

all, Daily Advertiser

PUBLISHED BY WILLIAM PECHIN, A OF THE LAWS OF THE UNION, 31, SOUTH-GAY-STREET, IN THE CUSTOM HOUSE, BALTIMORE.

A Wet Nurse Wanted IMMEDIATELY, of unexceptionable character. Apply at this office. June 18

A Wet Nurse, WITH a fresh breast of milk, may hear of a good situation if immediate application is made at this office. June 24

For Sale for Life, A NEGRO WOMAN aged about 20 years. Apply to the printer. June 24

To Let, TWO BRICK WAREHOUSES on Smiths wharf. Immediate possession of one can be given, and of the other on the 1 June next. HOLLINS & M'BLAIR. March 22

NOTICE TO SHIP-CHANDLERS AND OTHERS, THAT by an order of the Orphans' Court, given to JAMES RAMSAY and ANDREW A. NNA, executors to the last will and testament of Mr. ELIAS SWEENEY, late of Fell's Point, will be exposed at Public Sale by the Subscribers, at the TOOLS, MERCHANTISE, and the TENANTRY in and to the Lease of the HOUSE which he lately lived in, being 6 years. The sale to commence at half past 10 o'clock next SATURDAY, the 23th instant, at the warehouse of Mr. Wm. Jackson. VAN WYCK & DORSEY, Auct'rs. June 6

NOTICE THE commissioners named and authorised in and by a commission of bankrupt, heretofore awarded and issued against J. E. C. Schultz, late of the city of Baltimore, merchant, intend to meet at the house of John Caldwell, esq. No. 18, North Calvert-street, on Wednesday, the twenty-third day of July next at four o'clock in the afternoon, in order to make a dividend of the estate and effects of the said bankrupt, when and where the creditors, who have not already proved their debts under said commission, are hereby required to come prepared to prove the same or they will be excluded from the benefit of said estate. JOHN BOLTE, Sole acting assignee of the estate and effects of the said bankrupt. June 25

400 lbs best live Feathers 11 or 1200 lbs. TALLOW, Starch and Hair-Powder, with the usual assortment of PRINTED GOODS, Of their own manufactory, for sale by M'CALLLOCH & LANNAYS, No. 13, Calvert-street. June 17

George & John S. Yeates HAVE IN STORE, 1500 bushels BRAN, which they will sell by wholesale or retail. ALSO, 14 casks best London PORTER. June 24

French Goods. By the Venus, captain Allen, from Bordeaux, 2 cases Lustrings, 1 do Damask Silk Shawls, 1 do Extra Silk Gloves, 1 do do Kid Gloves, assorted, 1 do Plain and Embroidered Lawns, 1 do Linen Cambric—Entitled to drawback, on exportation. For sale by JEREMIAH HOFFMAN. ALSO JUST RECEIVED, 1 trunk Sewing Cotton, in balls, assorted colors and white, 1 case Cambric Lawns, for Pocket-Handkerchiefs. An assortment of German Linens, India Cottons, Derry Wouse Wife and Irish Linen, &c. &c. June 6

Paints, Varnishes and Rosin, FOR SALE, At No. 3, Calvert street, for cash or good notes, 200 kegs Spanish Brown, 160 do Black Paint, 60 bbls Bright Rosin, 600 galls. Bright Varnish, 600 do Spirits of Turpentine, 30 do first quality Japan, 30 do Amber Coach Varnish, 30 do best Copal do, 30 do Bright Spirit do. 1300 lbs. first quality Printing Ink, 120 do Quicksilver. Any person wishing to purchase the whole of the above, may have a liberal credit, and be accommodated with a silversmith, weights, foil, &c. Also, two paint mills, boilers, cisterns and tubs, with every article necessary for a complete color factory and looking-glass store, the whole of any article will be disposed of on reasonable terms, by JOHN M'ELVEE, S & W 2m. May 16

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, German Linens, Cotton Cassimeres, Belticks, Hose, &c. With every requisite article in their line—low on their usual terms, &c. LONDON Porter and Port Wine, just received and for sale, 100 doz. bottles London BROWN STOUT, every superior quality, 20 qr. casks PORT WINE, 30 boxes fresh PRUNES. JACOB & WILLIAM NORRIS. June 19

For Sale, 275 boxes white Clayed Sugar, 5000 wt Ginseng, well cleaned, in barrels, 10 halves Bottle Corks, 6 pipes Port Wine, and A few bags first quality Green Coffee. ROBERT BARRY. d may 26

Henry & Lindenberger, No. 24, BALTIMORE STREET, HAVE received by the ships Fame and Sally, from Liverpool, an additional supply of Hardware, Cutlery, Saddlery, &c. &c. AMONGST WHICH ARE, Waldron's Scythes, White Lead, ground in oil, Patent Shot, assorted. And Pewter in casks. may 23

Claret Wine in casks. EXPECTED in the course of a few days, via Norfolk, 150 hogsheads BORDEAUX CLARET, warranted of the best quality, and is offered to any one inclined to purchase, conditionally as such. For terms apply to HUGH THOMPSON. June 23

To be Let, THE NEW THREE STORY HOUSE in Church-street, next door to the corner of Charles-street, at present occupied by Mr. Proud. Possession will be given the 10th of next month. Also, TWO WAREHOUSES on M'Clure's wharf, near the corner of Pratt-street, 30 feet front and extending 42 feet deep, to the dock. Apply to LORMAN & FULFORD. June 23

John Campbell White & Sons. HAVE RECEIVED FOR SALE, Cogniac BRANDY, PIMENTO, and PEPPER. April 29

John Campbell White & Sons, Have just received for sale, 500 boxes Young Hyson Tea, 151 boxes Hyson Tea, 98 boxes Imperial Tea. All of an excellent quality, and entitled to drawback. June 13

This is to give notice, THAT I intend to petition the judges of Baltimore county court, to relieve me from debts I am unable to pay. WALTER S. HUNT. may 28

To Rent, THE STORE and WAREHOUSE, No. 1, South Howard-street, adjoining the store occupied by Messrs. Jesse Eichelberger & Co with a good cellar thereto, and all in good order. Possession may be had the 1st of July next, by applying to PETER FORNEY. June 21

For Sale, A quantity of PRIME BACON, just received from the state of Ohio. Apply at No. 252, Market-street. June 21

Baltimore Equitable Society. A FIRE having taken place on the evening of the 15th instant, wherein was consumed the dwelling house and other contiguous buildings belonging to the widow Jones and her orphan children, which was insured in this office, in consequence of which loss, the members of the Baltimore Equitable Society, for insuring of houses from loss by fire (or their representatives) are hereby informed, that in order to raise the amount insured, one-fourteenth part of their original deposits, is required to be paid to the treasurer of said society, at the office No. 18, Baltimore-street, within thirty days after this date, agreeably to the fourteenth article of the laws of incorporation. By Order of the Board of Directors, JOS. TOWNSEND, Secretary. June 24

For Sale, On board the schooner Ann lying at Bowly's wharf, Henry Osborn, master, 30 pipes Cogniac Brandy } Entitled to 3 hales blue Gills Hand'k'fs } debenture. 30 hds. N. E. Rum, 20 bbls. Tanner's Oil, 7 boxes Wool and Cotton Cards, 2 cases Nutmegs, 1 do Mace, 25 bales Cassia, Barrels and boxes Men's and Women's Shoes, 100 kegs Spiced Salmon, A quantity of Men's Hats, 130 bolts Russia Duck, A quantity of Corlidge Furniture, &c. &c. June 27

Fresh Lime Juice. A QUANTITY superior quality fresh LIME JUICE, just received and for sale by the gallon or bottle. Enquire of BENJ. D. GALPIN, or DAVID SNOW, At 61, Smith's wharf. June 27

Charles Gwinn & Co. Have just received and offer for sale, on their usual terms, 60 hds RUM, 20 do SUGAR, A few pipes BRANDY, 6 hds COPPERAS, 300 loaves Loaf SUGAR, 6 chests Young Hyson TEA, 40 hds. MOLASSES. June 27

Supercargo. A YOUNG MAN, wishing to make an excursion for the benefit of his health, would be glad to engage a Supercargo to any port in Europe or the Indies, the latter would be preferred—his principal object is the restoration of pristine health—a pecuniary compensation adequate to his necessary expenses is all that he requires. A line addressed to A. H. and left at this office will meet due attention. June 27

IMPERIAL PARLIAMENT OF GREAT BRITAIN. House of Lords, May 6. Trade between the West Indies and America. (CONCLUDED.)

The Duke of Clarence professed himself a warm friend to the navigation laws; but he was nevertheless friendly to the present Bill, which he conceived to be necessary for the support of our West India colonies. The articles which were immediately necessary for the food of the inhabitants, for their habitations, and for the cultivation of the soil, were, with the exception of beef and pork, the growth and produce of America. For this country, therefore, to supply exclusively the colonies, must be attended with an enormous expence; whilst at the same time, during a period of war, and particularly when, as at present, the enemy had adopted the mode of sending our flying squadrons to different quarters, the ships necessary to protect such a trade would be more than we could spare from those essential services to which our navy ought to be directed. He did not attach that importance to the trade carried in British bottoms, for the supply of our West India colonies, which other noble Lords seemed inclined to do, as he believed the vessels employed were small, being chiefly of the class of schooners; and with respect to the seamen on board those vessels, they were most of them blacks, whom he did not wish to see employed in that description of service. He did not mean to extend his opinion with respect to the necessity to such a measure as the present to a period of peace, as he thought during peace this country might, without difficulty, supply the colonies; but during war he was clearly agreed in its necessity. Earl Camden objected to the bill, and thought that the shipping interest of the country ought to have been heard by their counsel against it, in order that the subject might be fully investigated. Lord Holland said he never wished to object to any class of his Majesty's subjects petitioning against any bill in the house being heard by their counsel; gains it; but the petitioners in the petition presented by the noble lord (Sheffield) had a long and studied petition objected generally to all suspension of the navigation act, without stating any specific grievance. Much had been said by noble Lords of the evils which were expected to result from this measure; but he would ask, had any evil arisen from this system which had for a long time been carried into effect by those very noble Lords who now objected to it? On the contrary, our commerce and our shipping so far from being injured, had increased. Experience therefore proved the wisdom of the measure which had thus been acted upon, and which it was still intended to act upon by means of the present bill. In fact the very means they adopted to supply the West India colonies, tended to facilitate their cultivation and increase our commerce and our shipping. In carrying the produce of America to the West Indies, it was too much to expect that British bottoms would be employed; we could not the states of America; and he deprecated any war of regulation, without power. The Americans were English in their habits and their dispositions, and the increase of their prosperity was a benefit to us, as a still greater market would be found for English manufactures. As to our shipping, in respect to an increase of it was to be for ever, it had to be by means rather than by speculation in the subsistence of our colonies. Lord Hawkesbury contended, that our navigation was a paramount consideration, and that if the necessity should arise, partial sacrifices of our commerce ought to be made, to insure the continuance of that system of navigation from which we derived all our maritime superiority. The present bill, he maintained, was the first relaxation of the navigation Laws enacted by a legislative act, it was a measure not called for by the necessity of the case, and might be productive of the greatest evils to the shipping interest of the country. He acknowledged that it did at times, exist a necessity for allowing the importation into our colonies, of articles essential to their use in American bottoms; but he deprecated making a prospective regulation, & acknowledged the legality of such a trade. Objectionable as the mode certainly was, he still thought it better that the responsibility should rest with the governors of our colonies, as it had hitherto done, of allowing such a trade, when they were upon the spot, should see the necessity of such a measure, than that such a discretion should be vested in the executive government at home, who could not know when such a necessity existed in the colonies. He agreed with his noble friend (Lord Holland) in much of what he had said with respect to America, but he thought that concessions on our part should rather be the result of negotiation, than that of us if decided on in the first instance. Lord Auckland thought it unnecessary to argue the question as to any length, as noble Lords on the other side had not brought forward any statement to show that no necessity existed for resorting to other means besides the resources of this country for the supply of the Colonies. To show the fallacy of the reasoning which went to show that by such a measure our shipping and our commerce would be injured and decreased, he would state the results of papers on their Majesty's table, which proved the direct contrary. In 1793, the number of trading vessels in the British empire was 16,000, their tonnage 1,500,000, and the

number of seamen employed in them 119,000. In 1804, the number of vessels was 21,000, their tonnage 2,200,000, and the number of seamen employed in them 153,000; and this during the continual operations of those suspensions of the Navigation Act in the West Indies, against which noble Lords on the other side now so loudly protested.—In the exportation of our manufactures also to the West Indies, instead of a diminution, a great increase appeared. The greatest quantity exported thither in any year of peace was 1,800,000, whilst, upon an average of the last five years, the quantity was 3,300,000. In every point of view, therefore, this measure was far from being detrimental to our commerce and our shipping. He denied that there was any alarm upon the subject. The provision traders of Ireland in particular were satisfied, as beef and pork had been recently excepted from the articles to be imported into the West Indies from America. Lord Grenville could not conceive the utility, upon a discussion like the present, of entering into the consideration of abstract questions, such as that pronounced by the Noble Lord (Hawkesbury) in the form of a supposition, that at some future period the interests of our commerce and navigation might clash. He did not believe that all history or experience would furnish any instance of this nature nor did he believe that the question was likely to arise. He had always considered that the increase of our commerce produced the increase of our navigation, and our shipping interest. He could not either see the necessity of introducing any discussion as what might be proper to be done during a period of peace; no man knew nor could any man foresee a period at what period peace might arrive; to consider, therefore, what might or might not be proper to be done at an indefinite period, was a totally irrelevant to the present question. There was one error into which some statesmen were apt to fall, that of supporting old institutions when the circumstances which gave birth to them had ceased, or had been materially changed.—He thought the Noble Lord had contended for our Navigation Laws in all their strictness, without a due consideration of the change of circumstances which had taken place since those laws were wise and salutary laws were enacted. He would not, however, enter further, at present, into the consideration of this subject. The Bill now before the House was founded on propositions so plain, that he was surprised at the debate, which had taken place upon it. Noble Lords, on the other side, had, in objecting to the Bill, contended their former conduct; he would, however, defend them against themselves; their conduct, with respect to the West Indies, had been dictated by a due regard to the interests of the Colonies, and had received the approbation of Parliament. The present measure was founded on the same principles, with only the difference, that the power and responsibility were vested where they ought properly to be placed, in the Executive Government.

Lord Eldon thought that the Bill went to enact a new principle for which no necessity had been shown. He regretted that Counsel had not been heard for the petitioners against it, and that the House was therefore not in possession of the real state of the case. Lord Sheffield protested against the assertions made by those noble Lords who had supported the Bill, most of which, he said, could have been disproved if the petitioners had been heard. The Bill was read a second time and committed for Thursday. Lord Hawkesbury gave notice that he should move in the committee, to limit the duration of the bill either to the end of next Session or the commencement of the year 1808.—Adjourned.

From the N. Y. Evening Post. INTERESTING EXTRACT. "HALIFAX, May 31, 1806. SIR, You can hardly conceive the pleasure which I feel in being released from the most unhappy situation in which I was ever placed; but thank God, I am at liberty thus far, and can write now without restraint. The tale I am about to relate is not of the pleasantest kind; but I trust, afford you some satisfaction in knowing the particulars and having a regard to my safety, although the circumstances are not of a pleasant nature, must fit the mind of every American with honest indignation."

"It is surely no small disappointment to be captured and wholly against all our expectations, within three hours sail of you, much wish'd for port; thus in an instant to be blasted in the joyful expectation of joining our families and friends; such has been my case, and will I believe be the case of many others, unless our Government adopts prompt and vigorous measures." "At the news of the proceedings in New York, every officer was a captain in Bobadil, and would destroy his twenty houses, after that, twenty more, until the whole city was battered down, unless their officers, who were procuring supplies, returned in safety, for which they waited five days at an anchor near the Hook, and then made every preparation for proceeding to town with the ships; they however, thought it most prudent first to send a flag of truce by the first Lieutenant to the commander of the Fort on Governor's Island, learning to land at the city, to know the reason of their detention, of which I suppose he was informed, and returned the following evening on board; the foregoing gentlemen arrived in the night without the intended supplies—thanks to the gentlemen who intercepted them; and the next day made sail for Halifax, where we arrived on Friday the 10th of May. During our passage, several vessels were overhauled, and two men pressed from each—one in particular after heaving to, was fired at six times with directions each time to fire upon her; and by way of compensation, we are told, if unjustly robbed, will be indemnified for our losses." "For my part, I expect redress only in the united determinations of our citizens to support their natural rights and punish the cruel invaders of our national liberty and laws. Remonstrance is only subjecting ourselves to further insult, as all experience has plainly shewn, and the

sooner it is abandoned and more energetic measures adopted, the sooner will our flag be respected and our citizens permitted to trade unmolested and in peace. I am grieved to see so many American vessels lying here, some condemned, others waiting their trial, and new ones coming in every day. On Sunday the 15th inst. arrived the brig Romulus, capt. M'Donnell of New York, from Havana, sent in by the Tartar privateer. There is also lying here the brig Mars loaded with Mahogany belonging to Samuel Rurling of New York, lately tried and cleared after a strong contention on the part of the captors, that beef and pork, part of her outward bound cargo, came under the denomination of contraband of war; they however condemned the claimants in the costs and damages, and they are permitted to depart with their vessels almost a wreck through the misconduct of the captors. The ship John and Francis of Charleston has also been tried and part of her cargo condemned, the remainder with the ship laid over for further proof; private ventures not excepted." "The brig Ranger, of Wiscasset since our arrival has also been condemned for having on board a few poles which they said would make Royal yards; the three masted schooner Nimrod, of New York is waiting her trial; the ship Aurora was laid on Monday the 13th, and her trial commences in 21 days from that date."

Sailed from this port on Sunday, 19th inst. the Squirrel ship of war to cruise off New York, and the Leander on the 23d for the same cruising ground, it is said. What a terrible pity it is that two or three frigates cannot be spared from the service in the Potomac River to drive those ruffians from our shores. It might, indeed, answer the double purpose of bringing Whitley to justice, who, it seems, cannot be brought there by the common course of law. It is more than probable he will not confine himself to the limits prescribed by our government; but, as usual, commit his depredations in the waters, and within the jurisdiction of the United States, thereby affording a fit opportunity to attack and bring him to justice, at aught by an uncommon course of law. There is another arrival lately, the brig Hannah, captain Ropes, of Salem from Leghorn, sent in by the Leander. This brig was loaded with sugars, bound to Naples, and was boarded on her outward bound passage by a British frigate, and on examination found that her sugars were imported into the United States by two other vessels, for which reason she was permitted to pass. On her arrival in the Mediterranean, she was informed by a man of war brig that she could not enter Naples; she then went into Leghorn, discharged her cargo, and when returning home with a considerable quantity of specie, the proceeds of that cargo, was fallen in with by that gallant commander, Whitley, and was sent in for adjudication for the very reason that induced the others to let her pass. The condemnation of vessels here is so little regarded, that it almost becomes a matter of course from their being sent in, and the captors are so well aware of this that they immediately begin to calculate the amount of prize money accruing to each from the sale of the vessel so captured. Indeed, some of the officers of the Leander fancied the money of the Aurora as lying in their possession before their arrival in Halifax.

"The day following my arrival here I was permitted to leave the man of war, which was much to my satisfaction; I shortly after visited our ship, and found to my great surprise that all my fruit was stowed, which consisted of Oranges, Pine Apples and Cocoa Nuts. Give my respects to Mr. Fairchild, and tell your brother that the British have deprived me of the means of supplying him with the Cocoa Nuts which I promised. If you please, inform my family that I am in good health.—Adieu. I am dear Sir, Your humble Servant, &c. JOHN M'EVERS.

Mr. JOHN M'ELVEE. From the NATIONAL INTELLIGENCER Communication relative to Com. Truxton. CONTINUED.

CHARLES BIDDLE, Esq. Philadelphia, 7th Sept. 1805. My Dear Sir, Much having been said every where whether I had resigned my commission in the navy, or simply declined the command of the Mediterranean squadron, in consequence of not having a captain sent me to act as a second captain under my broad pendant on board the frigate Chesapeake, as had been agreed by the secretary of the navy, I feel it due to myself as well as to others, to inquire of my friend, Charles Biddle, to declare and pronounce candidly as a man of honor and a gentleman, how he precisely understood, from the moment I quitted the command of the squadron to the present time, from every conversation he has had with me; this thing to be, Commodore Dale was my predecessor, commanding in the Mediterranean, and he returned to Hampton Roads a short time after my declining to command the squadron without a second captain as aforesaid; and he must know from myself, whether I had resigned my standing in the navy, or whether I had simply resigned, or begged leave to decline the Mediterranean service, in consequence of my not being properly equipt for such a command, or as he had been equipt, & I deemed necessary and proper, and as it appears the government deemed necessary & proper by a letter I have from general Dearborne, dated 13th June, 1801. It is of some importance that these things should be clearly understood; for they have lain dormant a long time, and you will be pleased to ask Dale to declare simply by note his opinion on this question, which is to me at least, of some magnitude, because what I have said and written to you, I have said and written to others, and I use but one language, though it is possible Mr. Secretary Smith may have considered some expressions in my letter of the 3d of March, either ambiguous or wanting of explanation, and