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FROM TUESDAY, OCTOBER 16. TO FRIDAY, OCTOBER 19. 1804.

ADMIRALTY-OFFICE, Oct. 16.

Copy of a letter from Vice-Admiral Sir JOHN THOMAS DUCKWORTH, K. B. Commander in Chief of his Majesty's ships and vessels at Jamaica, to WILLIAM MARSDEN, Esq. dated at Port Royal, the 26th of August 1804.

SIR,

You will herewith receive, for the information of the Lords Commissioners of the Admiralty, the copies of two letters, reciting the capture of the Hironnelle and Vautour French privateers, by his Majesty's ships Tartar and Fortunée; the former of which; I trust, their Lordships will think with me does high honour to the officers and crews of the Tartar's boats, for their undaunted spirit and perseverance.

I am, &c.

J. T. DUCKWORTH.

SIR,

His Majesty's Ship Tartar, off St Domingo, August 1. 1804.

I have the honour to acquaint you, that, yesterday morning at dawn, standing in to leeward of Saona, a small sail was discovered from the mast-heads, to which I immediately gave chase, keeping as close to leeward of the island as possible, in order to prevent her escape that way, knowing the channel between that island (Saona) and St Domingo to be very narrow and intricate even for small vessels. About seven the chase was made out to be a schooner full of men, using her sweeps and every means possible to get off; from which circumstance supposing her to be a privateer, and perceiving her intention of attempting to escape through the beforementioned channel, I made all possible sail, and at eight o'clock got her within reach of the guns, which, from the short tacks I was obliged to make, was prevented from using to that advantage and effect I could have wished without losing ground, therefore, though several shot went over and through her sails, she still persevered in beating to windward until she had advanced near the centre of the channel, where, finding it impossible to proceed further, she came to an anchor under a reef of rocks, at which time (ten in the forenoon), having beat the ship up into six fathoms

[Price 6d.]

water, but deeming it imprudent to proceed further, and finding it would be almost impossible to destroy the vessel with the great guns, not being able to anchor, or to bring the broadsides to bear to advantage, from the short tacks we were obliged to make, without hazard to the ship; yet, judging it of importance to take or destroy the vessel by some means or other, I immediately hoisted three boats out, and sent them manned and armed, under the direction of Lieutenant Mullah (second Lieutenant), assisted by Lieutenant Lockyer (third), with several midshipmen, all volunteers on the occasion.

The instant the boats put off from the ship, the schooner hoisted French colours, fired a gun, and warped her broadside towards them; as the boats advanced, the privateer commenced firing grape from her great guns, and on their nearer approach opened a fire of musketry; yet, notwithstanding, and a strong sea breeze against the boats, Lieutenant Mullah, in the most intrepid and gallant manner possible, pulled up in the face of several discharges of grape, and a heavy fire of musketry from fifty men drawn up round the deck, boarded and carried her. It is impossible to speak too highly, or sufficiently to express my sense of the bravery and intrepid conduct of Lieutenants Mullah and Lockyer, as well as the petty officers, seamen, and marines employed under them; considering the disadvantage under which they were obliged to attack, and the preparation the enemy had made for defence, being nearly noon day; nor can I too much commend the spirit and alacrity with which they volunteered their services on the occasion, as well as the whole of the ship's company.

I am happy to add, that only two men were wounded, one seaman and one marine (badly); the French lost nine killed and six wounded, besides three missing, supposed to have been drowned in attempting to swim on shore; the wounded I sent to St Domingo by a flag of truce this morning. The remainder I keep on board,

there being no English prisoners to exchange in lieu. The privateer proves to be the Hironnelle, Captain La Place, with ten four pounders and fifty men, and two days out from St Domingo. She had run most of the last war, and all the present, frequently chased, but, from her fast sailing, always escaped.

I am, &c.

KEITH MAXWELL.

Vice-Admiral Sir J. T. Duckworth, K. B. &c.

His Majesty's ship Fortunée, off Altavella, August 10. 1804.

SIR,

I have the honour to acquaint you, that running down the fourth side of St Domingo with his Majesty's ship under my command, disguised agreeable to your directions, on the 10th inst. off Altavella, I was chased by Le Vautour felucca privateer, mounting one nine-pounder gun, and carrying fifty-four men, which approaching nearly within gun shot before they discovered their mistake, was captured after two hours chase.

I have the honour to be, &c.

H. VANSITTART.

To Rear-Admiral Sir J. T. Duckworth, K. B. Commander in Chief, &c.

Copy of another letter from Sir JOHN THOMAS DUCKWORTH, K. B. Vice-Admiral of the Blue, &c. to WILLIAM MARSDEN, Esq. dated at Port Royal the 30th of August 1804.

SIR,

I transmit you herewith, for the information of the Lords Commissioners of the Admiralty, a letter from Captain Marshall, of his Majesty's brig Pelican, relating the capture of the national schooner La Laurette; and am, &c.

J. T. DUCKWORTH.

His Majesty's sloop Pelican, at sea, August 24. 1804.

SIR,

I have the honour to acquaint you that, on the morning of the 23d instant, Cape Niaze bearing N. by E. six or seven leagues, a strange sail was discovered in the N. E. to which I immediately gave chase, and have the satisfaction to inform you, that after a chase of six hours came up with and captured her, after dischar-



ging several broadsides; she proves to be the national schooner La Laurette, pierced for sixteen guns, but had only mounted four twelve-pound carronades and one long traversing nine-pounder on midships, and forty men, commanded by Citizen de Blouch, Lieutenant de Vaisseau; had sailed from the city of St Domingo the night previous to her capture, bound to St Jago, for the express purpose of completing her crew to one hundred men.

(Signed) JNO. MARSHALL.
Sir John Thomas Duckworth, &c.

Copy of a letter from Sir JAMES SAUMAREZ, K. B. Rear-Admiral of the White, to WILLIAM MARSDEN, Esq. dated on board the Dionede, Guernsey Road, the 13th inst.

SIR,
Having placed Captain Henniker, of his Majesty's sloop Albacore, under the orders of Commodore Duke de Bouillon, with directions to use his utmost endeavours to intercept any of the enemy's flotilla passing along the French coast, I had the satisfaction, last evening, to receive an account of his having pursued, on the 8th instant, five gun luggers, and driven them on the rocks off Grofnez on the following day.

Captain Henniker anchored as near them as was consistent with the safety of the ship, and kept up a heavy fire upon them with round and grape-shot until they were covered by the surf, and abandoned by their people, who appear to have been very numerous, and among them several were distinguished as soldiers by their clothing.

Great praise is due to Captain Henniker for this spirited and gallant attack, within a few hundred yards of the French coast, and under a heavy fire from the enemy's batteries and vessels. Great commendation is also due to the officers and crew of the Albacore, who appear to have acted in the most determined manner, and to have preserved the most exact discipline, in so intricate a situation, with the wind directly on the shore, and close to a heavy surf. The Albacore was hulled in several places, and the main and main-top-mast wounded, but I am happy to find has suffered no loss in men.

Herewith I inclose the Commodore's letter, reporting the particulars of this action; and am,
JAMES SAUMAREZ.

His Majesty's ship Severn,
Jersey, Oct. 10. 1804.

SIR,
My hopes, as expressed to you in my letter of the 8th inst. are happily realized by the success that attended the Albacore's pursuit of the vessels that were perceived creeping along the shores of Normandy on that day, and I have much pleasure in transmitting you the following de-

tail of the circumstance: Captain Henniker obeyed the signal with admirable promptitude, slipped his cable, and made every sail for the opposite shore, on which the wind directly blew, and although the Assault and cutter returned, not having discovered the enemy, and lost the Albacore in the haze, the latter succeeded in intercepting, near the Grofnez de Flamanville, five luggers of the enemy, that appear to have been gun vessels of the second class, with bow guns, and to force them to anchor close to the surf, under the cover of a battery to the southward of Grofnez; the wind dead on the shore, and a lee tide induced Captain Henniker to take a position to await the return of day to attack them with some prospect of success, which he effected with infinite gallantry yesterday morning at ten o'clock, when, taking the advantage of the weather tide, he stood in the Albacore, under a heavy fire from the battery and gun vessels, and anchored close to the latter, within two cables length of the surf, with springs on his cable, and at eleven o'clock opened a smart and well-directed fire of round and grape shot until the enemy's vessels were all driven on shore, and lay broadside-to in a heavy surf, that broke with great violence over them; their men, of which they appear to have been full, landing in great confusion through the surf, and scrambling up the beach half accoutred, their white belts being distinctly seen from the Albacore; from the number that were seen borne by others up the strand and sand-hills, Captain Henniker thinks there were many killed and wounded; indeed there is every reason to hope their discomfiture was complete, from the very judicious position Captain Henniker had taken; the tide falling, and the wind continuing to blow strong on the shore, and the Albacore's anchor dragging, he was obliged to abandon the anchor and spring, and haul off, the main and main-top-mast shot through, the ship hulled in several places by the enemy's shot, and the rigging much cut, though happily not a man was touched. Captain Henniker speaks in terms of high approbation of the support afforded him by Lieutenants Trotter and George, and the rest of the officers and crew of the ship; and particularly commends the readiness and determined manner in which Mr Wybert, the pilot, took and placed the ship in the situation to effect the service that Captain Henniker himself (I have pleasure in bearing testimony) put so much zeal to execute, so much that I know not which to commend most, his promptitude and activity in the pursuit, or gallant spirit in the dash to follow and effect, amidst the surf on a lee shore, and in very threatening wea-

ther. It is the opinion of all the officers of the ship, that the whole of the five vessels are irrecoverably lost in the high surf that still continues to lash the shore.

I have, &c.

D'AUVERGNE, Duke de Bouillon.
Rear-Admiral Sir James Saumarez, K. B. &c.

BANKRUPTS.

John Showell of Mary-le-Bone-street, London, straw-hat-manufacturer
George Pailthorpe of St John's-street, London, oilman
Wm. Pickman of Great Newport-street, watchmaker
Stephen Hill of Bishopgate-street, oil and colourman
Daniel McCormack of Marshall-street, Golden-Square London, coach-maker.

TO THE CREDITORS OF ANDREW MELLISS, Merchant in Edinburgh.

That David Valence, merchant in Edinburgh, was chosen trustee upon the sequestrated estate of the said Andrew Melliss, and his appointment has been confirmed by the Lords of Council and Session; and upon his application the Sheriff of Edinburgh has fixed Tuesday the 30th day of October next, and Tuesday the 20th day of November next, at 12 o'clock noon, in the Sheriff Clerk's Office, Edinburgh, for the first and second examination of the bankrupt, and others concerned; and upon Wednesday the 21st day of November thereafter, a meeting of the said creditors is to be held, in John's Coffeehouse, at two o'clock afternoon, for the purpose of instructing the trustee regarding the estate; and all concerned are hereby required to produce their grounds of debt, with oaths of verity thereon, in the hands of the trustee, betwixt and the 8th day of June 1805, otherwise they will draw no part of the trust funds.
12th October 1804.

TO THE CREDITORS OF GRAHAM & OSWALD, late Manufac- turers in Glasgow.

All those who have not lodged their claims against them, are hereby required to give in the same to William Marshall, No. 65, Wilson-street, on or before the 15th November, as a dividend from the funds already recovered will be made on the 21st of that month; and those who neglect to comply with this intimation will not be entitled to any share of such dividend.
For the Trustees of Graham and Oswald,
WILLIAM MARSHALL, Factor.
Not to be repeated.
GLASGOW, 12th Oct. 1804.

TO THE CREDITORS OF SIMON COLLIE, Merchant in Inverness.—

At the statutory meeting of creditors, held here this day, Mr Collie proposed to pay them a composition of ten shillings per pound of his debts, and find sufficient security accordingly. The meeting entertained the proposal, and fixed a meeting of his creditors to be held, at Mr Etles's house here, on Friday the 2d November next, at one o'clock afternoon, for deciding upon this offer.—
Of which this intimation is given to all concerned.
INVERNESS, 10th October 1804.

EDINBURGH—Printed by DAVID RAMSAY & SON,
for the Proprietors.

AVERAGE PRICES OF CORN,

the Quarter of Eight WINCHESTER Bushels, and of OATMEAL per Boll of 140 lbs. AVOIRDUPOIS, from the Returns received in the Week ended the 6th of October 1804.

INLAND COUNTIES.

	Wheat.	Rye.	Barley.	Oats.	Beans.	Pease.	Oatmeal.	Beer or Big
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Middlesex, —	71 10	38 5	35 9	28 1	39 8	45 0	—	—
Surry, —	78 5	41 1	37 4	30 5	40 0	45 6	—	—
Hertford, —	61 2	35 6	29 9	25 6	32 6	37 16	—	—
Bedford, —	68 2	38 2	31 3	24 4	36 0	43 4	—	—
Huntingdon, —	59 5	—	30 4	21 4	35 4	39 11	—	—
Northampton, —	56 0	34 0	30 0	26 6	37 6	38 0	—	—
Rutland, —	60 0	—	35 0	22 6	39 0	—	57 3	—
Leicester, —	59 3	—	31 7	23 10	35 9	37 8	36 11	—
Nottingham, —	68 0	42 6	36 9	25 4	42 0	38 8	—	—
Derby, —	73 0	—	—	29 2	46 3	—	35 0	—
Stafford, —	66 9	—	37 10	28 3	45 0	—	40 6	—
Salop, —	59 3	43 8	38 1	26 10	—	41 6	65 9	—
Hereford, —	55 5	35 2	42 0	25 6	43 2	42 8	60 2	—
Worcester, —	60 2	—	38 8	31 4	43 7	45 3	—	—
Warwick, —	63 8	—	38 9	30 3	45 7	—	46 8	—
Wilts, —	72 4	—	34 8	28 4	48 8	39 0	—	—
Berks, —	79 4	—	36 2	28 11	43 2	46 2	—	—
Oxford, —	68 0	—	35 4	28 4	40 8	43 6	—	—
Bucks, —	69 9	—	35 9	27 6	37 7	42 3	—	—
Montgomery, —	71 2	40 0	33 10	24 0	—	—	38 5	—
Brecon, —	56 0	—	—	21 11	—	42 2	52 11	—
Radnor, —	57 6	—	38 8	24 7	—	—	78 5	—

MARITIME COUNTIES.

Districts.	Wheat.	Rye.	Barley.	Oats.	Beans.	Pease.	Oatmeal.	Beer or Big
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
First, { Essex, —	74 0	35 9	33 3	30 0	36 6	40 0	—	—
First, { Kent, —	70 8	40 0	36 6	29 1	41 0	45 0	—	—
First, { Suffex, —	73 10	—	38 6	31 0	—	—	—	—
Second, { Suffolke, —	69 8	—	31 7	27 1	32 6	38 0	49 11	—
Second, { Cambridge, —	54 2	32 4	29 2	19 6	35 0	—	—	—
Third, { Norfolk, —	58 10	34 0	30 7	22 2	31 10	35 10	—	—
Fourth, { Lincoln, —	62 6	34 2	30 10	22 3	38 7	—	—	—
Fourth, { York, —	68 2	40 5	35 9	24 9	41 10	58 8	44 4	—
Fifth, { Durham, —	69 8	—	—	24 10	—	—	—	—
Fifth, { Northumberland, —	59 7	38 2	30 8	23 5	38 0	38 0	21 0	—
Sixth, { Cumberland, —	63 1	43 8	31 3	24 7	—	—	20 1	—
Sixth, { Westmorland, —	70 4	47 6	28 4	28 4	—	—	20 9	—
Seventh, { Lancafter, —	65 1	—	29 8	27 9	45 2	—	21 11	—
Seventh, { Chester, —	62 10	—	—	27 9	—	—	23 0	—
Eighth, { Flint, —	53 4	—	29 4	—	—	—	—	—
Eighth, { Denbigh, —	68 11	—	37 9	28 10	—	—	45 10	—
Eighth, { Anglesea, —	—	—	27 0	20 0	—	—	—	—
Eighth, { Caernarvon, —	62 4	—	32 0	19 9	—	—	47 8	—
Eighth, { Merioneth, —	75 1	—	36 0	22 8	—	—	41 0	—
Ninth, { Cardigan, —	64 8	—	—	—	—	—	—	—
Ninth, { Pembroke, —	58 3	—	33 10	19 2	—	—	—	—
Ninth, { Caermarthen, —	67 0	—	36 0	20 0	—	—	—	—
Tenth, { Glmorgan, —	61 10	—	37 0	19 0	—	—	—	—
Tenth, { Gloucester, —	65 3	—	39 2	25 11	41 3	41 6	—	—
Tenth, { Somerfet, —	71 6	—	42 0	25 6	48 0	—	—	—
Eleventh, { Monmouth, —	65 10	—	43 6	—	—	—	—	—
Eleventh, { Devon, —	73 0	—	33 6	28 7	—	—	—	—
Eleventh, { Cornwall, —	66 2	—	32 8	21 4	—	—	—	—
Twelfth, { Dorfet, —	75 7	—	39 4	30 6	—	—	—	—
Twelfth, { Hants, —	71 10	—	37 9	27 5	40 9	—	—	—

AVERAGE OF ENGLAND AND WALES.

Per Quarter, — | 65 10 | 38 7 | 34 8 | 25 7 | 40 0 | 41 11 | 42 4 | —

AVERAGE PRICE, by which EXPORTATION and BOUNTY are to be regulated.

First District, —	69 9	38 1	37 0	27 9	38 0	45 8	*42 4	—
Second, —	65 0	32 4	30 9	24 7	33 3	38 0	49 11	—
Third, —	58 10	34 0	30 7	22 2	31 10	35 10	*42 4	—
Fourth, —	64 9	34 2	30 10	23 1	38 9	*41 11	44 3	—
Fifth, —	64 7	38 2	30 8	24 0	58 0	38 0	21 0	—
Sixth, —	65 6	44 11	30 6	25 10	*40 0	*41 11	20 5	—
Seventh, —	64 4	*38 7	29 8	27 9	45 2	*41 11	23 3	—
Eighth, —	67 4	*38 7	33 9	22 3	*40 0	*41 11	43 10	—
Ninth, —	63 1	*38 7	35 2	19 4	*40 0	*41 11	*42 4	—
Tenth, —	68 1	*38 7	40 7	25 8	42 11	41 6	*42 4	—
Eleventh, —	69 7	*38 7	33 0	23 9	*40 0	*41 11	*42 4	—
Twelfth, —	73 7	*38 7	38 5	29 2	40 9	*41 11	*42 4	—

N. B. The Figures against which Asterisks are placed are the general Average Prices of all England.

