

**American,**  
AND  
**Commercial Daily Advertiser**

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TUESDAY, APRIL 22, 1806

**Elias Glenn,**

ATTORNEY AT LAW,

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

February 17.

law4t

**For Sale,**

350,000 wt. first quality GREEN COFFEE  
50,000 wt. Island COCOA.

Apply to

**HENRY WILSON,**

No. 47, South Gay-street.

March 28

**For Sale,**

A **STOUT** Healthy NEGRO WOMAN who has the term of 12 years to serve. Apply at this office.

April 15

**A liberal price**

WILL be given for a few likely young NEGROES. Any person wishing to dispose of any, will apply at the Columbian Inn.

April 19

**For Sale,**

16 bls. & 250 boxes of prime Newfoundland COD-FISH, just imported in fine shipping order

April 19

**MARK PRINGLE,**

d8t

**Rye.**

WANTED to purchase a quantity of good RYE. Apply to

April 16

**FRANCIS JOHNNOT,**

d6t

**Hawkins & Clagett,**

HAVE ON HAND, 150 bls RYE WHISKEY, a part of which is of a very excellent flavor.

April 11

**MARK PRINGLE,**

d10t

**Spanish Dollars.**

A PREMIUM will be given for Spanish DOLLARS, at No. 7, Bowley's Wharf.

April 16

**John Campbell White & Sons,**  
HAVE FOR SALE,  
300 hogheads Virginia Tobacco, Petersburg inspection

100 hogheads Trinidad Sugar } Entitled to  
100 chests Souchong Tea } Drawback.  
20 puncheons Jamaica Rum }  
300 boxes Muscatel Raisins }  
50 quarter casks Lisbon Wine }  
February 14.

February 14.

**5 cases Leghorn Hats,**

COVERED WITH SILK,  
Just received and for sale by  
**JOHN BUFFUM,**  
No. 84, Bowley's wharf

April 11

d3t-eo6t

200,000 wt. Bourbon Coffee,  
150,000 wt. Jacatra Sugar,

Just received and for sale by  
**HOLLINS & M'BLAIR,**

April 5

eo8t

**John M'Kim, jun. & Co.**  
HAVE imported in the ship United States, captain Bounds, from London, a part of

**SPRING GOODS,**  
Which will be sold by the package or piece, on the lowest terms to punctual men.

April 7

eo1m

**Hoffman & Baltzell,**

201, MARKET-STREET,  
HAVE FOR SALE,  
BOLTING CLOTHS, of the first quality  
which they offer at reduced prices to close sales.

Also, just received,  
Calicoes } German Linens  
Muslins } Cotton Cassimeres  
Dimities } Bedticks  
Lives } Hose, &c.  
With every requisite article in their line—sold on their usual terms, &c.

**For Sale,**

Havana SUGARS  
Ditto MOLLASSES  
Teneriffe WINE, in whole, half and quarter casks

**SALSAPARILLA**  
**JALAP**  
Invoice of SILKS  
**ALMONDS**  
**FIGS**  
Malina WINE  
Peruvian BARK, and  
**MILL-STONES**—the whole entitled to drawback. Enquire at the office of  
**JOHN BARON,**  
Near the Theatre

February 6.

eo

**Sale by Auction,**  
ON TUESDAY,

The 28th inst. at 12 o'clock at our auction room, will be sold by order of the Orphan's Court, on account of the estate of Geo. Rosinsteel, junr. deceased.

2 shares Union Bank Stock  
1 do. Water Stock.

And at four o'clock, the same day, on the premises, on 6 months credit, a Lot of GROUND on Market-street extended, near Dr. M'Henry's seat, fronting on the street 29 feet, and 178 feet deep, with a Frame Dwelling House thereon, now in the tenure of Mrs. Shroat—the lot subject to a ground rent of 58 dollars per annum.

And immediately after the sale of the lot, A likely NEGRO WOMAN, about 20 years old.

**VAN WYCK & DORSEY, Auct'rs.**

April 19

**SPEECH**

Of the Hon. G. S. (MUMFORD, in the House of Representatives of the United States on the 4th March, on the subject of British Spoliations.

"Mr. Chairman, it is with great diffidence I rise to speak on this question. I am a merchant, unaccustomed to speak in a public body. But, sir, when I see the dearest interests of my country unjustly attacked by a foreign nation, I must beg the indulgence of this committee while I express my sentiments on the serious aspect of our foreign relations. Sir, I do not wish to extenuate the conduct of any nation. I have no predilection for one foreign nation more than another. I shall endeavor to speak the language of an independent American.

Sir, I had indulged the hope that the ninth congress of the United States had assembled to deliberate on the momentous affairs of their country, as Americans; but, sir, it gives me pain, and I regret extremely, to see gentlemen so far forget the interest of their own country in defending the pretended rights of others. That there should be a difference of opinion respecting our own regulations, was to be expected: but when your lawful commerce is attacked by what the honorable gentleman from Virginia so emphatically terms "the Leviathan of the Ocean;" and attacked, too, contrary to their own acknowledged principles, as laid down in the correspondence between your late worthy minister, Mr. KING, and the British minister, Lord HAWKESBURY. I beg leave to call on the clerk to read that part of the Boston memorial which relates to that correspondence. [The clerk read the article.]"

This is no fiction, sir, it is a mere matter of fact. After all this I must confess I am much astonished to find gentlemen in an American Congress palliating the impressment of our seamen and the indiscriminate condemnation of our vessels and cargoes. Are we prepared to present an humble address to his most gracious majesty on the throne, praying he would vouchsafe to take us into his holy keeping, pardon our former transgressions, and accept of us as licet subjects who have erred from the right way? No, sir,

"In 1801, in consequence of a decree of the vice admiralty court at Nassau, condemning the cargo of an American vessel going from the United States to a port in the Spanish colonies, with a cargo consisting of articles the growth of old Spain; our highly respectable and able minister at the court of London, immediately addressed lord Hawkesbury, his majesty's secretary for foreign affairs, and rumors rated in a respectful, but firm and dignified manner, against this infringement and violation of the rights of neutrals.

"The remonstrance met that prompt attention from the British government which its merits demanded; the subject was referred to the consideration of the advocate general, who reported that the sentence of the vice admiralty court at Nassau, was founded in error; that it was now (1801) distinctly understood, and had been repeatedly so decided by the high court of appeals, that the produce of the colonies of the enemy may be imported by a neutral into his own country, and may be re-exported from thence even to the mother country of such colony; and in like manner, the produce and manufactures of the mother country, may in this circuitous rout, legally find their way to the colonies; that a direct trade had not been recognized as legal, and the decision of what was, or was not a direct trade, was a question of some difficulty, but that the high court of admiralty had expressly decided, and the advocate general saw no reason to expect the court of appeals would vary the rule, that landing the goods and paying the duties in the neutral country, breaks the continuity of the voyage, and is such an importation as legalizes the trade, although the goods be re-shipped in the same vessel, and on account of the same neutral proprietors, and forwarded for sale to the mother country.

"The report of the advocate general was assented by the British government, immediately transmitted by lord Hawkesbury to Mr. King, and by his majesty's express commands communicated by the Duke of Portland, the principal secretary of state, to the lords commissioners of the admiralty, with the information, that it was his majesty's pleasure, that the doctrine laid down in the advocate general's report, should be immediately made known to the several judges of the vice admiralty courts, setting forth to them what is held to be law upon the subject, by the superior tribunals, for their future guidance and direction.

"Thus are obtained so recently as within five years the deliberate opinions on the subject under discussion of the most eminent English civilians, and of the high court of admiralty, corroborated (if one of the first law officers of the crown may be credited) by the repeated decisions of the same court of appeals which by its late and contradictory decree in the case of the Essex, Orme, has caused so disastrous an arrestation and condemnation of American property.

"Judgment thus perspicuously stated and enforced by the high authority, it was fair to consider as intended for a beacon to direct to the channel through which neutral commerce might be prosecuted with security. It is hoped the event will not prove they were a mere ignis fatuus to ensnare the innocent and unsuspecting.

At any rate whether the doctrine were sound or not, or whether it injured Great Britain or not, it cannot become the integrity and magnanimity of a great and powerful nation at once, and without notice to reverse her rule of conduct towards other states and to prey upon the unprotected property of a friendly power, the extension of whose commerce had been invited by the formal avowal of her intentions, and protected under a reliance on her good faith, and from the consideration she reposed, that her courts, uniform in their principles would never be influenced by the time serving politics of the moment.

"But whatever may have been the motives for the proceedings on the part of Great Britain the effect is notorious. From her recent conduct great losses have been sustained; our commerce has been checked and embarrassed, and large quantities of produce are now remaining locked up in this country, which were purchased for foreign markets, because our merchants cannot send it abroad without taking risks on themselves which prudence would not justify, or without paying such rates for insurance as the trade of the country cannot afford

"We are not colonists: we are an independent nation—Your acts and laws speak of thirty years of independence: I wish we could conquer our prejudices as easily as we did our enemies. Shall we never get rid of the idea of colonists and dependents on Great Britain?"

I shall now commence my observations on our unfortunate fellow citizens in British bondage; and, in answer to the honorable gentleman from Maryland, whom I very much respect, I do frankly acknowledge that amongst all the petitions presented to you by the Merchants of the United States, there is not one word about our impressed seamen, Salem and another port excepted. But, sir, I beg leave to inform this committee, and that honorable gentleman that before we enter our vessels at the custom house, we are recalled upon to witness the recording of this tale of human woe before a notary public, stating all the seamen impressed during the voyage. This is immediately transmitted to the secretary of state for the correctness of which I refer you to the document from that department now on your table. Sir, is it decorous, is it candid, is it liberal, is it respectful to the committee to impute such unworthy motives to the merchants as we heard expressed on this floor? They are men, sir; and I believe candor will allow them their share of sensibility, and that they sympathize for suffering humanity as much as a planter, a farmer, a lawyer, or any other class of the community. Sir, I feel as much as any man for the sufferings of this meritorious class of citizens, having been an eye witness to the barbarous treatment inflicted by the officers of the British government on one of them. He was lashed to a scaffold on the gunwale of a boat, and whipped from ship to ship, until he had received five hundred lashes. What was the consequence? He expired the next morning. What was his crime? He had been impressed into their cruel bondage, and had endeavored to regain his liberty! We are asked, What is the remedy for this outrage? There is but one, sir: Demand satisfaction for the past, and in future make your flag protect your citizens, at least on the high seas, the common high road of all nations. Your merchants can insure their property against this "Leviathan of the Ocean," but there is no alternative for the poor sailor—he is inevitably doomed to cruel slavery.

I now come to speak of Foreign nations. We are told that the American merchants cover Spanish property. This may be the case: I believe it. But it is to a very limited amount. The Spanish merchants have little capital at present to dispose of. Their government owes them considerable sums of money, and the paper currency of that government is at such a discount (I believe from 40 to 50 per cent) that they are not able to extend their commerce, if they were ever so much disposed to do so.

Respecting the French merchants, a great proportion of them in France are bankrupts in consequence of heavy taxes, contributions, forced loans, and all the impositions of imperial ingenuity. That country depends not on commerce for her revenue: she collects one hundred and twenty millions of dollars per annum, of which twelve millions only are levied upon commerce being but ten per cent on the whole revenue. Their merchants have it not in their power to extend their business for want of a capital, which is a fact that will be acknowledged by all commercial men. They are by no means the favorites of the Emperor; he grants them no indulgencies, of which the late transactions at the national bank are a sufficient evidence.

Respecting Holland, every person conversant in business knows the cautious calculation of the Dutch merchants; they trade very little on their own account in time of war, but are constantly soliciting the American merchants to make consignments of property to sell on commission.

And yet we are told in that oracle, the celebrated pamphlet, "War in Disguise," that France, Spain, and Holland carry on the war against Great Britain with property covered by Americans! Will any rational man believe them?

I now come to Great Britain, Sir, not one word has been said about property covered for her. She is immaculate—she is innocent—she can do no wrong. I have good authority for this last expression. The King says so, and others repeat it. Sir, immediately upon the coalition being formed on the continent of Europe, she seized upon your unsuspecting commerce, and surprised it with new principles and new doctrines in her Courts of Admiralty, which operated with her ships of war in the same manner as though they had actually received orders from the Lords of the Admiralty (how insidious! but they understand Deceit) to capture and bring in all American vessels bound to enemies ports; and it by chance any of them escape their fangs, after a mock trial, they are compelled to pay enormous charges from 500 to 600 guineas, and some times more. This operates as a premium to carry in all your vessels, knowing beforehand they will have nothing to pay; for although you gain your cause, you must pay the costs. This, sir, discourages your cautious and best merchants, and they are thus compelled to abandon and decline pursuing a lucrative and lawful traffic.

If there be any property covered for Great Britain, I have every reason to believe, from facts I will state to the com-

mittee, that it appertains almost exclusively to some British merchants lately adopted citizens of the United States, for they take good care to keep all their business in their own hands. They are the honest merchants, who own the honest vessels we have heard so much about, that are engaged in exporting cotton, tobacco, and other produce of our country. Why should they have the preference? It will be asked. I will not tell you what I do not know [as has been said in this committee] but I will tell you what I do know, Sir, the real American merchant cannot enter into competition with them. They have their particular friends in England, who are interested, and will of course give them the preference. By a variety of ways they obtain all the freights, to the exclusion of your vessels. Sir, we are often compelled to take in ballast alongside of those very ships who have full freights engaged. Thus, sir, the real American merchant is the dupe of these honest adopted British citizens. These are your slippery eel merchants, so justly denominated by the honorable gentleman from Virginia, whose acme of mind I much admire.—They were indeed, sir, so very slippery in some of your districts, that it was found necessary to pass a law excluding all of them who resided in foreign countries from owning any ship or vessel belonging to the United States; for a number of them, after having made fortunes out of your neutrality, had slipped off to Great Britain to spend the money and the remainder of their days. And in order that we might not compromise our neutrality in this deceptive business, our national legislature has been careful to pass a law in the first session of the eighth congress, dated 27th of March, 1804, to correct the abuse, which has in some measure put a check to it; and yet we are emphatically told it is only coffee, sugar, and East India goods that are guilty of the sin of intermingling with British merchants, those monopolizers of the commerce of the whole world.

I mention these facts, sir, to vindicate the character of the real American merchant; it will stand the test with that of any other nation in the world. Sir, look at your revenue system, examine all the records of your district courts, see how very few fines and forfeitures they have incurred, and then compare them with any class of citizens you please, and you will, I am confident, Mr. Chairman, exculpate them from such disingenuous reflections as have been animadverted upon in this committee. Sir, they make it a point of honor to discourage smuggling, knowing the whole revenue of their country to depend upon that fidelity which they have never ceased to inculcate. I cannot but persuade myself that on mature reflection gentlemen will not withhold from that class of the community the protection guaranteed to them by the constitution of their country. It is a fact well known to this committee, that the federal constitution, under which we now hold our seats in this house, grew out of the great inconveniences we then experienced in our commercial affairs with foreign nations. Surely they are not outlawed. I trust not, sir. I hope better treatment from the hands of my country.

I now come to the true history and the cause of the objections of Great Britain. It is very difficult to trace her in all her ramifications of fraud on your neutrality and of injustice on your commerce. Sir, when the present continental coalition was concluded, the "Lords of the Ocean," with that colossus the East India Company, the merchants trading from London to the continent of Europe, the West India merchants, and some of our honest adopted citizens from Great Britain, all agreed with common consent to be in the fashion; and they formed a coalition against your commerce, and ordered a book to be written, in which they took a conspicuous part, called "War in Disguise." This was truly on their part war in disguise, and the first act of hostility they commenced upon your unsuspecting commerce; and I hope they may ultimately meet the fate of all other coalitions, at least as far as respects our country. They had ordered, as all coalitions do, a large supply of ammunition; one hundred thousand copies of this instrument of death to your commerce were distributed at sixpence each to all parts of the British dominions, in order that your property might be plundered for the use of the naval commanders who could no longer find any other property on the ocean. This book says, "They must retire on a handsome competency, at the close of the war," no matter from whom it is taken.

Next comes the East India Company, that colossus of mercantile avarice, whose monopoly draws into its vortex all the demand for East India produce in Europe. Your lawful commerce to those markets interfered with them, and was considered incompatible with this monopoly; and must be doomed to destruction.

Next come the merchants trading from London to the continent of Europe. They attend the public auction, purchase your condemned vessels and their cargoes, procure a licence from their government, and send the same cargo on their own account to the very market your own citizens intended it for.

I now come to some of those honest adopted British merchants; and, in order to elucidate that subject, I will beg leave to read the copy of a letter from one of the first houses of respectability in London, said to be in the confidence of the minister.

"Extract of a letter from a British merchant, dated 25th Nov. 1805.  
"This government has granted licences to neutral vessels, who take in a proportion of their cargo in Great Britain, to proceed to the Spanish colonies to the south of the line, provided the returned cargoes are to be brought to this country; and I have now several expeditions of this nature under my direction, for the account of houses on the continent, who prefer subjecting themselves to the conditions ministers have imposed for the toleration of that trade, to the risk of detention and its consequences even in the event of restitution."

"This is no fiction, sir; it is a fact. It cuts your commerce like a two edged sword, involves your neutrality, and prevents your own merchants from going to the same market, the profit on which ultimately centres in Great Britain. There are at this moment British agents in two of your commercial cities, and I suppose more in other parts of the United States, as well as in Europe, for they swarm on the industry of all nations. They are acting in concert to carry on this licensed trade with the Spanish colonies, their enemies jeopardizing your neutrality, to the manifest injury of the real American merchants. This is a very valuable branch of commerce, as you may readily suppose from the price that sagacious calculating nation sets upon it. What is the result of all this? Why, sir, it is not for the interference of this very government, so much extolled at the expense of your own, we should enjoy the benefit ourselves. They themselves licence vessels to carry on a commerce, which if pursued by your citizens without their permission is sure to be plundered. Thus, sir, that government assails your commerce at home, and condemns it abroad on the most vexatious and unwarrantable pretensions.  
(To be concluded in our next.)

**NEW-YORK, April 19.**

The ship Neptune, captain Taylor, arrived at Charleston on the 5th inst., in 15 days from Port au Prince, brings advices that captain Lewis and Mr. Smith, of the Leander, were there raising recruits. The ship Emperor of Louisiana had cleared out and sailed for New-York a few days before the departure of the Neptune, but it was supposed her real object was to join the Leander at Jaquemel.

Accounts from Rio Pongo, received at Charleston by the brig America, confirm the reports of the arrival of a French squadron off that coast. They were stated to consist of one 74, a 50 gun ship, 3 frigates, and a brig; had captured the Favorite sloop of war and a sloop; were scouring the coast, and it was supposed would take possession of Goree. The Arab sloop of war had sailed for the Isles de Los, and it was expected would be captured.

Captain Adams, from Cayenne, informs that when he arrived there, which was on the 5th of January, he found an embargo lying on all neutral vessels, in consequence of a division of the Rochefort squadron being expected, and that this squadron had sent into Cayenne the British ships Robert, Blas, Hero, and Flora, part of a convey bound to the West Indies with provision, &c. The embargo was taken off the 12th March.

**NORFOLK, April 19.**

Miranda's Expedition.—In our last we noticed the arrival of captain Gould from Lagaira, where he had been dispatched (as we understand by the government of the United States) to apprise the Spanish government of this expedition. If this be a fact, without any other evidence, it is conclusive against our government having given any countenance to the scheme of Miranda.

Just as this foolish affair was about sinking into oblivion, we find it revived with an air of importance in the Enquirer, of the 4th inst. It seems that Stephen Sayre, e-q, has communicated Miranda's important object. Notwithstanding the semi-official authority attached to Mr. Sayre's communication, the mysterious manner in which it is made, and the profound speculations that induce us to believe that either Mr. Sayre has been imposed on, or that he has practised a joke on the credulity of the editor of the Enquirer.

In the first place, Miranda has arrived at Jacquemel, in the Island of St. Domingo. We presume it would be too ridiculous to suppose that he would have gone to Jacquemel, if he afterwards intended for Trinidad, the voyage would be shorter from New York to Trinidad than from Jacquemel to Trinidad, it being almost impossible for a vessel to get from the former to the latter, without coming into the variable winds as far as thirty or thirty two degrees of latitude, and then shaping a course for Trinidad.

Nor can we persuade ourselves that the British government has taken any part in this business. Can any one suppose, that with such abundant means as Great Britain possesses, to carry into effect such a plan, she would countenance such a feeble measure? Efficacy, secrecy, and various other considerations, would have suggested one of her own ports as the proper point from whence an expedition of such a nature should be directed.

**Frederick Hammer**

HAS imported per the barque Unternehmung and ship North America,  
**PLATILLAS**  
**BRETAGNES**  
**DOWLAS**  
**CREAS A LA MORLAIX**  
**CHECKS**  
**SHIRTING LINEN,** and a general assortment of other German GOODS.  
February 26

entitled to drawback.