

our kings to their electoral dominions excited a most general clamour. It is doubtless pardonable in subjects to be jealous even to excess of the affection of their sovereign, but the real interests of this country were but ill understood when Hanover was the object of this grudge. It may answer a good end to explain this more fully.

In the first place, Hanover is the first and connecting link in the chain of our constitutional system.

As long as England, depends upon her internal and agricultural sources, growing only sufficient for her own supply and manufacturing only to the same extent; in a word, so long as England had not reached the utmost point of her civil progress, so long might England in safety preserve herself aloof from continental connection. The argument was then more than metaphorically good, that as an island, nature had separated us from the continent, and gave us a system of our own; that we were a lofty but fertile rock rising from the bottom of the waters—a natural garrison, which, having sufficient within its walls for defence and consumption, might look securely on the world beneath.

But it is the part of commerce to withdraw us from the simplicity of nature. It forces its object not merely into contact, but into cohesion. In this condition, whatever affects the one, is almost equally felt by the other. To nations thus mutually embracing and embraced, under the commercial system, that blow must be directed with more than common dexterity, which can fall upon the one, without communicating the effects of the violence to the other. Under the commercial system, nations cease to be individuals, and become members of a body, of which commerce is the vital principle—the blood which circulating equally thro' all the parts, maintains and cherishes all alike.

So much as to the general principle of the necessity of continental connection. The inutility of these connections was the favorite topic upon the commencement of the reign of the present king, & in the variety of political opinion even in the present day, there are not wanting those who still urge the same arguments, and hesitate to consider as an evil the present separation of Hanover and England. To these indeed there is a sufficient answer in the event which instantaneously followed this separation, & the exclusion of British merchants from almost all the ports of the continent.

It may in fact, be considered as a fundamental principle, that the preservation of our continental connections is essentially necessary to us.

I. For the preservation of our commerce.

II. For the preservation of the very existence of our empire.

The loss of Hanover, therefore, is essentially injurious to us under this point of view. It diminishes what may be called the cohesion of our continental connection. It is a brick at least out of the general fabric, and the violent abrasion of it has certainly shaken, in a slight degree, perhaps the structure. It has assuredly done something to diminish the integrity, and of course the strength of the whole.

Hanover was in fact the German seat; the Gothic Villa of England, it was there we kept a hospitable board, and had a kind domestic intercourse with our German neighbors—our continental friends were ever welcome to us, and seeing us live amongst them they considered us as one of themselves.—England in possession, and in the friendly use of Hanover, was more than half German—a point doubtless of no inconsiderable importance when we consider the necessity of German alliance.

Nor is this loss of one cord of connection the only evil of our loss of Hanover. There is some still more important and more immediate—Hanover, so long as she was our own, was the relying post of the northern confederacy: it was here that we sent our continental army—here they found a home, and all the conveniences of being in their own country—Here they could wait till they were joined by their allies—Here they were in no want of supplies—In a word to comprehend every thing here they were in their own country.

Such was Hanover then—What is Hanover now?

—Tenedos notesima fama Insula, dives opum, Priami dum regna manent.

Nunc tantum sinus, et statio malefida carinis.

Let us now put a final question—In any future expedition on the continent where is our army to find a home or harbour? It is to depend upon the caprice, the fidelity, and what is still worse, on the prudence and exertions of our ally, in procuring the necessary magazines, provisions, &c. &c. A most important consideration. The Russians found it so at Austerlitz.

Our last accounts from Europe rather afford us the different opinions which are entertained of the events in Europe, than any important facts which may explain in the principal negotiations which are still secret. The disposition of Russia towards France is represented as more favourable than it discovered itself to be before the late war. The Russians appear to be guarded against future attempts, but no movements appear favourable to offensive war. The Prussians are

pursuing the new arrangements of the North, but the points at which the changes are to cease, appear to depend upon yet future events. That war between Prussia and Sweden has been determined, we cannot affirm. The part which Denmark will chuse cannot be known. Many reports are abroad of the disposition of France to urge Denmark into measures unfriendly to the English commerce, but nothing had been determined. The Danes for several months have been attentive to their Marine, and in the last season made several new military arrangements. That in the present state of Europe, they will engage in war with any power of the continent, is not to be believed. They have very strong prejudices against the English in consequence of the engagement off Copenhagen, but have no inclination to enter into war with any power. No appearances discover any measures towards a special alliance with Sweden. The new kingdom of Saxony has been traced upon the Globe and the expectations of some event conforming to this plan increase. To form this Kingdom, are named Saxony, with Lusatia, and to these are united Gotha, Weymer, Coburg, Memmingen, Schwartzburg, Reuss, Schonbrun and Erfurt, giving a population of nearly 3 millions, and a territory of above 2 thousand square leagues. Some new commercial arrangements have actually taken place, and measures have been taken on both sides, which discover that the war of commerce has already begun. The few official papers already communicated do only announce the new state of things. By our next accounts we may expect to hear how far the new state of the commerce of the North obtains. No obstructions had appeared at the entrance of the Baltic, which might have been expected had the system been in full operation.

In February last, the Danish Navy consisted of one ship of 90 guns, 2 of 80, 12 of 74, and 4 of 64; in all 19 ships. The frigates were 15, and the brigs 6 one cutter, one schooner, 18 royal shuttles, besides other armed vessels. They have batteries for the defence of the road; in that of the three crowns are 3 mortars, and 66 cannon, and in that of Christian VI, 2 mortars and 44 cannon. Denmark, including Sleswic, says Olivarius, contains 800 thousand geometrical miles, having ten years ago, a population of Europe of two and a half millions of inhabitants, a 31 part of which reside in Norway separated by the Sound, and about 50 thousand in the Islands of the Northern ocean. The new privileges give a greater value to their peasantry and provide for their higher usefulness in defence of the State.

Salem Register.

#### COMMUNICATION.

THE remissness of the city watch is very evident, otherwise carts full of night manure would not be suffered to empty their contents into the Falls at Peters' bridge, as is done more or less frequently every week. A reward of five dollars over and above the city fine, is offered by an individual citizen, to any person who will detect the fellow or fellows, who on Saturday night last about twelve o'clock, emptied the contents of privies into the falls near the bridge; the effluvia of which was notorious to every individual passing the bridge or neighborhood thereof yesterday; and if not put a stop to, may sow the seeds of a pestilential disease. The above reward will be paid on conviction of the offender by calling on the printer.

#### Marine Intelligence.

##### PORT OF BALTIMORE.

###### ENTERED,

Schr. Nimrod, Cathal, Maracaybo  
Mary Ann, Haynes, Cape Francois  
Hetty, Holmes, Jaemel

###### CLEARED,

Ship Wm. Murdoch, Jerald Amsterdam

From the Merchants' Coffee House Books.

Arrived, schooner Mediator, White 16 days from Cape Francois—coffee & cocoa—John S. Horne. Saw a ship going up to Norfolk, and a brig and schooner coming into the Capes.

Extracts from Lloyd's List, of April 11, and 15.—The *Bacchus*, from Baltimore, to Hamburg, is detained and sent into Portsmouth. The *Harmotto*, from Malaga, is detained & sent into Bremen. April 1, arrived, *Weaver*, and *Severn*, Baltimore; *Hiram*, Dean, New York; *Triton*, Meyer, Bordeaux. Plymouth, arrived, Richard, Smith, Gibraltar. Deal, April 10, arrived, Bradford, Clarke, Amsterdam, bound to Lisbon, detained; Nancy, Jennings, Virginia and Cows, bound to Hamburg; *Flora*, Stafford, Baltimore, bound to do after being on shore near the Portland, detained. Belfast, arrived, Hibbels, Cunningham, Teneriffe; *Carolina*, Strachan, Memel; *Jane Orr*, Hamburg. Naples, arrived, Juliana, Gale, New York. Hamburg, arrived, Peterson, Messina. The *Lexington*, Frost, which was on shore near Westerchelling, is got off. The *Oelbann*, Gaten, from Charleston, to Bremen, and the *Beisy*, Miller, from New York, are sent into Plymouth. The *Providence*, Jacobson, from Wilmington to Bremen, is detained at Harwich.

Extracts from Sound List. Elsinour, March 31, arrived, ship Liberty, Singleton, from Lisbon, to Petersburg, April 1; ship Washington, Webster, from

Newburyport, to Copenhagen. April 6, ship *Honnetta*, Eudicott, from Lisbon to Petersburg.

A ship from Boston, bound to Saint Domingo, struck on the rocks at Bermuda and was under repairs.

Beverly, May 24.

Arrived, ship *Hope*, capt. Lovett, from Calcutta, via Cape of Good Hope. Left the former place the 3d December, and the latter the 13th March, in company with the *Reliance*, Elwell, for Boston, and Henry, Russel, for Salem. Left at Table Bay, Augusta, Newell, bound eastward; Baisey, Dutch, Calcutta; Laura, Groves, eastward; *Domino*, Jones, Isle of France; Sally, Waive, eastward; Rio, Gale, do, Eliza, Chace, Prince Edward's Island; all the above still detained by the embargo;—ship *Packet*, Beckford of Salem, just began to discharge; *Anacron*, Fletcher, for Boston, in 15 days; *Charlotte*, Chandler, of Boston, had sold her cargo of naval stores, to the Dutch government, and received bills in payment—the British, however, took possession of the vessel, and it was said the bills of Exchange, also, and she was to be sold at auction on the 11th March; ship *Alexander*, Brown, of Boston, condemned as unfit for sea, and was sold on the 8th of March; ship *Atlantic*, Doughty, was loaded and ready to sail for Batavia, when the British fleet came in, but afterwards unloaded and the ship was to be sold. Several American ships in the slave trade, both outward and homeward bound, were in Table Bay. The ship *Hunter*, Cartright, of Newburyport, which had been stranded in Table Bay in November last was sold at auction, as she lay on shore; and the supercargo, Mr. Smith, remained at Cape Town, to dispose of her cargo. Spoke May 4, lat. 27, 6, N. long. 62, W. *Amazon*, from Baltimore, 10 days out bound to Barbadoes. May 5, lat. 28, 29 N. long. 61, 30, W. brig *Fox*, Hinckley, of New York, 13 days from Malacca, for Turk's Island. May 10, lat. 31, 11, N. 62, W. schr. *Miner*, 9 days from Providence, for Barbadoes.

Philad-phia, June 2.  
Cleared, ships *Camilla*, W. Allen, Cork; *Golden Age*, Nye, Tunningen; *Brig Lucia*, McCullough, St. Martins; schr. *Milford*, Hendy, Guadalupe; *Union*, Ritchie, Yarmouth; *Three Friends*, Fisher, Norfolk; *William*, Sturdivant, Boston; *Noor*, Jefferson, York, ditto; *Penelope*, Duncomb, Bermuda; *North Carolina*, Dimon, Baltimore.

The ships *Cotton Planter*, Chase; *William*, Rockwell; *Brunswick*, Davent; and the *Dispatch*, Holland, arrived at Savannah in Georgia; between the 15th and 20th of May, all from Liverpool.

Ship *Clothier*, Dandelot, sailed from Laplata March 19, in co. with the ship *New Adventure*, Miller, of and for this port, and saw her 40 days since, all well. The ship *Ann*, of and for Newport, R. I. sailed the same day; the ship *Swift*, of and for Newport sailed the day before captain D. He left at Montevideo, the ship *Julian*, of Newport, to sail in about 30 days. On the 12th April off Rio de Janeiro, he spoke the ship *Walker*, from South Seas, for New Bedford, who said that in doubling Cape Horn, he spoke the ship *Pigeon*, (as he understood from Philadelphia) bound to Lima, and 45 miles from our Capes, spoke brig *Hetty*, from this port for Guadalupe, all well.

Schooner *Rebecca*, Cahoon, hence at Havana.

The ship *Jane*, Blisk, for Antwerp, went to sea on Thursday evening.

Schooner *Julist*, Creswell, sailed from Cape Francois 13th inst. Left there, the vessels reported by captain Gilder, (the 29th) except the *Erich Jenks*, for Baltimore, that sailed the 12th. The schooner *Jelly Bacchus*, Tirrell, would sail for Philadelphia the 18th. May 28, near soundings, captain C was chased 6 hours by 3 frigates under British colors, but not being able to overhaul the Juliet, they gave up the chase. 29th, spoke sloop *Sally*, Cook, from New York for North Carolina.

On Saturday arrived, brig *Sally*, Brown, in 23 days from Bassaterre, Guadalupe. Left there, May 2, brig *Rockingham*, Shaw, of and for Portsmouth in 12 days; schr. *Sally*, Lewis, of and for Boston in 8 days; schr. *Temperance*, Wellman, of and for Salem in 10 days.—May 21, in lat. 35, 20, N. long. 73, 40, W. spoke the schr. *Mary*, Gates, of and for New York, from the Havana, out nine days, had sprung his bowprit, lost his jibboom & split his jib the night before, and reckoned himself to the south and westward of Cape Hatteras, had been beating off and on there five days with thick wet weather.—On the night of the 23d, in a gale at N. E. a scaman by the name of Samuel Clark, fell from the main top mast head of the brig *Sally*, and was drowned. Captain B. experienced from the 21st to the 28th ult. a succession of easterly winds and thick, rainy weather.

Schr. *Thorn*, Robinson, from Bermuda. Left there, brig *Atlantic*, from Havana to this port, labelled, and trial expected to come on last Tuesday. Also, ship *Draper*, of New York, put in in distress, with 3 feet water in her hold, had carried away her rudder, and part of her stern. Ship *Elizabeth*, of Boston, under adjudication—Ship *John Jay*, condemned, and appealed, her crew had been pressed.—Another American ship, condemned—May 11, lat. 31, long. 67, spoke brig *Expectation*, Hughes, 5 days from hence to St. Thomas, had lost his flying jib boom in a gale but received no further injury. Captain H. said the brig sails remarkably well.

A Good Tailor's,  
W. E. L. skilled in cutting out, may obtain a job by applying at this office.

#### FUSTIC,

IMPORTED in the ship *Harriot*, Captain W. Harlow, from Cuba,  
For sale by  
MAYER & BRANTZ,  
28, Water-street,  
June 4

For Petersburg & Richmond,  
The Schooner  
HARRIOT,  
Thomas Edwards, master;  
Will sail on Sunday next. For freight or passage, apply to the master on board at Bowly's wharf, or to  
WM. BALL,  
No. 60, Market-street.  
June 4

#### Just Received,

And for sale at the Bookstore and Printing Office of  
G. DOBBIN & MURPHY,  
No. 4, Baltimore-street, (within one door of the Bridge.)  
Price to subscribers 75 cents, to non subscribers 87 1/2.

THE TRIAL OF THE JOURNEYMEN  
BOOT & SHOE MAKERS,  
Of Philadelphia;  
Or an indictment for a combination and conspiracy to raise their wages.—Taken in short hand by Thos. Lloyd.  
Subscribers to the above valuable work, are requested to call as above for their copies.  
June 4

#### Just Purchased,

40 head of GREEN TURTLE, 10 to 50 lbs. each, just arrived in the brig *Two Brothers*, from Nassau, New Providence—and will be served up in Soup or otherwise, Tuesdays and Fridays.  
ENOUGH BAYLEY,  
No. 38, Market square.  
N. B. Gentlemen can be supplied with Green Turtle, on pleasing terms.  
June 4

Nicholas S. & D. Jones,

79, SMITH'S WHARF.  
Have received for the *William Murdoch*, captain Geauld, from London.  
AND OFFER FOR SALE,  
195 doz. n. old Brown Stout, (of a superior quality, in cases of 6 1-2 dozen each.)  
White Lead in Oil,  
Vergilgrease,  
Yellow, Red, Black and Blue Paints,  
Also, by the Fame, from Liverpool,  
5 tons patent Shot, assorted,  
5 doz. Paints,  
10 sheets Milled Lead.  
And daily expect by the *Oliver Branch* from Bristol,  
100 boxes Negro Pipes,  
20 do. Tin.  
N. B. We will barter 120 quarter casks best English Gunpowder and 40 tons Bar Lead, for Sugars or Antigua and Jamaica Spirits.  
June 4

#### NOTICE

TO MERCHANTS AND OTHERS.  
THAT all articles of foreign growth or manufacture, baggage and furniture bound for Philadelphia, per *French-Town Packet*, must be accompanied with a clean certificate of health (to be obtained at the Mayor's office) certifying that they have been landed in the United States 30 days and upwards  
WM. McDONALD,  
d3t-2w2m.  
June 4

#### PROPOSALS

FOR CARRYING  
MAILS OF THE UNITED STATES,  
On the following post roads, will be received at the General Post-Office, until the first day of August next, inclusive.  
From Baltimore by Elk Ridge, Vansville, Bladensburg and Washington City, to Georgetown, every day.  
April 15 to December 1.  
Leave Baltimore every day at 8 A. M. and arrive at Washington City by 4 P. M. in 8 hours.  
Leave Washington City every day at 2 A. M. and arrive at Baltimore by 10 A. M. in 8 hours.  
December 1 to April 15.  
Leave Baltimore every day at 10 A. M. and arrive at Washington City by 8 P. M. in 10 hours.  
Leave Washington City every day at 10 P. M. and arrive at Baltimore the next morning by 9 o'clock, in 11 hours.

#### NOTES.

1. The Post-master General may expedite the mails and alter the times of arrival and departure at any time during the continuance of the contracts, he previously stipulating an adequate compensation for any extra expense that may be occasioned thereby.  
2. Fifteen minutes shall be allowed for opening and closing the mail at all offices where no particular time is specified.  
3. For every thirty minutes delay (unavoidable accidents excepted) in arriving after the times prescribed in any contract, the contractor shall forfeit one dollar; and if the delay continues until the departure of any pending mail, whereby the mails detained for such depending mail lose a trip, an additional forfeiture of five dollars shall be incurred.  
4. Newspapers as well as letters are to be sent in the mail; and if any person, making proposals, desires to carry newspapers, other than those conveyed in the mail, for his own emolument, he must state in his proposals, for what sum he will carry it with that emolument, and for what sum without that emolument.  
5. Should any person, making proposals, desire an alteration of the times of arrival and departure above specified, he must state in his proposals, the alterations desired, and the difference they will make in the terms of his contract.  
6. Persons making proposals, are desired to state their prices by the year. Those who contract will receive their pay quarterly, in the months of February, May, August, and November, one month after the expiration of each quarter.  
7. No other than a free white person shall be employed to convey the mail.  
8. Where the proposer intends to convey the mail in the body of a stage carriage, he is desired to state it in his proposal.  
9. The Post-master General reserves to himself the right of declaring any contract at an end whenever three failures happen, which amount to the loss of a trip each.  
10. The contracts for the above routes are to be in operation on the first day of October next, and to continue in force for two years, from that time.  
GIDEON GRANGER,  
Post-master General.  
General Post-Office, Washington city,  
April 26, 1806.  
June 4

#### Sale by Auction.

On THURSDAY MORNING, the 3d inst. at 9 o'clock, will commence the sale, at the venue warehouse, at the corner of Second and Frederick streets, of  
A Variety of DRY GOODS, &c.  
AMONG WHICH ARE,  
2 cases fine Calicoes,  
2 trunks 9-8 Chintz  
1 trunk Cambric Dimities  
2 trunks do Muslins  
1 case black do. do.  
1 case Corled Dimity  
1 trunk Chambray Muslins  
1 case Granderils  
1 trunk Cotton Hose  
1 box Checks  
5 bales India Muslins  
6 boxes Irish Linens  
7 bales white German Linens  
50 pieces French Velvet Ribbon  
One case Pocket Books, &c.  
And at 12 o'clock,  
84 hhd. Muscovado Sugar  
59 do. of choice New Orleans ditto  
260 bags good Green Coffee  
A few screws Carracas Cocoa  
15 pipes 4th proof Cogniac Brandy  
46 qr. chests Imperial, Hyson, Young Hyson and Hyson Skin Tea  
30 hhd. excellent Molasses  
10 pipes old Port Wine.  
THOMAS CHASE, Auc<sup>r</sup>.  
June 4

#### Sale by Auction.

IN virtue of a deed of trust, dated the 10th October, 1805, from Peter Daley, to the subscriber, will be sold on the premises, at a credit of 60 days, by Thomas Chase, at public auction, on Friday, the 20th inst. at 5 o'clock in the evening. The said Daley's undivided fifth part, or interest in that large lot of Ground, the corner of Hanover and Barré street.  
JEREMIAH HOFFMAN,  
June 4

#### Sale by Auction.

On SATURDAY NEXT, the 7th inst. at 11 o'clock, at the dwelling house of Mr. Hackman (in York-street, opposite the New Jerusalem Temple) who has deeded house keeping, will be sold,  
A quantity of elegant Furniture, consisting of Secretaries, Wardrobe, Sideboard, Knife cases with Knives and Forks, Dining, Card and Tea Tables, Sofa, Looking Glasses, Chairs, Carpets, Bedsteads and Beds, Curtains, Glass and China Ware, an elegant day Clock, and a variety of Kitchen Furniture.  
Some well cured BACON & BEEF.  
VAN WYCK & DORSEY, Auc<sup>r</sup>.  
June 4

#### Sutquehanna Canal Shares

FOR SALE.  
AGREABLY to an ordinance of the proprietors of the Sutquehanna Canal, dated on the 25th day of March, last past, will be exposed to public sale, at the auction room of Messrs. Van Wyck & Dorsey, in the city of Baltimore, on Wednesday the 4th day of June next, at 12 o'clock, the following shares and parts of shares in the said canal, for the purpose of paying two certain assessments thereon; one, an ordinance of the corporation, dated the 28th March, 1803, of £. 100 upon each share, and so in proportion for a part of a share; and the other, under an ordinance passed the 27th March, 1805, of £. 150 upon each share, and so in proportion for the parts of a share, with interest upon said assessments, from their respective dates, until fully paid and satisfied—to wit:  
One whole share of £. 1000, standing in the name of Joseph Caton, Sen.  
5-10ths of one share, in the name of Benedict E. Hall.  
5-10ths of one share, in the name of Aquila Hall  
5-10ths of one share, in the name of James W. Hall.  
3-10ths of one share, in the name of James Brindley.  
5-10ths of one share, in the name of Robert Y. Stocks.  
5-10ths of one share, in the name of John Churchman.  
4-10ths of one share, in the name of William Russell.  
2-10ths of one share, in the name of Clement Holliday.  
2-10ths of one share, in the name of William Neill.  
2-10ths of one share, in the name of Thomas Russell.  
2-10ths of one share, in the name of John Rogers.  
Of which the parties concerned, are hereby required to take notice,  
By order of the governor and directors,  
SAMUEL STERETT, Secy.  
may 2

#### COMMISSARIAT

de l'Empire Francais.  
LES Colonos de St. Domingue réfugiés en cette ville et dans l'Etat de Maryland qui se sont fait dernièrement inscrire pour partie pour France, sont prevenus que le Batiment qui doit être tiré à Philadelphia pour les y transporter, partira le dix dix mois prochain en consequence, ils sont invités à se presenter du 2 au 5 inclus, au commissariat, pour obtenir leur ordre de destination.  
Tous ceux qui se sont fait inscrire, soit antérieurement, soit postérieurement au dernier avis, qui ne se presenteront pas, pour profiter de l'offre qui leur est faite en ce moment par le Gouvernement, dans le délai prescri, seront rayés des listes dressées au commissariat jusqu'à ce jour, et tenus à se presenter de nouveau s'il arriva à l'avenir que pareille offre leur soit faite.  
Nota. Le Bureau sera ouvert, depuis neuf heures du matin jusqu'à deux heures apres midi.  
Baltimore, le 31 Mai, 1806.

#### Madras Handkerchiefs.

FOUR bales of 80 pieces each, real Madras Handkerchiefs, of the best standing colors and handiwork patterns for sale at the counting house of  
JOHN B. JAFFRETO,  
No. 42, North Gay street,  
may 31

#### Irish Potatoes.

ARRIVED in the ship *Eliza*, from London a derry, and for sale at No. 7, Dismal wharf,  
may 29