Question by the judge advocate.

During the transaction and disaster of that day, did you notice any thing of remissness or neglect in her commander which could tend to the loss of the Philadelphia?

Ans. I did not: On the contrary, I noticed in capt. Bainbridge great coolness and deliberation

Lieutenant Jacob Jones was called into court and examined. He confirmed in every thing the testimony of lieut. Porter, without variation.

Lieutenant Theodore Hunt was examined before the court: and varied only in his testimony from the two preceding witnessess in the draft of the Philadelphia's water when she went aground, which he stated to have been eighteen feet six inches forward, and about twenty feet six inches aft, which he had ascertained from observation the day before the misfortune. And also, in answer to the first question by the court to lieut. Porter, he adds that in the river Delaware he made an experiment in carrying out an anchor in the Philadelphia's launch, when she was obliged to be buoyed by casks.

Lieut. Benjamin Smith corroborates the testimony of the preceding witnesses without adding any material circumstance.

Mr. William Knight, sailing master, was examined. He confirms the testimony of the witnesses before recorded; and adds, that he was positive the ship was pierced forward by the carpenter as ordered, for he heard the water running into the auger-holes. When asked why the ship did not fill, he said he expected she would have filled, as he was sure there were sufficient holes bored for the purpose; but he conjectured they must have been stopped in some manner.

Mr. William Osborne, lieutenant of marines, on examination, he confirms the testimony of the preceding witnesses.

Mr. Keith Spence, purser, varies in nothing material from the witnesses gone before him.

Benjamin F. Read, master's mate, states facts as recorded in lieut. Porter's testimony, and adds that, in order by every means to render the ship useless after it was determined to strike her colors, cannon shot were thrown into the pumps.

James Gibbons, master's mate, says nothing more than what goes in corroboration of the preceding testimony.

Daniel Patterson, master's mate, confirms the foregoing testimony; but adds nothing.

James Biddle, midshipman, states facts as recorded from the testimony of the preceding witnesses.

James Henshaw, midshipman, states facts generally as the preceding witnesses have done: and adds that he was the bearer of captain Bainbridge's order to drown the magazine, after he was determined to leave the ship, and knows it was executed.

Richard Stephenson, gunner, testifies, that he knew nothing of the transactions on the Philadelphia's deck the day she was lost, being confined to the magazine until he received an order to turn the cock and drown the magazine; which he did and went on deck with the keys in his hand. The ship was then on her beam ends, the water running in at the ports, and such of her guns as were not thrown overboard, rendered totally useless.

George Hodge boatswain, states facts, so far as they come within his knowledge, in exact conformity to the testimony of lieutenant porter; but adds nothing.

William Godby, carpenter, was examined concerning the scuttling of the ship. He testifies, that when it was determined to abandon the Philadelphia, he received captain Bainbridge's orders to scuttle her, which he executed by calling to his assistance his two mates, and piercing her bottom with chisels and augers in sufficient places, as he thought to fill her, and then reported to the proper officer: but the Turks, he believes, got on board in season to stop the holes and prevent her filling.

Mr. William Knight was called in and asked by the court if ever he had a chart in his possession which laid down a shoal where the Philadelphia grounded?

Mr. Knight answered—No!

Mr. Patterson, a midshipman, was called into court and being sworn, testified, that he destroyed the numerary signal book of the Philadelphia by captain Bainbridge's orders before leaving her.

Mr. Anderson was examined concerning the dispositions made of the Philadelphia's signal book, who declared that he saw captain Bainbridge tear them both up and hand them to some officer to be burned or thrown overboard.

—

At the opening of the court captain Bainbridge laid before them the following statement:

GENTLEMEN,

HAVING to account to government for the loss of the United States' frigate Philadelphia, then under my command, it is a consolatory circumstance to see that it is before an inquisition, which, by its nautical knowledge, will be so fully adequate to form a correct opinion of the affair, and to give that decision on my conduct which both the public and myself must be assured will be just.

In my narrative of this unhappy event, I shall mention my sending the United States' schooner to cruize off Cape Bon, and the causes that led to that circumstance, which increased the misfortune that afterwards befel us, and then detail the incidents that took place on the day of our grounding, from the time of giving chase in the morning till surrendering to the enemy.

We left Malta the 3d of October, to repair to our station off Tripoli, and to blockade that port according to the orders of commodore Preble. We arrived there on the 7th, and continued to cruize off the town, with the Vixen in company, without meeting any occurrence of consequence till the 19th, when we spoke an imperial brig, as she came out of the harbor of Tripoli, which informed us that two of the cruizers of that regency were out upon a cruize. In consequence of this information, and thinking it most probable that they were to the westward, I ordered lieut. commandant Smith, of the Vixen, to Cape Bon, and cruize there as the most likely place of falling in with them, should they be returning from that quarter, and at the same time a safer situation for the schooner than off Tripoli at that season of the year, where the gales blow with great violence on shore, attended with a heavy sea. On the 20th the Vixen accordingly left us. The 23d of the month we had a very heavy gale from the northward and westward, which drove us several leagues to the eastward of our station. On the 31st of October, being about six leagues to the eastward of Tripoli. At 9, A. M. we saw a sail in there and standing to the westward; we gave chase, and at 11 o'clock came near enough for our shot to reach her, and the soundings not allowing of our running in shore, we continued to chase along the land, hauling on and off shore as we found the soundings from 7 to 9 and 10 fathoms, in expectation of either disabling or driving her on shore, in which case we should have captured or destroyed her. At half past 11, when within a league and a half from Tripoli, seeing no probability of preventing the chase from getting into port, we ceased firing and hauled off shore, then having eight fathoms water. We had not gone more than two cables' length before we suddenly shoaled, and the next moment the ship struck forward, and having eight and a half knots way, shot up as far on the rock as to bring it to the after part of the fore chains where she stopped.—Her stern being at this time clear of the ground, the anchors were cut immediately from the bows (except one) the guns run aft, and all the sails laid aback, in hopes of pressing her off, as it blew a strong breeze; but the wind being on our starboard beam, and the sea setting with it directly upon the rocks, soon hove our stern upon them in 17 feet water, where we lay with our larboard port sills at the water's edge. The officer who had been sent to sound upon our first grounding, returned with information that there were sufficient water astern and off the larboard quarter, upon which I consulted my officers respecting the most probable means of getting the ship into it. It was the unanimous opinion that the only method in our power was to lighten the ship as much as possible, by starting the water, heaving overboard the guns, reserving as many only as would be necessary to defend us against the enemy's gun-boats which were taking their station on our stern and quarter, and to endeavour to press her off the shoals with the sails aback. We could not in addition to this avail ourselves of an anchor, as we had no boat capable of carrying one; and if we had had such sufficient for the purpose, it would have been impracticable to have laid it out, as the enemy occupied almost the ground it should have been placed in.

The gun boats having taken a station on our starboard quarter, commenced a firing, directed principally at our masts and rigging, which we returned with two guns from our main deck and three of our quarter deck carronades, which, from the very great heel the ship had, took no effect. The guns we got out abaft were rendered entirely useless from the same cause, although we cut away the stern as much as would be done to any purpose; for by endeavoring to give them a direction to bear upon the enemy, they could not be run out far enough to avoid setting fire to the ship, which they once did, but it was soon extinguished without difficulty or confusion. After finding it impossible to press the ship off the rocks by lightening her, and seeing every prospect of getting her afloat at an end, I ordered the foremast to be cut away, in order to right her in some degree, if possible, and to render our guns more manageable; but this produced no effect, and seeing the ship immoveably grounded on rocks, having but 12 feet water forward and 17 abaft, I conceived any further attempts as evidently useless.

After having tried every expedient that could be thought of to contribute to our relief, and exerting ourselves to the utmost from the time of our grounding until half past four, P. M. in endeavoring to get the ship afloat, and at the same time in resisting the enemy, but finding all hopes of the first vain, and not being able to bring our guns to bear to effect the latter, I called a council of officers to consult them on the subject of a further resistance, or the necessity of surrendering to the enemy. Upon a deliberate consideration of our situation it was the unanimous opinion that it was impossible to get the ship off, and that all further resistance would be but unnecessarily exposing men, in a situation where neither perseverance nor fortitude would be of any benefit to our country or ourselves; and it was unanimously agreed that the only thing left for us to do, was to surrender to the enemy, which was accordingly done, after drowning the magazine, and destroying as many articles as possible that might be of use to the enemy.

Having stated to you, gentlemen, a narative of facts, which you will find verified by the evidence to be heard, I shall conclude after making one observation.

The usage of nations appears, that where there is no probability of successful defence and all means of escape have been tried, the *flag* may be struck without injuring the commander's honor. These tacit, but admitted regulations, are founedd on principles of humanity, and a nice and delicate attention to national and individual honor. If, under such circumstances, a commander's honor be preserved, how free from censure must it appear when placed in a situation without being able in the least to injure the enemy, and no means whatever of extricating himself.

WILLIAM BAINBRIDGE.

June 29, 1805.

The court having deliberated on the evidence deduced from the testimony of the witnesses heard in this case, are decidedly of opinion, that captain WM. BAINBRIDGE *acted with fortitude and conduct in the loss of his ship, the United States frigate Philadelphia, on the 31st October, 1803, and that no degree of censure should attach itself to him from that event.*

JAMES BARRON, *President,*
WILLIAM EATON, *Acting Judge Advocate.*

BY THIS DAY'S MAILS.

PHILADELPHIA, October 31.

Arrived, ship Temperance, Reily, Havana; brigs Angel, Smith, Jamaica, 37 days; Unanimous, Stevenson, New-Providence, 14; New-Jersey, Wade, Havana; sch's John, Nelson, do. 16; Nancy, Lake St. Domingo; Seahorse, Tarphy, St. Simons, 12.

Arrived at the Lazaretto,

Sch's Abeona, Shaw, Guadaloupe, 21 days; Dolphin, Dove, Havana, 15.

Cleared, ship Corn Planter, Gillies, Amsterdam, via New-Castle, Del.; sch'r Virginia, Cleveland, Charleston.

Ship Hazen, 58 days from Bordeaux, and a brig, name unknown, are below.

Yesterday arrived, brig Unanimous, Stevenson, 14 days from Nassau, (N. P.) October 17, in lat. 37, 60, long. 74, 50, spoke the ship Warren, captain Bigbey from Boston, bound to Charleston, out 9 days.

Captain Nelson, of the schooner John, from Havana, which he left the 9th of October, politely furnished us with the following list of vessels, at Havana and other ports:

Brig Smilax, Remington, for Philadelphia, in 4 days; schooner Hanna Loretta, M'Farlane, of Philadelphia, just arrived; ship Swift, Bell, for Philadelphia, uncertain; New Guide, Howland, New-York, do.; Thomas Wilson, Whelan, just arrived from New-Orleans; brigs Pallas, Shackerly, for New-York, not discharged; Lovely Lucy, Griffin, of Philadelphia, arrived and sailed for St. Jago; ship Osage, Summers, of and for New-York, uncertain; brig Eliza, Burgess, of and for do. in a few days; brig Romulus, M'Donald, for do. nearly loaded; schr. Director, ——, for do. not discharged; brig Little William, of New-York, just arrived in 31 days, had been ashore on Abacoa; ship Louisa-Cecilia, Haff, of and for New-York, uncertain; schr. Rebecca, Whitesides, for Philad. in 10 days; ship Suffolk, just arrived from Boston; brig Nanina, Garwood, Philadelphia, uncertain; *schr. Maryland, for Baltimore, uncertain*; ship Pegassus, Gibbons, for Charleston, in 10 days; Hope, Hunt, of Charleston, waiting freight; William, Jones, do. do.; schr. Wealthy, Brady, for Philadelphia, in 2 days; sloop President, Grinnelds, for Alexandria, in 8 days; brig Maria, Bruall, just arrived from Orleans in distress; *schr. Nary-Ann, Edwards, of Baltimore taking in ballast; brig Two Brothers, for Baltimore;* (arrived) *schr. Virginia, Griffith, do. in eight days*; schooner Mary, Campbell, for Charleston, uncertain; brig Minerva, Gernan, for do. in four days; schooner Patience, Post, New-port, uncertain; brig Good Intent, Marblehead, do.; *ship Lucy-Ann, Middleton, Baltimore, in 5 days;* brig Dispatch, Viall, New-port, bound to Mariel, for a cargo; brig Sophia, M'Can, of and for Charleston, in 10 days; brig John, Green, Providence, waiting freight, Charles Williams, Cotton, for Middletown, in 3 days; schr. Fancy, Medkiff, of New-York, sailed the 6th, for Mariel, to take in a cargo; ship Lydia, of and for New-York, not discharged; brigs, Syrus, Chase, Newburyport, fifteen days; Relief, Williams, do. in 15 days loading; *schr. Prudence, of Baltimore, just arrived,*

At Matanzas, October 6.

Ships Hannah, Yardsley, and Lavina, Donaldson, of and for Philadelphia, in 10 days; Mary, Addington, of and for New-York, uncertain; Two Pollies, Cole, of Boston, for Philadelphia; brigs Howard, Morand, of Providence, waiting freight; Union, of Newburyport, just arrived and sold; Lyoness, Carson, New-York, uncertain; George, Wellage, of Portland, uncertain; *schooners Hope, of & for Baltimore, in 14 days;* Sally, of and for Charleston, in 8 days; Laura, do. do. 6 days.

At Mariel.

Brigs Ann, Lord, of and for Philadelphia, in 4 days; Argus, Bowen, of Providence, uncertain; ship Mary, Capp, of Portland, in 5 days; sch'r Nancy, Watt, for Boston, ready to sail.

At Cavanas.

Brig Jason, Palmer, of Philadelphia, captured.

—

NORFOLK, October 26.

Arrived, schr. Eliza-Ann, capt. Joshua Herbert, 20 days from Laguira. Sailed in company with the schooner Emily, captain Stone, of and for this port. In lat. 29, was boarded by his Britannic majesty's ship Leander, who, after breaking open all his letters, *allowed* him to pass!

Also, brig Nancy, Look, 12 days from Boston. On the 19th instant, off Long-Island, experienced a heavy gale, in which both top-masts were carried away, sprung aleak, and split the most of his sails.

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NASSAU, (N. P.) October 4.

American vessels driven on Florida Reefs.

Ship Providence of Philadelphia, capt. Gibson, from New-Orleans bound to Bordeaux, got on shore on Florida reef the 14th ult. about 4, A. M. some wreckers came to their assistance about half an hour after, when by taking out the principal part of her cargo got her off, and she proceeded on her voyage without having sustained much injury—she was loaded with sugar, tobacco, indigo, and peltry—captain Gibson gave the wreckers as a compensation for getting off the ship, 25 bales of cotton, 48 boxes, 113 barrels sugar, 4 tierces and one bale peltry, and 13 tons logwood.

Schr. Francis Lewis, Hughes, from Havana, bound to New-York, loaded with sugar, molasses and hides, got on shore on the Florida Reef on the 15th ult.—the same day she was got off by the wreckers, who received for their assistance 51 boxes sugar and some hides.

Schr. Sally, Prince, of Boston, from Matanzas, got on shore about the 19th ult. vessel lost, her cargo, 140 boxes sugar saved, and all the materials.

FEDERAL GAZETTE.

THURSDAY, *OCTOBER* 31.

We have received no papers from the eastward of Philadelphia, by this day's mail.

COMMUNICATION.

City of Washington Races.

2D DAY'S RUNNING.

Four horses started yesterday for the purse, which was won after a hard contention and fine running by Mr. Lloyd's Filley.

	1st	2d	3d heat.
Leomia, property of Mr. Lloyd - -	4	1	1
Miss Sally Nailor, property of Willis Bird	1	2	2
Thornton Medley, property of D. Beans	2	3	4
Peace Maker, property of John Tayloe	3	4	3

—

We mention with pleasure, that general Ferrand has caused the sloop George, of this port, and her cargo, captured by a French privateer, to be restored. It is no more than justice to remark, that so far as the conduct of this general has come under our notice, we can say, that he is disposed to respect our rights. This is the second vessel belonging to this port, which he has caused to be restored.

[*Norfolk Ledger.*]

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From the Merchants' Coffee-House Books.

October 31.

The schooner Parnel, Ford, hence, has arrived at Nassau, New-Providence.

From the Managers' Books.

SECOND PRESBYTERIAN CHURCH LOTTERY.

Forty-third day's drawing.

450 tickets were drawn this day, among which were the following prizes, viz.

Prize of 200 *dollars:*
No. 9701.
Prize of 100 *dollars:*
No. 8624.
6 prizes of 25 dollars
11 prizes of 10, and 128 of $6.

Gain of the wheel this day, $411 25
Total gain $1409.

Adjourned till this morning at 9 o'clock, when the managers purpose to draw 1000 tickets.

The first drawn blank after 200 tickets will be entitled to $1000.

The drawing will finish on Friday afternoon.

☞ Cash or tickets in the precincts market house lottery, the drawing of which will commence after the above is finished, given for prizes. Apply to

SAMUEL VINCENT,
No. 44, *North Gay street, and*
SAMUEL COLE,
3, *Light-street, next door to the coffee-house.*

—

Port of Baltimore.

ENTERED,

Ship Cora, Billups, Mocha
Lucy-Ann, Middleton, Havana
Stapleton, Gordon, Liverpool
Brig Two Brothers, Hartshorn, Bordeaux
Two Brothers, Chase, Havana
Schr. Parrot, Lord, Boston
Nabby & Lucy, Hewes, Passamaquody
Comfort, Drummond, Charleston
Eliza, Ferguson, Norfolk
Sloop Julian, Cleveland, Nantucket

CLEARED,

Ship Washington, Ticklinberg, River Jade
Ceres, Webber, Charleston
Schr. Ann-Eliza, James, Barbados
Comet, Fisk, St. Augustine
Fox, Mills, Jamaica
Maryland, Murphy, Havana
Rewastico, Holden, Antigua
Plato, White, Cape-Francois
Norfolk, Deagle, Norfolk

—

☞ *The members of the Female Association are earnestly requested to attend their stated monthly meeting on Monday next, as business of consequence will be laid before them.*

October 31.

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Post-Office Baltimore,

October 29.

☞ *Letters for the British Packet, Prince Ernest, for Falmouth direct, will be received at this office until* 12 *o'clock, noon, on Monday the* 4*th November next.*

CHARLES BURRALL.

P. S. The inland postage must be paid on all letters for the Packet.

October 29.

Sale by Auction.

Just arrived, and will be sold on a liberal credit, to-morrow, Friday, *the* 1*st November, at* 11 *o'clock, on Frederick-street dock, opposite to Mr. Hugh Thompson's new brick warehouse,*

140 casks choice CLARET, entitled to drawback on exportation
50 tons FUSTICK
A few tons Campeachy LOGWOOD.
AND
A quantity of LIGNUMVITÆ.

THOMAS CHASE, Auc'r.

October 31.

Sale by Auction.

On FRIDAY,

The 8*th November, at half past* 10 *o'clock, at the auction room, at the head of Frederick-street dock, will be sold on a liberal credit, for approved indorsed notes. The entire cargo of the brig TWO BROTHERS, just arrived from Bordeaux,*

CONSISTING OF

180 pipes 4th proof Cogniac Brandy
20 hhds. first quality Medoc Claret Wine
120 do. do. cargo do.
48 half do. White Wine
26 cases containing 50 bottles each, Medoc Claret Wine
46 do. do. 30 do.
89 do. do. 24 do.
40 do. do. 12 do.
60 anchors White Wine Venegar
150 baskets first quality Salad Oil, 12 bottles each
50 cases Fruit preserved in Brandy, 12 do.
10 do. Olives, Capers &c. 12 do.
2 casks 51 baskets Annisseed
200 large jemijohns
2 cases Letter Paper, each, 50 reams
6 bales do. do. 20 do.
3 do. do. do. extra fine 20 do.
1 do. containing 12 pieces fine Russia Linen
5 do. Sail Cloth
1 do. contg. 20 pieces fine Lawn
1 case do. 22 do. do.
1 do. do. 28 doz. Men's and Women's Silk Hose, assorted colors
1 do do. 25 do. extra long Kid Gloves assorted do.
1 do. do. 21 pieces Silk Taffities, fashionable colors
1 case containing 20 doz. fashionable Silk Shawls
1 do. do. 31 pieces White Lace
23 do. figured Lawn, worked with Gold and Silk
12 fine Laced Veils
18 doz. Spangled Fans
1 do do. 45 doz. large Suspenders
1 do. do. fashionable Millinery, viz. Ladies Ridicules; Elastic Corsets; Gauze; Rich Silk Shawls; Parisian Caps and Bonnets; Ribbons all colors, and colored Satin.
1 case Satin Ribbons, assorted colors.

VAN WYCK & DORSEY Auct's.

Oct. 31.

Bargains

FOR COUNTRY MERCHANTS.

THE subscriber has just received, a quantity of very Cheap SHOES, such as Ladies' Morocco and Leather Slippers, Misses' Slippers, of all colors, children's Shoes, &c. &c. with which he will supply merchants on very accommodating terms, at No 43, Market-street, third door below Mr. Francis I. Mitchell's Dry-Goods Store.

AMOS FITCH.

October 31. eo4t

Jonathan Hudson

HAS removed to the lower end of Commerce-street wharf.

October 31. eo6t

40 qr. Casks Malaga WINE,

entitled to drawback
4 pipes American GIN
50 boxes dipped CANDLES,

Just received per brig Harmony, captain Hall, from Boston, and for sale by

JOHN BUFFUM,
84, Bowly's-wharf.

October 31. d6t

A New China Store

Is opened at No. 172, BALTIMORE-STRTET, between Light & Charles sts. Baltimore, *Where a large and very general assortment of*

China, Glass & Queen's-ware

Of the best quality and newest fashions, imported immediately from the different manufactories, will be constantly kept and sold at the lowest prices for *cash* or acceptances in town, by

INGLIS & DE MUN.

October 31. d6t-eo6t-2aw4t 1aw

An Opportunity

OFFERS of forming a connexion in trade, in a mercantile establishment, in one of the most eligible situations in this city, to a person of good recommendation or respectability, who has from two to five thousand dollars to put into stock. One that can take an active part would be preferred. Direct to C. D. to be left at this office; real name only will be attended to. Oct. 31. d2t-eo2t

G. M. Jefferis

HAVING made arrangements with Messrs. WM. HAMMOND & MARK PRINGLE, for the sale of the PAPER made at their mill, near Elk-Ridge Landing, respectfully informs the public, that he will have a constant supply of the different qualities of *Writing and Printing Paper*, and will dispose of the same, wholesale and retail at the mill prices, at his *Paper Warehouse* and *Book-Store*, No. 66, Baltimore-street.

The highest price given for RAGS.

October 31. m&th7t

THE HOLDERS

Of Old Maryland Currency,

OF the emissions of 1767, 1770, and 1774, (for the redemption whereof, the stock held by the state of Maryland, in the Bank of England, was pledged) are notified, that a claim will be immediately exhibited to the legislature, for the payment of the same, the bank stock in England having been recovered. All persons interested in the above emissions, are requested to notify the same to Mr. HENRY STOUFFER, who is appointed to act for the concerned. Oct. 31. 1aw3t

Removal.

HACKEMAN AND HOPPE,

HAVE removed to South Gay-street, three doors below the Custom-House, where they offer for sale on very moderate terms, an extensive assortment of

German Linens.

LIKEWISE,

1 box Slates
1 do. Snuff Boxes
1 do. Woodenpencils
2 do. Cutting Knives
27 do. Medecine Glasses, assorted
14 do. Decanters and Wine Glasses
Cut Glass Bowles, Pitchers, &c.

ALSO,

Just received per ships Henrietta and Hamilton, from Bremen,

13 bales brown Burlaps
12 do. Hessians
8 boxes Britannias
4 do. Glass Beads.

October 31. d15t

Baltimore Theatre.

(Never acted in America.)

TO-MORROW EVENING, November 1.

Will be presented a new Comedy, in five acts, called

The School of Reform;

OR, HOW TO RULE A HUSBAND.

(Written by Thomas Moreton, esq. author of the Way to get Married, A Cure for the Heart-Ache, &c. as performed last season at the Theatre-Royal, Covent Garden, and now performing to overflowing houses, with the most brilliant applause.

To which will be added a favorite Farce, in 2 *acts, called*

The Spoil'd Child.

Doors will open at half past five, and performance commence a quarter past six o'clock.

Box one dollar. Pitt three-quarters of a dollar.

On Saturday, the MOUNTAINEERS, with an Entertainment.

October 31.

For Sale,

The Ship
ABEONA,
Burthen 350 tons, built in Connecticut in 1803; carries a large cargo, is of easy draught of water, sails exceedingly well, and is fitted in the best manner. For terms apply to capt. Hobson on board, or to PAYSON & SMITH.

October 28. d

Thirty Dollars

WILL be paid for securing in any jail, so that I get him, a Negro Man named BILL, who is well known in the city of Baltimore as Colonel Howard's coachman. He is about 5 feet 7 or 8 inshes high, 35 or 36 years of age, has a broken or snagged tooth before. He had on when he absconded, a brown stable jacket, much worn, but no doubt has other clothes with him.—Besides the above reward, I will pay all reasonable expences for bringing him home to me, in Anne-Arundel county, on the turnpike road leading from Baltimore to Frederick, between Carroll's Manor and the Poplar Spring.

All masters of vessels and others, are forwarned not to carry off or harbor said runaway, at their peril.

CHARLES ELDER, Junior.

October 28. *d6t-1aw3t*

Pœpplein and Brothers,

28, NORTH HOWARD-STREET,

Have lately opened, and offer for sale, on the most reasonable terms, the following articles, viz.

Stockings and Gloves of different kinds
Black Taffety
Satin for cloaks and bonnets
Silk Velvets
Ribbons
Crapes and Threads
Silk, Yarn and Linen
Gauze, Wads and Combs.

And a variety of articles in the watchmaking line, &c. &c.

October 31. 1aw3t‖