American,
AND
Commercial Daily Advertiser.

PRINTED & PUBLISHED BY S. PECHIN,
31, South Gay-Street.
[Printer of the Laws of the Union.]

Daily Paper $7 an. Country Paper $5 per ann.
☞ All advertisements appear in both Papers.

MONDAY, MARCH 30, 1807.

Sale by Auction.

ON WEDNESDAY NEXT,
The 1st April, at half past 11 o'clock, in the premises, will be sold, on a lateral credit,

THE valuable LOT, with all the buildings thereon, situated on the west side of South-street, lately occupied by Joseph Haskins, coppersmith and tinman, deceased. It fronts about 27 feet on South-street, & runs back to Franklin lane. The improvements are, a Store on South-street, a very comfortable and convenient Brick Dwelling House in the centre of the lot, and a convenient two story Brick Work Shop on Franklin lane. The lot is in fee simple.

VAN WYCK & DORSEY, Auct'rs
March 27

CORN MEAL.

THE subscribers intend keeping a constant supply of Kiln-Dried CORN MEAL for sale.
TYSON & JAMES.
March 27 eo4t

Prime Rice and Pork.

19 tierces Fresh Rice,
40 barrels excellent Delaware Pork,
Just received and for sale by
BALDERSTON & CORNTHWAIT.
On Hand,
70 barrels good Green Coffee, entitled to drawback.
march 27 eo4t

Fifty Dollars Reward.

RAN AWAY from the subscriber, living in Baltimore county, within 14 miles of the city of Baltimore, on Monday the 23d inst. a MULATTO MAN, named AQUILA or QUILL, about 37 years of age; 5 feet 8 or 9 inches high; tolerably well made; of innocent appearance: his nose thin and rather sharp: of slow speech: had on a blue jacket and blue overalls. If taken 10 miles from home, 10 dollars will be given: if 20 miles, 20 dollars: if 30 miles, 30 dollars, and if 50 miles, the above reward, if brought home.
JOHN GOWINGS.
N. B. All persons are forbid harboring said runaway at their peril.
march 27 eo4t

FOR SALE,

By John Vetsch, Coach maker,
A handsome well finished COACHEE, with plated mountings and spring Venetian blinds in the quarters, and complete plated harness.—This carriage was finished particularly for Mrs. Van Bibber, and her not complying with the contract she made, puts me under the necessity of offering it for sale.
March 16 eo

Alexander, Webster & Co.

HAVE FOR SALE,
400 hhds. old red Claret Wine, prepared for Isle of France market,
100 half do. do. white do.
100 cases of 12 bottles each red Medoc Wine—Just received per ship Eliza, Stowell, from Bordeaux.
March 5 eo10t*

John Coulter,

HAIR-DRESSER,
RESPECTFULLY informs the public, that he has, at the request of many of his friends, removed to Fell's Point, No. 26, Thames street, where he will be happy to serve those who may favor him with their patronage.
N. B. Hair cut and dressed in the most fashionable manner.
☞ Razors ground and set in the best manner.—March 17 eo

The Grand Master of Malta,

A remarkably fine Jack, brought direct from Malta, by Commodore Rodgers, will stand to cover mares and jennies during the ensuing season, at Hampton, the country seat of General Ridgely, at the moderate price of ten dollars each, for the season.
The Grand Master is now 3 years old, and is allowed by the best judges, to be the largest and handsomest Jack ever seen in this country. To avoid trouble, the money must be sent with the mares or jennies.
JOHN GREEN, Manager.
P. S. The best of clover pasturage may be had, but no liability for escapes or accidents.
march 26 eo2m

New-York State Lottery,

AUTHORISED by the Legislature, and payment of Prizes guaranteed by them—POSITIVELY commences drawing in the city of New-York, on the second Tuesday in June next. The capital Prizes are,
1 of 25,000 Dollars,
2 of 15,000 Dollars,
2 of 5,000 Dollars,
2 of 2,000 Dollars,
6 of 1,000 Dollars,
And several of 500, 200 and 100 dollars, &c. &c.
The first drawn ticket every FIFTH day will be entitled to a capital prize; and the SECOND drawn Ticket EVERY DAY, will be entitled to 200 dollars.—Less than 2¼ blanks to a prize.

TICKETS,
HALVES, QUARTERS & EIGHTHS,
For sale at
WAITE'S
Truly Fortunate Lottery Offices,
No. 64 & No. 38, Maiden Lane, New-York

By enclosing Bank Notes of any description, (post paid) distant adventurers can be supplied with Tickets to any amount, or orders left at their office, corner of Market & Charles-street, Baltimore, will be forwarded without risk or expence, and a correct check book will be kept there for the examination of Tickets and Shares, which their customers may have free access to.
Present price of Tickets, 7 dollars, but will advance as the drawing approches. Prize tickets in the late New-York Lotteries taken in payment.
New-York, March, 1807. eo

Notice is hereby given,

THAT I intend applying to Baltimore county court, or one of the judges thereof, for the benefit of the insolvent laws of Maryland.
JOHN DEADY.
March 27 eo2w*

Public Sale.

On the first day of April next, at 11 o'clock in the forenoon, will be offered at public sale,

THE Place at present occupied by D. C. Stewart, situate two miles from Baltimore, on the old Harford road, adjoining the property of Henry Thompson, esq. The improvements thereon, are, a comfortable two story brick Dwelling and commodious Kitchen, a brick smoke House, and a large frame Stable and carriage House, with convenient Sheds for Cows. There is a good Garden, a thriving young Orchard, and a spring of as pure water as any in the state, a few yards only from the house. The remainder of the ground (consisting in all of 14 acres) is well enclosed by a post and rail fence, chiefly well laid down in Timothy, of which it is expected to produce this summer from ten to twelve tons, and four tons of Clover, together with a small crop of wheat.
At the same time will be sold, at private sale,
Sundry Farming and Garden Utensils,
The terms which will be accommodating, will be made known on the day of sale, or on application any time previous thereto, to
D. C. STEWART.

The above property as described by Mr. D. C. Stewart, will be offered for sale on Wednesday the 1st day of April next, at 11 o'clock in the forenoon, should that day prove fair, if otherwise, on that day week at the same hour. The terms of credit are, 3, 6 and 9 months, for approved negotiable notes. Should it be inconvenient to the purchaser to take immediate possession, the present occupier will rent it for the ensuing nine months.
THOMAS CHASE, Auct'r.
March 30.

SHERRY WINE.

FIFTEEN quarter casks of a superior quality, just received and for Sale on reasonable terms, by
JAMES HANNA,
No. 194, Market-street.
Also, a few Sets of KILKENNY
Marble Chimney Pieces,
Superior to any that have been received in this city.
March 18 eo1w

Dissolution of Partnership.

THE article of partnership between the subscribers, trading under the firm of WALTER & CO. having expired on the 28th day of February last, the same is hereby dissolved by mutual consent: All those indebted to said firm are requested to make payment to John Walter; and those having claims against the concern will please present them to him for payment, who is authorised to settle up the business of said partnership.
CORNELIUS FERREE,
JOHN WALTER.
March 8

N. B. The LUMBER BUSINESS will be continued by the subscriber, at the head of the Basin, on Light-street extended, being a few minutes walk south of Mr. Calhoun's Tobacco Inspection Warehouse, where he wishes to inform his friends and the public he is at present about moving to, and respectfully solicits a continuance of their favors.
JOHN WALTER.
March 20 eo1t

Charles Wirgman

Offers for sale,
Gold Watches,
London jewellery,
Tin Plates in boxes,
Bolt Iron,
Empty Bottles in hampers,
Venetian Red,
Spanish Brown,
London Porter,
Hollow Glass Ware in casks, and
A few tons Logwood and Fustic.
march 27 eo1t

F. & C. Focke,

Opposite the Custom House,
HAVE imported per the Margaret, from Havanna,
69 boxes White Havanna Sugar,
47 do. Brown do.
Also on Hand,
Listadoes, Checks No. 2, Checks, and Stripes, Bretagnes, Estopillas,
Dowlas, and Creas à la Morlaix.
All of which they offer for sale on very reasonable terms.
march 27 eo6t

Franklin Hotel.

THE subscriber respectfully informs his friends and the public in general, that he HAS OPENED A HOTEL,
In Baltimore-street, No. 172, nearly opposite the Union Bank of Maryland, where he is determined no exertions shall be wanting to merit public patronage.
He has good stables, and is about to make them more extensive.
HEIL PECK.
N. B. Boarders taken by the week, month, or year.
December 10 eo

Four or five Gentlemen

CAN be accommodated with GENTEEL BOARD & LODGING, in a healthy situation, near the Precincts Market House, on accommodating terms, by application to the Printer.
March 24 d4teo

Notice.

AN election for Directors of the Union Insurance Company, of Maryland, will be held at the office of the Company, No. 30, South Gay-street, on MONDAY, the 30th instant, between the hours of 9 and 12 o'clock. No transfers will be made from the 14th inst. until after the election.
By order of the Board,
HENRY COURTENAY, Sec'ry.
March 3 eot30M

For Sale,

A Valuable PLANTATION, on the old Frederick road, and near the new turnpike, about 5 miles from Baltimore, and 4 from Ellicott's mills. Containing 77 acres of Land, nearly one half in fine young wood, the rest is cleared and inclosed, about 8 or 10 acres of meadow ground well watered, a fine young orchard, a never-failing spring of excellent water; the improvements are a good log House and Barn, with other out houses; on the plantation are two handsome prospects. For terms apply to the subscriber, living on the old road, adjoining the premises.
JOHN MOKE.
March 9 law4t*

A COOK

IS wanted in a small family—one that can come well recommended will receive the highest wages.
March 19 eo

ON TURNPIKE ROADS.

FROM THE CALEDONIAN MERCURY,
Published in Edinburg.

MR. PRINTER—Being frequently obliged, by business, to traverse different parts of this country, I sometimes offer to the public such observations as occur, through the channel of your paper. And as I am just now returned from an excursion to the north, I beg leave to submit to your readers a few remarks on the state of the roads, as I conceive it to be a subject of very general importance.

To the northward of the Forth, I found the roads in general bad. But, beyond Perth, they were so excessively deep, as to be nearly impassable. Tired and jaded, as a traveller must be, in going through a country in those circumstances, it is natural to think that the subject should be frequently started in conversation. This was my case; and I was not a little surprized to find, that, among a number of people, who are in general possessed of quick parts, and found understanding, prejudices should so generally prevail against the erection of turnpikes—This appeared to me one of the strongest instances of the force of habit and prejudice, that I had ever observed.

It is, I think, impossible, to devise a tax, that in its operation, is so fair and equitable, as a toll for making and keeping roads in repair; because it is the persons who are benefitted by the roads, and they alone, who thus are made to pay for it; and it is exacted only from those who damage those very roads for the money they give to repair. Yet, in this instance, we find that the ignorant multitude, instead of willing to remove from themselves a heavy load by laying a part of it on strangers and travellers, should voluntarily subject themselves to a very heavy tax, this opinion may be freely from it. Common sense would dictate, that no real prejudices would have weight in favor of turnpikes, and against the statute labor, had not experience discovered the contrary.

In treating on this subject, I can hear one objection very universally urged against turnpikes, viz. that those parts of the country are yet to poor to admit of them, and travellers too few to pay for the expence of turnpike keeping &c. But if the country is poor, by what device can they contrive to make it rich? Laddering, as that of carrying good roads through the country? For without roads it is obvious, that no improvements in agriculture can be made, and if travellers are few, how can their numbers be augmented? Are they to be tempted by making the roads as good as to induce travellers to frequent them? These propositions are self evident; but as in cases of this kind, facts are worth a thousand arguments, I shall here give a few facts that have taken place under my observation, which ought to be entirely decisive on this subject.

I am old enough to remember the first turnpike act for Scotland, and to recollect the state of the roads then. Glasgow, and its environs, and in the neighbourhood of the Metropolis, as well as the country, were rough, bad, and, considering the commerce, scarcely passable. And thus it was,—believe it who will, I am confident no one, who then knew those things, will contradict me.

At that time, a journey from Glasgow to Edinburgh was an undertaking of a very serious nature at the season of the year. It could only be performed on horseback, and, during a wet season, it was a matter of the utmost difficulty. The roads were drenched with water, so that a horse then could hardly drag himself along, and the inns were such, that it made the boldest hearts tremble to venture on them. For the information of those who have not lived long enough to remember these times, I appeal to the Lord Justice Clerk, the Lord Chief Baron, and the Lord Chief Commissioner in chief of his majesty's Exchequer in Scotland, who was then obliged to undertake this journey, at that period.

At present it is well known to be an easy journey, of 6 or 8 hours only; which can be performed by the most delicate lady, in all seasons, by night or by day, without risk or danger.

At that time, I am pretty confident, that not more than one or twelve carriages of any sort, carts included, passed in a year between Glasgow and Edinburgh. All commercial intercourse being then carried on between these two great cities, by a string of ten or twelve pack horses, which went and returned once a week, the leading horse being ornamented with bells, on purpose to give notice to travellers not to enter into narrow defiles, where they could not pass this then formidable troop. Where, I could ask, is the road in the north of Scotland, between two considerable towns, that is so little frequented as this road then was? What is its present state?

To answer this question with exact precision requires more knowledge than I am possessed of; but I may, no doubt, that including the two roads to Glasgow, there are no fewer than 100 carriages passing the turnpike every day, on an average, throughout the year. The money borrowed on the turnpike act enabled the trustees to make roads; and these roads, being made, have attracted travellers to frequent them, which they could not otherwise have done.

I now proceed to observe that, with respect to the improving of the country, the good roads have enabled the farmers not only to carry the produce of their farms to market; but also to bring manures from a distance, at an expence greatly less than they otherwise could have done. The consequence is, that farms have risen universally, in their value, to more than double their former amount; and the farmers at the same time, are much richer than formerly. Many places are now converted into good fields of corn and hay where nothing but heath before grew: because a market is brought to their very doors for these articles; in consequence of opening the roads. For it has been computed, that not less than 10 or 12 thousand pounds a year are left upon the roads, between Glasgow and Edinburgh, by travellers; 3/4ths of which goes to the encouragement of agriculture, in a district, that, without this circumstance, must have ever continued a desart waste.

As to the effects of turnpikes, upon the inhabitants of the towns, they have been as beneficial as those in the country. Hay, which before that period, could not be brought from more than two miles from town, is now brought from the distance of 12 or 15 miles all round; and the average price of that article, which used to be 8d per stone, is now reduced to about 4d, though the quantity now consumed in Edinburgh is perhaps a thousand times greater, than at the time I allude to.—'Till the turnpikes had been made, it would have been nearly as practicable to rear a palace in the moon, as to have erected the buildings that have been constructed within the last 20 years in Edinburgh. The hundredth part of the horses, that are wanted for these fabrics, would have occasioned a famine, for provender, in one week's time."

The inhabitants of Edinburgh, however, like the inhabitants of every other place, who know no better, complained of the hardships they would be subjected to by the turnpikes; as the toll there exacted, they thought, would enhance the price of the necessaries of life, that were coming to them. What has been the consequence? It has been clearly proved, here to day. With regard to the coals; before the turnpike act all the coals were brought to Edinburgh in sacks, upon horseback; and the load, at that time, I have been assured was 240 weight. Now, the load of the smallest horse cart, that can be exposed to sale in Edinburgh, must weigh 1200 wt. and I saw paid, the other day, to a common coal driver, the price of [illegible] for a single cart load of coals. The toll on this cart is two pence; so that, in this instance 2300 wt. of coals, or nearly 6 horse loads, was brought from the distance of 6 miles, for two pence to the consumer. In the carriage of grain of all sorts, and merchandize of every kind, there is nearly the same saving. An ordinary load, for a single cart, to Glasgow is, from 2000 to 2500 wt. instead of 300 to 320 wt. as formerly.

From these facts, it is clearly demonstrated that turnpikes are the greatest blessings that can be conferred on a country; and that, instead of proving burdensome, either to the inhabitants of a town or a country, they are in the highest degree, beneficial to both—Were it possible to set aside the turnpikes, and bring the roads back to their former state, in the south of Scotland, an universal bankruptcy, of tenants, landlords, and artisans must be the immediate consequence. How short sighted then must those people be, who, by opposing turnpike, strive to continue themselves in the same degree of debasement, to which they must have been reduced, in case of such an event having taken place.

With respect to *travellers*, they are equally benefitted by turnpikes, as every other active order of people. For although it seems to take money from them; yet it hardly lives to them, upon the whole, a great deal that they must otherwise have given out. Here, too, facts shall speak for themselves.

Perhaps the easiest mode of comparing the expences of travelling, is by comparing the price of a stage coach, from one place to another, equally distant, with or without turnpikes. For, as the undertakers pay for the turnpikes, where there are any, the coach is a part of the expence of the coach, which they are not under the necessity of paying in the other. By this rule, then, let us compare the expence of travelling with or without turnpikes.

From Glasgow to Edinburgh, the nearest road, is 44 miles; the price of a dog ticket, though generally higher, is nothing less than two pence for each mile.

From Glasgow to Aberdeen, is 128 miles; the price of a dog ticket, two pence, which is about one half of the turnpike rate per mile. In the first case, there are turnpikes through the greatest part of the road to Aberdeen, here there are none. It is not the travelling, is nearly as cheap to the north as Glasgow and Edinburgh. Yet, notwithstanding this extraordinary cheapness, the roads are so good, that [illegible] of passengers, as well as goods, are conveyed by the stages, to the great profit of the undertakers, that they can afford to give up the business for one month in each winter: during which time, nothing is done but to keep the coaches, along, even in an empty carriage. He has hardly an hour's leisure to spare, and I [illegible] convinced that [illegible] the [illegible] of the [illegible] by every man [illegible].

VIATOR.

[*Translated for the Philadelphia Gazette.*]

ADDRESS
OF HENRY CHRISTOPHE,

President of Hayti, to the Haytian people.

[illegible] vicissitudes have arrived. At [illegible] a wide collection of [illegible] wages, has it may be [illegible] the expedition, consisting of the coals, to [illegible] once more the destinies of Hayti.

In vain had my fellow-citizens endeavoured for a long time, to offer you this precious gift; in vain had I [illegible] the [illegible] a Constitution; my cares, far from being crowned with the wished for success, had been but an [illegible] to [illegible] to try to mislead public opinion, and frame a Constitution calculated for their interests and the [illegible] of their passions, at the expence of the liberty of the people and of found reason.

Yet you have been witnesses. O my countrymen! of the purity of my designs, the rectitude of my intentions; but have my [illegible] turned to a wrong side that fatal temerity, by fomenting rebellion, and kindling a civil war? I was not the one that could be intimidated by their machinations, or moderate a [illegible] ment on the welfare of our country. I have never ceased day or night to meditate upon the safety of the country. What have I left a done to obtain this end? What have I not done to baffle the secret plots and conspiracies of factions?

I have been always amidst you, and you may certify if ever ambition has influenced my conduct, or tullied my honour. Placed this day by the wishes of my countrymen and brethren of arms on the summit of power, I have yielded to their desires, and accepted that heavy and honourable burthen, because they wished to trust it into my hands, and that I might once more serve our country. Happy will I be, if my efforts be crowned with success, and enable me to secure the happiness of my countrymen!

But to obtain that end, my efforts alone are not sufficient; the observation of the laws and of this constitution is also necessary. Your rights are strictly preserved, and every citizen will find therein securities for his person, property and that of his family.

The fatal consequences of the wars we have sustained, and still more the bad example of the French, had thrown religion into a forlorn situation; morals were despised, and a profligate youth gave way, without remorse, to all the licentiousness of their age; public education was disgraced, and left to mercenary teachers. It has been necessary to restore religion to its dignity, to give support to morals, bring it into repute, inculcate in the minds of young people the sacred principles of good manners and of religion, and convince the people that, without religion and morals, no human society can exist.

Tribunals are going also to insure your interests; equity and justice will hereafter preside over the decisions dictated by its ministers. It is above all, by probity and uprightness, that it is reserved to the people of Hayti to make themselves be known. Essentially a trading people by their situation and the nature of their commodities, their equity as well as the objects of their commerce must attract to their shores the merchants of all nations of the earth.

As commerce is for us the source of all kinds of riches, it is therefore essential to grant to foreign merchants who come to seek their fortune in our ports, the same protection which is enjoyed by our own countrymen, and offer them the hospitality which those necessary men merit to receive.

To maintain the commerce, and give it a great activity, the perseverance and efforts of agriculture ought to increase.—Placed under the finest climates of the earth, profusely favoured with the most precious gifts of nature, the cultivators have not to struggle against the severe weather of frozen climates, nor to inure themselves to the rigors and inclemency of seasons. An easy work enriches them, without any privations, puts them upon the level of manufacturing nations. Therefore, laborious cultivators, to fully satisfy the produce of your fertile soil, spread out to the eyes of the European merchants, all the allurements their covetousness, and you will see your commerce flourishing beyond your hopes.

After having given support to religion, restored morals, re-established good manners, and encouraged agriculture and commerce, great works will remain yet to be done. We ought not to neglect the exercise of arms. The enemy watches our motions and observes our steps. The affection of our friends is fill without any warranty! Treaties ought to bind the latter, and our armies be ready to fight the former.

Abandoned to ourselves we have in the midst of ourselves our own resources; they are among you, soldiers, who are ready to shed generously your blood, rather than yield to a proud enemy your liberty, the reward of your courage! they are amidst you, industrious and industrious cultivators, from whom the state expects its riches, your union, your submission to laws ought to be the strongest bond of your independence.

The policy of foreign governments has not yet been openly manifested towards us. Whatever it be, without daring them, let us put ourselves in a situation to have nothing to dread from such as would bear us any hostile intention. Let those who will be disposed to keep political relations, or enjoy the advantages of our commerce, find an equitable reciprocity. Let us offer to others nothing but death and battles.

Whilst we meditate upon these ideas, let us never forget that arms alone are the warranty of a free people. If culture requires a part of our contemplation, we ought to consider that we are soldiers, and that warlike nations only have been able to preserve their liberty. Let us call to our remembrance, that a handful of Greeks devoted to their country, confounded the rage of a million of barbarians who came to wrest from them their liberty.

Let us swear on their example, to observe and cause our laws, constituted to be observed, and to perish rather than to suffer that any violation shall be made upon it.

Done at our Head-quarters, Cape Francois, February 17, 1807, 4th year of the Independence.

HENRY CHRISTOPHE.
By the President,
The Secretary of State,
ROUANEZ, Jun.

Translated for the Federal Gazette.

PROCLAMATION

By the Chief of the Government of Hayti

The numerous abuses which have taken place in the different branches of the government, particularly in the custom-house department, have obliged me to take rigorous measures to repress them. The notices which I have given to these hardened and faithless officers, have not brought them to be ready; and my conduct towards foreigners, who come to trade in our ports, has only served as an incentive to their fraud.

It is therefore necessary to adopt severe measures, in order to remedy these abuses, which have deprived government of its resources.

Consequently, to put a stop to such dilapidations I do order as follows:

1. Every Haytian or foreigner, convicted of having gratuitously endeavored to land or ship on board any goods, with a view to avoid the payment of duties, shall be condemned to be hung, and his effects confiscated to the use of the state.

2. Every officer, convicted of having lent a hand to such fraud, shall be condemned to be hung, and his effects confiscated to the use of the government.

3. Every person convicted of having fraudulently embarked or landed, from one vessel to another, any merchandize, shall also be condemned to be hung, and his effects confiscated.

4. The custom-house officers in particular and the other officers of the government are charged with the execution of the present order, and they shall be considered as accomplices in all offences of this nature, of which they shall be witnesses.

The present proclamation shall be printed, read, and affixed to the doors of the different custom houses, &c.

Given at head-quarters, at the Cape, the 30th January, 1807, the fourth year of Independence.

The Chief of the Government,
HENRY CHRISTOPHE.
By his Excellency,
The Secretary of the Government,
ROUANEZ, Jun.

American,
AND
Commercial Daily Advertiser.

MONDAY, MARCH 30, 1807.

A letter from a respectable commercial house in Cadiz to another in New York dated January 23d, says, "An order has just arrived from Madrid reducing the quarantine on vessels from the northern states of America to fifteen days, and on those from the southern to twenty."

Capt. Spencer, of the ship Grace, arrived at N. York informs, that "Orders from England were received at Demerara, prohibiting without reserve, the landing of any goods in American bottoms, excepting fish, flour and lumber; and also prohibiting absolutely the exportation of sugar and coffee.—Repeated remonstrances were made against this order by the planters and merchants, and every effort made to obtain permits to ship sugar and coffee, but *refused* on the ground that the Governor had not right without permission from home.—Markets were glutted with American produce."

Our letters from London say, "The British government were called upon by the people to take more efficient and energetic measures to counteract the French blockading decree; and that it was in contemplation to declare all the French islands in a state of blockade.
Boston paper.

Col. Williams, commandant of the corps of engineers, arrived at Charleston on the 12th inst. for the purpose of making arrangements for the fortification of that harbor.

Lord Minto, governor-general of India, and suite, arrived at Plymouth, England, Feb. 10, to go to India, in the Modeste frigate, Captain Elliott.