greſs, or of this houſe, be made to appear, I pledge myſelf to that gentleman to join him in reſiſting it. But let us enquire into the fact. No gentleman will deny the right of the preſident to initiate buſineſs here, by meſſage, recommending particular ſubjects to our attention. If the government of the United States poſſes the conſtitutional power to acquire territory, from foreign ſtates, the executive, as the organ by which we communicate with ſuch ſtates, muſt be the prime agent, in negociating ſuch an acquiſition. Conceding, then, that the power of confirming his act, and annexing to the United States, the territory thus acquired, ultimately reſts with congreſs, where has been the invaſion of the privileges of that body? Does not the preſident of the United States ſubmit this ſubject to congreſs for their ſanction? Does he not recognize the principle, which I truſt we will never give up, that no treaty is binding until we paſs the laws for executing it—that the powers conferred by the conſtitution on congreſs cannot be modified or abridged, by any treaty whatever—that the ſubjects of which they have cognizance cannot be taken, in any way out of their juriſdiction? In this procedure nothing is to be ſeen but a reſpect, on the part of the executive, for our rights—a recognition of a diſcretion on our part to accord, or refuſe our ſanction—Where then is the violation of our rights? As to the initiative, in a matter like this, it neceſſarily devolved on the executive.

The unconſtitutionality of this treaty is attempted to be ſhewn by the following quotation from that inſtrument: "No preference ſhall be given to the ports of one ſtate over thoſe of another ſtate, &c." But by the 7th article of the treaty, French and Spaniſh veſſels, laden with the produce of their reſpective countries, are, for 12 years, to be admitted into the ports of the ceded territory on the ſame terms with our own veſſels. In our other ports a diſcrimination is made between American and foreign bottoms. New-Orleans, therefore, will enjoy an exemption, which will enable her to trade to the French and Spaniſh colonies on terms more advantageous than other ports: She is, therefore, a favored port, in contradiction to the expreſs letter of the conſtitution. To me it appears that this argument has much more of ingenuity than of force in it; more of ſubtlety than of ſubſtance. Let us ſuppoſe that the treaty, inſtead of admitting French and Spaniſh veſſels on the terms propoſed, merely covenanted to admit American veſſels on equal terms with thoſe of France and Spain—If we had acquired this right (diveſted of the country,) it would have been conſidered, and juſtly, as an important privilege. Annex the territory to it and you cannot accept it. You may indeed acquire either the commercial privilege, or the territory, without violating the conſtitution; but take them both, and that inſtrument is infringed. But the gentleman will recollect that the diſcrimination between foreign bottoms and our own is a creature of the *law*, and not a proviſion of the conſtitution. If his conſtruction be ſound it does not involve a neceſſary violation of the conſtitution, it only involves the neceſſity of repealing theſe diſcriminating duties on French and Spaniſh products, brought in their own bottoms, into other ports than thoſe of the ceded territory. It would therefore become gentlemen to adduce this as a proof of the inexpediency, rather than of the unconſtitutionality of the treaty. For however inexpedient it may be to repeal this diſcrimination, no one will contend that it is unconſtitutional, and if the conſtitution or the law were to give way, no one would heſitate between them. But I regard this ſtipulation only as a part of the price of the territory. It was a condition which the party ceding had a right to require, and to which we had a right to aſſent. The right to acquire involved the right to give the equivalent demanded. Mr. Randolph ſaid, that he expected to hear it ſaid in the courſe of the debate, that the treaty in queſtion might claſh with the treaty of London, in this particular. He would therefore take this opportunity of remarking, that the privilege granted to French and Spaniſh bottoms, being a part of the conſideration for which we had obtained the country, and the court of London being officially apprized of the tranſaction, and acquieſcing in the arrangement, it would ill become any member of that houſe to bring forward ſuch an objection.

Another caſe may be adduced to illuſtrate this queſtion of conſtitutionality. During the laſt ſeſſion of congreſs, they had received information of the manifeſtation of a diſpoſition, on the part of the poſſeſſors of this country, to violate our right to the navigation of the Miſſiſippi, as ſecured to us by exiſting treaties. There was no difference of opinion but as to the mode of aſſerting this right. On all hands, it was agreed that we would never relinquiſh this great object. A certain portion of the legiſlature were diſpoſed to reſort immediately to violent meaſures. Another portion was of opinion that it was beſt to wave ſuch meaſures, until amicable means of ſettling this difference had proved ineffectual. Let us ſuppoſe this to have been the caſe—that our negociation, inſtead of its preſent happy iſſue, had terminated in a refuſal of juſtice. I believe there would, in that event, have been but one ſentiment in this houſe and in this nation. We ſhould have appealed to arms, and if fortune had only been as impartial as our cauſe was juſt, we ſhould have poſſeſſed ourſelves, at leaſt, of a part of the territory in queſtion. Did any one dream of denying our right to the forcible poſſeſſion of New-Orleans, if neceſſary to ſecure the navigation of the Miſſiſippi? Can a nation acquire by force that which ſhe cannot acquire by treaty? Muſt not the eventual right of the country, poſſeſſed by conqueſt, be confirmed by treaty? And is it not idle to contend that ſo long as we employ force we may occupy the country, but no longer—that we cannot retain it by convention? Is not this to convert the queſtion, from a queſtion of political right, to a queſtion of phyſical power? Mr. Randolph ſaid he was now done with the conſtitutional objections, and he would finiſh by ſaying ſomething of the expediency of the meaſure.

The gentleman from New-York ſeems to dread this treaty as a death blow to our commerce and carrying trade.—What is the ſtate of that trade now, in relation to the ceded country? But a ſhort time ago, who would have aſked more than to be put on an equal footing with the poſſeſſors of that country? We now have the ſovereignty of it, and only ſtipulate that (for 12 years) France and Spain ſhould be admitted not on an equal footing with us, but that their veſſels, laden with their own produce (not otherwiſe) ſhould pay no higher duties than our own. At the expiration of that period we can give a decided preponderance to our own trade by diſcriminating duties. Will the hardy and enterprizing New-Englander ſhrink from a competition with France and Spain on theſe terms? Cannot the diſcriminating duties be ſtill enforced by the exiſting regulations in reſpect to imports from New-Orleans to other parts of the United States? So far from a clog on our commerce, does not this treaty unfetter the Miſſiſſippi trade and give us a preference over all other nations, except in the caſe of French and Spaniſh veſſels laden with the produce of their reſpective countries, and there we are on a footing with them?

[*Speech to be continued.*]

BY THIS DAY's MAIL.

NEW-YORK, November 7.

Communication.—On the 4th inſt. the armed French ſchooner Ocean, commanded by capt. Fournier, was boarded by a Pilot of this port 6 or 8 miles off at ſea, the Hook bearing W. by N. the captain of the ſchr. immediately commenced an abuſive attack on the Pilot, becauſe he had not been boarded the day before when he was off Fire Iſland, the Pilot conceiving himſelf treated with much inſult, obſerved that he would not take charge of the ſchr. if the captain continued to abuſe him; to which the capt. replied that he might do as he pleaſed, it was a matter of INDIFFERENCE to him; the Pilot then left the ſchooner, one of the French officers at the ſame time making ſeveral attempts to ſtrike James Malcom, who was in the Pilot boat's yawl; immediately after the Pilot's return to the pilot boat, a ſhot was fired at him from a ſwivel on board the ſchr. The Pilot then to prevent being fired at again returned to the ſchooner, found them under arms, and informed the capt. that if he would treat him better, he would take charge of the ſchooner; to which the capt. appeared to aſſent, but when the Pilot directed his boat keepers to return with the yawl to the pilotboat, and leave him on board the ſchooner, the capt. inſiſted upon their return with the yawl. The boat-keepers, however, conceiving that they ought to obey the orders of the pilot, refuſed to return; the captain then ordered his armed men to fire upon the yawl, which was then under the ſchooner's quarter, the Frenchmen then ran on the quarter-deck, pointed a ſwivel at the yawl, and prepared to fire, on which the pilot ordered the yawl alongſide again, when James Malcolm was violently ſeized by four armed men, forced on board the ſchooner, and put in irons by the captain's expreſs directions, who declared he would keep him in that ſituation until he could deliver him up to the French conſul. Malcolm had been confined about twenty or thirty minutes, when (the pilot refuſing to take charge of the ſchooner unleſs he was liberated) the captain ordered his irons to be taken off, and permitted him to leave the ſchooner. It is worthy of remark that Malcolm had given no provocation whatever to theſe lawleſs wretches; and that he is a man who ſuſtains a very high character for his integrity, induſtry and urbanity.

Robert Aſtlett, who had embezzled the property of the bank of England to an enormous amount, and who was acquitted on a former trial from ſome informality in the indictment, has been arraigned for the ſame offence under a new indictment, and found guilty. An act of parliament, paſſed in the laſt reign, having made it felony to embezzle the property of the bank, it is ſuppoſed he will be left for execution.

Dutch Price Current, September 16.

Aſhes, American 82 07; coffee, Mocha 19 1-4; Bourbon, 22, Weſt-India fine, do.; cotton, Georgia, 30 36: Cochineal, 42 1-4; dyewood, fuſtic, 12; logwood, Campeachy, 20; Honduras, 15; Indigo, Carolina, 100 160; ſugar, Havanna white, 16 1-4 23; brown, 16 1-4 18 1-4; tobacco, James and York-River, 8 10; ordinary Virginia, 7 1 4 8 1-4.

Aſhes are ſold with 18ms. rabat, making a deduction of 11 per cent. Prices of coffee are calculated in bags; in caſks they are 1 to 1 1-4 ſt. lower.

Rotterdam, September 16. Coffee is not leſs briſk than uſual, and, to-day, there was a pretty tolerable demand. Sugar, however, continues dull; and in tobacco there is nothing of importance tranſacting, the prices of this article continuing very low.

It is ſtill extremely inactive in the funds; the Batavian reſcriptions are noted from 50 to 50 1-2 per cent.

Arrived, ſhips Melpomene, Laſher, Cadiz, 53 days; Atlantic, Doty, Amſterdam, 46; Juno, Merihew, do. 43; Cicero, Adams, St. Peterſburg, 73; Live-Oak, Dyer, Rotterdam, 37; Columbia, Taylor, Gottenburg, 87; Waſhington, Gibbs, Rotterdam, 33; Phillipſburg, Leſſingwell, Liverpool, 35. Brigs Nancy, Blackman, New Providence, 32; Maries, Eaſton, Halifax, 9; Hope, Leycraft, Kingſton, 27; William Thompſon, Turk's-Iſland, 22; Liberty, Fillebrown, Salem, 7; Hunter, Green, Surrinam, 33; Thetis, Rogers, Cadiz, 47; Hunter, Hadley, St. Croix, 30. Schooners Nancy, Atwater, do. 20; Favorite, Heymouth, Richmond, 8; Martin, Cannon, Waſhington, (N. C.) 9; Liberty, Dorgan, Trinidad, 21; Experiment, Goodfellow, Dunkirk, 41: Delight, Hurlbert, Grenada, 36; Betſy, Burnett, Digby (N. S.) 8. Sloop Patience, Kuhn, Philadelphia, 6.

Cleared, ſhip Oneida-Chief, Kemp, London; Atlas, Wilſon, Liſbon; Hopewell, Graham, Trinidad. Brigs Swift, ——, Bordeaux; Lionneſs, Smith, Charleſton; Echo, Aime, Charleſton; ſchooner Mary, Belden, St. John's

Arrived, ſhip Juno, from Amſterdam. Left ſhips Six-Siſters, Gorten, of Baltimore; Eſſex, Orne, of Salem, for Batavia; Columbia, ———, of Providence. Sailed in company with ſhip Venus, Daſhield, for Baltimore; Neutrality, Gardner, ditto.

Lloyd's List, September 20.

Arrived Off Dover, the Commerce, Lawſon, from Virginia. At Falmouth, Aberdeen, Blair, from Virginia. At Hull, Amphitrite, Boag, from Jamaica. At Liverpool, the Henry, Aſſleck, and Warren, Stormond, from Philadelphia; Fame, Howland, from New-York; Nabbey, Stone, and Uria, Jackſon, from Virginia.

The Alexander, Robertſon, from Jamaica, for London, is taken and carried into St. Andero.

Cowes, September 19. Arrived, the American brig Harry and Jane, laden with hides, from the river La Plata; and the America, Stone, from Rotterdam, to load with ſalt for Norfolk.

BOSTON, November 2.

Several American veſſels have been detained at Helvoetſluys, and French ſoldiers put on board, for not having been furniſhed with certificates that their cargoes were not of Engliſh manufactures or produce.

On Monday evening the Britiſh ſloop of war Lily, of 16 guns, in making this harbor, got aground between the Toddyrocks and the Quakers, half a mile this ſide the light. She fired ſignal-guns of diſtreſs during the whole night; and ſeveral boats put off to her aſſiſtance; but a briſk wind and high ſurf prevented their getting on board until yeſterday morning. At two o'clock ſhe was got off, and has ſince anchored in ſafety in the road.

PHILADELPHIA, November 8.

Arrived, ſhip Diana, Mingle, Antwerp, 38 days; Bordeaux Packet, Jacobs, Bordeaux, 42; brig Friendſhip, Deane, St. Andrews, 12; ſchoonors Olive Branch, Bioren, Jamaica, 35; Gregory, Sears, Guadaloupe, 30; ſloops Phebe, Park, Richmond, 8; Ra[illegible]el, Davis, St. Andrews, 8; Sarah, Moody, do. 15; Ruby, Locke, Rhode-Iſland, 5.

Cleared, ſhip Monticello, M'Dougal, London; brig Union, Thomas, Palermo, (Sicily.)

Ship Mars, Hunter, from Cork, is below.

The Britiſh packet has arrived at New-York from Falmouth, via Halifax.

NORFOLK, November 3.

Arrived, the Britſh brig Charlotte, capt. Anderſon, 20 days from Antigua.

Arrived, the brig Hoppet, capt, Lucas, 33 days from Antigua.

The Commerce, Lawſon, is arrived at Graveſend; as is the Aberdeen, Blair, at Falmouth, both from Virginia.

Cleared, ſhip New-York, Goſs, Falmouth; Little William, Baldry, Cork; brig Mentor, Atkins, Corunna; Martha Bland, Wyvill, Jamaica; ſchr. Bell, Sqalding, Madeira; Fanny Sewell, Steed, Antigua.

FEDERAL GAZETTE.

WEDNESDAY, *November* 9.

The ſhip Abeona, 45 days from Baltimore, was ſpoken off the Lizard, Oct. 2.

A Boſton paper of the 2d inſtant, ſays, "Capt. Hilman, arrived here from Bordeaux river, informs, that on his arrival there, from England, he was ordered to ſea immediately. With much difficulty he obtained permiſſion to land a few French paſſengers he had on board. He was refuſed permiſſion even to ſupply himſelf with a few neceſſaries, or to repair his veſſel; and was compelled to get under way with a head wind, and to proceed to ſea. Such is the treatment our commerce experiences from the "enlightened government of France."

BOMBARDMENT OF CALAIS.

Captain Gibbs, of the ſhip Waſhington, in 33 days from Rotterdam, informs us, that he paſſed Calais on the 30th September, at which time he diſcovered 9 ſail of frigates and gun boats, keeping up a conſtant fire on that place. He was informed by a Dungeneſs pilot-boat, that they were the Britiſh ſecret expedition under the command of general Moore and ſir Sydney Smith, and that they had been engaged for 36 hours in the bombardment of Calais. He further informs us, that the French refuſe entrance to all neutral veſſels which had cleared out from England for any port in France; and that ſeveral veſſels, ſo circumſtanced, had been obliged to return or ſeek another market.

[*N. York paper.*]

Married, by the reverend doctor Rattoone, on Thurſday evening, Mr. Frederick Allener, to Miſs Charity Grimes, both of this city.—And on Monday Mr. Preſtly Foley, to Miſs Sarah Fleming, both of Fell's-Point.

Town-Clock and Alarm-Bell Lottery.

7th day's drawing.

No. 2353 prize of 100 dollars.

Nos. 9991 8362 5858 9147 6558 prizes of 10 dollars, and 91 prizes of 6 dollars.

Gain of the wheel this day 634 dollars, total gain 1650 dollars.

☞ The price of tickets has been raiſed to 6 dollars.

COPENHAGEN, September 3.

An additional treaty has been concluded between Sweden and England, which has relation to the acceſſion of Sweden to the Convention of Peterſburgh of June 17, 1801. It is rumored that England is to make good both the Swediſh convoys formerly taken. Major Von Gilberg, who has been diſpatched to London as courier, carries with him thither the king of Sweden's ratification of this additional treaty now concluded.

HAGUE, September 6.

By private letters from London, arrived here by the way of Spain, we find that a courier had juſt brought to London the reply of the court of Madrid to the poſitive demand which had been made to it by the Britiſh government, to declare the ſyſtem it intended adopting in the preſent war. The anſwer has been an evaſive one, ſimply containing proteſtations on the part of Spain, of its deſire that the good intelligence ſo happily re-eſtabliſhed with England by the treaty of Amiens, might ſtill ſubſiſt. But ſince the execution of the treaty of Amiens would not turn to the account of England, the government of that country immediately reſolved on diſpatching another courier, in order to bring back a more categorical reply.

The ſhip Hazard, Tibbets, of Salem, arrived at the Vineyard the 28th ult. from Calcutta, in 117 days. Spoke in the Hoogley, above Culpee, ſhip Neptune, Jeffry, from Philadelphia, in 117 days. Auguſt 30, in lat. 34, S. long. 26, E. paſſed a ſhip under American colors, ſtanding to the eaſtward. Left at Calcutta, July 2, ſhip ——, Parſons, of Newburyport, to ſail September 2; Pallas, Dalling, Salem, in 20 days; Horace, Parker, do. in 15 days; barque Eliza, White, do. in 8 days; brig Reward, Orne, do. in 6 weeks; Lydia, Smith, of Boſton, in 5 moons; ſhip Swift, Murphy, of New-York, in 5 weeks.

From Bryden's Marine List.

November 8.

Arrived, ſchooner Thomas, Hayward, 22 days from off C. Francois—Ballaſt—the captain. 3d inſt. off Oronoke, ſpoke the Nancy, De Butts, from Jeremie bound to Alexandria, out 32 days. Out of proviſions—ſupplied her. The Thomas was bound from this to Cape-Francois, but was turned away by the Britiſh ſquadron off that port, conſiſting of 9 ſhips of war, who informed that all the ports in the iſland were blockaded.

November 9.

Arrived yeſterday, Spaniſh brig ——, Miller, from Laguira—Coffee and hides—Supercargo, on board.

Letter-Bags at Bryden's Coffee-houſe.

Waſhington, Embden,	this evening
Commerce, Rotterdam,	10th
Mechanic, Cowes,	12th
Æolus, Embden,	13th
Speculation, do.	do.
Atalanta, Amſterdam,	do.
America, do.	do.
Fame, Liverpool,	20th

Port of Baltimore.

ENTERED,

Brig Oxford, Fraſer, St. Jago-de-Cuba
Schr. Thomas, Hayward, C. Francois

CLEARED,

Brig Shipwright, Smith, Leghorn
Schr. Evelina, Chipman, Boſton

Wanted,

A ſober induſtrious PRESSMAN, and none need apply but ſuch—to whom extra wages will be given, if dependance can be placed in him for knowledge and ſteadineſs in the profeſſion. Apply to GEORGE HILL.

November 9. e03t

Joſeph Haſkins, Jun.

Of the city of Baltimore,

HAVING aſſigned and conveyed to us, the ſubſcribers, all his property, real and perſonal, in conſequence of our becoming bound to his creditors for the payment of his debts—Therefore, all perſons indebted to the ſaid Joſeph Haſkins, are requeſted to make immediate payment to him, being authoriſed by us to give ſufficient acquittances and diſcharges to his debtors reſpectively, otherwiſe ſuits will be commenced againſt all perſons indebted as aforeſaid, who may not comply with this notice within three months from the date thereof.

JAMES CLARK,
GOVERT HASKINS.

November 9. e01m

Valuable Property for Sale.

By virtue of a deed of truſt from Joſeph Haſkins, jun. the Subſcribers offer for Sale, in fee ſimple,

ALL that Property, at preſent in the poſſeſſion of ſaid Haſkins, which is ſituated as follows:—One Lot fronting on South-ſtrset 27 feet, and running back 135 feet to Franklin-lane; alſo, one other lot, fronting 28 feet on Franklin-lane, and extending 40 feet towards South-ſtreet. There are on the premiſes, an excellent Brick Dwelling and brick Warehouſe, and two Frame Dwelling Houſes. If the above property is not diſpoſed of at private ſale before the 8th day of December next, it will then be offered at public ſale on the premiſes.

JAMES CLARK.
GOVERT HASKINS.

November 9. e01m

Wanted

To purchaſe or hire, a Boy or Man, as a waiter in a ſmall family. None but a good character need apply. Enquire of the printers.

October 28. 2aw

Sale by Auction.

To-Morrow Morning,

The 10th inſtant, at 10 o'clock, at our auct'on room at the head of Gay-ſtreet dock, will commence the ſale of

A variety of DRY GOODS, among which are,
2 caſes worſted hoſiery
2 trunks prints
2 caſes fancy waiſtcoating
2 bales gurrahs
2 do. cloths and caſſimeres
1 caſk cutlery, &c. &c.

And at 12 o'clock,

19 hhds. of ſugar, part of which is clayed
15 puncheons Martinique rum
8 do. Jamaica do.
137 bags coffee
18 pipes Holland gin
4 do. Madeira wine
4 quarter caſks Sicily do.
2 pipes Malaga do. &c.

LEMMON & CAMPBELL, Auct's.

November 9.

Sale by Auction.

On FRIDAY,

The 11th inſtant, at 11 o'clock, at Wilſon's wharf, Fell's-Point, will be ſold for caſh,

The following Articles, belonging to the ſhip Le Neilly: a quantity of Water Caſks, Barrels Pork, Beef, Flour, Bread, Peas, &c. &c.

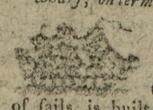
VANWYCK & DORSEY, Auct's.

November 9.

Sale by Auction.

ON FRIDAY,

The 11th inſtant, immediately after the ſale at Wilſon's wharf of the articles belonging to the ſhip Le Neilly, will be ſold, at 12 o'clock, at Barton's wharf, on terms that will then be made known,



The Ship
HORIZON,

Burthen 220 tons, coppered to the bends laſt year, has two ſuits of ſails, is built of the beſt materials, ſails faſt, and may be ſent to ſea at a trifling expence. Her inventory may be ſeen at the auction room.

VAN WYCK & DORSDY, Auct's.

November 9.

For Sale,

The Schooner
HARMONY,

About 80 tons burthen, built of live oak, cedar and locuſt, coppered with 28 ounce copper, compoſition faſtened, is juſt off her firſt voyage, and is one of the faſteſt ſailing boats out of America. For terms apply to

VAN WYCK & DORSEY.

November 9. d

Sale by Auction.

ON THURSDAY,

The 17th inſtant, at 11 o'clock, will poſitively be ſold at public ſale, on the premiſes,

A LOT of GROUND, ſituate at the ſouth weſt corner of Ann and Lancaſter ſtreets, Fell's-Point. On ſaid lot is a large two-ſtory brick houſe, and extenſive back-buildings, all new; and on the vacant part of the lot, at the corner of ſaid ſtreets, a ſtone cellar is completed. It will be ſold in one or more lots, as beſt ſuits the purchaſers, and poſſeſſion given immediately. Terms will be made known at the time and place of ſale.

EDWARD WOODYEAR, Auct'r.

November 9.

Wants a Situation,

AS Houſe-keeper, in a gentee' family, a middle aged Woman, in which capacity ſhe has been engaged for many years, and can produce the beſt recommendations. Enquire at No 233, Market-ſtreet. Nov. 9. e03t‖

Coffee.

25,000 wt. of the firſt quality Guadaloupe COFFEE, in hogſheads, tierces, barrels and bags. For ſale by

ALEXANDER, WEBSER & Co.

November 9. d3t‖

Mr. Burns

HAS the honor to inform the ladies, that he has juſt received by the late arrivals from Europe, an extenſive aſſortment of WIGS, of the laſt and neweſt faſhions. He lives at No. 20, ſouth Gay-ſtreet, where he expects to remain only eight or ten days. Nov. 9. d3t‖

To Let,

And immediate poſſeſſion given,

A large commodious three-ſtory brick HOUSE, ſituated in Pratt-ſtreet, near Howard-ſtreet. Apply to M. Doſh, No. 41, ſouth Charles-ſtreet.

November 9. e03t‖

Notice.

I caution the public not to truſt any of the crew of the brig Seepferd, as I ſhall not conſider myſelf accountable for any debts of their contracting.

D. MANDELS,
Maſter of the above veſſel.

November 9. 2aw

New Law Books.

Juſt received and for ſale at JOHN RICE's New Law Book Repoſitory, No. 182, Market-ſtreet, corner of Charles-ſtreet,

Eaſt's Reports, vol. 2d, which contains all the caſes of the year 1802.

Williams' Abridgment of caſes in the courts of law, during the reign of his preſent majeſty, George 3d, 5 vols.

Chitty on the law of bills of exchange.

Bacon's Abridgment of the law, with additions, by Gwillim, 7 vols. London and Dublin editions.

Durnford and Eaſt's Reports, 8 vols. price from 35 to 40 dollars.

Durnford and Eaſt's Reports, from Michaelmas term, 26, Geo. 3d, to Trinity term, 42, Geo 3d, 10 vols. very neatly bound.

Any of the volumes may be had ſeparate.

Peake's Compendium of the law of evidence.

Blackſtone's Commentaries, 4 vols. with the additional notes Chriſtian, 4 vols. 8vo. London, May, 1803.

Powell on mortgages, 2 vols. London.

Gilbert on deviſes and laſt wills, London.

Hawkins's plea of the crown, 4 vols laſt edition.

Eſpinaſſe's Niſi Prius, 2 vols do.

Douglaſs's Reports, 2 vols. beſt edition.

Expects daily a very great variety of law and miſcellaneous books.

November 9. d4t

Forty Dollars Reward.

STOLEN from the ſubſcriber on the night of the 21ſt inſtant, the following articles, viz. one dozen large ſilver ſpoons, one dozen deſert do. maker's name P and M. cyphered M. H. P. one large ſilver ladle, made by Aiken, in Baltimore, cyphered W. M. P. three tea ſpoons, maker's name R. B. cyphered W. M. P.—Any perſon ſecuring the above property, ſo that the ſubſcriber gets it again, ſhall receive the above reward.

WM. B. SMYTH.

Eaſton, September 27. d3t-1aw4t§