

THE OBSERVER.

ST. JOHN, TUESDAY, NOVEMBER 4, 1828.

—and the continuation it would spread, especially in Asia. The final extinguishment of the Mahomedan power might thus also be forwarded.

And, though the whole of the edifices at present composing the capital, from the serais, mosques, and minarets, down to the humblest shed, were thus given to the flames, what would that signify? Unlike the fall of Carthage, this pre-eminence place must rapidly rise again to more than a prominent and palmy zenith of grandeur. The heroic conqueror of the former once powerful city is said to have wept over its ashes. But in executing the stern, ungenerous command of the senate, the last blow may be considered to have been struck to the accomplishment of the unbounded domination of the republic—all the rest was an unresisted march of victory.—And yet at that time it cannot be asserted that Rome exhibited to the nations, in any comparative degree, the assured, well organized, and preponderating mass of physical force that Russia now does. TAKEGROWING IT WAS THAT SHE TOOK HER STATION ON THE SEAS, AS WELL AS ON THE LAND.

RUSSIA AND GREAT-BRITAIN.

The question between the Imperial Majesty of Russia and the British Cabinet is simply one of explanation and indemnity. For several centuries the British flag has been respected by the Ottoman Porte. Our merchants have carried on a valuable and lucrative trade in the Levant; the navigation of the Straits of the Dardanelles has been open to us; our trade in the Black Sea encouraged; and, what is of still greater importance, this trade, these privileges and advantages, were secured against foreign aggression by the natural position of Turkey. Austria could not touch us, Russia could not molest us; we might be at war with all the nations of Europe; but so long as the Porte remained faithful—and her faith has often been severely tried—no arm could reach us, without passing through the heart of European Turkey. This was our proud situation previous to the capture of Navarin.—The Turkish stood between us and all molestation from the North-east Powers.—With Persia on her flank and rear she formed a sort of entrenched camp between Europe and our Indian possessions. If such a position Turkey was a *Cardinal satellite* on the frontiers of Northern Europe. She was our best ally in the Mediterranean, and the strongest out-work of British India. In considering therefore the danger to which she is exposed by the invasion of Russia, we ought in some degree to participate in it, and be extremely desirous to avert it. True Russia may have grounds of quarrel with the Porte, and perhaps she has a right to march to the foot of the Balkans to avenge her wrongs. What these wrongs are we do not here stop to inquire.—They may be real, they may be feigned, they may be mere pretences conjured up to veil ulterior designs, and carry into execution her sanguinary policy, and her long meditated views of aggrandizement. What these real or pretended injuries are we leave to be discussed hereafter. She is, however, on her march to avenge them. She has put forth a declaration, in which she declares she will never lay down her arms till the expenses of the war are defrayed, and the passage of the Bosphorus unobscured. But are there not third parties as deeply interested in the favorable security of the passage of the Straits as the magnanimous Nicholas? Is it simply a dispute in which the "barbarian" on the South, and the "barbarian" on the North side of Mount Caucasus, have alone any concern? Has his Imperial Majesty forgotten that the Russian flag is not the only one that passes the Dardanelles? Or, in the excess of his chivalry, has he overlooked the trifling fact that England is as much interested in the free navigation of the Black Sea, and its channel of ingress and egress, as the Emperor of all the Russias? Now, this is precisely the question at issue, and upon which Lord Heytesbury is authorized to demand explanations. We must not, by any concessions, or any rights of conquest, be placed in a worse position, it would be very degrading to the guardians of British commerce if they were not to watch narrowly our long-established rights, now that they are thus assailed. We must be indemnified against the consequences of victory, against the defeat of the Turkish armies, against the march of the Russians upon the straits of the Bosphorus.—The Emperor's honor may be above suspicion—his magnanimity as pure as an angel's dream—his liberality as boundless as his own wide dominions—but still, we, who are practical persons, demand such indemnity, or at least such satisfactory explanation, as will strengthen our faith in Imperial promises. For this purpose has Lord Heytesbury (and we were the first to announce the fact) been sent to the Court of Russia, and, if necessary, to the Imperial camp. His Lordship, it appears, however, was rather unsuccessfull in his attempt to reach the lines of Shumla. The Emperor was well advised to make a precipitate retreat from Odessa. There may be occurrences passing between Shumla and Varna, which, perhaps, it is not convenient to bring under the notice of an English Ambassador. What these occurrences are, we may probably venture to guess at ere many days elapse.—*London News Times.*

COMMERCIAL.

LIVERPOOL, September 22.—The improvement in the market for Pine Timber, which we noticed in our last, has this week been fully supported: several cargoes from St. John's, have been sold at an advance of nearly 1d per foot; the inquiry from the country is still very good, and up to the present time very little of the new import has been yarded.—*Myers' Advertiser.*

COMMERCIALLY IMPORTANT.—We transcribe the annexed letter from the New-York Gazette. If Great Britain means to evade the existing commercial treaty between the two countries, it will be our duty to retaliate her attempts, by prompt and efficient legislation on our part.—*Boston Patriot.*

LIVERPOOL, September 8.

Messrs. Parsons & Smith:

GENTLEMEN.—Since my letter of the 24th ult. accompanying a collection of the duties payable under the new act regulating the duties of Customs upon goods imported from British Possessions, and the duties payable upon the same goods when imported direct from the place of production, but in a ship of the country whence the goods are imported, one case has occurred at this port, and so far as that may be considered an authority, confirms the view I have taken of the new law.

A British vessel arrived from Halifax about ten days ago, with 20 bales of cotton on board, which was part of the cargo of the "Sable Island" from New Orleans to this port, and cast away upon Sable Island on the 10th inst. There was no question of the cotton being the growth of the United States. It was admitted to an entry here under the new law to "amend the law relating to Customs," upon the payment of four pence per cent. duty. In consequence to this entry the *Sable* Richards arrived from New-York with a lot of cotton assigned to some of my friends. A tender was made under the stipulations of the Convention of Commerce, considered in former letter, of an entry of this cotton at the Custom-House at the same duty, 4d. per cwt. as was paid upon the American cotton imported via Halifax, and refused by the Collector upon the ground that it was not imported from a British possession, and therefore did not fall within the requirements of the statute. He remarked that it was no part of his duty, under the new law, to inquire of what growth the cotton was. It was sufficient authority for him to admit its entry at the reduced duty of 4d. per cwt. if it was imported into Liverpool from a British possession. No doubt the Collector was perfectly right according to that law. The cotton was entered, and the old duty of six per cent. ad valorem was paid.

Although the decision of the Collector of this port is just as I supposed it would be, I do so by any means regard it as the decision of Government.

A memorial will probably be sent up to the Lords of the Treasury, petitioning for a return of the extra duties beyond the 4d. per cwt. and a duplicate to the American Minister, Mr. Barbour.—The question will thus come fairly before the Government to reverse or confirm the decision of the Collector. If the former, all is well; if the latter, there is an end to all commerce with this country lost. Common sense and honest feeling will demand it.

That the United States can ever consent that its own produce, under any circumstances, shall be imported into Great Britain at a less duty in a British ship, than in any American ship, is utterly incredible. Nor can I as yet believe that the Government of this country sincerely intended any such thing, notwithstanding the law does express it. The law altogether seems ill digested, and is a source of a right down the throat of the importer. I am, therefore, looking with the deepest anxiety for explanation.

Yours, truly, JAMES SMITH.

An Irish paper of the 23d September, has furnished us with some articles of intelligence from the theatre of war, which will be found under the appropriate head. We will not venture to say that absolute reliance is to be placed on these statements, though most of them have the guise and semblance of authenticity. If the avowment that the Porte has accepted the intervention for Greece, conformably to the Treaty of the sixth July, be called in question, (which is the case, and we think upon good grounds) is there not some reason to distrust the other statements resting upon the same or no better authority? There is a process of manufacture very much in vogue in these times, when news are not rare, and it is this. *Probability*, aided by the leanings of party, leads to confident assertion. If by one mail it is said that the Russians have passed or are immediately to pass the Danube, some doubt is interposed by the next arrivals, and the third probably breathes nothing but peace. Then peace becomes rather dubious; anon the doubts are strengthened—and war at length becomes once more the order of the day. The latter rumours give the tone to the last speculations and *on-dits*, and the funds, owing to this or similar causes, experience continual fluctuation.—We confess we feel rather sceptical in our tendencies, but we think it is the safest side on which to err in present circumstances. In all likelihood a very short period will either justify or condemn our rules of judging and our modes of acting.

The worst anticipations of those who thought most mainly of the Constitutional cause and its supporters, continue to be fully realized. *MADRID* has fallen; and fallen without a struggle, and *DOX MIGUEL* goes on and prospers. Attempts have been made by some who expected better things from the Portuguese than we ever ventured to do, to explain the cause of what they term "the unlooked for and unexpected" events which have occurred. It is asserted, though with no great confidence, that the Constitutional troops and inferior officers—up so high as Colonels of Regiments—were all loyal men, and all bent to fight; but that the higher leaders, from some mysterious cause, were treacherous or cowardly, and that therefore the cause has been lost. We have no such belief; nor can we think that any such is really entertained by any party, though it is affected by those who are ashamed to have been so flagrantly wrong. The plain and the abiding truth will turn out to be as we affirmed at the very outset, that there is no wish felt in Portugal except for despotism. The rabble (for there is no people) abhor liberty, as men with sore eyes shrink from the light of the sun, and if *MIGUEL* is preferred to *PEDRO* or his daughter, it merely is because they know they have in the former a King after their own hearts, who is moreover in possession of absolute power.

IRELAND continues to be greatly agitated by the much contested subject of Catholic Emancipation. A Protestant meeting was lately held in Kent, to consider the propriety and best means of expressing firm attachment to the Constitution; and a determination to uphold the principles which placed the House of Brunswick on the Throne. The Belfast *Guardian* of the 23d September has a considerable portion of its pages occupied with accounts of that and other Brunswick Clubs in different parts of England and Ireland, and the Editor anticipates that such examples "will be promptly followed by other populous and wealthy districts in England—in fact (says he) the Protestants of Great-Britain must and will make common cause with those of Ireland, in defence of their common rights and privileges. In England" adds he, "the great body of the people are perfectly aware of the danger of admitting men to legislate for the Protestant Churches of England and Scotland, who are bound by the most solemn obligations to hold them both in utter abhorrence."

Golden prospects for New-Brunswick.—The Timber cargoes of three St. John vessels, have experienced in Liverpool a rise of one penny per foot; and when a favourable change has begun to take place, after being so long in making its appearance, we may fairly anticipate a gradual but sure and lasting improvement. And (says the Editor of the *New-York Albion*), "New-Brunswick presenting one portion of her rich and luxuriant soil to the Atlantic, and another to the Gulf of St. Lawrence, traversed with deep navigable and noble rivers, which bear her valuable staple commodity, TIMBER, to the bosom of the ocean—is pursuing a sure and silent career of advancement, civilization, and happiness, and only requires her Boundary Line to be satisfactorily adjusted, to become a bright jewel in the British Crown." If this should prove a dream, it is a golden one, and we like to indulge it.

His Worship the Mayor arrived from Fredericton, last evening, after having been sworn into Office by the Lieutenant-Governor, in presence of the three Senior Aldermen.

Loss of the schooner Grampus, and two Children.—In consequence of the strong southerly gale on Tuesday, the schooner *Grampus*, Dorsey, from Little River, Digby Neck, bound to Eastport, had to bear up for this port. While attempting to come in, about 11 o'clock that night, the *sch.* struck upon the Paul Ground, and directly the sea made a breach over her. The captain and another man, the only men on board, took the punt, a very small one, and the only boat belonging to the vessel, in some haste for assistance; leaving behind them a Mrs. NOWLIN, the wife of Mr. John Nowlin, and her four children. When they went off again, the schooner could not be found. The next morning it was ascertained, that the schooner was driven by the wind and sea into a cove between Red Head and Little River. When the *sch.* struck the shore in the cove, Mrs. Nowlin jumped out of the vessel with her two youngest children, and succeeded in getting them safe on shore; but when she went to bring the other two children from the vessel, they were not to be found. On Wednesday morning the bodies of both were found.—*City Gazette.*

Passengers in the Steam-boat St. John, on Thursday last: Lieut. Col. McDougal, Rev. William Hunter, Messrs. Holland, Robert Crookbank, Hartford, George Murray, &c.

Major General Sir John Colborne, K. C. B. the successor of Sir Peregrine Maitland, in the Government of Upper Canada, arrived with his family in the *Corinthian* from London. His Excellency proceeds to his place of destination to-day or Monday, taking the route of the Western Canal. Sir John, we understand, has received instructions from His Majesty's Ministers, to adopt the most liberal and conciliating line of policy to the country over which he is destined to preside—on the subject of which we are informed, fully comport with his Excellency's own feelings and principles. He is to keep but one object in view, namely the advancement of the country, and the welfare of the people he is appointed to govern.—*N. York Albion.*

Mr. Merritt, the Agent of the Welland Canal Company, who arrived at New-York in the *Napoleon* from Liverpool, had the misfortune, while on his way to Canada, to break his thigh in two places, by the overturning of a stage in Onondaga county. After receiving medical aid, he was transferred to a canal boat, and conveyed to Buffalo.—*Quebec Star.*

THE SEASON.—The first marked frost this season followed the change of wind to the north-west on Monday and Tuesday last. On the night of this last day there fell some snow, and on Wednesday morning ice had been formed about one-fourth of an inch thick. The distant mountains to the north were tinged with white, and even several parts of the adjacent country parties.

In the course of yesterday snow again fell. Where there were still potatoes in the ground, it is probable they have suffered. It is remarkable that there had been no frost until the 14th inst. Apple trees had been seen in blossom for the second time, a second crop of strawberries had been eaten, and a second crop of raspberries were nearly ripe.

The American ship *Washington*, sailed from New-York for Quebec on the 7th inst., with a cargo of 3000 barrels of Flour.—*Napoleon's Quebec Gazette*, Oct. 20.

The Crops in the Bay of Chatham are said to be of unprecedented quality and value. Those in the neighbourhood of Quebec, at least in some parts, are said to be of a better description than was expected. We understand that towards the North West of Quebec, to a distance of 25 miles, the crops, on the high grounds, with the exception of wheat, are better than those of last year. This applies particularly to Oats.—*Official Gazette.*

MARRIED.

On Saturday evening last, by the Rev. I. W. D. GRAY, Mr. WILLIAM O. SMITH, to ELIZA B. eldest daughter of WILLIAM DURANT, Esq. all of this City. Last evening, by the Rev. Dr. BURNS, Mr. PHILIP THOMPSON, to MISS MARGARET COCKRAN, both of this Parish.

At Musquash, on the 23d ult. by the Rev. F. COTTER, Mr. J. H. FITZ RANDOLPH, of Digby, N. S. to SUSAN, daughter of Colonel MENZIES, of that place. At New Lebanon Springs, (New-York), on the 18th September, by the Rev. Dr. DWIGHT, Mr. WILLIAM C. SEARS, of this City, to MISS ELIZABETH C. GOODRICH, of Richmond, (Mass.).

DIED.

On Saturday morning, after a short but severe illness, JAMES, only daughter of Mr. John Walker, aged 6 years and 6 months.

This morning, WILLIAM, son of R. P. Pender, aged 3 years and 6 months. Funeral on Thursday next, at 2 o'clock, from Mrs. Nealon's, Portland—where the friends of the family are requested to attend.

PORT OF SAINT JOHN.

ARRIVED.

Wednesday, brig *Hanford*, Pierce, New-York, 3 days—W. & L. Leavitt, *sch.*, *sch.*, *sch.*.
Thursday, ship *Trio*, Patterson, New-York, 6—P. Benson, *ballast*.
Friday, brig *Alfred*, Soule, New-York, 5—T. Millidge & Co. *staves and shingles*.
Friday, brig *New Bedford*, Matthews, Plymouth, 3—W. & L. Leavitt, *ballast*.
This morning, ship *Lebanon Springs*, New-York, do. *ballast*.
Schooner *Cyrus*, Sears, Philadelphia, 42—J. & J. G. Woodward, *floor, corn meal, &c.*
Eliza-Jane, *Crawley*, Philadelphia, 12—Reid & Perkins, *floor and corn*.
Boston, *Copple*, Eastport—Master, passengers.
Monday, brig *Ann*, Barclay, Port Rush, (Ireland) 27—J. Wistart *ballast*.
Huskisson, *Perry*, Liverpool, via Yarmouth, 4—J. Ward & Son, *salt and coal*.
This morning, ship *Mary*, Armstrong, Cork, 26—Scovell & Summers, *ballast*.
Yvan, *Cornes*, Dublin, 35—R. Rankin & Co. *ballast*.
Brig *William*, Brown, Antigua, 21—J. Hughson, *sugar, molasses, &c.*

CLEARED.

Ship *Abena*, Rodgers, London, *timber*.
Kent, *Berkeley*, Bristol, do.
Pacific, *Carr*, Liverpool, do.
Carlton, *Callendar*, Port Glasgow, do.
Brig *Ovington*, Walker, Galway, do.
This morning, ship *Lebanon Springs*, New-York, do.
Eliza, *Johnston*, Kingston, (Jam.) *timber, &c.*
Chance, *Ellis*, Falmouth, (Jam.) do.
Tantivy, *Bell*, Barbados, do.
New Packet, *Berry*, New-York, *plaster*.
Schooner *Eliza*, Sheffield, Bermuda, *assorted cargo*.
Amethyst, *Bartlett*, New-York, *plaster*.
Brig *Commerce*, Barton, hence, at Liverpool.
Ship *Hope*, Kyle, hence, at Cork, Sept. 5.
The brig *Chamberlain*, lumber laden, was fallen in with on the 11th ult. in lat. 38, long. 46, nearly full of water, distressed, and scuttled in several places, by the *Nelson*, arrived at Bristol from Barbados.—*Myers' Liverpool Advertiser*, Sept. 28.
Vessels cleared from Liverpool.—Sept. 16, *Nestor*, Yale, and *Dorothy*, Deane, jun. St. John, N. B.; Swallow, Kilean, St. Andrews.—Sept. 17, *Samuel*, Cunard, Leslie, Miramichi.—Sept. 18, *George*, Canine, Forsyth, Parborough.—Sept. 20, *Defence*, Roger, and *Nearctic*, Dolan, St. John, N. B.—*Chambers*, Jane & March, Christie, Truro, N. S.
Up at Liverpool.—Woodman, Woodendale, St. John, N. B. to sail 29th Sept.; Ann, Smith, St. John, N. B. to sail on the 30th; Halifax, Flavel, Halifax, 1st Oct.

CONVENSATIONS.

MEMBERS are informed, that the CONVERSATIONS will resume its sittings, on THURSDAY evening, 6th instant; when No. 3 will deliver the ORATION for the 3d Winter Course.

By order of the President. A. W. McLEOD, Sec'y.

NOW LANDING,

Ex ship *Forth*, from Greenock, and for sale:
8 PIPES superior COGNAC BRANDY;
8 Hogsheads ditto ditto;
2 Pipes ditto Old PORT WINE;
9 Qr. Casks ditto;
12 Hogsheads LOAF SUGAR;
10 Bales bleached and unbleached CANNAS;
1 Ditto Ravens' Duck; 2 do. Osmaburgs;
4 do. Checks, Striped shirts and Gingham;
12 do. bleached and unbleached Cottons;
Dowels, Cambrics, &c.
100 Coils CORDAGE, assorted;—and,
192 Chaldrons HOUSE COAL.
Per *Talisman*, from St. Kitts:
105 Hds. MOLASSES 12 Hds. SUGAR;
30 Puncheons RUM.
Per *La Plata*, from Jamaica:
22 Puncheons Superior OLD RUM;
24 Tierces COFFEE, 50 Logs MAHOGANY.
CROOKSHANK & WALKER.
November 4, 1828.

BLANKS

Of various kinds for sale at this office.

WOOLLENS, &c.

The Subscriber requests the particular attention of the Public to a Consignment of WOOLLENS, just received:—

YORKSHIRE Broad and Narrow CLOTHS and CASSIMERES;
West of England Broad and Narrow CLOTHS and CASSIMERES—with a few Pieces of Elegant Superfine BLUES & BLACKS.
These GOODS will be sold on moderate terms for CASH, or approved Notes at 4 and 6 months.
SAMUEL STEPHEN.
St. John, 4th November.

HAIR SEAL CAPS.

GLOVES, &c.
THE Subscriber has just received from New York, an assortment of FUR CAPS, GLOVES, COLLARS, &c. which will be sold very low for CASH.
SAMUEL STEPHEN.
Nov. 4.

FOR NEW-YORK.

THE REGULAR PACKET BRIG *HANFORD*,
E. PIERCE, MASTER;
Will sail for the above Port on THURSDAY MORNING next. For Freight or Passage, having excellent accommodations, apply to the Master on board, or at the store of
W. & T. LEAVITT,
North Market Wharf.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

Nov. 4.
FOR FREIGHT OR CHARTER.
THE FINE FAST SAILING *SC. R. BILLOW*,
JAMES TITUS, Master;
A large Cargo, would take a Charter for any Port or Ports in the West-Indies. Apply to the Master on board, lying at the South Market Wharf.
November 4, 1828.

AUCTION SALES.

MOULD CANDLES, &c.
BY AUCTION.

TO-MORROW, (WEDNESDAY)
At 11 o'clock,
By J. & H. KINNEAR,
In front of their Auction Room:
60 BOXES Mould CANDLES (sixes)
40 do. Ditto, (eights)
32 Ditto, Ditto, (tens)
18 Ditto, Ditto, (twelves)
7 Barrels Fresh ORANGES,
Just received per the *James from Halifax*.

—ALSO—
Sundry BRITISH MERCHANDIZE,
A Lot of Brown STONE WARE,
And a COOKING STOVE, (complete.)
4th November.

FURNITURE—At Auction.