

are to be subservient to *founds, chills* and hence, I am indeed guilty.—But until I hear such an opinion expressed, or until I feel it in the ruin that is allotted for me by the adherents of Great Britain, I shall retain the sweet consolation, that my country is yet independent, and from her courage and patriotism is still worthy of the gift.

When the pilot went on board of capt. Boulderson, the latter approached him with—

"You damn'd rascal you are come at last; you are like the rest of them, for they are all damn'd rascals."

Such conduct and such language betray a determination on the part of the British officers of all classes to continue the same insulting tone towards this country which has invariably characterised them. Boulderson's conduct, like Love's letter, will probably likewise be called "spirited" by the ministerial prints in England; and the turbulent ruffians who command British vessels of every kind, being thus encouraged in their insolence, may at last succeed in their endeavors to bring on a war between the two countries.

We cannot believe that the great body of federalists countenance such sentiments as are propagated by the Boston Repertory, Centinel, and Gazette. There are too many men of honor and genuine spirit among them to sanction such infamous conduct as those prints pursue. Different opinions exist, no doubt, with regard to the settlement of our claims with Great Britain; but it hardly can be true that any large portion of Americans will tolerate such language as the following. We copy the article from the Boston Repertory of Friday last: It was written to ridicule that sentiment of indignation, for the murder of the Americans on board the Chesapeake, which has met with such an universal expression and currency:

FROM THE REPERTORY.
"The *4th*, *disorderly, inhuman, and cowardly* conduct" of Captain Humphreys cannot be sufficiently execrated; for though he was absolutely compelled by his orders to use force, under certain circumstances; though the Chesapeake is a liner vessel than the Leopard, and was better manned; though he approached her in broad day, and notified the Captain previous to the attack of the nature of his instructions, though the Chesapeake had ample time during the stay of the Leopard's officer on board, and her return, to have called all hands to quarters, and prepared for action, yet as the Chesapeake could not prepare and did not, it was an infamous, unmanly, cowardly thing to fire upon her. Captain Humphreys richly deserves to be stoutly cursed, and upbraided as a poltroon in every patriotic newspaper throughout the Union, and to be burnt in effigy, for the cowardly attack, as he has been, by every enlightend and respectable assembly of our fellow citizens."

"We believe the attack of Humphreys has been on all hands, by republicans and federalists both, considered more as an act of murder than as an act of honorable warfare. Indeed, it could not be the latter; as the two nations were in a state of apparent peace at the time. For the Repertory, therefore, to attempt to ridicule the expression of that indignation which the conduct of Humphreys excited, is to jest at the noblest feelings of the nation at large, and to perform the detestable part of advocate for a ruffian. It may gratify the prejudices of a few New England Tories; but the great mass of federalists can surely never be pleased with it.

It seems the British are determined to maintain their position at the mouth of our Bay. By the following article from the Boston Centinel the reader will learn that the Ville de Milan is on her way to the Chesapeake with supplies. Reports have been current that admiral Berkeley was to come round in that frigate; for what purpose we know not, unless it be to shake hands with Humphreys, and congratulate him on the successful execution of his orders—

"On Friday last, Captain Woodbury on the south-west part of George's Bank was boarded by the British frigate Milan, who had a British officer on board—the officer informed Capt. W. that they were from Halifax, bound to the Chesapeake, with live stock and provisions for the ships upon that station, as our government would not let them have supplies from the U. States."

The singular sensibility of some men is remarkable. The Boston Gazette the other day recommended a *less forcible* language towards Great Britain: And a day or two after was excessively shocked at a toast given by the captain of the French frigate Cybele. This is in the true style of an old toper; who rejects French claret, but indulges his palate with Jamaica Spirits, though the former be harmless while the latter is destructive to his constitution.

The Boston Centinel furnishes us with the following article. The federal prints on all hands are endeavoring to terrify the good citizens of this country with the idea of dreadful disasters if a war should take place with Great Britain. Such was the practice of the Tories last war. Herefore we were informed that our cities and towns are to be battered down, our commerce ruined, our agriculture at a stand, and our manufactures cut up. Now, the Indians are to be let loose upon our frontier settlements. Poor unfortunate America! these Boston printers will let you have no chance! Your merchant vessels are seized on the high seas, the common highway of nations; your seamen are impressed and enslaved; if they endeavor to emancipate themselves, your sons are murdered in attempting to defend their brethren; and if you call for satisfaction, you are threatened with ruin and desolation, and awarded with a bloody Indian warfare!—Barbarous printers, of Boston, who will not leave us solitary hope to comfort us under the heavy burthen of suffering—

"According to Detroit news, that the British fleet of war ships G. British will be in the

warfare on the whole extent of our frontier, by the Indians, who, notwithstanding all which, our government have done for them, have a settled antipathy to the Long-knives, as they call Americans."

Boston Centinel.

An Indian warfare cannot be much more sanguinary and cruel than one with Britain, when such men as Humphreys command. He is, one of the most polite and off-hand manlayers in the whole British navy.

What a vast difference between the bullying of Love and the fighting of Humphreys; the former made a great noise when he thought himself out of harm's way; the latter knowing himself in harm's way, was careful to lay as little as possible before he got the first blow. They both knew the safe side of the question.

Removal of Love from the Driver no Evidence of British Friendship.

We are told that Lieut. Love, late of the Driver, before the news of his impertinence could have reached England, was removed to the L'Observatoire, of 18 guns.

Boston Centinel.

The Federal Gazette, with the usual sagacity which characterises that print, has unhesitatingly pronounced sentence upon the captain of the French frigate Cybele, as having aided and abetted the pirate who boarded the Othello in Patuxent. For our own part we have not heard that the Cybele had left Craney Island; and if she has not, it is a mystery yet to be explained, how captain Glover could see her in Patuxent. Perhaps the commander of the Othello has mistaken the Patriot for the Cybele. Let this be as it may, indignant as we feel at the commission of an act of flagrant outrage on a merchant ship within our own waters, we do not think it probable that either the captain of the Cybele or that of the Patriot, would aid in or connive at an act of such an atrocious nature. If they have, they merit the severest punishment, and ought to be driven from our waters immediately, even at the risk of becoming prizes to the British. But we caution the public, before further proof is received, how they lend an ear to such tales. The warm expressions of friendship for the United States which the officers of the French vessels have uttered at the feast of St. Napoleon, the peculiar situation of this country with respect to Great Britain, which would induce French commanders by every means in their power to cultivate a good understanding with us, and above all to abstain from any flagrant violation of our rights, are entirely repugnant to the suggestion that they have had any agency in the affair. But, we repeat, it, contrary to all good faith and sound policy, they have aided in this business, no vengeance can be too great for their crime. Our jurisdiction has protected them from their enemy and they ought to be thankful. Can they then, be so ungrateful? A few days will decide. Meantime we counsel the Gazette against attempts at imposition on the public mind. We ourselves have heard many conjectures. Some persons have supposed the reported "French privateer," to be a piratical vessel, with a motley crew of desperadoes of all nations: others, with considerable plausibility, have supposed her to be a British schooner under French colors, fitted out by the British Squadron in Lynnhaven Bay for the purpose of committing some act of outrage, in order that English partizans in this country may have a subject of declamation against France, so that the public mind might be in some measure diverted from the affair of the Chesapeake. Amidst all these conjectures we have been silent. The Federal Gazette, however, compels us to investigate the subject on the information we possess. Where could this "French privateer" have come from? How could she come into our Capes without being seen by the British frigate and 74, which the pilot of the Juliana, that arrived here on Wednesday, says brings too every thing?

As to "Commerce protecting itself," the paltry remarks of the Gazette are scarcely worth the trouble of criticism. Perhaps in no part of the world is there any seaports situated like Baltimore or Philadelphia, at the extremities of large Bays. The Chesapeake is one of the largest bays in the world. If we had a thousand vessels of war, a pirate in an unsuspecting moment (*à la Humphreys*) might run up and plunder or take a ship off, before a vessel of war could have notice of the act. "But," says the Gazette, "we certainly could maintain a sufficient force to expel from our rivers such a contemptible robber as cannot carry a nine-pounder." What, then, we have no frigate at Norfolk; no gun-boats there or at Washington City? Surely the editor of the Gazette knows better. The administration, however, we suppose, ought to have known that a piratical schooner would have gone up Patuxent, and ought to have stationed an armed vessel there to intercept her! A Daniel, indeed, has come to judgment; and government may well tremble at the denunciations of the Federal Gazette! We subjoin the Gazette statement entire, cautioning our readers against the weakness of credulity, and waiting impatiently for more light before we decide whether the free-booters be French, British, or a motley crew of all nations.

From the Federal Gazette of yesterday.

"Commerce protecting itself."

"We have spared no trouble this morning to ascertain a correct knowledge of the facts connected with the villainous seizure of a valuable ship within our own waters. The case of the Othello, so far as we are permitted to state at present, is this: Ship Othello; captain Glover, from Liverpool for Baltimore, came to anchor on Sunday morning in the Patuxent; being a more agreeable harbor, with a head wind, than in the open bay. Some time after the captain of the French frigate Le Cybelle came on board the Othello, where he continued about two hours. The behavior of the French captain was gentlemanly, and he obtained from captain Glover some English newspapers. Soon after the French commander had returned to his ship, captain G. discovered a small schooner along side the Cybelle; which proved to be a FRENCH PRIVATEER; shortly after she came up and commenced firing on the Othello. The privateer had discharged several volleys of musketry on the Othello, a ball from one of which passed through the hat of captain G's mate, when captain G. sent off a boat to inquire into the cause of assault. The captain of the privateer commanded captain G. to repair with his officers and papers on board his vessel. The commander of the privateer said he would make prize of the Othello, as coming from an English port and of the Cybele, bring her

back manufactures. He acknowledged his intercourse with the French frigate, by stating that he had read the papers which had been received by her commander from captain G. After which, being asked what had been his business along side the Cybelle? he answered, that "he had had an iron made for his rudder by her blacksmith."

"The privateersman, it appears, had offered a pilot 400 dollars to take him (in the Othello) out of the Capes, clear of the British squadron. The pilot refused; but we are not informed whether from this circumstance it was that the Othello was liberated. A full statement is preparing for the public of this outrageous conduct.

"From the relation of a respectable gentleman, well acquainted with the facts above stated, we are inclined to believe that the privateer was countenanced by the commander of the Cybelle. This impression, we acknowledge, is produced by the assertion of the privateer's captain, 'that the captain of Le Cybelle supplied him with 15 men, and offered 100.' At such a crisis, surrounded by enemies, we must be permitted to protest against the doctrine that commerce should protect itself: If we are not to have a navy, even capable of guarding the entrance of our harbors, yet we certainly could maintain a sufficient force to expel from our rivers such a contemptible robber as cannot carry a nine-pounder.

"The alacrity with which a number of volunteers went in pursuit of the enemy, is no argument against the necessity of naval protection. Their patriotic ardor is a proof rather that such measures as the federalists plead for, are such as the American people demand, and such as the government will be compelled to adopt.

"We hope to be able, in our next number, to give a formal and complete statement of the case which has so much agitated the minds of our fellow-citizens."

We are informed that Gen. Turreau, the French minister near the United States, who is now in this city, on hearing the report that the pirate that seized on the Othello had been countenanced and aided by the commander of the Patriot, immediately sent down a commission to enquire into the business, with the express declaration that if they had in any way connived at or aided in the attack on the Othello, the guilty should be immediately delivered up to the government of the United States, to be proceeded against agreeably to the laws of this country. Capt. Comery, we understand, has gone down with these instructions.

Two or three more detachments of volunteers fired last night on board an armed schooner in pursuit of the buccaniers who are expected to carry the Othello. They are commanded by the two captains Sterret. It is supposed the pirate is lurking in some of the rivers on our bay. If she is taken in, there can be no doubt of her being brought safe into harbor. The public will be pleased to learn that captain David Porter, an officer of experience and skill, lately returned from the Mediterranean, has gone down with these detachments.

MARINE INTELLIGENCE.

PORT OF BALTIMORE.

ENTERED,
Sch'r Three Sisters, Rich, Madeira
Betty, Bolton, St. Jago

CLEARED,
Sch'r Somerfet, Reardon, Havana

From the Merchant's Coffee House Book.

Arrived, Sch'r Adeline, Watts, 14 days from St. Thomas—ballast—P. A. Gueffier. Left there, sch'r Waip, Conklin, of Baltimore, arrived there 4 days before; brig Hunter, Ryder, do, to fail in a few days; sch'r Adventure, McKenzie, of Alexandria, just arrived. An Alexandria sch'r that fell to the leeward and fold there, to fail in 6 or 7 days, and brig Enterprize, Abbot, for Philadelphia. Spoke in Hampton Roads, the English brig Fanny, from Antigua for Baltimore; several fail came out of Hampton Roads on Monday evening in company bound up the bay. A sch'r in 40 days from Jamaica, bound to Philadelphia, put in there for provisions—saw an English brig come into the Roads under jury-masts. On Monday night at Point Look Out, saw a ship and a pilot boat which had been at anchor getting under way, the boat left her and stood up towards the Patuxent, the ship followed; captain W. has no doubt but it was the Othello, as the boat answered the description; she carried a square sail, flying jib and main top-sail, which none of the pilot boats do.

The Swedish sch'r Juliana, Renington, 24 days from Aux Cayes—coffee—to order. A revolt had taken place in Pétion's army, 2000 of his men had joined gen. Yapo; the whole island was in confusion, and all intercourse between the different ports cut off. Spoke nothing. Was chased into the Capes by a British 20 decker. A frigate and a 74 lay inside, the pilot says they bring too every thing.

The sch'r Sarah, Summers, 19 days from St. Pierre, (M.)—Sugars—William Cole. Left, brig —, Dye, of Alexandria for Baltimore, and several others names not recollectcd. The sch'r Industry, Bonner, for Baltimore, sailed a few hours before; was boarded by the Arab sloop of war, conveying the Jamaica fleet, and treated politely, 16th instant, spoke schooner Little Lucy, from N. Carolina for Jamaica, out 24 days, short of water.

August 27.
Arrived, schooner Nancy and Mary, Hall, 16 days from Matanzas—Soga, & Molasses. Left there a number of American vessels.

Also, ship Othello, Glover, 59 days from Liverpool—Dry Goods—Harden and Wilton, July 9, lat. 49, 30, long. 21, spoke Amphion, from New York, for Amsterdam, out 20 days. Lat. 44, long. 46, brig Orient, 20 days from New York, and 8 from Halifax (where she had been carried in) bound for Rotterdam.

Also, ship Lovely Nan, Coffin, 70 days from Rotterdam—Gin and Mill Stones—Wm. Taylor. Spoke nothing.

Also, ship Conary, Thomas, 57 days from Liverpool—Dry Goods.

Also, brig Federal, Taggart, 23 days from St. Vincent—Ballast—Wales & Clapp.

Also, brig Elish Henry, Butler, 19 days from

St. Pierre, (Mart)—Briscoe and Partridge. Left schooner James, for Norfolk in 23 days; brig Cyrus, —, for Bolton in 15 or 20 days. Also, ship Joseph and Phoenix, McCorkle, from Londonderry, via New-Castle.

Also, sch'r. Good Intent, from New York— to Lemuel Taylor.

New- York, August 25.

Arrived, brig Achilles, Howel, St. Johns, 9 days; brig William, Dade, Point Petre, Guad. 21; Clarissa, Lee, St. Vincent's, 17; Jane-Maria, Marschaix, Cumana, 22; Charles, Newman, Havana, 19; schooners Heity, Waller, New-Orleans, 20; Union, Douglas, Edenton, 10; Clarissa Ann, Hinkle, Halifax, 15; Betsey, Taylor, Currituck, 10; Betty, Hatfield, Edenton, N. C. 10; Judith, Smith, Washington, N. C. Resolution, —, Currituck; Juliet Seymour, Seymour, Currituck; Trimmer, Simmons, Currituck; sloop Ceres, Van Gast, Delaware; Fanny, Mouth, Richmond, 15.

Cleared, ship Venus, Wills, Newfoundland; brig Ceres, Wood, Jamaica.

The pilot boat schooner Hettv, Waller, 20 days from New-Orleans. Left, sch'r Sulan, Hatten, for Liverpool, in 8 days. At the Balize, ship Rolla, Cott, and Brutus, Pendergraft, both for Liverpool. Met in the river, bound up, Swedish brig Gustavus Vasa, from Aux-Cayes; ship Comet, from Baltimore; Hercules, of Philadelphia.

Sale by Auction.

THIS DAY.
The 28th instant, at 11 o'clock, at the end of Bowly's wharf, will be sold without reserve, The Schooner VICTORY;

Burthen about 550 barrels; is a strong and beautiful built vessel, and may be sent to sea at a small expense, her tackle and apparel being in good order.—An inventory may be seen at the vendue office at the corner of Second and Frederick-streets.

THOMAS CHASE, Auc't'r.

Sale by Auction.

THIS DAY.
The 28th inst. at 4 o'clock, in the afternoon, on the premises, will be sold,

One of those new neat two story dwellings, at the upper end of Charles street, nearly opposite the houses of Messrs. Hoingsworth & Worthington. The lot is 20 feet front and 138 feet deep, running to a 20 feet alley, and now rented to Mr. Laithe, at 550 dollars per annum—from the Piazza on the back of the house, are several very elegant and extensive views, and its eligible situation for health, good water and desirable neighbourhood renders it well worthy of attention.—For one third of the purchase money cash will be required; for the remainder a liberal credit will be given—and on the payments being completed a clear title.

R. LEMMON & CO. Auc't'rs.

Sale by Auction.

ON MONDAY,
The 31st instant, at 11 o'clock, at Waters's wharf, Fell's Point, will be sold without reserve for approved indorced notes, at two, four and six months,

The remarkable fast sailing Swedish Ship MODEST, About two years old, is built of the best materials and will carry about 1800 barrels; her Sails, Rigging, Tackle and Apparel are in good order, an inventory of which may be seen at the vendue office corner of Second and Frederick-streets.

THOMAS CHASE, Auc't'r.

Sale by Auction.

ON SATURDAY NEXT,
The 29th instant, at 12 o'clock, in Smith's dock, will be sold on two, three and four months credit,

The Schooner CONCORD; Burthen 72 tons or 550 barrels; with all her tackle and apparel as she arrived from sea. Her inventory may be seen at our auction room.

R. LEMMON & CO. Auc't'rs.

For any Port in the United States,

(to the Eastward would be preferred,) The Sloop FACTRESS, Captain Allen;

Burthen five hundred barrels; freight will be taken low if immediate application is made to the captain on board at Smith's dock, or to

CORNTHWAIT & YARNALL, 83, Bowly's wharf.

For Sale,

A likely smart Negro GIRL, about fifteen years old, has twenty years to serve. For particulars enquire of the Printer.

August 28

Wanted to Hire,

A WOMAN of good character to attend a young Child. Apply at this office.

August 28

Charles Gwinn & Co.

HAVE received by the schooner Three Friends, captain James Nixon, a cargo of PLASTER PARIS, and a few barrels of New-England RUM, which will be sold at a low price on board.

In Store, 180 tierces of Rice, 30 bales of Cotton, 60 hhds. Sugar, 25 pipes of Cognac Brandy, 10 1-2 pipes & quarter casks Madeira Wine. N. B. The Three Friends will take freight for Boston.

August 28

EDUCATION.

MRS. GROOMBRIDGE most respectfully announces to her friends and the public, that she has Academy for the reception of Young Ladies, as Boarders or Day Scholars, will recommence on Monday, August 31st, where both the useful and ornamental branches of Education are particularly attended to.— Mrs. Groombridge not only dedicates her whole time to the advantage of her pupils, but is happy in having engaged masters to assist her, who excel in their respective professions. Columbia Academy, corner of East and Calvert-streets.

August 28

National Guards.

The members of this Company will meet THIS EVENING, at half past seven o'clock, at Mr. Deane's Tavern, sign of the Phoenix, near Market-street and Calvert.

August 28

Buffum & Goodhue,
No. 84, South-st.
HAVE received per schooner Two Brothers, captain Haskell, from Seign, 70 pipes, 2 half do } Cognac Brandy, 2 qr ditto } Suitable for the Spanish market, and cracked to drawback.

300 pieces Havana Tobacco, 10 tons Blue Lead.

A new News Paper,

THE TIMES,
AND
Republican Monitor,

WILL be published in this city as soon as the necessary arrangements can be completed. A Prospectus of the work shall be distributed, declaring the principles of the Editor, and the conditions of the publication. Some things we may extenuate, but nothing set down in malice.

August 28

Notice is hereby given,

THAT the subscriber, of Talbot county, intend to make application to the judges of Talbot county court, or to some of them, for the benefit of an act of assembly passed at a former session, eighteen hundred and five, entitled "An act for the relief of sundry insolvent debtors."

JOHN SIMMONS, law'g't

In Chancery.

Archibald Murry, John McHenry, and Martha Lane,

John Bartlett

The object of the bill in this cause is to obtain a decree to foreclose the defendant from all equity of redemption, in certain property mortgaged by him to Martha Murry, John McHenry, and Martha Lane, or to obtain a decree for a sale of the mortgaged property for the payment of the mortgage debt. The bill states that the defendant resides out of the state of Maryland.

It is thereupon adjudged and ordered that the complainant by causing a copy of this order to be inserted three Tuesdays or three Fridays in the American of Baltimore, by the 16th day of September next, give notice to the absent defendant of this application, and of the substance and object of the bill, that he may be warned to appear here in person or by a solicitor of this court, on or before the 16th day of January, 1807, to show cause, if any he hath, wherefore a decree should not be passed as prayed.

True Copy, Test, NICHOLAS BREWER, Reg. C. in Chancery.

August 28

REPUBLICAN Mechanical Volunteer

The members of this company are ordered to assemble at their usual parade ground, on Tuesday evening, the 28th instant, at 5 o'clock. The roll will be called and absentees fined. It is earnestly requested that the members will bring arms, and be punctual in their attendance as business of importance claims their attention.

By order, F. T. RAPP, Sec'y.

August 28

Wanted,

A smart active LAD, between 13 and 15 years of age, to attend in a store. One of good character would either be taken as an apprentice or receive wages. Apply at this office.

August 28

Baltimore Union Greys.

After parade this evening, the company will proceed to the nomination of officers.—Punctual attendance is requested.

JOHN D. CRAIG, Sec'y.

August 28

Artillery.

THE members of the Baltimore Volunteer Artillery Company are requested to attend at their parade ground, THIS AFTERNOON, precisely at 5 o'clock, with side arms for exercise.

By order of the Captain, THOMAS FINLEY, Sec'y. Monday next, being the stated monthly parade day, a general and punctual attendance is requested at the parade ground, precisely at 5 o'clock, in complete uniform, with side arms. The roll will be called at a quarter past 5 o'clock.

August 28

Liberty Rifle Company.

YOU will please parade near the Pennsylvania on Saturday, the 29th instant, at five o'clock precisely. It is requested that all who can will appear in uniform.

By order, JAMES CLARK, Sec'y.

August 28

Columbian Volunteers.

ORDERED, That you attend at your usual place of parade, in Howard's Park, on Tuesday afternoon next, (1st September,) at half past three o'clock precisely, in full uniform, with arms and accoutrements in military order.

N. B. Cartridges will be furnished on the ground.

August 28

Sale by Auction.

On TUESDAY, the 1st September, at 4 o'clock in the afternoon, will positively be sold, on the premises, on terms which will be made known at time of sale,

A three story Brick DWELLING HOUSE on Market Space, No. 25, near the Fifth Market, with a two story Brick Kitchen. The above property is well calculated for a Tavern, Boarding House or Retail Store.

VANWECKE & DORSEY, Auc't'rs.

A Bargain.

TO sell for Cash, or to lease, a DWELLING HOUSE, about one mile from Baltimore, on the Hook's-tooth Turnpike road, containing on a lot 127 feet deep, building on the road 32 feet 6 inches, facing the road, and read accordingly, called the Milk Road, in the Hampden road. For further particulars please call at No. 42, Calvert-street.

April 28

August 28