service; and, with the particulars which we yesterday communicated respecting the present state of the enemy's ships, will put our readers in possession of every circumstance received from that quarter to the latest date.

"His Majesty's ship Donegal, Basque Roads April 23.

"On the 3d of April Lord Cochrane arrived in Basque Roads, with the Imperieuse, to superintend an attempt against the French fleet in this port, accompanied by the Mediator, the hull prepared, and which the Admiralty approved.

"Upon his Lordship's arrival, a transport, out of a convoy of victuallers which happened lobe in the Roads, was consigned to each of the line of battle ships to be fitted as fire ships, and employed in addition to others in their way from England.; The Mediator bomb-ketch was fitted as another, by her own officers. Twenty-two vessels were fitted for the fire vessels of a different description, under the name of Explosion Vessels.—The squadron had recently captured two or three small vessels running along shore, laden with pitch, tar, and other stores, some very opportunely to afford a supply of combustibles of which there would otherwise have been a deficiency; this incident was interpreted into a favourable omen by the officers and crews, which, shewed, that the enterprize was destined to succeed.

"Monday 10.—The ship from England joined, accompanied by the Pallas frigate. The French fleet had been constantly made some movements, and altered their position in a manner to indicate that they were aware of our designs; Lord Cochrane and some Officers were for making the attempt the same night by the Rear-Admiral Stopford and other officers opposed this; and it was deemed most advisable to postpone it to the next day.

"Lord Cambridge joined in Basque Roads with his fleet, the 17th of March, and extended them in two lines over the place, anchored in such a manner, as to preclude, as well as possible, all passage through the fleet, without coming in contact.—The French fleet of ten sail of the line, 4 50 gun ships, and four frigates, formed by a junction of their Brest squadron, with their squadron here, lay in a line, in a crescent inclosing towards the mouth of the river Charente, near to Isle Aix, and completely under cover of the guns of the fort there. The approach to them was thus defended by the fire of the fort, and by a raft from the two batteries crossing each other and having, struck our ships and killed men passing between. Since Lord Gambier's appearance in the Roads, the French had been strengthed, and a body of troops thrown upon to, in the expectation of our making a descent.

"Tuesday 11, at the close of day our frigates and sloops moved in to co-operate. The Imperieuse took station, inside of all, within point blank shot of the French fleet, and of Isle Aix. At nine at night, with a strong N. W. wind and flood tide, the attack took place. The Explosion Vessels preceded, having in them many casks of gunpowder, and many live shells. They were set forward the first to strike against the French enemy, and the rest to strike against the rest of the vessels were the same; and to deter them from boarding the fire-ships. Lord Cochrane was himself in the foremost of the former, which exploded with a terrible crash and moment after quitting her; then went the 16 fire-ships; one, was from where upon Isle d'Aix, and one upon Isle d'Oleron for the purpose of intercepting your signals; the latter in good measure effected it the former placed it completely in the latter—the rest ran amongst their fleet. They contained not only every kind of combustible, but quantities of shells, carcass, and congreves, and the sight was exceedingly most grand splendid; the night was very dark, but the blaze illuminated the sky several miles. In the flashes of guns fired by the French fleet upon seizing, the forts and Isle d'Aix, by the fire-ships as they burnt, their guns being left loaded, added to the terrific grandeur of the scene. The officers, in general, who conducted these vessels, are entitled to the greatest praise; they did not quit them till very near the enemy's ships, and it was with difficulty they regained our own frigates which had moved a great way to sit out, as the sea was high for small boats, and the wind blowing against them. So strong was the wind at the beginning, that in the fleet nothing could be heard, not even the noise of the vessel, exploding, yet we received a decided impression that it had not every moment could be seen distinctly, and by the effect of the explosions and conflagration the wind was felt. "The boats of our frigates, from the darkness and under the direction of Rear-Admiral Stopford, had been made every arrangement, and gave instructions for the occasion, were assembled around the Tonnerre; but the weather was so boisterous, that the Admiral deemed it impracticable to proceed with them; and his judgment proved right, the French having no boats out, thinking themselves secure from all attempts in such a night.

"Wednesday 12, at day-light, we had the satisfaction to observe every one of their fleet with the exception of two ships aground. They had cut, or slipped their anchors, in consternation, to avoid the fire-ships, and had run foul from their anchors twice, finding themselves in danger, a second time, of a fire-ship falling on board after escaping once; thus by running ashore, in various directions, the fire-ships drifted by. The spectacle now exhibited was an extraordinary one, and the preceding night, though of a nature altogether different, yet of a fact so formidable powerful a few hours before, yet now suddenly weak and distressed; lying aground in a variety of postures almost defenceless. At high water, the line of battle ships, all except three, floated and were forwarded the mouth of the river, where they again grounded. One whole fleet moved nearer to Isle d'Aix. When the ride admitted, the Imperieuse, who was well in shoal water, approached the ships that had continued aground, and opened her fire upon them, which they returned; and, at the same time, the batteries from the Isle d'Aix opened upon her. Soon afterwards, the Revenge and Valiant, with all the frigates and sloops, were sent to her assistance, and they were followed by the Cæsar and Tonnerre.

"Three ships of the enemy surrendered on being cannonadded for a short time the Aquilon, of 74, Ville de Varsovie, of 80 and the Calcutta.—This last was afloat, and the enemy were in the act of towing her when the firing began, from which they deserted on perceiving a few shot, and she grounded on the rocks.

"They were all three burnt as soon as the crews of the two former were removed. The Calcutta was the last, consisting of 1500 men made their escape on shore, which her situation, inside the others, easily allowed; mean while the crew of the other ships that had not floated, the Tonnerre, 74, the four-west of the four from our ships, abandoned and set her on fire; The Tonnerre, and Calcutta made each two grand explosions, which many thought equal in terrific magnificence to the scene of the preceding evening. The Calcutta, besides her two magazine, had, a large store of gunpowder in her hold to supply the French Colonies in the East or West Indies. The magazines of the two others being covered, did not explode. Our four ships of the line that closed with the Imperieuse grounded at low water, but were not much, if at all, damaged. The deep water is near to the Rocks, the enemy's ships, accelerated the surrender of the French ships; but more by furnishing an honourable pretence to strike than hitherwise, the incessant fire kept up by the Imperieuse, by the previously given the enemy conviction of the necessity of it. The Cæsar and Theseus had not occasion to fire a gun, and did not in fact advance until after the surrender.

"The Imperieuse, and brigs and schooners, advancing with the flood-tide, and taking an advantageous position, anchored within gunshot of the ships yet aground, whose, stern lay exposed and kept up a fire on them for five hours, principally on the three-decker. The bomb took a proper station, and threw many shells, well directed, on the several French ships; the gunboats were on the same and employed discharging Congreve's Rockets. There was visible mischief, produced by this assault, and it prevented the enemy from lightening their ships. They kept a smart fire from their stern on our ships, which fortunately, did little harm; to themselves it probably did greater, by shaking their ships while thus above. The want of water prevented our frigates from approaching their fleet with the flotilla, which retreated on the ebb, to avoid the dangers of the shoalness.

"Friday 14th, blowing strong from the N. W.—Six of the enemy's ships of the line were aground, and two of the three frigates—some of them had moved a little.—At high water, between three and four o'clock in the afternoon the French Vice Admiral's ship, the three decker, moved, and, with the frigates, into the stream of the river. Between five and six in the evening the bomb and five brigs again advanced to the ships aground, and recommenced a fire upon them, which, from the state of the weather, was not so soon begun, nor so long continued as the preceding day.—The Imperieuse came down to the fleet in the evening, and, at high water, moved in to close, and protect our flotilla off the Boyack.

"Saturday 15th, at high water some of the frigates moved, and among them the three decker.—No cannonading took place; the flotilla, however, was detached all her smaller shells, and her larger mortar being split, was silent. The resolution cutter, in passing up to our vessels at the Boyack, was struck by the enemy's shot from their batteries, by which the Master of her had his leg carried off. In the evening the Imperieuse sailed for England.

"Sunday 16th had weather; much wind and rain. About noon one of the frigates which we had perceived to be irrecoverably aground, was set on fire by the French, and, to our surprise, exploded. The remaining four ships of the line remaining aground, outside what is termed the Fort, in the shallowest passage into the deep water stream; three ships of the line and three frigates, which had gained that passage, are afloat, but very much damaged, and pursued us, and supposed to be free from further danger; four of these six, after being repeatedly aground, and not without much arduous labour.

"The result of all is, the entire ruin of the enemy's fleet for the present; three ships of the line, a fifty gun ship and one frigate destroyed forever;—four more not yet out of danger and three more, and six frigates, should they escape utter demolition, will be incapable of service, as well as three more ships of the line and three frigates, without essential repairs, which they cannot get duly, be irreparable. Even the two which continued afloat, and retreated early up the river, cannot be unnjured; for some of their stores must have been thrown overboard to facilitate their retreat. The loss and destruction, of stores in those which were ashore must have been considerable. They could not have got off but by taking out nearly, the whole of their stores, and throwing them overboard. The Calcutta was of very great value, being full of stores of every kind, intended, it is said for Martinique. The Commander-in-Chief, in the Caesar, saw the ships the latter a very fine one, admirably finished and equipped. All this has been accomplished in their own ports, in their strong holds, guarded by their batteries, and shoals which inconsiderable loss of treasure and with still less damage to our shippings. It has cost us 12 men killed, and about twice that number wounded.

"It is stated by some of the prisoners, that the French were preparing a similar enterprize against our fleet, which is contradicted by others, and is not generally believed—the attempt, if made, would be as well as British navy. The success has been beyond the expectations of most persons. The event being so far is; it can hardly be a subject of regret that the enemy's ships fell a victim to the flames of our fire ships, for, much the greater part, perhaps all the people on board, would have inevitably perished. This, however, would infallibly have happened if the fire vessels had not been prepared. It was intended to have three divisions of the fire-ships linked together, three by three; which plan was not executed, partly from want of time, partly from the boisterousness of the weather. From the latter cause some projects against the enemy, subsequent to the grand enterprize, have been set aside.

"The ability, the intrepid spirit, and persevering energy of Lord Cochrane entitle him to every encomium, and have gained

"All their men of war are brought down from Rochefort quite light, and fitted outside the river.

dared him the theme of just applause and admiration throughout our fleet.

"Vice-Admiral Emeriau, the destination of the French fleet was the relief of Martinique, for which purpose they had embarked 5000 troops at Brest, who were disembarked on the Isle d'Aix. Whatever was the object were, it has been totally and completely frustrated. Their fleet (to use the Napoleonian dialect) has ceased to exist; our fleet, that, was opposed to them, remains entire and untouched, and are now become a disposable force of 21 sail, and very small part of it, that may be left to watch the enfeebled remnant of the enemy's ships, and maintain the easy blockade of the port.

"Alex. Cochrane, Vice-Admiral.

L'Ocean, 120 guns; Vice Admiral Allemande; Capt. Roland.

Tonderoi, 80 guns, Rear Admiral Gourdon; Capt. Lemarchand.

Cæsar, 74 guns, Commodore Faure.

Tourville, 74 guns, Capt. La Caille.

Patrice, 74 guns, Capt. Mahe.

Regulus, 74 guns, Capt. Lacaze.

Jemappes, 74 guns, Capt. Fauvel.

Tonnerre, 74 guns, Capt. Clement de la Roulcere.

Aquilon, 74 guns, Capt. Maingon—burnt 12th April.

Ville de Varsovie, 80 guns, Capt. Cuvillier—burnt 12th April.

Calcutta, 50 guns, Capt. La Tonie—burnt 12th April.

Indienne frigate, Capt. Pooteau—burnt 16th April.

Libre frigate, Capt. Berenger.

Pallas frigate, Capt. Le Bigot.

Hortensia frigate, Capt. Allgand.

Jean du Bart, 20 guns—run ashore and wrecked 26th February.

"P. S. All the French ships have got afloat, except two 74's; but the three decker floats only at high water—has not moved over the bar, and is apparently still in a precarious way."

*From our Correspondent at Washington,*

"*House of Representatives.*"

"Wednesday, June 7, 1809.

Several local petitions were read and referred.

Mr. Darwell from the committee on fortifications reported a bill making further appropriations to that object.—Read a first and second time and referred to a committee of the whole house *tomorrow*.

Mr. Bacon from the committee reported on the 31st ult. on the subject of the seamen of the United States, reported a bill for the protection of American seamen; Read a first and second time and ordered to be on the order of the day in committee of the whole on Friday.

Mr. Livermore offered the following resolution

Resolved that no petition of a private nature shall be received by this house after Monday next during the present session of Congress.

This resolution produced considerable discussion, and was finally negatived—Ayes 17 Noes 104.

Mr. Eppes from the committee of ways and means, reported a bill for making an appropriation for defraying the expence of sanitary, painting, and all other expences of the house. Read a first and second time, and referred to a committee of the whole house tomorrow.

Mr. Sawyer called up his resolution respecting the appointment of a committee of manufactures—lost.

Several unrecalled bills were read a second time and passed.

Mr. Bacon called up his resolution respecting manufacturers.

This resolution produced a discussion of considerable length, in which Messrs. Gardenier and Randolph spoke against the resolution. It was finally carried, the question being taken by yeas and nays—Ayes 53—Noes 33

Adjourned.

*The joint committee appointed to enquire what businesses requisite should be done at the present session.*

REPORT OF THE SELECT COMMITTEE.

*Business before the Senate.*

Bill to amend and continue in force the act, entitled "An act to interdict the commercial intercourse between the United States and Great-Britain and France, and their dependencies, and for other purposes."

Bill to fix the time for the next meeting of congress.

Bill for extending the benefit of drawback upon exportation of goods, wares and merchandize entitled thereto, which may be transported by land from Newport, Rhode-Island, to Boston, and from Boston to Newport.

Bill on such part of the message of the president of the United States, as relates to seaport towns and harbors, also Kentucky resolution.

Report of committee on such part of the presidents message as relates to the army and navy.

Petition of Ed. Livingston.

*Business before the House of Representatives*

Bill to amend Supplementary to an act, entitled "An act making appropriations for carrying into effect a treaty between the United States and Chickasaw tribe of Indian, and to establish a land office in the Mississippi territory.

To repeal the several acts laying an embargo on all ships and vessels in the ports and harbours of the United States, and the several acts supplementary thereto; and to revive and amend the act, entitled "An act to interdict commercial intercourse between the United States and Great Britain and France, and their dependencies, and for other purposes.

Authorizing the appointment of an agent for the land office in Louisiana. (Select committee.)

To continue in force, "An act declaring the seamen of congress to a certain act of the State of South Carolina," passed the 21st of December, 1804.

*Before committee*

Such part of the President's message as relates to foreign affairs. (Select committee.)

Such part of the president's message as relates to the navel establishment. (Select committee.)

On so much of the president's message as relates to the military establishment. (Select committee.)

On so much of the president's message as relates to the fortifications of the sea ports, towns and harbours. (Select committee.)

On so much of the President's message as relates to a revision of the commercial laws for the promotion and protection of domestic manufactures. (Committee of commerce and manufactures.)

On so much of the president's message as relates to revenue and expenditures. (Committee of ways and means.)

A resolution of Mr. Randolph, to enquire into the faithful application of public monies. (Select committee.)

Regulations by the committee of ways and means, relating to the sinking fund.

The petitions of John Hoyt and of citizens of the United States, imprisoned in South America. (Select committee.)

And the committee are of of opinion that the foregoing business may be done by the 20th day of this month."

*From the Freemans Journal.*

*Ohio Freeman*—The very celebrated Stanley Griswold, of *Political Observatory* and *Michigan Territory* memory, is a member of the Senate of the United States, pro tempore! He had suspended for a few year within the limits of Ohio, when Gov. Huntington, to fill a vacancy, in the recess of the Assembly, appointed him to that august office! He and the Governor had been *Connecticut Democrats* together, and to this circumstance he owes his extraordinary elevation It is not believed that he will be confirmed in!! by the Legislature. We hope that our federal friends at the eastward will no longer contend that His Excellency Governor Huntington is a federalist of the Washington school

MARRIED,

On Thursday evening last by the Revd Ralph Willston, Mr. Benjamin Pitt Griffin, to Miss Jane Oldridge Millbet both of England.

Died, on Thursday morning, the 8th inst Thomas Paine, author of the Crisis, Rights of Man, &c. He had long expected to be interred in the Quaker burying ground, and some days previous to his demise, had an interview with some Quaker gentlemen on the subject, but as he could not be reconciled to his deistical opinions, his anxious wishes were not complied with. He was yesterday interred at New-Rochelle, West-chester county, perhaps on his own farm. I am unacquainted with his age; but he had lived long, done some good, and much harm.—*Cit zen.*

*EVENING POST MARINE LIST.*

No Arrivals—Signal for one schooner.

CLEARED.

| | |
|---|---|
| Brig Fredonia, Briggs, | Madeira. |
| Leon, Dorsey, | Hicks Jenkins & Co. St. Bartholomew's Captain. |
| Holkar, Horn, | New-Orleans Robert Bach & Co. Captain. |
| Nancy, Cassell, | Cadiz Captain. |
| Schr. Atlantic, Bogert, | St. Barts. |
| Maria, Robson, | Cadiz & Stringham. St. Bartholomew's Captain. |

*Lazaretto, Philadelphia, June 3*

"Last evening arrived schr. Venus, Girling, 14 days from Havana.

"The British ship Ann, from Havanah, for Philadelphia, came into the Capes on Monday last; but soon after went to sea again, to wait till with a favorable wind, fearing she was not permitted to enter before.

"The Sloop Molly, Tatley, (whose arrival I mentioned in my last) left at Matanzas, 12d ult. ship Washington, to Philadelphia, Capt. Master, for Philadelphia in 13 days; also, brig James, Driscoll, of a for St. Island, in 10 days; brig Trowlin, Barrett, of Portland, for New-York, in 10 days; brig Roberts, West, of and for Boston, uncertain; sloop Director, Fowler, of, & for New-York in 10 days; schr John, Hand of Hudson, for Philadelphia, in 10 days; schr Seaflower, Vickery, of & for Baltimore, time of sailing uncertain, having a cargo of Flour & Lea ther, which was very unsaleable.

*EMBARGO OFF!*

"The Embargo Laid on the doors of Vauxhall garden during the last 48 hours, will positively be raised at 5 o'clock—and the Fire Works take place unless strains after CONCERT.

*For St. Croix,*

The first sailing Packet Brig EMELINE, A. Ward, master, has considerable part of her cargo on board, and will sail as soon as loaded, and will till then receive shch freight as may offer, for which or passage, having superior accommodations for 14 passengers, apply on board West side Old-slip, or to

JOHN PATRICK, & Co.

June 10 3t 38 South-street

*Freight wanted for Zonnington*

200 bbls. Ashes, 200 bales cotton, wanted on board, ship ANN; Ashes, the ship will be dispatched without delay, having remainder of her cargo ready to go on board—Apply on board east side of Fly-market, or to

N. L. & G. GRISWOLD,

June 10 3t 38 South street

*Wanted to purchase,*

A British vessel of 140 to 160 tons—Apply to

SEAMAN & REIND,

June 10 4t 71 Washington-st

JUST landed from on board the Ann Jane, from Liverpool—

5 trunks Calicoes,

25 & 28 inch Cambric muslin,

1 do dyed cambrics, to be sold cheap by the package, by a JESSE BALDWIN,

June 10 1w 161 Broadway.

TOBACCO & STEMS—80 kinds. Tobacco's received for the Hamburgh Market by a competent judge, and now on board, of a good ship that will sail for a port in the north of Europe, in the early part of next week.

Stems, 1 to 4 inches, 1 to 4 inches.

10 tons of Tobacco Stems put up in square bales purposely for the Dutch market. For sale by a commission farmer, if application is made in the course of 3 days, to

J. M'CVICKAR, SON & STEWART, 1

June 10 3w No 2 Burling-slip.

MUSCOVADO SUGAR.—200 hhds good Muscovado Sugar, for sale by

NYLE & CO GRISWOLD,

June 10 85 South street.

MONEY WANTED, from four to five hundred dollars, for which a mortgage will be given on unencumbered real estate in this city—Apply to the printer.

June 10 2t*

2000 *DOLLARS*

TWO thousand dollars to be let on interest—Apply at this office.

June 10 2t

*ONE HUNDRED DOLLARS REWARD.*

*,* Lost this morning between Broadway and the Coffee House, $810 in notes of the Trenton Bank, they were enclosed in a small peice of white paper, in which were marked the several amounts of the bills—viz, on bill of $300, one of 100, 3 of 50, 4 of 20, 1 10. The finder by leaving them at this office, or to the subscriber, shall receive the above reward.

ISAAC M'COMB, Builder,

Washington-st. between Duane & Jay streets.

June 6

*TEN THOUSAND DOLLARS!*

THE next number that comes out of the wheel will be entitled to——and——

Twenty Thousand Dollars.

The first number after the last days drawing more.

TICKETS sin gle, $5 00

[*Warranted Undraxon*]

FOR SALE AT

CLARK'S, WALTER'S,

Truly fortunate Lottery Offices,

No 64 and 38 Maiden-lane

Where have been sold in the present Lottery, the greatest number of Capital Prizes that have yet been drawn, viz.

| | |
|---|---|
| No. 20,697, a prize of | 10,000 Dollars. |
| 28,300 | 5,000 |
| 3 109 | 3,000 |
| 7,493 | 2,000 |
| 23,123 | 1,000 |

And, in the last Lottery,

| | |
|---|---|
| No. 20 231 | 25,000 Dollars. |
| 23 403 | 10 000 |
| 20 799 | 5 000 |
| 20 210 | 2000 |

And, many other valuable prizes.

The Lottery will commence drawing 5 days every week, until the whole is drawn.

June 10 4t

*For freight or Charter,*

The new and very excellent ship MANLIUS, burthen 300 tons, will be ready to receive a cargo on board in 3 days. A freight to London or Liverpool would be preferred. Apply to

BUCKLEY & ABBOTT,

No 2 South-street.

*Who have for Sale,*

150000 lb St Domingo Coffee in bags

20000 lb Jamaica do in sacks.

36 pipes Madeira Wine

400 bbls Baltimore Superfine Flour,

200 do Richmond ditto.

150 do Rye Flour

2500 bushels Rye Wheat

2700 do Delaware Yellow Corn, afloat

New-York superfine and Fine Flour

Also, Corn, Meal, in hhds and bbls from the Brandywine Mills.

June 9 1w

*For Newberry, (S. C.)*

The regular trading schooner NEWBERRY, Capt. Sherwood, will sail in a few days, and take such freight or passengers as may offer, apply to the master, or to

JOHN ELLIS,

711 bbls tar,

50 do, soft turpentine, afloat.

June 9 4t

*For freight or charter,*

The brig FAVOURITE, Lambert, master, 202 tons, 2 years old, an excellent vessel, and in complete order to receive a cargo. For terms apply to

HATHAWAY & RUSSELL,

June 9 No 70 South street.

*Wanted to charter,*

Two British vessels to load at a Southern port, for Great Britain. Apply to

GILLESPIE & CAMPBELL,

June 9 Washington street.

*For freight or Charter,*

The ship Six SISTERS, measuring 216 Tons Custom House measurement, now lying at Boston, brought from New Orleans six hundred bales Cotton, and twenty five bbls. Tobacco; is a staunch vessel, and in complete order for sea. Apply to

CORP, ELLIS & SHAW,

May 9 4t

*For Norfolk, & Petersburgh.*

The big MARYLAND, James Marsh, master, a new vessel, with good accommodations for passengers; will sail on Monday next. For freight or passage, apply to the capt. on board at the bottom of Rector street, or to

GILLESPIE & CAMPBELL,

Washington st.

*Wine offer for sale.*

The cargo of the schooner Ann, consisting of 93 hhds. Petersburgh Tobacco,

91 bbls. fine and superfine Flour, and

40 Bear Skins.

*In store and for sale*

800 bales Sea Island, Upland and N. Orleans cotton,

250 bbls. Richmond and Petersburgh Tobacco,

250 bbls. Richmond Flour,

213 bags St. Domingo Coffee,

300 ounces Bees wax, 1 bags Spanish Feathers,

25 tons Virginia Hemp,

445 quintals dry Cod Fish,

100 casks Cod Liver Oil.

June 9 4t

*For Norfolk, Petersburgh and Richmond.*

The schr. DISPATCH, William Smith master, a regular trader to sail in 6 days, for freight or passage apply to the captain on board, ship Six Sisters, East Side House slip or to

B. & J. STRONG & Co.

June 9

*AT AUCTION,*

BY HOFFMAN & GLASS,

On Monday 12, at 6 o'clock, 180 tierces Rice, by permis ordr.

June 9 1t

*TEA SHOP TO LEAD.*

COLUMBIA GARDEN—The ladies and gentlemen of New-York, are respectfully informed that this day, the Garden will be beautifully illuminated and decorated with transparent paintings, representing a number of figures! The hydraulic works will be exhibited—fifteen pieces of fire works in different modes, and a large Starr, thirty feet in circumference with a Sun in the center. A large number of Sky Rockets, accompanied with a Band of Music.

June 9 3t

LOST on Wednesday morning in Broadway, Wall or William-streets, a red Morocco purse, containing about 30 dolls. in Bank Notes, two pieces English gold and some small change, if the finder will leave it at this office a generous reward will be given.

June 9 3t