

BY THIS DAY'S MAILS.

NEW-YORK, September 28.
Arrived, ship Phoenix, Stanton, 40 days from Liverpool, dry goods, salt & coals. Sept. 15. Lat. 41. 30. long. 57. spoke brig Fox, 10 days from Salem.
The ship Brutus, Blunt, of Portsmouth, 60 days from Petersburg, hemp, iron, and tallow.
The ship Susan, Stevens, of Wiscasset, 40 days from Dublin, in ballast. In lat. 45. 20. long. 46. spoke ship William, of New-York, 23 days from Liverpool for Savannah. Sept. 15. long. 53. 30. ship Union, Bigby, 13 days from Baltimore for Cork. 13th, long. 61. 30. spoke ship Liverpool, Hamilton, 36 days from Liverpool, for Philadelphia.
The ship Triton, Appleton, 70 days from St. Petersburg, and 57 from Elsinur, hemp, iron, canvas, candles, tallow, &c.
The brig Havana Packet, Franklin, 12 days from Havana, sugar, coffee, indigo and cigars. Passengers, Don Joseph De Aranjio, Don Francisco Almedia, Don Diego Mayo. The schr. Mary, was to sail the same day for New-York. Left brig Aurora, Wickham, for New-York, in 5 days; Susan, of do. discharging; Batavian, do. do. schr. Regulator, do. do.; brig Eliza, Gray, had just arrived in 19 days from do.; ship Minerva, of Philadelphia, discharging, and others.
The British schr. Margaret, White, 16 days from St. Johns, N. B. plaster.
The schr. Washington, Eldridge, of Say Brook, 18 days from St. Croix, (Bassee E.) rum and sugar. Left brig Junius, Roberts, of Philadelphia, and brig Hermoine, Pardy, of New Haven.
The ship Sampson, Lombard, from Capede Verdes, via Boston, in 11 days, salt.
The ship Neptune, Edwards, 101 days from Leghorn, wine, oil, soap, candles, &c. Left ship Suffolk, Thompson, for N. York, in 30 days. At Mahaja, brig Pocahontas, Pratt, for New-York. July 13. spoke brig Mary and Eliza, of New-York.
The brig Bellisarius, Gilford, 70 days from Liverpool, salt, crates and coal. Aug. 11, long. 24. spoke ship Sheffield, Davis, 20 days from Norfolk for Rotterdam. 14th, long 33, ship William and John. 18 days from Liverpool for Alexandria. 29th, long. 46, ship Baltimore, 18 days from Baltimore for Amsterdam. Sept. 4, long. 54. 30. brig America, Shaw, from St. Pedro, for Rhode-Island—a few days previous had sprung a leak. In lat. 40. 4. in 45 fathoms water, spoke brig St. Tammany, Cluges, 16 days from Point-Pitre. For New-York—one passenger dead and captain sick.
The schr. William, Wallace, from Fredericksburg, wheat and flour.
The schooner Hebe, Burrows, 20 days from St. Vincent's, sugar, rum and molasses. Left a schooner for Penobscot and a schr. from Wiscasset, just arrived. Sept. 23. spoke ship Philadelphia, from do. for Batavia.
The new brig Othello, Terret, from Sionington.
The schr. Mary, McDonald, 17 days from Havana, sugar and cigars.
The sloop Providence, Brown, from the Delaware, corn.
Cleared, ship Paragon, Hague, Amsterdam; brig Venus, Densmore, New Orleans; Union Gibbs, Guadaloupe; Eunice, Hunter, Lisbon; schr. Regulator, Dowdy, Edenton; sloop Science, Hauxhurst, Alexandria; schr. Hunter, Snowden, Petersburg.

GENERAL WILKINSON

To the Printers of the New York Gazette.
A letter has appeared in your paper of the 27th inst. said to be from a gentleman of veracity and honor," dated Richmond, September 17.
This letter charges Gen. Wilkinson with the crime of forgery in the first instance, and of conspiracy to commit murder in the second, in order that the only person said to be capable of detecting him, might "tell no tales." If the charges be true, the Gen. is worthy denunciation as the prince of villains; but if founded in error, this gentleman of veracity and honor, or his publisher has committed an unpardonable degree of levity in thus poisoning a distinguished character with the foulest calumny. I will not suppose that the letter was written without belief of its truth, for I would not, for the honor of human nature, suppose, that such a degree of baseness would assume the garb of veracity and honor in any heart not engendered in the lowest of the infernal regions.
The charges are true, or they are not; there can be no middle line; let us therefore examine the allegation with candor.
"An attempt was made to poison Mr. Duncan and his negro has confessed the fact. On further examination before a magistrate he charged a person by the name of Kinney as his accomplice, whom he said incited him to the act by a promise of 700 dollars, and a horse, if he succeeded. Kinney, however, was not examined by the magistrates," &c. That Kinney was not examined by the magistrates was probably owing to the laws of Virginia, which pay no regard to the testimony of a slave. But although it does not appear what motive Kinney could have to commit the murder, unless (as the writer seems willing to suppose) he would poison a fellow creature, to enjoy the privilege of "boasting among his companions that he and the general were on the most intimate and friendly terms, and that they frequently got quite blue together over the bottle"—a degree of devotion to the will of a friend certainly very new in our country. Yet let all this be admitted. How is the general implicated? What character, however immaculate, would be safe if any murderous villain, after committing the crime, would excite belief by only saying, "He told me to do it!" Yet this implication is still weaker as it respects the general, for it seems he was only an acquaintance of him who the negro said told him to do it. I cannot dwell upon this charge, because it is an humiliation even to allow that a defence can be necessary. Now comes the reason why Gen. Wilkinson wished to destroy Mr. Duncan. "He (Mr. Duncan) became uneasy after this attempt, and requested Col. Burr to take his affidavit, which he finally did, after Mr. Hay had agreed to admit it in court. In this affidavit Mr. Duncan states that he was present at New-Orleans last winter when

Wilkinson deciphered the letter said to have been received from Burr, that he saw him erase and alter the original, and then forge a letter which he swore on the Holy Evangelists of Almighty God and the honor of a soldier, was a true and faithful copy of the original, when he, Duncan, advised and was present at the forgery and perjury."
Since Mr. Hay agreed to admit this affidavit in court, why was it not produced there? It surely would have cut short Mr. Burr's trial. Was there ever before an instance in the world, where a man would voluntarily expose himself to trial for treason when he had it in his power to nip the proceedings in the bud, by shewing that the testimony on which the whole turned was a vile forgery? One of two things irresistibly follows—either no such affidavit exists, or the man who gave it had no title to credence, owing to the execrable degree of his own baseness, by being the adviser and prime instigator of the crime. I am inclined to think the former, because nothing has appeared which gives me any suspicion that Mr. Duncan is either a fool or a knave. But the gentleman of veracity and honor, gives one push more to the general's character; he went out of town armed, (by the bye the general never travels unarmed) after he was summoned to appear before the grand jury, and did not return till they were discharged, this is the assertion. The grand jury themselves however are silent, we hear no complaint that a subpoena was treated by the general with contempt in a case of such serious importance as a conspiracy to murder. It is certainly the first grand jury in the world who ever suffered so great a criminal to escape so easily. But this gentleman of "Veracity and honor" states the fact, and all simpletons, who take assumed titles for real qualities are bound to believe it.
The writer of this knows the general well; he has long known him and feels assured that in spite of all the calumny poured forth against him he will turn out not only a man of real veracity and honor but public spirit and courage. One thing is peculiarly distressing in this attack, and that is the time of it, for if all were true the first promulgation of such charges should be in a judicial form, yet the facts, that while the general is charged with committing forgery and revelling with an assassin, he was alternately attending the public duties of his station and his painful domestic ones by the side of a dying wife, whose subsequent death has to this moment filled his soul with grief. The following letter from himself, in answer to one which could not avoid consoling expressions, will better express the situation of his mind, than the writer of this possibly can.
WASHINGTON, July 7, 1807.
MY FRIEND,
Your letter of the 23d ult. found me in Richmond, and was a sweet solace to my afflicted bosom which, however indifferent to the slanders of the ignorant and the prejudiced, cannot retrospect a dear domestic privation, without a twinge of inexpressible anguish, yet I find in the pang a sensation, which makes it desirable; a sense of duty and affection merited by my sainted wife, and honorable to my own nature. Glory be to god for his endowments! My animal spirits flow with unabated rapidity—I smile—I weep—I am cheerful and pensive in the same hour. The attacks which have been made against my honor remind me incessantly of what I owe to its defence and what my numerous and respectable friends through out the union have a right to expect from me; to transmit to posterity something more than a spotless fame, and to find a repose in the same damp tomb with my adorable wife, constitute the first object and wishes of my heart.
(Signed) JAMES WILKINSON.
I rely on your justice, Messrs. Printers, to give immediate place to the enclosed, which you will candidly allow, ought to follow as near as possible, after the letter you have published; and I trust that the other printers who may give place to the letter from a gentleman of "Veracity and Honor," will obligingly publish these remarks from a
MAN OF FEELING.
PHILADELPHIA, Sept. 29.
Arrived, brig Nassau, Gibson, Port-au-Prince, coffee.
Cleared, brig Charlotte, Winsor, Boston; schr. Wm. and Mary, Taggart, City St. Domingo.
Brig Ariadne, Cullen, sailed from St. Croix 2 days before the Gov. M Kean.
Ship Fair Trader, Cooper, hence at Isle of France.
Ship George, Hamburg, Batavia to Philadelphia, has put into the Isle of France.
Ship Cordelia, Medlin, was at the Isle of France 11th June, waiting for produce.
The schr. Evander, of and for this port, from St. Thomas, sent into Tortola, is condemned, vessel and cargo.
Lazaretto, Sept. 28.
Yesterday arrived, brig Enterprize, Abbott, 16 days from St. Thomas, cocoa; brig Sophia, 13 days from ditto, cocoa. Left, brig Fair Trader, in 3 or 4 days; schr. Allegany, uncertain, having lost her boats in a gale on her passage to St. Thomas.
Also, schr. Mary and Eliza, Herrington, 95 days from Leghorn; brig Eliza, Griffith, 19 days from Trinidad; schr. Hannah Louetto, Scott, 24 days from Cayenne, with rocca and cotton.
This morning arrived, the schr. Gov. M Kean, Tallman, 15 days from St. Croix, rum and sugar. Left the brig Elizabeth, to sail in 10 days.
Brig Ethiopian, Carr, Matanzas, 15 days, sugar; ship Hampden and Sidney, 20 days from Havana, sugar; ship Complanter,

55 days from London; ship Rose, Gardiner, 70 days from St. Petersburg; Helena, Smith, 35 days from the Isle of May; and the ship Manchester, 60 days from Liverpool.
DISPATCHES.
Arrived, the ship Complanter, captain Gillies, 50 days from London. In this vessel came major Biddle, who is charged with dispatches from Mr. Munroe—he proceeded immediately for Washington. It is also stated that Mr. Biddle bears dispatches from Mr. Armstrong, at Paris, with whom he went out in capacity of secretary of legation. These, it is probable, relate to the acquisition of the Floridas.
The last verbal accounts from England, by persons who conversed with Mr. Munroe, authorize us to believe that this gentleman entertains the strongest expectations of a perfect accommodation between this country and Great-Britain.
NORFOLK, September 25.
Arrived, schr. Rising States, Newcomb; and sloop Chancellor, Story, 3 days from New-York.
The ship Rolla, Garey, 44 days from London, dry goods, arrived in Hampton Roads on Wednesday bound to City Point. —Spoke, Aug. 22, in lat. 46, 22. long. 33, ship Aberdeen, Walker, 13 days from Liverpool, bound to New-York—23, in lat. 46, 9, long. 34, 50, brig Nancy, Bowers, 14 days from Greenock, bound to Wiscasset—26th, in lat. 44, 7, long. 38, British ship Neptune, 25 days from St. Domingo bound to Liverpool—29th, in lat. 42, 33, long. 45, 50, ship Eliza, Sprout, Sutter, 38 days from Amersdam, bound to New-York—Sept. 13, in lat. 38 12 long. 63, ship Nancy, Martin, from New-York bound to Liverpool.
FEDERAL GAZETTE.
WEDNESDAY, SEPTEMBER 30.
Extract of a letter from an eminent merchant, dated LONDON, 12th August.
"We have had many meetings of the manufacturers and merchants since the unfortunate affair of the Chesapeake, with the hope of contributing to restore that commercial intercourse under which both countries have flourished for several years past; but, my friends, as we have a difficult task to manage with the administration and ship-holders of our country against us in so many particulars, we are astonished that you are so negligent and so awkward in the management on your side the water, for those two rival countries every thing is done by good management; you cannot be ignorant that a great weight in the opposite scale is necessary to counteract the continual pressure in the emigration and desertion of above 10 000 persons annually to your country, all which we know must in time give our country a preponderance over the parent country. Now, methinks, you ought to continue and increase the number of links in the chain of our mutual interest in order to prevent our brooding over the losses we sustain. The plan of your funded debt occasioned many of our principal officers to embark their money in your funds. Mr. Baring says the *ere were eight admirals* stock-holders in your 5 1/4 and 4 1/2 per cent stocks, whose good behavior was secured by this connection with your funds; then why do you wish to dissolve a charm so powerful and yet so cheap? Where are the eyes and ears of your calculators? Is there any use for money in your country, that you are in such a hurry to return it to Europe when you paid but 4 1/2 per cent interest for it? Is it, can it be better to destroy all the interesting links between us and fight our navies, than civilly to borrow our money of us to subscribe to your banks, turnpikes, and canals in your infant country, that would increase your population and raise the value of the public lands, after all these beneficial plans were effected, to an immense profit? Think of these things, my friend, and that if you would only keep a few sail of men of war cruising on your own coast, to prevent the capture of your vessels direct from England, by which the loss by insurance would fall on us; our ships would not trouble your harbors. In short, my friend, your government must shew a little more attention to natural and sound policy before you can hope to keep at peace; make it more instead of less for the interest of Great-Britain to forget her jealousies, and all will be well; but if you go on weakening our friendly chains, you have us nothing to prevent the quarrels we wish to avoid."
BURR.
The following, from the "Enquirer" of the 26th, is the latest account from Richmond.
The proceedings on the motion to commit, are likely to last many days longer. One of col. Burr's counsel (Mr. Botts) it is understood, will be compelled by the situation of his family and by his public and professional duties in the district court of Fredericksburg, now about to commence, to leave the defence after the attendance of this day.
INTERNAL IMPROVEMENTS.
Our readers will be pleased by a perusal of the following extract from a letter, written by a gentleman of observation to his friend in this city, dated
"Frederick county, August 28.
"I have just returned from Pennsylvania, and knowing it will give you pleasure, I will communicate information I obtained respecting the road through Yorktown to the canal on the Susquehanna. I found the locks floored with brick, which had been broken up. They can be easily repaired by flooring them with plank. I viewed the canal, and think it a useful work. I was informed by the keeper, that 365 boats have passed through, this spring and summer; that all the arks and rafts were obliged to pass on the east side of the island, which

lies at the head of the canal, and consequently none of them can land on the west side for some distance. Ipses' landing is where many stop. An eligible landing may be made on the west side of the river, above the mouth of the canal, at which place there is no doubt the turnpike ought and must end; which is now said to be 11 miles from Yorktown, but several gentlemen think it may be reduced to 9.
"I had the pleasure of meeting and conversing with the commissioners, who had just finished measuring the road to Yorktown from the line where our turnpike is to stop. They informed me that it was not quite 46 miles from Baltimore to Yorktown, and of course the distance from Baltimore to the head of the canal will be about 55 miles. When I was at Philadelphia, the mile-stones shewed it to be 66 miles to Lancaster; and it was supposed 11 miles to Wright's ferry—total 77. So that all produce coming down the river will be, when at the head of the canal on Conawago Falls, 22 miles nearer to Baltimore, than when at Wright's ferry to Philadelphia. It appears also, from the best information I could obtain, that it must be 15 miles from the upper end of the Conawago Falls to Wright's ferry. Sure I am, no man would risk his life and his property through the dreadful and dangerous 15 miles to Wright's ferry when he could receive as much for his produce at the head of the canal from a Baltimorean, as he could obtain from a Philadelphian at Wright's ferry; and there is no dangerous place in the river above Conawago falls.
"I glory in the industry and the rapid rise and progress of Baltimore. The advantage of an ad 22 miles shorter, with the privilege of avoiding the dangerous falls to Wright's ferry, give to Baltimore a very great advantage over Philadelphia. I have long been of opinion that every farmer on the west of the Susquehanna is as much interested in the rise of Baltimore as we are; and from conversations with several gentlemen, I was pleased to find it much strengthened. A sanguine hope is encouraged here, that a law will be passed next session to extend the turnpike from Yorktown to the river. This being accomplished, I think every farmer on the east side of the river, above the falls, who brings his produce down the river, will soon find himself equally interested with those on the west.
"I also spent part of a day at Anderson's ferry, over which we walked on the ice when called to the Jerseys, in the winter of 1776-7. That place is much improved. On the east side of the river is a handsome little town, which Mr. — informed me had been laid out only about two years ago; and I understood him that there had been erected about 40 dwelling-houses. If this has risen so rapidly, how rapid will be the growth of one at the head of the canal and turnpike, when they are completed?
"I am well acquainted with the situation of Baltimore and the interior of the country. There is no sea port that I know, equal to it, as to internal resources. You may ride from Georgetown to Fredericktown, —43 miles; from Fredericktown to Hanover, —42 miles; from Hanover to York, —18 miles; and from York to Wright's ferry, —11 miles; and during this journey of 114 miles, Yorktown is the most remote situation from Baltimore, and that is no ascertained to be little more than 45 miles. Baltimore, from its situation, is now the market for the greater part of the produce from the upper part of Virginia, Maryland and Pennsylvania, which will be greatly increased with the improvements of our country, whose rapid progress has no parallel, and which I pray to Heaven to continue, and to avert the evils with which we at this time are threatened.
"They have in Pennsylvania obtained a law for the purpose, and seem anxious to complete a turnpike from our line through Little's town to Gettesburg."
KINGSTON, August 21.
Arrived, schr' Jason, Gaul, Philadelphia 26; brig Industry, Sevier, Alexandria 44. Sailed, brig Ann, Liberal, New-Orleans. At port Antonio, Robert Mac Morine, Shaw, from Camden; ship Hope, Shaw, Newport; Cleared from thence, schr's Eliza, Pape, for Plymouth, & Nancy White-mill, Bembridge, Edenton.
August 22—29. Arrived, brig Mary Ann, Davidson, from Alexandria; Syron, Sulger, Philadelphia; ship Three Sisters, Lewis, d.; brig Thetis, Burbank, N. Y.; schr' Welcome Return, Olden, Norfolk.
Off Cape Tiburon, the Syron, was boarded by the French imperial schooner Musquito, who took out two of her crew, and gave the master a note, assigning his reason for doing so.
The Peterell sloop of war from a cruise, brought in with her the American schooner Princess-Ann, of Norfolk, with 30,000 lbs. coffee, cut out of Jeremie on the 20th inst. by her boats, on which occasion Dickins and one seaman were wounded, the former slightly, but the other has since died. At the time she was taken possession of 50 of Petion's troops were on board, who had been hired by the American captain to defend his vessel under an assurance from him that he understood a French privateer was to make an attempt to cut her out. Two of these men were killed, and 6 wounded, one of them, their commander dreadfully; the remainder jumped overboard, and it is supposed perished, as the schr' lay at the distance of nearly a mile and a half from the land.
The schr' Mayaguana, Sano, from Jeremie, under Danish colours, with dispatches to vice-admiral Dacres, has arrived here. The dispatches relate to the capture of the

Princess-Ann, before mentioned—and the vessel has since been given up to the owners.
We understand that the Chichester of 44 guns, lieutenant St. Jorff, with 100 troops had lately been sent by gov. Cameron from N. Providence, to make an attack on Barracoa, and destroy the forts, &c. The greater part of the troops were taken prisoners, & several of them as well as the seamen were killed.
At Montego bay the 20th, brig Exchange, Fitzgerald, 42 days from N. Y. Cleared at Port Antonio, brig William, Saunders, for Boston. At St. Ann, ship Polly Bradley, for do.
From the Merchants' Coffee-House Books.
September 29.
Arrived, schr' James, Beard, 15 days from Matanzas, sugar, Slater and Roy. Left brig Hiram, of Providence, R. I. taking in freight; schr' Laura, for Charleston, in 14 days; schr' Enterprise, of New-York, discharging; brig Betsy, of Alexandria, sailed the day before for Philadelphia; schr' Sea Horse, of and for Philadelphia, sailed in co. Was boarded by an officer from the Leopard, who behaved civilly. Captain B. remarked a large ship in co. with the frigate, very much like the William Bingham, of Baltimore, but which the officer said was a consort of theirs.— Captain B. suspects she is an American vessel taken by them. On Monday passed a large topsail schooner on shore on Smith's Point; the people endeavoring to get her off.
Also, schooner Johanna, Finnigan, 12 days from St. Thomas, ballast, the master, 1 ft a few American vessels, names not recollected. Saturday, off Currituck, spoke brig Cyrus, Coorsell, bound to Baltimore.
Also, schr' Sea Flower, Boyle, 15 days from Matanzas, Porto Rico, cotton & coffee, S. Deer. Left no American vessels there. At Aquadilla, schr' B-wasted, Smith, for Baltimore, in a few days.
Also, schr. Nancy White, Helton, 14 days from St. Johns, Porto Rico, hides, Joel West and Co. Left brig Ulysses, Gold, for New-York, in 8 days; brig Experiment, Philadelphia, in 10 days; schr' John, Robinson, from Wilmington, N. C. for Barbados, put in in distress, vessel and cargo condemned and sold for the benefit of the concerned.
Also, schr' Jason, Holden, 16 days from Laguna, cocoa, coffee, hides and indigo, Lemuel Taylor. Left ship Thomas Wilson, Gardner, for Baltimore, 1st October; schr' Hope, Dawson, of do. not discharged; ship Minerva, of Philadelphia, uncertain.
Also, ship Dumirins, Beard, 42 days from London—ballast. Charles Wignam, Accounts not so late as the Cold Hunter, at New-York. Left ship Lobe, Baldy, for Baltimore, in 3 days. Off Dungeness spoke an English cutter, who informed that the ship Harriet, of Charleston, was totally lost on the coast of France—crew saved, August 21 off the Lizard, spoke ship Ocean, from New-York, for Amsterdam. Same day, the Francis and Mary, of New Bedford, from Norfolk, for Rotterdam. 26th, lat. 51, long. 16, spoke ship Swift, of New-Bedford, from New-York, for Liverpool. Sept. 8, lat. 44, long. 42, ship Mary Ann, from Baltimore for Amsterdam 20 days out. 12th, lat. 43, long. 36, brig John, from Rotterdam, for New-York, out 43 days. 14th, lat. 42, long. 62, ship Francis, from Liverpool, for Boston, 41 days out. 18th, lat. 42, long. 66, ship Grace, from Amsterdam, for New-York, out 38 days.
Also, ship Philip, Williams, 46 days from Amsterdam canvas, glass, &c. James Biays. Left Amsterdam, 18th August. Brought a list of vessels left the third, all of which have been reported. August 25, spoke schooner Rosanna, from St. Petersburg for Salem.
Also, brig Potomac, Stone, 13 days from Bermuda—sugar, rum, hides and sarsaparilla. J. S. Home. Left brig Virginia, from Norfolk; schr. Friendship, Davis, New-Haven; ship Destiny, and Columbian Packet, had their first hearing, and held over for further proof. The schr. Lucy, Ewing, loaded with lumber, was towed into Bermuda, 14th instant, had been dismasted, and upset in a gale of wind 27th August, lost 2 men. The captain had been taken off by a vessel and arrived there a few days before. Passed in the Bay brig Hannah, from Barracoa.
September 30.
Ship Margaret, arrived at Salem, left at M. cha, 1st May ship Hebe and brig Lion, of Baltimore. July 4, lat. 37, S. long. 26, E. spoke ship United States from Bourbon, for Baltimore. Ship Augusta, of Baltimore, sailed from Aden for C. Jumbou, 20th April.
Arrived, brig Agenoria, Discoll, 12 days from Newburyport, plaster, Falls & Brown.
Also, ship Hop, Dashiell, 56 days from T. ningen—bale goods—N. Levering. Left ship Severn, Bryden, 5 days for Baltimore; schr. Edith and Polly, for do. uncertain; ship Meunaid, F. r. do. in 10 days; two others for Baltimore, unknown. Eight days since, spoke off the capes of Delaware, a ship from Isle of May. Lat. 37, long. 72, spoke Bremen ship Margareta, for Baltimore, 66 days out, no news.
Also, Mary and Eliza, Symons, 58 days from Liverpool—salt, coals and crates—the master, August 17, lat. 49, long. 16, spoke ship Hague, from Rotterdam, for Boston. 21st, lat. 48, long. 24, spoke ship Tyconic, from Liverpool for Boston. 22d, lat. 46, long. 27, ship Moses, Brown, of Newburyport, 12 days from Liverpool. 27th, lat. 40, long. 33, brig Patty, Pratt, from Bristol, for Boston. Sept. 16, ship —, Brown, from Amsterdam; and brig Betsey, from Liverpool, for Boston. 20th, lat. 40, long. 67, brig Minerva, from Martinique for Boston; had lost her topmast, and sprung a leak. 23d, ship President, from New-York, for Liverpool.

The First Baltimore Hussars

Will in future assemble for exercise, at half past 3 o'clock, every Tuesday and Friday afternoon, on Mr. Lindenberger's lot, in Stable Uniform, provided with swords, pistols, and 12 blank cartridges each man. The roll will be called at 4 o'clock, and all absentees at that time will invariably be fined.
W. M. B. BARNEY, Capt.