

need be. In addition to this conversation, the secretary gave an estimate of the sum necessary to be appropriated to repair the works which were going to decay. This estimate was from the mouth of the secretary. I consider this sum as inadequate, and it is my wish that we should not rest on the opinion of the secretary of war, but decide for ourselves. I believe that great attention ought to be paid to our ports and harbors. I cannot but think it peculiarly proper to protect a place where one third of our whole revenue is collected, and which I believe now might be laid under contribution by a single 74 gun ship. How this is to be done, I cannot pretend to say. The thing alarms me in the present state of our affairs, and I think we are called upon to be prepared for immediate defence. On this point there can be no diversity of opinion. I hope, therefore, that gentlemen, who have taken a full view of the subject, will come forward with an efficient plan.

Mr. Dawson. The object is to strike out 150,000 dollars to introduce a larger sum. I am sorry this motion has been made. It is known to you, Mr. Chairman, that more than one million of dollars has already been applied to the defence of New York, provided that state agrees to appropriate the money. It is known to you also, that many millions have been applied to the defence of our harbors. It is known to you, by the message of the President, that the most important articles of defence are already in readiness; and that this appropriation is only in aid of another appropriation of 250,000 dollars for gun boats—both being parts of the same system for the protection of our ports and harbors. This estimate comes from the secretary of war, who I believe is better informed and more disinterested on this subject than any member on this floor.

Mr. Early. I rise to enquire whether a motion for the committee to rise will not supercede the motion now under consideration. If so, I will make it, and will briefly detail my reasons therefor.

It appears to me on a view of the subject embraced by the report that we are not possessed of sufficient detailed information on which to found a correct decision. The report embraces three distinct objects, contemplated as so many parts of one general system of defence.

One respecting fortifications; one respecting ships of the line, and one respecting gun-boats. I consider these as constituting different parts of one general system. It is true there is but one resolution now before the committee, and to that I will direct my attention. On that point the committee are possessed of too little information, in my opinion, to form a correct judgment. They have no information of what harbors in the United States are susceptible of fortification, no data on which to decide. It is not pre- sumable that every port and harbor on our extensive lines susceptible of this species of defence. I understand that it is the opinion of some very eminent military characters that the port of New York is not susceptible of defence in this way. But this is not all. Is there any estimate of the expense of such a general system of defence, or of a single port or harbor? There is not. Gentlemen say their object is, and that it is now the most correct course, to decide the principle of defending our ports and harbors, and afterwards to fill up the blanks. But permit me to ask those who contend for this mode of procedure, whether they are willing, in the first place, to agree to the fortification of our ports, when they have not only no data to determine the expense, but are likewise without any data on which to judge of the efficacy of the measure. After they shall have proceeded in this course for a time, and shall have expended millions, the plan may turn out to be ineffectual, and every dollar laid out, be sunk. The situation of our ports and harbors is represented as alarming, as exposing, not only the property of our citizens, but likewise the revenue of the nation, to the lawless depredations of marauders and privateers. This is true, lamentably true! But in proportion to its truth, ought we to proceed guardedly; in proportion to its truth ought we to possess data to convince us that the course we take will prove effectual. For myself I take occasion to say, from the little information I possess, which I allow is very inconsiderable, I am opposed to this mode of defence altogether. I believe that it will be ineffectual; that it will afford no solid protection; and that after having proceeded, even to bankruptcy, we shall be as poorly defended as we were before. For these reasons, and because I want data on which to act, and the information of men more capable of judging on such subjects than I am, I move you that the committee rise.

Mr. Dawson. When I called up the report, I should have made an apology to the House for the delay which has taken place in this business, but for the situation in which we have lately been. I trust now the subject is brought before us, we shall take some effectual measures for rescuing our country from its degraded situation. I know there are some gentlemen in this House, because they have told us so before, who are for doing nothing. I trust, however, their number is very small, so that a great majority will be found ready to do what the exigency of affairs requires. As for the information reported by the gentleman from Georgia, I am at a loss to know for what reason he calls for it. My opinion is that

a certain sum should be appropriated to this object, to be expended at the discretion of the executive. But the gentleman, before he agrees to take this step, requires information of those ports which are defensible. I know of no way in which he can get information, but by converting a committee of this House into a corps of engineers, to go from one end of the country to the other. If a majority of this House are for proceeding at once according to the recommendation of the President, to the effectual defence of our ports and harbors, they will not agree to any motion whose tendency is to put the measure aside.

(To be Continued.)

**American,**  
AND  
**COMMERCIAL DAILY ADVERTISER**  
THURSDAY, JANUARY 30, 1806

Last evening's Gazette states on the authority of a gentleman arrived from the city of Washington that the President of the United States had forbidden his house to the Marquis de Casa Yrujo, in consequence of his insulting note, published in the American of Monday last, and that the Secretary of State had also ordered him to leave the seat of government.

About two hours after the American was put to press yesterday (3, A. M.) a fire broke out on Gallows hill, in a house occupied by Mrs. Fletcher, which, with the adjoining house, in the tenure of Mr. Colen, was consumed, to the great distress of the owners and the mortification of our active citizens, promptly assembled on the occasion; who, for the want of water, were obliged to behold the devouring flames extending their ravages, without having it in their power to arrest their progress.

MR. PECHIN,  
SIR, if you will insert the piece below you will oblige your subscribers in our district.

I remain your's &c.

N.

IN, former days when Lot

teries were in your city, the statement of each day's drawing was in the public papers, which tended to give satisfaction to distant adventurers; and, also, an opportunity immediately to renew their tickets should they be fortunate. The Precincts Market-House Lottery is at present drawing, but we see no such statement, in your papers.

Quere. Would it not add to the sale of Tickets to distant adventurers, by stating the different days drawing in the public papers as formerly.

A resident of Pennsylvania.

Captain Poulson, who arrived here this day from Teneriffe, via St. Thomas, furnishes us with some further particulars respecting the Rochefort squadron, which he derived partly from the American captains whose ships had been destroyed, and partly from his own observation.

This fleet put to sea in expectation of meeting the combined fleet from Cadiz; for this purpose they cruised some time in a certain latitude, during which they destroyed the neutral vessels. After some time they endeavored to gain the port of Vigo, but the wind heading, they made for Teneriffe, where they arrived, consisting of one three decker, four seventy-fours, three frigates, two brigs, the Calcutta, and six merchant ships, prizes.

They sailed on the 17th November, with the Calcutta, which they had commissioned. From the small quantity of provisions and water, which they procured at Teneriffe, and from the circumstance of taking the captains and crews of the neutral vessels with them, captain P. concludes they will attempt to enter some port in France or Spain.

A ship had arrived at St. Thomas, one of the Cork convoy, the captain of which states, that the convoy was met, as stated in the account via Nassau, and all except two or three were destroyed by this squadron after their leaving Teneriffe.

Captain Southworth, who arrived here yesterday from Elsinour, informs us, that on the 17th December, in lat. 45, 50, long. 14, he was boarded by a French corvette, in company with seven sail of French line of battle ships, steering West South-West. We cannot conjecture what French fleet this can be, having heard of none other, except the Rochefort squadron being at sea. If it had not been for the course which this fleet was steering, we should have supposed it to be the Rochefort squadron.

Neutral Rights. We predicted that neutral rights would not receive much respect during the present contest, but we had no idea that the violation of those rights would be carried to the extent, which appeared in the Ledger.

The destruction of neutral vessels by the Rochefort squadron, in order to prevent intelligence, is something new and extraordinary. We believe no nation has ever before proceeded to this length; because the French fleet skulking about the ocean is afraid to meet their enemy, neutrals who are pursuing their lawful commerce are seized upon and destroyed. The account says, that the captains have received Bills on Paris, for the amount of their vessels and cargoes destroyed. We shall wait with some anxiety the arrival of

some of the captains, whose vessels have been destroyed.

The destination of this fleet is generally and with some appearance of reason, supposed to be for India. It is to be hoped that none of our valuable India ships will be so unfortunate as to meet this destroying fleet.

[Norfolk Ledger.]

Extract of a letter from a gentleman of respectability in London, to his friend in Alexandria, dated 4th Nov. 1805.

"I have lately written to you very frequently, relative to the decisions of the courts of admiralty, in all cases of vessels touching in America, and then forming a second voyage. It is now held that no Colonial produce can be brought from America to Europe, unless the holders of the property as well as the vessel has been changed—If this government adheres to this rule it will produce no other inconvenience than depredations which have already been committed on American property;—but notwithstanding the present amicable professions, it is apprehended that the late seizures, are only a prelude to other measures, and that if the British ministry can flatter themselves, with sufficient success on the continent of Europe to justify themselves in braving the vengeance of the U. States, that they will not hesitate to do so. A pamphlet has lately appeared, which has attracted the attention of the nation generally, and which is said to speak the sentiments of Mr. Pitt, called "War in disguise," which attempts to prove that the French colonies are better supplied, and that the productions are brought from thence on better terms than could be the case if France had any pretensions to equality by sea; and recommending that America should be limited in her commerce to all colonies of Europe, to carry her own provisions there and to bring from thence molasses and rum only for her own consumption. The ministry will probably be guided by the war on the continent. The total annihilation of the first and greatest Austrian army has made them for the present breathe moderation, and if success should generally attend the arms of France, in all likelihood America will not be molested, by any new measures—but whatever depends on caprice is liable to change, and as the present administration has no fixed principle of action, it would be well in every shipment

of colonial produce, to effect insurance of a part of it at least in America, for though the underwriters at Lloyds are in the habit of giving a private agreement separate from the policy that capture or arrestation by a British cruiser, shall be sufficient cause of abandonment, yet it is expected the government will attach a penalty to such agreements, and likewise before advices can arrive to effect insurance in London—the most sensible alteration may have taken place in the proceedings of the courts of admiralty which merely speak the will of the minister, and are neither actuated by law nor justice."

In the legislature of Pennsylvania, the 23d instant, a bill was passed for removing the seat of government to Harrisburg, and 50,000 dollars appropriated for the purpose of building the necessary offices, &c. previous to the year 1808.

Married, in George-town, on Sunday last, by the Rev. Mr. Balch, Mr. NICHOLAS HINGSTON, Botanist and Merchant, of Alexandria, to Miss ELIZABETH BLOOMFIELD, sister to the celebrated author of the "FARMER'S BOY," &c.  
Lo! I have seen a tender flower  
In winter rear'd, which yet surpass'd  
The child of Spring; and in the bower  
Among the sweetest might be class'd.  
Thus may this pair, whom love has join'd,  
Tho' in the fall of life they be,  
In their endearments unconfin'd,  
Bring up the sweetest progeny.

**SHIP NEWS**

Port of Baltimore.

CLEARED,  
Brig Henry, Allen, Guadeloupe  
Schr. Dash, Peterken, Vera-Cruz

From the Merchants' Coffee-House Books,  
January 29.

The Luna, from St. Domingo, for Baltimore, is reported to have been left at Tobago, 5th January, by a vessel arrived at Norfolk.

The ship Rebecca, Wyse, 114 days from Batavia, for Baltimore, arrived at New-Point-Comfort, 21st inst.

Philadelphia, January 29.

By the brig Traveller, captain Tubbs, we have received the following list of vessels at St. Pierre's, Martinique:—Brig Polly, Roberts, from St. Vincent's; Brig Wealthy, Ann, Saddleman, New-York; brig Jane, Hooper, Boston; brig Franklin, Hubert, New-York; brig Edward, Jordan, Portland; brig Molly, Wheldon, Philadelphia; brig Three Brothers, Fitch, Baltimore; brig Fox, Thorndike, Salem; brig Phoebe, Abrams, Baltimore; brig Tryphena, Myers, Philadelphia; brig Argus, Chapman, Salem; brig Ruby, Gribben, Savannah; brig Sophronia, Byrd, Boston; brig Superior, Denbre, Philadelphia; brig Fair Marianne, N. York; schr. Friendship, Webb, Wethersfield; schr. Melemant, Westmore, Middleton; schooner, Atlanta, Price, Charleston; schr. Concord, Dill, Phila-

delphia; schr. Columbia, Johnston, Savannah; schr. Betsey and Fanny, Melvin, Newbern; schr. Aurora, Smith, N. York; schr. Planter, Bell, Beaufort, N. C. schr. Maria, Elles, New-London; schr. Albert, Wheeler, Boston; schr. Fox, Collins, New-London; schooner Experiment, Cotton, Baltimore; schooner Little Ann, Nichols, Edenton, N. C. schr. Betsey, Staff, Bristol, N. I. schr. Martha Washington, Laverty, New-York; schr. Experiment, Brewster, New-London; schooner Somerset, Rhodes, New-York; sloop Traveller, Halsea, New-London.

Yarmouth, January 12.—Arrived, schr. Citizen, Hughes, Alicant, 69 days. Left, ship Perseverance, Hathaway, loading for Hamburg; schooner Rover, Gardner, for Malaga, to load for Boston.—Dec. 17, lat. 22, 30, long. 58, took up the officers and crew of the schr. Pamela, of Quebec. The schr. was bound to Jamaica and foundered in lat. 32, 50, long. 52, and the people had been 8 days in the boat.—Spoke, December 25, lat. 25, long. 63, schr. Louisa, 7 days from North Carolina, for Jamaica, who received on board the Pamela's crew. January 3, schooner Two Sisters, Phillips, 8 days from North Carolina for Jamaica.

Norfolk, January 23.

Since our last publication, in the course of 24 hours, we had no less than 14 arrivals from foreign ports!—Bring little news, notwithstanding we had regular files of Jamaica, Antigua, Bermuda, and Nassau papers.

Arrived, schr. Farmers Friend, Briggs, 16 days from Nassau, (N. P.)

Swedish ship Prince Wilhelmna, Keolin, 67 days from St. Ubes.

Brig Thomas, Harper, 33 days from Barbadoes.

Brig Milton, Frith, 50 days from Jamaica.

Brig Mary, Foster, 36 days from Tortola. Spoke on the 16th inst. brig Hope, Moss, 3 days out from this port bound to Jamaica, all well.

The Neptune, Brown, 80 days from Guernsey.

Brig Hero, Luskin, 23 days from Guadeloupe.

Brig Nancy, Rider, 16 days from Antigua. Left there, the ship Old Tom, Waughoop, of this port, having put in in distress from Gibraltar condemned, being unfit for sea. Ship Emily, of N. York,

to sail for St. Vincent's, in 12 days; the Virginia-Ann, Sampson, touched at Antigua, and sailed to leeward.

Brig Triton, Frazier, 16 days from Antigua.

Brig Rubicon, Knapp, 17 days from Tobago. Left the Luna, from St. Domingo, bound to Baltimore; schr. Enterprize, Fitzhugh, for this port. Spoke, on the 20th instant, the ship Patty, formerly of New-York, captured off the Hook, & carried into Porto Rico, where she was sold and purchased by captain Henry Frobasco; four nights before, her binacle took fire, was consumed with compasses, &c. supplied them with one—had no cargo.

Schr. Mohawk, Blank, 60 days from Elsinour.

Schr. Maryland Mary, Drisdale, 15 days from Bermuda.

Schr. Virginia, Bell, 16 days from Antigua.

Brig Jupiter, Garrow, 12 days from St. Thomas. At that place, capt. Garrow saw captain Seaward of the brig Catharine, of this port, by whom he was informed, that he was then on his way to Porto Rico, to take possession of his vessel and cargo which had been restored, and it had been decreed that the vessel and cargo should be put in the same state as when captured, the captors to pay the expences of the trial. Captain G. also informs, that a ship had arrived there, one of the Cork Convoy, the captain of which states, that the convoy was met, (as stated in the accounts via Nassau) and all except two or three were destroyed by the Rochefort squadron after their leaving Teneriffe.

**SHERIFFALTY.**

HENRY TRAPNALL begs leave to inform his friends, and the voters of the city and county of Baltimore, generally, that he still continues to offer himself a candidate for the office of Sheriff; and he again respectfully solicits their friendship—and suffrage at the ensuing election.

Elias Glenn,

ATTORNEY AT LAW.

HAS opened his Office in Second-street, the next house but one to South-street, and adjoining the dwelling of Mr. Jacob Rogers, (Hatter.)

**A German Servant Girl.**

Of good character, who understands sewing, washing and ironing, and speaks tolerable good English, will be sold for the term of two years. The present possessor not having employment for her. Apply at this office.

**Polemic Society.**

THE Society met at their Hall in Harrison-street, but owing to the absence of several of the principal speakers, the question, from its importance, was put off to Saturday evening next. It is hoped that gentlemen of talents will come forward at a time when our political hemisphere portends storms and tempests. The question is, "Which would afford the greatest security to the Commerce of the United States, from the depredations of European powers, a non-intercourse with, or a declaration of foreign property, or an open declaration of war?"

The 30th in  
and call  
door to the  
sale of a  
Sale to c  
Catalogu  
ed any time  
The who  
The who  
day, Thurs  
January  
Thursday  
the vend  
and Fred  
D  
And at 11  
21 tracts of  
certified for  
34 hhd  
68 boxes  
12 pipes  
10 pipes  
Teneriff  
A few p  
French  
Molasse  
S  
Will be ad  
130 bag  
drawback  
43 bar  
A pare  
BACCO.  
Janu  
The 5th F  
Fell's-P  
credit.  
The em  
captain P  
tavia,  
300,000  
300,000  
100,000  
V.  
sel of her  
may be s  
Apply to  
Janu  
750 k  
200 G  
Import  
dam, for  
A  
Janu  
By or  
THIS  
of  
from the  
ryland, l  
al estate  
county,  
against  
to exhib  
to the su  
29th day  
Those  
please t  
ately, or  
the sam  
Janu  
Sal  
Thursda  
as to  
Second  
will t  
C  
the  
Pennsy  
ment of  
well im  
brance  
intends  
fore me  
destru  
this val  
plication  
the To  
premis  
the ven  
Ja  
40 q  
sold ve  
Ja  
Re  
100  
15  
to  
Se  
H  
insure  
Aly  
Go  
to his  
Ala  
1811