were discovered, the wind had increased to a gale and the fever beating of the vessel upon the rocks, threatened immediate destruction. The captain and officers were far from brinking from the perils around them. They gave their orders with the greatest firmness and coolness and by their proper conduct were enabled to preserve subordination. As the night advanced, the situation of all on board became the more terrible; the Misses Evans, and several other passengers entreated to be sent on shore; but this was impossible. It was as much as all the ship's company could do to keep her afloat. In order to tempt the men to exert their utmost powers at the pumps, the officers stood by and cheered them, and encouraging them by giving them allowances of liquor. At 7, P. M. the ships company being almost exhausted it was thought advisable to fire fresh signal guns, in hopes of obtaining boats from the shore to save as many of the people on board as possible. In the mean time the purser Mr. Mortimer, was dispatched in one of the ship's boats, with the papers and dispatches, in order to save them—The third mate a cousin of the captain, accompanied the purser, with about six seamen.

"One boat came off from the shore, which took on board the Miss Evans's Miss Jackson, Mr. Rutledge, and Mr. Taylor, a Cadet, all passengers. Mrs. Blair, companion to the Miss Evans's chose, in spite of all entreaties to remain on board; indeed there were many who would have made the same choice, so little hope was there of the boat contending success fully against the high sea, in so dark a night.

"It was now about 9 o'clock, and several boats were heard at a short distance from the ship but they rendered no assistance to the distressed on board. Whether this was owing to their being employed in the humane purpose of saving those who had clung to pieces of wreck (upon which many had ventured from the vessel) or because they were engaged in plunder, is a matter which has not been ascertained.

"The dreadful crisis was now approaching—every one on board seemed as if his fate; some gave themselves up to despair, whilst others endeavoured to collect themselves and employ the few minutes they had left in the best purposes—that of imploring the mercy of their creator. At 10 o'clock the ship was nearly full of water, and as she began gradually to sink confusion commenced on board. A number of the sailors begged ardently for more liquor, and when it was refused they attacked the spirit room, but were repulsed by their officers, who never once lost sight of their character, and continued to conduct themselves with the utmost fortitude. One of them was stationed at the spirit room door, with a brace of pistols, to guard against surprise, and there remained even whilst the ship was sinking. A sailor was extremely solicitous to obtain some liquor from him, saying, 'it will be all as one an hour hence.' Be that as it may, replied the officer, 'let us die like men.' It is a circumstance hardly to be accounted for, that, in the midst of all this distress, the boats were never attempted to be hoisted out. About two minutes before the ship went down

Mr. Baggot, the chief mate went to captain Wadsworth, and said, 'we have done all we can Sir, she will sink in a moment.' The captain replied, 'it cannot be helped—God's will be done.'

When the passengers and crew were acquainted with their situation, they made several efforts to save their lives; some laid hold of pieces of wreck, and committed themselves to the mercy of the waves. A Mr. Forbes stripped off his clothes, and being an excellent swimmer, plunged into the sea, and was one of those who was picked up by a boat from the shore. A great number ran up the shrouds. At about eleven o'clock a heavy sea gave the vessel a sudden shock, and in an instant the funk to the bottom, in twelve fathoms water. Many of those unfortunate persons who ran up the shrouds for safety, were unable to sustain the motion of the vessel in going down, and suffered with their unfortunate companions below. Between eighty and ninety persons however, were still able to maintain their situation, and were ultimately saved. For some time after, the vessel had gone down, she kept gradually sinking deeper in the sand, inasmuch that several persons were under the necessity of climbing higher up the mast. The highest mast was estimated to be above the water about twenty-five feet, and the persons aloft could plainly discover the end of the bowsprit. "She had 70,000l. in specie on board, and nearly 400 persons.

From the BOSTON PALLADIUM.

STATE ELECTION. Yesterday, a meeting to the constitution, the citizens of this commonwealth assembled in their respective towns, and gave their votes for gentlemen to sustain the officers of Governor, Lieutenant-Governor, Councilors and Senators the ensuing year. In Boston, the meeting was opened with an appropriate prayer by the reverend Dr. Elliot. The poll commenced at 9, and was closed at 3 o'clock, when the votes were declared to stand as follows:

Table of State Election results for Governor, Lieutenant-Governor, Suffolk Senators, and various other offices with names and vote counts.

Table titled 'VOTES FOR GOVERNOR' showing vote counts for Strong and Sullivan in various towns like Boston, Charlestown, Medford, etc.

The votes in Boston last year for governor Strong, were 1980, Mr. Sullivan 650; in Roxbury governor S. 96, Mr. S. 191; in Charleston, for governor S. 219, Mr. S. 299; Salem, 528—335; Beverly, 225—101; Lynn, 145—372; Danvers, 223—122; Medford, 85—20; Cambridge, 170—189; Weston, 95—24; Watertown, 38—42; Dorchester, 86—145; Waltham, 44—46.

Last year Governor STRONG had throughout the state 30011 votes. Mr. SULLIVAN 23996. In November last, the highest vote on the federal electoral ticket was 25,777, democratic 29310.

Married by the Rev. Dr. Rattoone, on Saturday evening, Mr. JOHN MUSKETT, to Mrs. SARAH ALEXANDER, both of this city.

Died, at Frederick-town, on Wednesday, the 3d instant, Mr. HENRY LAMBRECHT, Senior, an old and respectable inhabitant of that town.

Epigram. Inscribed to the Editor of the Port Folio, From his revels nocturnal returning one night, The graceless Jo DEWITT, in bacchanal plight; Ran foal of a lamp post, clang fast, and 'gan' bawl."

From the New York American Citizen. I am told that the majority of the Senate of this state have passed a resolution directing the Attorney General to prosecute the Editor of the Citizen for a libelous publication which appeared in the paper on the 25th March last. The prosecution is to be by information—a STAR CHAMBER proceeding! CHEETHAM.

SHIP NEWS

Port of Baltimore.

ENTERED. Schooner Victory, Gold, Norfolk; Triumph, Fallen, Charleston; Farmers Fancy, Bell, Currituck; Dolly, M. Field, Salem. CLEARED. Ship Thomas Wilson, Gardner, Amsterdam; Schooner Twin Brothers, Pitt, Carthagena.

From BRIDEN'S MARINE LIST. April 7.

The sch'r Lydia, Havens, hence, has arrived at Savannah. Arrived, ship Seine, Jenks, 10 days from Bermuda—ballast—James Biays. Also, schooner Dolly, Mansfield, 12 days from Salem—rum and molasses—the master. Also schooner Triumph, Fallen, 14 days from Charleston. The schooner Baltimore, Wheeler, from St. Domingo; and schooner Nancy, for Norfolk are captured by the British & carried into Bermuda. Also, brig Martha and Mary, Smith, 27 days from Martinique. Sailed in company with brig Aurora, Allen; Adress, Tinker for New York. Spoke the Aurora off Cape Hatteras. Below—A large ship answering the description of the Portsmouth, Wicks from Canton.

April 8.

The sch'r Baltimore, of this port, and brig Happy Couple, of New York, were captured 8th March, in lat. 30, 39, long. 78, by the Cambrian frigate, capt. Beresford, and ordered for Halifax. In consequence of the weather the Baltimore bore up for Bermuda, where she arrived 21st March. The vessel and cargo labelled 22d, under pretence that the trade of Americans to St. Domingo was contrary to the laws of the United States, and that they should capture all vessels going or coming from there. Arrived, brig Hibernia, from Alexandria.

Also, schooner Fanny and Polly, from Philadelphia.

Also, ship Aberdeen, from Isle of May, via Norfolk, with Salt.

Also, brig Delight, Logan, 20 days from Charleston—Rice—A Dewees & Co.

Also, schooner Edith and Polly, Edwards, 17 days from Meriguana and 12 from Cape Nichola Mole—Coffee—Targart & Caldwell. Left at the Mole—schooner Nimrod, Farland, of Baltimore.

The schooner Anna, Gordon, of Baltimore, left Arquit for Aux Cayes (where she arrived) a few days before to join the convoy of ship Mary, for Baltimore, which would sail about 20th March.

Boston, March 30.

Arrived, the ship Henry and Francis, Capt. Folger, from Batavia, via Cape Good Hope and St. Helena. Sch'r Mercury, capt. Kelly, 28 days from St. Croix. Markets dull, flour 16 dols. beef half bbls 11 a 12 dols. pork 25, fish 7, lumber 25.

Ship Sally, captain Hastings, 49 days from Rochelle. Cleared, ship Sampson, Atkins, Rotterdam; brig Vigilant, Foster, Havana; Three Brothers, Lathrop, Newry; sch'r Juno, Hall, Lisbon.

New York, April 6.

Arrived since our last, Ship Perseverance, Dickson, 23 days from Norfolk, in distress, with 4 feet water in her hold, bound to Cork, having sprung leak after being out 9 days, and it has been with difficulty she could be kept free.

Brig Jane, Ruff, of Boston, in 31 days from Montego Bay, Jam.

Brig Adress, Tinker, in 24 days from St. Pierre, Mart.

Brig Rolla, Brown, in 18 days from Point Petre, Guadeloupe. (The vessels left are reported below, by captain Amazeen, except the brigs Generous Friend, Chamming; and Neptune, Sandford, both of which had just arrived from New York.

Schooner Only Daughter, Amazeen, in 23 days from Point Petre, Guadeloupe. Sailed in co. after an embargo of 14 days, the brig Edwin, Townsend, for Salem; schooner Sally, Collins, for New York; and schooner George, Steele, for Bolton. Left ship Louisiana, Ingeriol for New York in 10 days; ship Joleph, do. Phoebe, Perkins, for do. in 5 weeks; Mary Ann, Burk, for do. uncertain; brig Aristides, Sherry, for New York the 10th April; ship Adress, Nicholls, for do. in 30 days; brig Maria, Wadsworth, for do. in 10; schooner Pearl, Living, of do. uncertain; schooner John, Werth, do. in 6; brigs Fair Trader, Gardner, in 4 days for Philadelphia; Alliance, Wilkinson, for do. in a few days; Alexander, Reynolds, for do. in 15 days.

Schooner Hope, Stanton, in 34 days from Senegal, (Africa). Left, the brig Perseverance, Werth to fail in 14 days; for New York; brig Two Brothers, Williams, of Baltimore; and sch'r Experiment, Brown, of Philadelphia, both to fail in July. Captain Brown is going

there in his boat in tempestuous weather, lost his papers. The brig Patriot, Kelly, failed for St. Thomas and New York on the 10th of Feb. The British ship of war Lark was on the coast, and pressed from Captain Stanton, John Atten, a foreigner. She had also pressed a man from each American vessel in that quarter. Schooner Majestic, Smith, from Edenton.

Cleared, ships, Ann Maria Jones, Totten, Havana; Franklin, Copp, Nantes; brigs Eunice, Howland, Cadix; Hope, Barker, do. Hudson; Bailey, Naples; Sally Tracy, Skiddy, Bordeaux.

Sale by Auction.

THIS DAY, The 9th inst at 10 o'clock, at the auction room at the head of Frederick-street dock, will commence the sale of

- A VARIETY OF DRY GOODS, A part of which are, 1 trunk cambric muslins, 1 do Irish linens, 2 boxes checks and stripes, 2 do britannias, 1 do dowlas. Also, 1 bale bags for account of the no. 1 do ticklenburg, do. derwriters. After which at 12 o'clock, 49 hhd. Mucovado sugar, 40,000 wt. Coffee in bags, 31 pipes Holland gin, 10 pipes Bordeaux brandy, 2 hhd. Cloves, 8 bales Cinnamon, &c. VAN WYCK & DORSEY, Ad'rs.

Sale by Auction.

Will be added to our sale This Morning, 4 bales Bagging, 2 cases Fosting Pieces, And for account of the underwriters, 4 casks Coffee Mills.

Two thirds of one Tract of Land containing 10,000 acres, and one other Tract containing 1000 acres, both in the state of North-Carolina. VAN WYCK & DORSEY, Ad'rs. April 9

For Sale.

An elegant SADDLE HORSE, young and sound. Also, A second hand GIG and HARNESS, and if the purchaser choose, a horse will be sold with them. Apply at Mr. STEVENSON'S Tavern, opposite Christ Church, in the course of THE DAY. April 9

A few hundred bushels of Turk's Island Salt.

For sale, if speedy application is made, at No 39, Thames-street, Fell's Point. April 9

To be Let.

A handsome Two Story Brick Dwelling HOUSE, with back building in Eutaw street near the new Market, and a few doors from Mr. Daniel Lamotte's. Possession may be had immediately. Also, One new Two Story Brick WARE HOUSE, at the intersection of Howard & Liberty streets. For particulars enquire of WILLIAM JONES, Living in Eutaw-st. no 64. April 9

For Sale.

A NEAT COUNTRY HOUSE, and near 6 acres of Land, adjoining the seat of Col. John Stricker, and within 1 1/2 miles of the city. It is well improved, and possesses every convenience to make it a comfortable summer retreat. The terms will be made easy on application to JACOB SMALL. April 9

For Freight or Charter.

To any port in Europe, The fine new Ship RESOLUTION, Captain George M. Lamb, Burthen 304 tons, now in Hampton Roads, and expected up here by Saturday next. Apply to JOHN BOLLE. April 9

A Great Bargain may be got OF A SMALL FARM, containing about 80 acres, upon which there are a new comfortable two-story house, barn, stables, milk house, &c. with a large garden in good order, well enclosed, an excellent water convenient, and a never failing stream running through the land. There is a considerable portion of meadow, and a part heavily timbered; distant about half a mile from the Reister's-town turnpike road; in the neighborhood of Mr. Fringle's, captain Wynn's, major Beams's tavern, and Mr. Williamson's, to the latter of whom please apply for further particulars, or to the proprietor on the premises. JOS. K. LATOUDAISE. April 9

BALL.

At the request of several gentlemen, the subscriber intends his last BALL, on THURSDAY, the 11th instant. The company of the ladies who generally attend his balls, is respectfully requested. JAMES ROBARDET. April 8

Just Received.

Per Ship Ann, Captain Smith, from Boston, 10 Casks WHALE OIL, 6 Small chests 1st quality Souchong TEA, for family use. Apply to JOHN BUFFUM, No. 84 Bowler's wharf. April 4

Cincinnati.

A Special Meeting of the Maryland Society of Cincinnati will be held in Baltimore, at Evans's Tavern, on WEDNESDAY, the 12th of April, at 11 o'clock. All those members belonging to the society will then be under obligations to the members are desired to be punctual in their attendance. By order of the President, ROBERT DENNIS, Secretary. The Editor of newspapers in this state are desired to insert the above in their papers, march 28