EASTERN-SHORE WHIG AND PEOPLE'S ADVOCATE.

NEW SERIES. "THE PRICE OF LIBERTY IS PERPETUAL VIGILANCE." VOL. II.---No. 102

EASTON, MARYLAND SEMI-WEEKLY SATURDAY, DECEMBER 24, 1836

THE WHIG AND PEOPLE'S ADVOCATE
Printed and published by
GEORGE W. SHERWOOD,
(PUBLISHER OF THE LAWS OF THE UNION,)
EVERY TUESDAY & SATURDAY MORNING

TERMS:—Semi-Weekly at FOUR DOLLARS per annum;—if paid in advance, Three dollars will discharge the debt, and

The Weekly, on Tuesday morning, at Two Dollars and Fifty Cents;—if paid in advance Two dollars will discharge the debt.

All payments for the half year, made during the first three months, will be deemed payments in advance, and all payments for the year, made during the first six months, will be deemed payments in advance

No subscription will be received for less than six months, nor discontinued until all arrearages are settled, without the approbation of the publisher.

Advertisements not exceeding a square, inserted three times for one dollar, and twenty-five cents for each subsequent insertion—larger advertisements in proportion.

☞ All communications to insure attention should be *post paid*.

Now regularly published in Philadelphia a weekly Newspaper called

The Saturday Chronicle,

Philanthropist and Miror of the imes.

Publication Office, No. 74 South Second street,

THE SATURDAY CHRONICLE, is the fulle t sense of the term, a Family Newspaper, entirely unconnected with party politics and sectarianism, and zealously devoted to the cause of literature, science and general intelligence, as calculated to entertain and instruct every branch of the domestic circle. Its general contents are—Tales and Essays on Literary, Scientific and Moral subjects—Sketches of History and Biography—Contributions from some of the best writers of Philadelphia—European and Domestic Correspondence—Notices of improvements in the Mechanic Arts, Agriculture and Rural Economy—Articles on Music, the Drama and other amusements—Varieties, amusing incidents, &c. and a carefully prepared synopsis of the current News of the day, both foreign and domestic.

The publishers of the Chronicle having cauired considerable experience in the newspaoer business, — a connection of several pears standing with one of the most popular newspapers in the country, feel satisfied that they will be enabled to issue a sheet in all respects deserving of liberal patronage. They have already secured for its columns, the aid of several literary gentlemen of this city, and have engaged attentive correspondents to furnish the latest intelligence from Washington and Harrisburg, during the sessions of the state Legislature and of Congress. They design also, in the course of a few weeks, to offer liberal premiums for literary articles, in order to secure for their readers productions from some of the best writers in the country. The works of popular authors will occasionally be published at length in the Chronicle, and no pains nor expense will be spared to render the paper interesting and attractive to every class ofrenders.

Among the writers of distinction who have already, or are about to furnish original articles for the Saturday Chronicle, are the following.

D. B Brown, Esq.	Robert Morris, Esq.
Col. T. L. M'Kenny,	W. G Clark, Esq.
John J. Smith, Jr. Esq.	Dr. James M'Henry,
J. R. Chandler, Esq.	Chas. Naylor, Esq.
C. P. Holcom, Esq.	R. T. Conrad, Esq.
Miss Leslie,	Dr. Joseph Pancoas
Miss E. C. Stras,	J. Watson, Esq.
Mrs. J. L. Dumont,	Chas. S. Cope, Esq
John Clarke, Esq.	Robt. Hare, Jr. Esq
Rev. Jos. Rusling,	B. W. Richards, Esq
Dr. A. C. Draper,	C. B. Trego, Esq.
Thos. Earle, Esq.	Dr. J. A. Elkinton,
Wm T. Smith, Esq.	Thos. A. Parker, Esq.
Hon. Matthias Merris,	Victor Value, Esq.,
Wm. Darby, Esq.,	Jos. R. Hart, Esq,
Prof. John M. Keagy,	Morris Mattson, Esq.

And it is the intention of the publishers to secure, if possible, original articles from every prominent writer in the country.

One important feature of the Chronicle is the publication of Letters from Europe, written expressly for this paper, by a distinguished literary gentleman. These letters are deeply interesting and instructive; and equal, in every respect, to any European letters that have ever been written for the American press.

Thet of the largest mammoth size. It is published every Saturday, and forwarded by mail, enclosed in strong wrappers, to all parts of the United States, on the day of publication

MATTHIAS & TAYLOR,
Recently connected with the Saturday Evening Post.

TERMS—Two dollars a year, payable in advance; $2 50 if not paid before the expiration of six months; and $3 00 if payment is delayed until the end of the year. or six months, $1 00—in advance.

☞ Advertisements neatly and conspicuously nserted on reasonable terms.

☞ Postmasters and others remitting $10 00 will be furnished with six copies of the Chronicle for one year.

☞ Orders free of postage, addressed to the Publisher, at No. 74 South Second Street, Philadelphia, will meet prompt attention.

☞ Small notes on all solvent Banks, received at par in payment of subscriptions.

☞ Our editorial friends in the country are respectfully requested to give the above a few insertions, and accept a free exchange for one year. August 6. tf

Homony Beans Wanted.

Oldson & Hopkins

WISHES to purchase one hundred bushels of Homony Beans, for which a liberal price in cash will be given.
Nov. 1 2

THE SATURDAY NEWS AND LITERARY GAZETTE
A WEEKLY FAMILY NEWSPAPER.

Devoted to literature, Criticism, the Fine Arts, General Intelligence, News, &c.

Price Two Dollars per annum—payable in advance.

On Saturday, July 2, 1836, the subscribers will commence, in Philadelphia, the publication of a new weekly newspaper under the above title.

The *News* will embrace every variety sof light literature, including, Tales, Poetry, Essays Criticism, Notices of the Fine Arts, the Drama, &c. The original matter will be supplied by writers of the first eminence. A regular correspondence will be maintained with Washington, and the principal Cities of the Union, and arrangements are in progress by which letters from Europe will be constantl urnished.

Attention will be paid to securing at the earliest possible date the choicest productions of the English periodical press. Popular novels will occasionally be given, though they will not be suffered to interfere with a general variety. The latest news, and all items of interesting intelligence will invariably form part of the contents.

The *News* will be printed on a folio sheet of the largest class, and will furnish as large an amount of reading matter as any weekly paper now published in this country. It will be conducted in a spirit of the most fearless independence. All allusion to party politics or sectarian religion will be carefully avoided.

LOUIS A. GODEY,
JOSEPH C. NEAL,
MORTON McMICHAEL.

Agents of this paper will be allowed the usual commission

aSix copies furnished for ten dollars.

All payments to be made in advance.

Orders, free of postage, must be addressed to

L. A. GODEY, & Co.
No. 10 Walnut St. Phila'd

Easton and Baltimore Packet,

SCHOONER

JOHN EDMONDSON
Robson Leonard, Master.

The Subscriber grateful for past favours of generous public, begs leave to inform his friends and public generally, that the above lamed Schooner, will commence her regu r trips between Easton and Baltimore, on Sunday the sixth of March, at 9 o'clock, in the morning, and returning will leave Baltimore on the following Wednesday at 9 o'clock, in the morning, and continue to sail on the above named days during the season. The John Edmondson is now in complete order for th reception of Freight or Passengers; having sailed as a Packet for about six months and proved to be a fine sailed and safe boat, surpassed by no vessel for safety, in the bay. All Freights intended for the John Edmondson will be thankfully received at the Granary at Easton Point, or elsewhere at all times, and all roders left at the Drug Store of Dr. Thomas H. Dawson & Son, or with Robert Leonard who will attend to all business pertaining to the packet concern, accompanied with the Cash, will meet with prompt attention.

The Public's Ob't. Serv't.
JOSHUA E. LEONARD.

BULWER'S NOVELS.

The only Edition published in Numbers to sen by Mail.

SIX NUMBERS NOW READY FOR DELIVERY.

Induced by the extraordinary sale of his beautiful edition of MARRYATT'S NOVELS, the Publisher of those works did, on the first day of July, commence in the same faultless style, an edition of the celebrated

BULWER'S NOVELS,
Comprising—

Pelham,	Devereux,
Disowned,	Eug ne Aram,
Rienzi,	Paul Clifford,

Last Days of Pompeii, Falkland, Pilgrims o the Rhine,

Making an uniform edition of nearly fifteen hundred pages—four hundred more than MARRYATT. They are published in semi-monthly numbers, each of which contains one ccmplete work, with title-page and cover. The whole series will be completed in eight numbers, and will be finished to Subscribers at the extraordinary low price of three dollars and fifty cents, payable in advance. They will be sent by mail, carefully packed, to any part o the United States or Canada.

Three complete sets may be had for Ten Dollars, payably in advance, by directing ders to that effect, enclosing the cash, post paid.

"Office of Republication of Popular Novelists."

SOLOMON BARRET

TAVERN KEEPER,
EASTON, MD.

RESPECTFULLY informs his friends and the public generally that he still connue to carry on the above business at his old and on Washington street, opposite the office of Samuel Hambleton, jr. Esq. where he is prepared to accommodate travellers and other who may be pleased to patronize his establishment.—His bar is well stocked with the choicest Liquors and his larder with the best provsion the market will afford—his stables ar in good order and well stocked with provender He has in his employ careful ostlers and he ashres the Public nothing shall be wanting on ius part to give general satisfaction.

feb 3 tf

N. B. S.B. will at all times pay e highe ket prices for Terrapins, Oysters, &

Rail Road Notice.

Pursuant the provisi o ns of anact of the General Assembly of Maryland, entitled "An act to incorporate the Eastern Shore Rail Road Company," and the several supplements thereto, books of subscription to the capital stock of the Eastern Shore Rail Road Company will be opened on the SECOND MONDAY of NOVEMBER next, at ten o'clock, A. M. and continue to be opened for the space of three days next thereafter, between the hours of ten o'clock, A. M. and two o'clock, P. M. at the county town in each of the counties hereinafter mentioned—That is to say:

At Elkton, for Cecil county, under the direction of James Sewall, Lambert D. Nowd, Henry Hollingsworth, James Groome Dr. Amos A. Evans.

At Charleston, for Kent County, under the direction of William McK. Osborne, George Vickers, James F. Brown, Hugh Wallace, and Barney D Course.

At Centreville, for Queen Ann's county, under the direction of John Brown, Dr. Robert Goldsborough, Peregrine Wilmer, Thomas Emory and George Newman.

At Denton, for Caroline county, under the direction of Thomas Burchenal, Edward B. Hardcastle, Thomas S Carter, Caleb P. Davis, and Philemon Skinner.

At Easton for Talbot county, under the direction of Wm. Hughlett, Edward N. Hambleten, John Leeds Kerr, Lambert W. Spencer and William H. Tilghman.

At Cambridge, for Dorchester county, under the direction of Thomas H. Hicks, Dr. William Jackson, William J. Ford, Dr. Joseph Nichols and Samuel Sewall.

At Princess Anne, for Somerset county, under the direction of Arnold E. Jones, Joseph S. Cottman, John Dennis, Edward Long and Littleten D. Teackle.

At Snow Hill, for Worcester county, under the direction of Dr. John P. R. Gillis, Dr. John S. Spence, Samuel R. Smith, John U. Dennis, and Dr. John J. Martin.

At a meeting of the Commissioners appointed under resolution number fifteen of December session, 1835, held at Denton, in Caroline county, on Wednesday the fourteenth day of September, 1836, among other proceeding. it was ordered, that, in pursuance of an act of the General Assembly of Maryland, passed at May session, 1835, ch. 274, the foregoing notice be published in each of the news-papers printed in the several counties there in named; also in the Delaware State Journal, and Delaware Gazette, printed at Wilmington, and the Intelligencer, printed at Georgetown, in the State of Delaware—in the United States Gazette, the National Gazette, and the Pennsylvanian, printed in the city of Philadelphia; in he Norfolk Beacon, printed at Norfolk in the State of Virginia—and in the Rail Road Jonrnal, printed in the city of New York—the publication to be commenced in the first week of October, and to be continued weekly thereof to the amount of three dollars [illegible] the said newspapers.

By order,
THOMAS EMORY, President.
LITTLETON DENNIS TEACKLE, Secretary
Denton, Md. Sep, 16, 1836.

The publisher will be pleased to forward the newspapers containing the notice to the above named Secretary, at Princess Anne, Somerset county, Md.
Oct. 22, 1836.

New Hatting Establishment

The subscriber respectfully informs his customers and the public generally that he has opened a New Hatting Establishment, in the shop lately occupied by Wm. Rozell & Beaston, opposite to Wm. Newnams, and next door to the Bank; where under the superintendance of Mr. Duncan, he keeps constantly on hand, and is prepared to manufacture at the shortest notice,

SILK AND FUR HATS

of superior quality.
ALSO

At the old stand lately occupied by John Wright, he has opened a Boot and Shoe establhment, and has lately returned from Baltiore with a new and general assortment o

BOOTS & Shoes &c. which he s prepared to sell ou the most accommodating terms.

All orders thankfully received and punctually attended to, Mr. Wm. H. Shepard will pay particular atent n to all orders in the shoe line.

tNo ENNALSROSZ EL L
v. 5 (G)

Latest Fashions.

JOHN SATTERFIELD is happy to announce to his customers and the public generally that he has received the

Fall and WinterF ashions,

and is now prepared to execute all kinds work in his line with neatness and despatch:

Thankful for past favors, he solicits a conpiation of the same, and invites gentlemen of call and see his map of fashions, consisting o an new style OVERCOAT, with or witeou Ape, &c. which fashion is expected to be the winter *ton* in all the cities.

A new style PANTALOONS, varying but a little however from the present fashon.

A new style BUSINESS COAT.—This is a neat and convenient coat—with double breast, &c &c.

DRESS OR PARTY COATS vary from last reports. Gentlemen would do well to call and see the representation of those coats

Frock Coats, Dress Coats, Vests, Children' and youth's clothes, and every description o Gentlemen's wearing apparel in all their varieties and fashions, will be cut in a handsome style, *warranted to fit*, and made in a durable and neat manner at the shortest notice.

Easton, Nov. 5 1m (G eow3w)

INSOLVENT BLANKS
For Sale at the Office of the Whig.

[illegible]RY.

[illegible]R'S SONG.

[illegible] a fee of five dollars, [illegible]mp, and gold;
[illegible] of postage, for as ma[illegible]ase;
[illegible]y including the [illegible]ny plough to hold
[illegible]or a fee of ten doll[illegible] to please.
[illegible] of postage also—for [illegible]hose we love;
[illegible]dition—as at time [illegible]
[illegible] of some [illegible]g boys,
[illegible]nd, in case other [illegible]y labor prove
[illegible] loss of eyesight ha[illegible] joys.
[illegible] sickness without [illegible]
[illegible]he fee pays for all procure,
[illegible]lies for time to tie's it sweet,
[illegible]This is consider[illegible]aste more pure
[illegible]d i[illegible]
[illegible]tisla[illegible]n meats which monarchs eat.
[illegible]ce is [illegible] yes, 'tis my happy lot,
[illegible]s. [illegible]res and avarice free,
[illegible]Conse[illegible]ut this secluded cot,
[illegible]Sweet friends, and liberty.
[illegible]us I no monarch on the throne
[illegible]Can grudge his destiny,
[illegible]t him his weight of care bemoan,
[illegible]Sweet friends, and liberty.
[illegible]ow tell me all ye gouty train,
[illegible]Who have what fortune gives;
[illegible]not the cheerful country swain
[illegible]The happiest man that lives?

From the Knickerbocker for December.

THE PRIVATEER.

By the author of "THE ESCAPE," "JACK MARLINSPIKE'S YARN," etc.

[illegible] was one of those beautiful days, which all w[illegible] navigate the ocean have often experienced [illegible]within the tropics. The sun had just risen, sp[illegible]kling with freshness from his watery bed, a[illegible] was slowly wheeling through a host of g[illegible]eous clouds, that floated majestically a[illegible] the horizon; an invigorating influence p[illegible]vaded the scene, and a fine breeze, that ca[illegible] sweeping across the sea, promised to preserve the balmy and delicious temperature th[illegible] the cooling dews of the previous night ha[illegible] imparted to the atmosphere.

[illegible]hat particular part of the Carribean Sea to w[illegible]ch we would direct the reader's attention, w[illegible], on the day described, enlivened by the ap[illegible]arance of a fleet of vessels of war, in hot p[illegible]rsuit of a small clipper brig, which held the ad[illegible]nce at about the distance of five miles. T[illegible]e body of ships comprised a part of the British West India squadron, and had been despatched by the admiral of that station to Halifax, in order to render more efficient protection to their possessions and commerce in th[illegible] quarter, as the depredations of the Americans became frequent. This squadron had been sailing in close order during the night, but at the time our scene opens, it had been broken, in consequence of the commodore throwing out signal to make all sail, and endeavor to come up with the chase. Each ship of the fleet, therefore, in accordance with the order, made all sail; the swifter vessels were ranging ahead, while the duller sailors were observed dropping astern, and taking their stations in their rear. The ship of the commander of their squadron, a frigate of the first class, held her place in about the centre of the fleet; three heavy corvettes brought up the rear, while the advance was maintained by a body of smaller vessels. A beautiful eighteen gun brig, that had that morning formed one of the rear line, now led the extreme van. She had passed every vessel of the squadron successively, and was now gradually dropping them with a speed that held out every prospect of overhauling the chase. The wind was right aft, and each ship had her studding sails out on either side. Piles of white canvass rose above the dark hulls that loomed dimly beneath them, and the surface of the sea seemed one vast expanse of snowy pyramids. Leaving the squadron to make the best of their way, the reader must imagine himself upon the quarterdeck of the little brig, upon whose capture they were all so eagerly bent.

A single glance at her arrangements, and those who conducted them, would bespeak her a privateer; indeed, were that good looking fellow, who has just laid down the trumpet and taken up the spy-glass, attirred in uniform, the brig might be easily mistaken for a national vessel. She differ from one in no other particular. Six beautiful long gun protude from either side, while a heavier one revolves in a circle, amid ships. The decks tell tales of holy stone and sand, and the neatness every where apparent, indicate the reign of discipline. A row of bright boarding pikes are confined to the main boon by gaskets of white noes while a quantity of cutlasses and battle-axli; glitter in the beckets that are fixed purposely for their reception in the intermediate space of the battery. Racks of round shot frown from beneath each gun carriage, and boxes of grape ann canister, with an attendant match tub, are arranged at regular intervals along the deck. Every belaying pin is bright, and the brass work of the wheel and binnicles show in elegant and rich contrast with the mahogany of which they are constructed. And mark the gay, healthy frontispioces of the sturdy tars who line the decks—a noble set of fellows, who to echo their sentiments, would go to the very devil for their officers. Observe that veteran, how respectfully he touched his hat, as the commander ascended from the cabin, and what an elegant looking man is Captain Butline—so tall, and yet so graceful—so majestic and, yet so prepossessing. I like those black whiskers; they set off his complexion to admiration. His countenance, it is true, is somewhat stern, but it is not a repulsive expression; it savors more of dignity; and that jet black eye! mark how it flashes, as he sends his gaze aloft to ascertain if all there is right. See!—he is addressing the young man with the glass, who is his first lieutenant, and, at present, officer of the deck.—He smiles, did you ever see a man's countenance undergo so complete a change? All that sternness has vanished, and his features are beautifully animated. Do we leave them, Mr. Trennel? Those rearmost ships appear to be hull down.

Yes, Sir, they are poor sailers, answered the lieutenant; but there's a brig among 'em that has been overhauling us since sunrise. The fellow moves along like a witch; I've been watching him for the last hour, and have seen him pass every vessel in the squadron; another hour, and the varmint will be pitching his old iron into us.

Let him come on! rejoined the commander, eying the object of this colloquy through the telescope, we could match with two of them; but your are correct: the villian is coming down, wing and wing, and gaining each moment upon us. He must be hungry for a fight.

'Yes,' rejoined the other; 'I expect her skipper has been reading the 'Life of Nelson,' and feels an inclination to immortalize himself. He'll be less eager, however, before we get through with him.'

'I did'n't think that there was any thing in his majesty's service that could show the Rover her stern before;' remarked Captain Buntline.

'Our copper wants cleaning," rejoined the lieutenant, 'and our sails are old and hold no more wind than so much bobinet. Besides, Sir, I think that fellow is Baltimore built—some slaver they've caught on the coast of Guinea or perhaps, some unfortunate devil of a privateer: those ten-gun changel-gropers don't run the line off the reel at that rate, in such a cats paw as this'

'Here, Bobstay,' said the commander to an old quarter-master, 'take the glass and see what you can make of that fellow.' The veteran divested his mouth af a huge chew of tobacco, and hitching up his trowsers, commenced scanning the Englishman, with an eye proverbial for its acuteness and experience.

'That 'are is a mob-towber, Sir, as the lev-tenant says, and coming down with a big bone in her mouth, too.'

'Why are you positive about her being a Baltimore built, Bobstay?' asked the commander.

'Because, Sir,' answered the tar, 'there's no end to the sticks them fellows put in their crafts; and besides, if ye'll obsarve, she han't half the beam of them ten-gun tubs: her yards are squarer, too, and she's no roach to her sails.'

'Your observations are conclusive, Bobstay,' said the commander; 'but can we serve her out, think you?'

The old tar smiled at the question, and replenishing his mouth with a foot or two of pigtail replied:

'Ay, Sir, two such fellows, and two more in thirty minutes afterwards.'

Go to your duty,' said the commander, good humoredly; 'you've turned boaster, in your old days.'

At meridian, the English brig was some six or seven miles in advance of the headmost ship of the squadron, and not more than two in the rear of the chase. Although Captain Buntline had determined on fighting her, he still continued under a press of sail, for the purpose of drawing his adversary at such a distance from the main body, as to preclude the possibility of their interference in the engagement.—Another, hour, however, brought the Englishman within gun-shot; and determined to secure every advantage of circumstances, he hulled his hollow frown, and bringing his battery to bear, fired a broadside into the still retreating Rover.

It was not until that moment, that Buntline could ascertain the force of his antagonist: but a single glance, previous to her filling away, convinced him of her superiority.

'Take in the light sails, and haul up the courses!' said the commander of the privateer: and another moment beheld the gallant brig moving along under her two topsails.

'Beat to quarters, and open the Magazine!'

'Ay, ay, Sir,' was the reply; and the loud roll of the drum was heard, summoning every every man from the depths and heights of the vessels to their respective stations. In a few moments, the order to cast loose the guns followed, and every man commenced getting the iron machines ready for the work of death, with the alacrity and good humor peculiar to a sailor, and with an expedition and regularity that was the result of much previous experience in like matters. The tompions were taken out—the train and side tackles cut adrift—the pumps rigged, and the decks sanded, 'fore and aft, to prevent them from becoming slippery with blood. cutlasses, pistols, and boarding pikes were placed in convenient situations about the decks; the ports were triced up; the hatches closed, with the exception of a small opening, left for the purpose of passing powder from below; the loggerheads were heated, matches burned beside every gun; and, in short, every preparation was made that such cases render expedient.

The Englishman had not yet taken in any of his canvass, and was consequently rapidly nearing the Rover. It was the mutual desire of the commanders, that their vessels should be brought into close action—the Englishman, from a wish to decide the contest before the squadron could be close enough to assist, and thereby rob him of his anticipated glory; and the American, from a knowledge that his escape depended upon his success in disabling the only vessel in the fleet, that was his superior in sailing. At length but a quarter of a mile intervened between the ships, and the Briton commenced handing his light sails—studding sails, royals, and courses were successively taken in, and the pursuer appeared under nearly the same canvass as the chase.

'Starboard!' shouted Buntline to the man at the wheel, as he beheld the bows of his adversary sweep gracefully to port.

'Starboard, Sir,' answered the quarter master; and the Rover's broadside was brought parallel to that of the Englishman, while at the same time the stars and stripes ascended with a graceful flutter to her main peak. A volume of smoke and flame burst from the bulwarks of the Briton, and his iron crashed fearfully through the spars and rigging of the privateer. Although Captain Buntline's manœuvre prevented his vessel from being raked by his adversary's fire, it could not prevent its entire destruction; and to his sorrow he beheld his main-top-mast, with its attendant spars, go by the board. A deep shade settled upon his brow, at this unexpected calamity, and the blank of doubt and uncertainty grew upon his features. The success of the Englishman's broadside had completely destroyed his plan of operation, and he stood upon the quarter deck of his crippled ship, in painful reflection as to his future course.—This suspense was but momentary: a thought dawned upon his mind—and applying the trumpet to his mouth, he gave the order to the impatient seamen not to fire, but to be ready for making more sail.—'Leave your quarters, men,' said he; 'put your helm up, Bobstay—man the fore-tack and sheets—lay aloft, topmen, and clear the wreck. Stir yourselves, my livelies!—stand by to cut both fore-topmast studding-sails.'

This sudden and unlooked for change in the state of affairs, surprised but did not disconcert the crew, so great was the confidence they reposed in him; and they sprang forward to execute his orders with an alacrity that was itself under such circumstances, a proud eulogium upon the bravery and judgment of their commander. The brig was again put before the winds more canvass was spread along the booms, and the Rover once more resumed the course she had steered during the morning. A wild and exulting huzza came down from the Englishman, as her antagonist filled away and made sail, without firing a gun; but the scornful smile that curled the lips of Buntline indicated too well the deception of appearances, and imparted a stronger confidence in the breasts of his seamen. His character for bravery was too well established to be doubted by them, and they only stood impatient to hear the next order that should issue from his trumpet.

'The dogs shall have less cause for merriment before nightfall,' muttered Buntline, as another shout came down from the Englishman, who had also filled away, and was now crowding all sail in chase. 'Muster aft here, my men; tumble aft here, every one of you; come down from aloft, and up from below: bo'son's mate, send the people aft.'

'My lads,' said Buntline, addressing his hundred bold followers, 'it is fit that you should be acquainted with the fact of my being the bearer of a message from the French admiral of the West India station, to the government of the United States, which, my men, is of vital importance to the interest of our country. I do not tell you this, to stimulate you to any greater exertion, but merely as a reciprocation of that confidence which I am proud to believe you repose in me. I know you will stand by me to the last—I have tested it. In the present disabled state of the Rover, it will be impossible to escape from yonder squadron now rapidly overhauling us; but, my lads, I have a plan to propose, the successful execution of which will crown us with glory and success. Listen to it.'

The plan was then revealed; and when Buntline had done speaking, three hearty cheers evinced the readiness with which the crew entered into it.

'Men,' resumed Buntline, 'the signal will be LIBERTY!—and when I give it forth, let every one of you do as I have directed: now, my lads, don't forget the word LIBERTY.'

Groups of men were now seen spiking the cannon 'fore and aft, so as to render them perfectly useless. The muskets were all thrown overboard, and the powder, with the exception of what each man carried about him, totally destroyed; this done, the crew armed themselves, and mustering aft, awaited the orders of their commander.

In the mean time the Englishman was rapidly advancing, with the intention of patroning the American by boarding. He spare no pains astern, and at every moment saw the Rover. Buntline stood watching [illegible] the intensity of his interest, and awaiting with a painful suspense the moment when he might put his daring scheme in operation. The whistle of the bo'son's mate was heard on board of the Englishman, and the cry of 'Away there, boarders, away!' told their opponents how to expect them. Buntline cast a quick and anxious glance upon his own seamen, who stood grasping their cutlasses with an emotion as intense as his own. It was a moment of fearful excitement on board of either vessel, during which nothing was heard but the ripple of the water as they sped along. At length the dark shadow of the Britton's canvass fell upon the deck of the Rover: another minute, and they were yard-arm and yard-arm.

'Sheer to!' whispered Buntline to the man at the wheel—'sheer to!' The bows of the privateer slightly deviated, and her antagonist was within three yards of her. Clank went the grappels of the Englishman, and both vessels were brought broadside and broadside.

'Board!' shouted the British captain; and two thirds of his crew sprang over the bulwarks, and upon the decks of the Rover, without the slightest opposition. Buntline gave one glance to the dark forms of the foeman that crowded his forecastle; and applying the trumpet to his mouth, thundered forth the word '*Liberty!*' In an instant, the Americans, who had gathered abaft the main-mast, leaped upon the hammocks and nettings and sprang like so many cats upon the deck and in the rigging of the Englishman. Like a torrent they swept away the few who had remained on board of her; and now, ranging themselves along the bulwarks, they prepared to repel the enemy as they attempted to regain their own ship.

'Cast off the grapnels!' shouted Buntline; and that loud order awoke the Britons from the stupor of amazement in which they were thrown by the sudden and singular movement of their opponents.—They mounted the Bulwarks, and endeavoured to regain their own vessel; but they were every where met by opposing cutlasses. In vain they pressed—in vain they thronged; they were every where driven back upon the Rover's decks, or pushed into the sea. They rushed frantically forward, but their hopes were baseless: they might as well have attempted to force a wall of iron, as to beat back that rank of heroes. Some of their opponents had seized a huge spar, and were pushing the two vessels apart. They separated—they were yards asunder—and the unscathed English brig, with her Yankee crew, forged ahead, leaving the shattered, harmless hulk of the Rover in possession of a hundred distracted Britons!

Three of the wildest huzzas that ever yet rang upon a startled ocean, burst from the lips of the victorious Americans, as the star-spangled banner unfolded itself from the peak of their prize: then pile after pile of canvass rose upon her tapering spars; and when the sun that night sought its ocean bed, a wide waste of blue water rolled between the stately prize of the Americans, and the shattered wreck of their once gallant privateer.

A person reading in the Bible came to this passage, "I am that I am." It so happened that the words I am were at the bottom of the page, and in turning over he turned two leaves so that at the top were the words ar ass, which he pronounced in a clear voice. However, finding his mistake, he turned back to the right place, and without revoking the two former words, with great emphasis cried out eat I am.

©Maryland State Archives, msa_sc4925_scm13074-0716