opinion it was neceſſary to carry the treaty into immediate effect. This done, other meaſures would require attention, which would afford an ample harveſt for the talents and eloquence of gentlemen, with which, on any other occaſion, he would be highly pleaſed.

[*Debate to be continued.*]

VIENNA, September 8.

We are aſſured that the council of ſtate, compoſed of the five chief miniſters, decided yeſterday on the adoption of the propoſition of the archduke Charles with regard to Venice, which has been declared a free port for the veſſels of all nations.

The grand chapter of the Teutonic order is to be convened on the 10th October, on which day it will proceed to the election of an aſſiſtant grand maſter.

AMSTERDAM, September 13.

Several commercial houſes of this city have received an extract of a convention concluded between England and Sweden, the 25th July. The firſt article explains the meaning of the word *contraband*, and declares that arms and warlike ſtores ſhall alone be conſidered as ſuch. The word *comcatus*, which is uſed in the treaty of 1661, and which has often given riſe to differences, is effaced. Proviſions and naval ſtores are no longer to be conſidered contraband.

The ſecond article determines that tar, pitch, roſin, and wrought articles, which are neceſſary for the arming of veſſels, except thoſe ſpecified in article 4th, and alſo proviſions *(de meme æue les ſubſiſtances)* ſhall be ſubmitted to the right of pre-emption on the part of the belligerent power, whoſe cruizers ſhall have conducted a veſſel loaded with theſe articles into its ports, and which were deſtined for an enemies' port. In this caſe a profit is to be granted of 10 per cent. on the loweſt price in England or Sweden at the choice of the proprietor, and alſo an indemnity for extraordinary expences and loſs of time.

Article 3 ſays, that in caſes where the merchandize, being as ſpecified in the firſt article, but deſtined for a neutral port, have been taken on ſuſpicion of being enemies' property, they will be releaſed immediately on diſcovery of the error and the owner indemnified for his expences and loſs of time.

Article 4 determines, that the principal productions of Sweden, ſuch as iron in bars, ſteel, copper and braſs, braſs-wire, planks, (not being of oak,) alſo wood for the conſtruction of maſts, ſhall neither be ſubject to confiſcation nor to the aforeſaid right of pre-emption, but may proceed freely to the place of their deſtination. There ſhall be no embarraſſment to the navigation of coaſting veſſels with theſe articles, provided the neutral veſſels do not tranſport enemies' property; as have been already preſcribed in the treaty of the 17th June, 1803.

PARIS, September 21.

The following account is received of the bombardment of Granville by the Britiſh.

"The Engliſh bombarded us for two days in ſucceſſion.

On the 27th Fructidor (14th September) no accident was occaſioned. On the 28th, one man was killed in the habor; a ball ſtruck a merchant veſſel; and the roofs of two houſes were damaged. In the mean time the commanding frigate grounded. The diviſion of flat boats, immediately weighed anchor, the Engliſh boats ſurrounded the frigate. Our boats approached very near and a briſk cannonading enſued. The Engliſh boats were ſo much damaged that they were obliged to cut their cables and ſeek ſafety in flight. The frigate would inevitably have fallen into our hands if two Jerſey veſſels had not come to her aſſiſtance. We cannot too highly applaud the zeal and courage of the ſoldiers and are convinced that if the diviſion of flat bottom boats had been more numerous and if we had not been obliged to replace the exhauſted ammunition of the ſoldiers, the reſult would have been ſtill more flattering.

CHARLESTON, October 29.

The Telegraphe, French privateer ſchr. arrived this morning from Havana, mounts 4 guns, 10 ſwivels, and has 50 men on board. On the 24th inſtant, ſhe captured the Britiſh ſchooner Union, capt. Wedge, from Honduras bound to London, with logwood and mahogany.

NORFOLK, November 5.

Anchored in Hampton Roads yeſterday the Britiſh frigate Phæton, of 18 guns, 41 days from Plymouth, England, having on board as paſſengers Mr. *Merry*, envoy extraordinary to the United States, and his lady.

Arrived, the Britiſh ſhip Nautilus, captain Duncan, 42 days from Cork. October 4, ſpoke the ſhip Juno, of New-Bedford, from Amſterdam bound to New-York 11 days from the Start. Sailed in company with the ſhip Fortune, for Philadelphia. The ſhips Julia, Calvert, and Mary, Hoyt, from this port, left Cork the 18th, bound to London. Laſt Sunday night, about 11 o'clock, being off the Capes, was ran foul of by a ſloop coming right before the wind; had lumber upon deck; by the violence to the ſhock the ſloop's bows were ſtove in, and the bowſprit carried away.

Arrived in Hampton Rroads, bound to City Point, the ſhip Octavia, capt. Keown, 41 days from Rotterdam, and 35 from the Downs. Oct. 9, lat. 42, 53, long 48, 29, ſpoke the ſch'r Samuel, of Marblehead, 14 days from Bilboa. Oct. 16 in lat. 42, 45, long. 27, 52, ſpoke the Maria and Eliza, two letters of marque, of Liverpool, from St. Thomas's bound home, out 41 days, who informed that their conſort, the Windſor Caſtle, capt. Bine, had foundered at ſea, and that the crew had been ſaved by the two ſhips.

Arrived the ſchooner Sarah, capt Hatton, 26 days from Barbados, via Nevis.

BY THIS DAY's MAIL.

NEW-YORK, November 9.

From the Mediterranean.—Capt. Craft, of the ſhip Vigilant, who arrived here yeſterday morning in 36 day from Malaga, informs us, that a few days previous to his ſailing, a Britiſh brig had arrived there, which had been boarded off Cape St. Vincents by a Mooriſh frigate of 32 guns, who had taken four American veſſels. The Conſtellation had boarded this frigate, and examined her papers—ſhe had a paſs from the American Conſul, and they permitted her to proceed. There was a Mooriſh veſſel lying at Malaga, the maſter of which informed capt. Craft, that he had received a letter from the capt. of a Xebeck of 12 guns, who informed him he had captured three American veſſels, and had ſent them into Morocco.—Mooriſh cruizers are out in every direction, and capturing all Americans that come in their way.

—

Arrived yeſterday, the ſhip Vigilant, capt. Crafts, in 36 days from Malaga. The Vigilant failed from Leghorn the 24th of Auguſt, with the ſhip Adelade, Munn; and Birmingham, Phillips, both for Baltimore; and the brig Telemachus, under convoy of the United States frigate John Adams, and her prize. Left, at Leghorn, the brig Boſton, Pauls, ſhe having been carried in there as a prize, by the French; brig Phoenix, Peterſon, of Philadelphia, for the Weſt-Indies. Auguſt 30, in lat. 42, 33, was boarded by a Britiſh ſhip of the line, belonging to the Toulon fleet—next day ſaw ſaid fleet, conſiſting of about 16 ſail. Sept. 1, anchored in Barcelona Roads; remained two days, and came out with a Philadelphia coppered ſhip in ballaſt. —Arrived at Alicant Sept. 6: ſtopped there 3 days, and left the Telemachus to take in a cargo. Sailed Sept. 9, and arrived at Malaga the 11th. Here they received the news of the Emperor of Morocco having iſſued orders to capture American veſſels, in conſequence it was ſuppoſed, of the capture made by the John Adams frigate. They alſo learned that ſeveral American veſſels had been captured by the emperor's cruizers. The fleet which came out in company with the Vigilant proceeded on to Gibraltar under convoy of commodore Morris. Sailed from Malaga September 20, in company with 13 ſail of American veſſel; amongſt which was the ſhip Actreſs, Clark; Eugenia, Mansfield; and Friendſhip, all for New-York; brig ——, Mentor; and brig Celia, Bowen, (there captured brig). The Eugenia, and Friendſhip, with the reſt, put into Gibraltar, to wait for convoy. In the Gutt, the Vigilant brought too a latteen boat, which ſhewed Spaniſh colors; a Polacre ſhip a head, on hearing the Vigilant's gun, got under way, & made off. The next day ſaw all the convoy that came through with the Vigilant.—October 7, in lat. 40, 40, long. 22, 38, was boarded by a Britiſh privateer ſchooner, and treated politely. On the 10th, in lat. 40, 17, long. 28, 59, was hailed in the moſt threatening manner, and brought too by a French ſhip privnteer; and though the ſea was ſo dangerouſly high, was obliged to go on board her with the papers; having examined them, permitted us to proceed. It was however, with great difficulty the boat regained the ſhip—ſhe ſtruck the mizzen chains, and filled; and the mate and two hands who were in her, barely ſaved themſelves in the moſt miraculous manner—the boat was loſt. The maſter of the French privateer informed, that the king of Portugal had declared war againſt France; and that he was cruizing for Portugueſe veſſels. November 4, in lat. 40, 10, long. 68, ſpoke the ſchooner Alexander, of Liverpool, 2 days from Halifax for Philadelphia. 6th, a ſchooner from St. Thomas for Rhode-Iſland.

Same day, the ſhip Cotton Planter, Sherry, in 40 days from Liverpool. The Cotton Planter loſt her beſt bower within the Hook in the late N. W. gale, and was prevented from going on ſhore by taking in the yards.

Same day, the ſhip Ann, Johnſon, in 30 days from Falmouth, (Jam.) The Ann experienced ſeveral gales on the coaſt, and made an attempt to get into Norfolk.—Captain Johnſton informs that he counted 11 ſail ſtanding in yeſterday.

Same day, at quarantine, the brig Morning Star, Henry, from Curracoa.

Same day, returned, the Britiſh Packet Princeſs Amelia, having loſt both her anchors within the Hook during the late gale. She proceeds for Falmouth as ſoon as the anchors are replaced.

Same day, the ſloop Mary, Nicholls, in 25 days from Turk's Iſland. Spoke, 12 days ago, off Cape Hatteras, a brig from St. Croix, bound to Philadelphia. Two days before, in lat. 33, long. 74, the brig Sally, of Philadelphia, from Bordeaux for Charleſton, the captain of whom informed him that SPAIN WAS ENGAGED IN THE WAR.

Same day, the ſchooner Two Friends, Abrams, from St. Jago. Two days ſince, off Barnegat, ſpoke an Engliſh brig from Europe for this port. Left, brig Rockland, King, of this port; ſchooner Betſy, Hathan, of Marblehead; brig Brothers, Robb, of Norfolk; ſchr. Virginia, Forſyth, of do.

Same day, the ſchooner Eliza, Webb, in 16 days from Richmond.

Same day, the ſchr. Enterprize, Crowell, from Baltimore, 2 days from the Capes.

Same day, the ſchr. New-York, Holmes, from Baltimore, 2 days from the Capes.

Same day, the ſchooner Phœbe-Ann, Smith, from Richmond, and two days from Norfolk.

Same day, the ſchooner Citizen, Chalker, from Norfolk.

Arrived laſt night, the ſhip John, Patterſon, in 27 days from Havanna.

Alſo, the brig Diana, Cain, in 38 days from Triuidad, (Cuba). Paſſenger, captain Barryman, late of the ſchooner Solifidian, having ſold her at Trinidad. Left no Americans.

Alſo, the Spaniſh brig Welfare, captain Koen, in 72 days from Liſbon.

Below laſt night, two ſhips, and ſeveral ſquare-rigged veſſels in the Offing.

Cleared, ſhip Penelope, Forman, St. Domingo; brig Olive Branch, Viſo, Surrinam; ſloop Induſtry, Mattocks, New-Providence.

PHILADELPHIA, Nov. 10.

Arrived, brig Mary-Ann, Wallace, Havre, 48 days; ſchooner Enterprize, Hawthorne, New-Orleans, 38.

Below, brig Favorite, Gibraltar, --- days; Newton, Reilly, Liverpool, 48.

Cleared, ſchooner Thetis, Geddes, St. Thomas; ſchooner William Wright, Odlin, St. Jago de Cuba; ſchooner Adventure, Denabre, Cadiz.

Captain Wallace, of the brig Mary-Ann, left at Havre, on the 23d of September, brigs Nancy, Ward, of Boſton, in two days; Potomack, Tupper, Baltimore; Charlotte, Preble, Boſton. Captain W. ſpoke the following veſſels on his paſſage: September 25, the brig Lucy, of Boſton, from Rotterdam. October 2, was boarded by an Engliſh ſloop of war. 8th, the ſhip Venus, of and for Baltimore from Rotterdam. 20th, the ſhip Polly, Atlock, of and for New-York, 27 days from Briſtol. Same day, the brig Hope, of and for Boſton, 27 days out from St. Maloes. October 28, the ſhip Joſeph, Clark, of and from New-York, for Plymouth.

November 1, the ſchooner Nancy, of and for Philadelphia, from St. Jago-de-Cuba, out 40 days, (it is preſumed the Maria, Coffin, inſtead of the Nancy.)

Schooner Enterprize, Hawthorn, from New Orleans, left there September 26, and the Balize, the 4th October. Spoke in the river, September 29, brig Eleanor, Ring, from Philadelphia: ſchooner Independence, from New-York, out 41 days; ſhip Mars, Lord, from Barcelona, 85 days, and brig Samuel, Donahue, from St. Croix. September 30, ſpoke ſhip Thomas Wilſon, Churnſide, out 30 days. October 1, ſhip Matilda, Talbut, from Philadelphia, 32 days out. Oct. 2, ſpoke the Bellona, from Charleſton, 22. Oct. 13, off Havanna, ſpoke brig Hannah, from New Orleans, for Havanna. October 30, lat. 35, 48, long. 75, ſpoke a brig from Jamaica for Norfolk.

Brig Lovely Lucy of this port was at Amſterdam Sept. 21.

Ship Favourite, Aiſton, for Philadelphia, ſailed from Rotterdam the 29th Sept.

FEDERAL GAZETTE.

FRIDAY, *November* 11.

The report of a naval engagement between the Engliſh and French, is in port confirmed by capt. Keown, of the ſhip Octavia, who arrived in Hampton roads on Friday laſt is 31 days from the Downs, and who on the 27th Sept. in lat. 42, 07, long. 12, 20, ſpoke the Culloden, of 74 guns, who informed that a few days before they had had an engagement with a French line of battle ſhip and a frigate, which eſcaped into Corunna very much ſhattered. Sept. 30, in lat. 56, 30, long. 23, 30, ſpoke the ſhip Meſſenger, of New-York, from City Point, bound to Falmouth. Oct. 1, ſpoke the Venus, Daſhield from Amſterdam bound to Baltimore.

Town Clock and Alarm Bell Lottery.

9th day's drawing.

Nos. 7677 5955 prizes of 100 dollars.

Nos. 7290 6973 prizes of 50 dollars.

Nos. 546 2085 5179 9050 9396 prizes of 20 dollars.

Nos. 2794 5099 7109 5972 7650 8973 9127 9193 of 10 dollars, and 132 prizes of 6 dollars.

Gain of the wheel this day 248 dollars. Total gain 1958.

Admiral Bruix has publiſhed the following

PROCLAMATION.

Head-Quarters at Boulogne, July 30.

E. BRUIX, counſellor of ſtate, and admiral, to the national flotilla deſtined to carry war to England:

"The firſt conſul, when he ſignified to me your deſtination, honored me with the title of your admiral. He ſends me to you to conduct your exertions in the career of glory, which his genius has prepared for you. What man, at this diſtinguiſhed proof of the confidence of a hero, would not be raiſed above himſelf? Who could doubt of his own powers? Brave ſeamen, the choice of Bonaparte renders me worthy to march at your head. Your zeal and your bravery are pledges to me that we ſhall fulfill his expectations. Already you hear the cry of vengeance. Our towns and diſtricts bring in their voluntary gifts in multitudes. All Frenchmen are ready to march to puniſh a government which is an enemy of the peace of the world, and eſpecially an enemy of the glory and welfare of our country. You are firſt called to this great enterprize. To you your country firſt commits the care of ſatisfying her juſt vengeace. Be certain that you will fulfil your noble deſtination. Recollect that the victory begins in your docks: and in your marine and military exerciſes. Let thoſe ſhips which inſolently cruize along your ſhores, at ſight of your labors, return and ſay to their government, "A fearful day is preparing. The winds and ſea, again favorable to the conqueror of Egypt, may, in a few hours, bring him to our coaſts, and with him the innumerable companions of his glory." To haſten this reſult, it is my firſt duty to eſtabliſh a ſevere diſcipline in the national flotilla. Subordination will regulate your efforts; that alone can add to the activity of your labors. Sailors! we are on the field of battle. To loſe a moment will be criminal cowardice ----Redouble therefore, your zeal, multiply your ſervices, and the nation which oppreſſes the ſeas will be conquered by terror, before it experiences the fate of arms, and ſinks beneath the blows of your nerves.

(Signed) BRUIX."

The following are the regulations to be obſerved on board the National flotilla to be employed againſt England, as iſſued by admiral Bruix, the commander in chief.

I. Every armed veſſel forming a part of the National flotilla, ſhall have her crew complete, in conformity to the order of the 18th of laſt Meſſidor (July 7).

II. The commanders and officers, both both by ſea and land, embarked on board theſe veſſels, the crews and troops of debarkation, muſt regularly eat and ſleep on board.

III. The regulations for manoeuvring, for approaching the coaſt and landing, muſt be obſerved with the greateſt ſtrictneſs, ſhall be written fully out and placed in ſight of the crew in the moſt conſpicuous part of the veſſel.

IV. Before the ſhip ſail, a board ſhall be fixed up, the contents of which ſhall be reard aloud before its being placed in the ſhip, on which ſhall be inſcribed the names of the individuals to be employed in ſucceſſion in ſtated works, in giving aſſiſtance to ſuch veſſels as may require it, or for the purpoſe of extinguiſhing any flame which may break out in the port or road. A commiſſioned officer, or in his room a midſhipman, or maſter, ſhall be at all times ready to conduct this detachment, and of courſe his name will be inſcribed on the board alluded to.

Copenhagen, Aug. 20.—The two Ruſſian ſhips, deſtined for a voyage round the world, under commodore Kruſenſtern, are arrived in this Road.

The experiments which Profeſſor Pelt made laſt week on the Sound, with his new ſwimming dreſs, have turned out quite ſatisfactory. The ſwimmer went in it over the Sound, from Elſineur to Halſingbourg. On the way, he ſeveral times loaded and fired a piſtol, ſmoaked his pipe, took food, to ſhew that he had the free uſe of his hands. The machine is ſo contrived, that if any one ſall into the water, his head remains always upermoſt, even in the heavieſt ſea. It is alſo very durable, weighs only 8lbs. and is ſold for the ſum of three ſix dollars, for the benefit of the poor.

From BRYDEN's MARINE LIST.

November 10.

Arrived, ſchooner John Adams, Harlon, 15 days from Plymouth, Maſſachuſetts—ballaſt—the maſter.

Alſo, ſchooner Lucinda, Loring, in 17 days from Boſton—proviſions, &c.—different perſons.

Alſo, ſchooner Sophia, Horne, 11 days from Boſton—ballaſt the maſter.

The ſchooner below is from North-Carolina.

COMMUNICATION.

THEATRICS.

ON looking over the Telegraphe of yeſterday, I obſerved ſome ſtrictures on a "Critique" which appeared in the Gazette of Monday laſt. The intent of that "Critique" was principally to ſhew, that the talent of Mr. Jefferſon was underrated. If, as the writer obſerves, Mr Jefferſon's "fort" lies not in genteel comedy, why is he not brought forward in thoſe characters heretofore caſt to thoſe whoſe "fort" lies in low comedy, as Dennis Bulgrudery, Tony Lumpkin, &c. inſtead of which, when the popular play of "John Bull" was announced, we find him playing the character of Job Thornberry, in preference to that of Bulgrudery. Here was an opportunity to ſhew his "fort;" and, *as a choice was offered*, he choſe that in which he was confident of ſhining. Mr. Jefferſon's quick conception of his author enables him to go through the lower parts with credit; but we may eaſily ſee with what reluctance he aſſumes the manner attached thereto.

The "low eccentricities of the drama," together with the (in this ſenſe) technical word "walk," are phraſes I ſhould ſuppoſe familiar to moſt perſons: and as the gentleman is capable of commenting, he certainly is enabled to aſk the meaning of Sheridan, and then I hope he will "comprehend."

If Mr. Downie labored under any diſadvantages in the performance of young Rapid, he certainly deſerves great encomiums.

The writer, from his concluſion, ſeems to ſuſpect my wiſhing to do away the "prepoſſeſſions" of a "favorite performer," and grant it to another. Who this performer is, I cannot imagine; perhaps, as the author ſeems anxious to divert my meaning as to perſons, Mr. Cain is the man. If ſo, the gentleman is in error: I admire Mr. Cain's acting, both for its correctneſs and chaſteneſs; and indeed, ſo high do I hold him, that I think he may with juſtice be called the Kemble of the American ſtage. Z.

Port of Baltimore.

CLEARED,

Ship Commerce, Thompſon, Amſterdam

Schr. Harriot, Naſh, Boſton

Harriot, Chiney, Boſton

ENTERED,

Schr. Lucinda, Loring, Boſton

Charlotte, Alverſon, St. Bart's

A Diſtillery for Sale.

On MONDAY, the 21ſt inſtant, will be expoſed to public ſale, on the premiſes,

THAT valuable DISTILLERY on Jones's-Falls, oppoſite to the new jail, lately occupied by Thomas Carr, in which is fixed three ſtills, with ciſterns, &c. well calculated for carrying on extenſive buſineſs. This property is ſold in virtue of a deed of truſt, given by the ſaid Carr to ſundry perſons therein mentioned. The terms will be made known at the time and place of ſale, and an indiſputable title given to the purchaſer, with ſufficient warrantees. In the mean time the premiſes may be ſeen on application to the ſubſcriber.

EDWARD WOODYEAR, Auc'r.

November 11.

To be Sold at Auction,

On the premiſes, on SATURDAY, the 19th inſtant, at three o'clock,

SIX LOTS of GROUND, on the weſt ſide of Paca-ſtreet, in the ſquare oppoſite the new buildings of Mr. Finley and Mr. Welſh. It is intended to make the lots thirty feet each on Paca-ſtreet, by 150 feet deep to a 20 feet alley.

There is no ſituation in or near the city of Baltimore, which exceeds this for health, good water, and high ground—affording an agreeable proſpect of the country—and it is expected that Paca-ſtreet will ſoon rival Howard-ſtreet in buſineſs.

Terms will be made known at the time and place of ſale.

LEMMON & CAMPBELL, Auct's.

November 11.

Wm. & Hugh Neilſon,

No. 70, Bowly's wharf,

OFFER FOR SALE,

ST. CROIX SUGARS

Of the firſt quality.

November 11. co8t

For Sale,

By MARTIN & JAUFFRET, No. 42, north Gay-ſtreet,

193 boxes white St. Jago SUGAR } Entitled to
154 do. brown do. } drawback.

November 11. co8t

To be Let,

A three-ſtory brick HOUSE, oppoſite the centre market.

Alſo, for ſale,

1000 wt. of HATTER's WOOL—by the ſubſcriber, near the French ſeminary, Franklin-ſtreet. JACOB STEIGER.

November 11. to

The Subſcriber offers for Sale,

An aſſortment of woollen goods, ſuitable for the ſeaſon, by the package

A few trunks fine cambrick muſlins

A few bales ſuperfine 1ſt quality broad cloth

4 caſks indigo blue

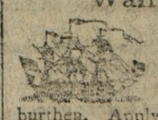
48 do. 1ſt quality London muſtard

All which will be diſpoſed of on reaſonable terms. C. L. MANNHARDT,

No 55, Water ſtreet.

November 11. co4t

Wanted to Charter,



To a port in Europe, without the Straits,

A VESSEL

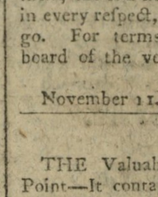
Of from 1400 to 1800 barrels burthen. Apply to

ROBERT GILMOR & SONS,

Who have for ſale,

51 hhds. Richmond TOBACCO, of a ſuperior quality. Nov. 11. d3t§

For Freight or Charter,



The Schooner

CHARLOTTE,

John Arnold, maſter;

Between 8 and 900 barrels burthen; ſhe is a new ſtrong built veſſel, well found in every reſpect, and now ready to receive a cargo. For terms apply to captain Arnold, on board of the veſſel in Frederick-ſtreet dock, or

JOEL WEST.

November 11. d4t-10st

For Sale,

THE Valuable ESTATE called Sparrow's Point—It contains about one thouſand acres of land, ſituated on Patapſco river, about eight or nine miles below this city, in Baltimore county. One tract extends on the river more than a mile from the mouth of Bear creek, to another creek below, and contains about ſeven hundred acres of very uncommon fertile ſoil, with a valuable proportion of timber land, on which are various kinds of the moſt valuable trees. This, with its convenience to ſo flouriſhing and well eſtabliſhed a market, muſt render it an intereſting object to any who may be inclined to purchaſe land ſo truly valuable.

Alſo is offered,

Another tract not half a mile diſtant from the above, containing about 300 acres of ſoil equally valuable, with a conſiderable proportion of heavy timber.

To accommodate purchaſers the above tracts may be divided into ſmaller farms. And the many advantages that they command will be better aſcertained by viewing them, than offering any further deſcription, as they are too numerous to be pointed out by an advertiſement. Apply to the ſubſcriber at No. 11, Charles-ſtreet, who will furniſh plats of the above, and treat with any who may be diſpoſed to purchaſe.

JAMES STEUART.

November 11. co1m-2awtm

Mills for Sale,

At the Head of Cheſter, Kent county, Eaſtern Shore of Maryland.

THE ſubſcribers will diſpoſe of the above mills. They are ſituated on the main ſtream of Cheſter river, at the head of the tide, and about one mile above craft navigation; they conſiſt of a large convenient brick mill, ſeated directly at the bridge over Cheſter river, where the main road from Kent and Queen Anne croſſes it, and in the town itſelf. This mill is an overſhot, with two pair of beſt French bur ſtones, and the whole machinery adapted in the beſt manner for merchant's work. Adjoining the mill a lot or piece of ground will be allotted to it ſufficient for a mill houſe and other purpoſes. The other mill is ſituate at a ſhort diſtance above, directly on the main road to Duck creek—The building being frame (except the lower ſtory which is of ſtone) was deſtroyed by fire a ſhort time ſince, but may be built at no great expence. It was calculated alſo for merchant work, and to run two pair ſtones; and had alſo a fulling mill adjoining, and a ſaw mill at ſome diſtance above. The whole of the mills are ſupplied by the ſame dams and races, which are built in the beſt manner. A convenient lot will alſo be ſold with the laſt mill to accommodate buildings, &c.

Theſe mills being ſeated directly in a very improving country town, where a great deal of buſineſs is done, and the owner may have the beſt opportunity of connecting them with a ſtore; and alſo in the heart of a country which produces a never failing ſupply of the beſt wheat, offer ſuperior advantages to a purchaſer. A reaſonable credit will be given on good ſecurity and intereſt being paid. For terms apply to the ſubſcribers in Philadelphia; or the mills will be ſhewn to any perſon wiſhing to view them by William Farrell, the tenant in poſſeſſion.

JOSHUA & THOMAS GILPIN.

November 11. d1--4