AMERICAN.
AND
Commercial Daily Advertiser.

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COMMERCIAL.

Baltimore Retail Price Current.

ARTICLES.	$	Cts.	$	Cts
Salt, prices, fine,	2		2	25
Shot, per bag	6		6	25
—— per lb		25		
Tobacco, manufactured, per lb		15		50
Teas, Imperial	3			
—— Hyson & Young Hyson	2	50		
—— Hyson Skin & Souchong	2			
—— Bohea	1			
Beeswax		33		37½
Wines, Madeira, good	4		6	
—— inferior	3			
—— Lisbon	2	50	3	
—— Sherry	3			
—— Teneriffe	2	50	3	
—— Malaga	2			
—— Port	3		4	
—— Claret per doz	8		15	
Brandy, 4th proof Cogniac	2	50	3	50
—— Spanish (none)				
Holland Gin, real	3		3	50
—— country	1		1	50
Rum, Jamaica old	2		3	
—— new	1	75	2	
—— Antigua do	1	50	2	
Whiskey, according to quality, age and proof		70	1	50
Apple Brandy	1		1	25
Sugars, Havana white		23		
—— .... brown		20		25
—— Muscovado do		20		25
—— Loaf		30		38
—— Lump		33		35
Spices, Cinnamon, real, p. lb.	2		2	50
—— .... per oz		25		
—— Cloves per lb	1	50	2	
—— —— per oz		12½		
—— Cassia per lb		60		75
—— —— per oz		10		
—— Mace per lb	9		10	
—— —— per oz		87½	1	
—— Pepper, per lb		50		
—— Pimento per lb		50		
Alum		20		25
Almonds		31		37
Roll Brimstone		18		20
Cocoa, Caraccas		37½		
Coffee		25		30
Coppe ras		15		18
Cotton		25		30
Curra nts, Zant		25		
Choco ate, No. 2 and 3		25		28
—— No. 1		33		37½
Candles, mould		25		28
——, —— dipt		23		25
—— —— Spermaceti		60		
Cheese American		20		25
—— English none				
Cigars Spanish	8		16	
Gunpowder, in pound papers and cannisters	1		1	50
—— by retail		85	1	
Hops		37½		40
Hogs-lard		15		18
Indigo, Calcutta				
—— Flotant	3		3	50
—— New Orleans	1	75	2	
Lead, bar		18		20
Madder		75		
Nails, 8 to 20		11		
Oil, in flasks		50		
—— Bordeaux, in black bottles per bottle	1		1	25
—— Whale p. gal	1	40		
—— Spermaceti, winter	2	50		
—— ..... summer	2			
Raisins		25		50
Rice		10		12
Soap, white		18		25
—— brown		12½		16
—— Castile		37½		
Salt-Petre, Am. double refined		75		
—— single do		50		
Scotch Snuff, for lb. bottles		50		
—— per half lb		25		30
Water Crackers—Jamison's		10		12
Wrapping paper—per ream	1	25	1	50
Writing paper—per do	3		4	50
Champagne wine—per bottle	2	25	2	50
—— per doz. do	28		30	
Irish Whiskey—per gal	3			
Bacon—hams		17		20
Cordials—in bottles—per bottle		75	1	50
—— per gal	1	50	2	50

PHILADELPHIA PRICE CURRENT.

PHILADELPHIA, May 2.

Allum p. cwt. 9 *a* 10$; Annatto lb. 1; Ashes, pot, p. cwt. 9 *a* 10$; pearl 11 *a* 12; Bark, Carthagena, p. lb. 25 *a* 50 cts; Beef, Philad. mess p. bbl. 16*a*18; do. do. prime 13*a*15; Boston, No. 1, 12*a*13; do. No. 2, 10 *a*11; Butter, inspected p. lb. 16 *a* 18 cts; Bread, crackers p. cwt. $8; Bristles, Russia lb. 70*a*75 cts; Camphor, ref. 2 10*a*2 20; Cantharides 7 *a* 8; Candles, mould 17 *a* 19, spermaceti 40; wax 45*a*50; Cheese, Goshen 10*a*12; Chocolate, Boston inferior, 18 *a* 22 cts.; Philad. 20 *a* 30; Virginia coal, bush. $1 *a* $1 10 cts; Cochineal, lb 6*a*7$; Cocoa, Caraccas, cwt. 20, Island, $19; Coffee, lb. 24*a*27 cts; Copperas, cwt. 10*a*11$; sheathing copper, lb. 50 *a* 55 cts; pig, 18*a*20; Cordage, foreign, cwt. 14, American 15 *a* 16; Cotton, Louisiana, lb. 24 cents; Georgia Upland 18 *a* 21; Corks, velvet, gro. 80*a*85; common, bale, 70; Duck, Russia, piece $37, Ravens, 16 dolls.; Bear, 18; English, No. 1, yard — cts; Am. piece $20; Flaxseed, out of season now; rough, bush. 1 *a* 1 5; Feathers, foreign, lb. 20 *a* 30 cts.; Am. 60; Fish, dry cod, cwt — —; Fall Mackarel, No. 1, 2 and 3, per bbl. 10 *a* 12; Mass. Shad, 11 *a* 12; Flour, superfine, 8$; corn meal, 4; ditto, in hhds. 800, $19; furs, Otter, south, skin 1 50 *a* 2 50, Martin, N. W. 37 1-2, Muskrat 25 *a* 38, Bear 2 *a* 4$; Racoon, do. 75 *a* 87 1-2 cts; Grain, wheat, bush. 1 45 *a* 1 50, corn, old 68 cents; barley 1 50 *a* 1 55, oats 55 cents; Hams, per lb. 16 *a* 18 cents; Hemp, Russia, per ton, 350 dollars; do. American, 250 dols; yarn, Kentucky, p. lb. 12 cts; Bay mahogany, foot 30, St. Domingo do. 35 *a* 40; Madder lb. 45*a*50 cts; Molasses, W. I. gal. 96 *a* 1 02, sugarhouse 1 10 *a* 1 20; Mustard, lb. 1 75*a* 2$, in bottles, doz. 3 50*a*4; Nails of various sizes, lb. 8 *a* 14; *Naval stores*—pitch, per bbl. 7; tar 8; rosin — turpentine 8, spir. of do. gal. 1 50; Opium, lb. 5 50*a*6; Hogs lard 15*a*16; Indigo, Bengal, lb. $2 15*a* 2 25, Spanish flot. 2 15*a*2 25$; Carolina $1; Iron, Russian bar, ton 130; Swedish, do. 135*a*150, Amer. do. 110 *a* 125, do. sheet 260 *a* 270, do. hoop, large 145, do. small 155*a*160; Juniper berries, lb 11 1-2*a*13 cts; leather, soal, 24 1-2*a*27; upper, side 4 25; Lead, pig, cwt 18 50*a* 19; bar, 20, sheet 22, red 22, white, dry 25, do. ground in oil 26; Pork, cargo, bbl. 23 dollars; prime, 25; mess, 28; Plaister of Paris, ton 50; Quer Citron bark 65; quicksilver, lb. 1 25; Raisins, Bloom, box 4 50*a*5, Muscatel 6 00; Roco, per lb. 25; Rice, new, p. cwt. 6 50*a*6 70; do. old, 5*a*5 50; Saltpetre, refined, lb. 45*a*50; coarse salt $1*a*1 25; American do. — — — —, Shot, all sizes, cwt 22; Soap, Castile, per lb 19, white 13, brown 9 *a* 10; Spelter 50; Starch 13; Steel, Swed. 14 *a* 15 cts; English, Crowley's fag't 20 *a* 25$; Spirits, Jam. 4th p. gal. $2; W. India Rum 1 50*a*1 75; Brandy, French, 2 *a*2 25; gin, Holland, 1st pf. 1 75*a*2; Philad. do. 85 *a* 90; do. country 75*a*80, whiskey, rye 45*a*50, do. apple 1*a* 1 10; P. Brandy 1 20*a*1 30; *Spices*—cloves, lb. 1*a*1 10, ginger, ground 25*a*40, mace 7, nutmegs 4 45 *a*5$; pepper, 29 *a* 33; pimento 30*a*33; sugar, N. Orleans, p. cwt. 16 *a* 18$; Muscovado, 15*a*17; Havana white, 19 *a* 20; do. brown, 16 50*a*17; loaf, p. lb. 24*a*28, lump 23 *a* 26; Tallow, Am. 12 1-2 *a* 14; Teas, Imperial lb. 1 88 *a* 2, Young Hyson 1 55 *a* 1 73, Hyson skin, 97 *a* 1 13; Souchong 97 *a* 1 13; Tobacco, Virg. p. lb. 4 *a* 10, Maryland 3 *a* 12; Kentucky 4 *a* 10, Virg. twist 9*a*10, Cavendish 30; Verdegris 95*a*1$; beeswax 25 *a* 26; whiting, cwt 6*a*7; Wine, Madeira L. P. gal. 3 50 *a* 4, do. L. M. 3 *a* 3 50, Sherry 2 50 *a* 2 75, Teneriffe L. P. 2 *a* 2 50; do. cargo 1 60 *a* 1 75, Lisbon 2 50; Malaga 1 75 *a* 1 80, Claret box 6 *a* 12, do. cask 70 *a* 100, Port, gal. 2 50 *a* 3, Sicily 2 12 1-2*a*2 25; Wool, Merino, clean, per lb. 3*a*4, do. in fleece 1 50 *a* 2, do. half breed 1 12½ *a* 1 50; do. common, clean 18*a*1$; Glass, (per. box of 100 feet) Hamburg, p. box 15 *a* 16 50, Baltimore 15 *a* 16 50; Glass (window) 8 by 10, $17, English 9 by 11, $20, do. 12 by 14, $26.

From a London Paper.

AMERICAN TORPEDOES.

Much abuse has been heaped on the American government for endeavouring, in their present contest with this country, to avail themselves for the destruction of English vessels, of sub-marine machines disgraceful to humanity and contrary to the laws of war; and it has been said that such machines would only have been encouraged in a Jacobin state, with a Jacobin President at its head. We are far from approving the introduction into warfare of any such machinery as that in question. But while we deliver this opinion, we think it but fair to state, what is not so generally known; that in the encouragement of this disgraceful plan, we are as much concerned as the Americans.——In 1804, Robert Fulton, styling himself an American citizen, was invited by Lord Liverpool, then Lord Hawkesbury to this country, to show his Majesty's Ministers, his plans of sub-marine navigation and attack; and on the 20th of July of that year, he entered into a contract with Mr. Pitt and Lord Melville, the principal conditions of which were—

"His Majesty's dock yards and arsenals to make and furnish all such articles as may be required, which are applicable to this purpose.

"If any circumstance should arise to prevent Government carrying this plan into execution, then the parties are each to name two commissioners, for the purpose of examining the principles and trying such experiments as they may think proper, and if it should appear to the majority of the members that the plan is practicable, and offers a more effectual mode of destroying the enemy's fleets at Boulogne, Brest, or elsewhere, than any mode in practice and with less risk, then Government is to pay the said Robert Fulton, forty thou sand pounds, as a compensation for demonstrating the principles, and making over the entire possession of his sub-marine mode of attack."

When the administration of which Mr. Fox and Lords Grey and Grenville were at the head, came into office, they were a good deal surprised, on Mr. Fulton's claiming performance of this contract, to find that such an instrument actually was in existence. The plan would never have met with any encouragement from that administration; but as it had already been accepted of, they were under the necessity of agreeing to allow the necessary experiments to be made, or paying the forty thousand pounds. Earl Grey, then at the head of the Admiralty, gave orders, reluctantly enough, that Mr. Fulton should be supplied with whatever he required as necessary for the success of his experiment, and the execution was entrusted to one of the ablest and most enterprizing officers in the navy.—Several attempts were made on the enemy's vessels at Boulogne; but from one circumstance or other, the plan was always found impracticable. On Mr. Fulton's still insisting on the payment of the forty thousand pounds, the matter was submitted to four arbitrators, Alexander Davison, Esq. Dr. Edmund Cartwright, Sir Charles Blagden, and Capt. Thos. Hamilton, who after a full investigation, pronounced the plan not so far *novel, practicable*, or *effective*, as to entitle Mr. Fulton to the sum in question.

It was admitted by the arbitrators when the engines were exhibited to them, that the explosion of a sub-marine bomb of one or two hundred pounds of powder, under the bottom of a ship of the line, would destroy her, and that were an instantaneous bomb anchored under water, and a vessel to run against it so that the bomb should strike any place under her bottom, and an explosion should take place, the vessel would be destroyed; but admitting the power of the engines, it was remarked that there could not be any dependence on the bombs being made water tight when exposed to a pressure of twelve feet water, more especially, when large enough to displace ten cubic feet of water, and that the laying down, such bombs would be difficult and hazardous in the extreme. It would seem, therefore, that we have no great cause to be alarmed at this sub-marine machinery. Mr. Fulton stated, that each bomb might cost from fourteen to twenty pounds, and that fifty thousand might be made for one million sterling.——He supposed one thousand of these bombs capable of distressing the whole commerce of England for twelve months, and that a magazine of fifty thousand of them would extend its terrors for fifty years. Experiments were made in France by Mr. Fulton, but he acknowledges they were looked up in that country as idle chimeras, or as more curious than useful. The Americans, however, seem to be much more sanguine, and resolved that the experiment shall have every chance of success.

When disappointed of his reward by the report of the arbitrators, he addressed the following letters to two of them. They are curious:

FALMOUTH, Oct. 6, 1806.

CAPTAIN THOS. HAMILTON.

SIR,

I remember at the time of the arbitration you seemed disposed to make very light of what I called new invention or organization; you remember the story of Columbus setting the egg on the little end; and as all these things are amusing exercises for an ingenious mind, I will now beg leave to present you with an egg to set up.

"I have contrived a means by which an anchored instantaneous bomb shall destroy itself, on any day which shall be previously named, from two days to 365—this invention, which is but trifling compared to the whole system, is nevertheless important, for by arranging the bombs to destroy themselves on a given day, there will be a certainty, that after such day the seas will be clear of the engines, and a blockade may be laid for a given time; were this not the case, engines of this kind once laid down, would destroy the confidence of navigators for years.

"Now, Sir, trifling as this invention may appear, I will bet you 100 guineas, you will not find out how to do it between this and the first of next June. If I do not hear from you or the government before that day, I shall order this, with my other challenge to you and Sir Charles Blagden, to be published in the London papers. For, as I conceive, an excessive injustice has been done me, I will never quit this subject till reparation be made; or till I convince the world of the truth of my assertions, and of my rights.

"I am, Sir, your most obedient,
"ROBERT FULTON.

"New-York."

To Sir Charles Blagden and Captain Thomas Hamilton.

Gentlemen—There is an expression in the award on which I must now take the opportunity to make some remarks; it is thus—"And we find the plan of the said Robert Fulton is not so far *novel*, practicable or effective, as to entitle him to." &c. &c. &c.

The contract, which should have been your guide in judging, says nothing of novelty; therefore, novelty was not necessary to my rights. The contract says—"And should it appear that said plan is practicable," &c. &c. But if my plan is not novel, where is it to be found, and what is the reason it has never been practised by nations? That which approaches nearest to my inventions and combinations is a machine made by Mr. Bushnal, in America, during the war, which was called the American Tortoise; in which, I believe, he once or twice went under water; there were also some kegs of powder floated down a river, with common gun-locks in them, and a string tied to the trigger, in hope that some of the British ships would take the kegs on board, and while working about them, the men might pull the string, and blow themselves up.

In what Mr. Bushnal did there wes much ingenuity, and no man respects his talents more than I do: had he prosecuted his studies, he probably might have perfected thought after thought, to the annihilation of all ships of war. But whether his mind only viewed the subject as limited to little operations, or whether he thought too many difficulties attended it, he certainly did not compose his machines so as to make them of any use, nor did he organize any thing like a system; and perhaps it is for these reasons that he has abandoned the subject for more than 25 years; and it is now dormant in him.

But imperfect and scattered ideas are so very unlike perfect engines and efficient arrangement, that the latter may, with justice, be called novel invention.

The improvement which Mr. Watt made on Newcoman's steam engine, has given him an undisputed title to acute discernment and new invention—and this is a strong case in point. But I have frequently seen gentlemen, who, finding some of the component parts of two engines alike, have mistaken them for the same invention. This is, however, an erroneous mode of judging. Locks, clocks, levers, bombs, pumps, &c. &c. cannot be called new inventions; but the arrangement of them may produce a new, ingenious, and important discovery, or invention.

The 24 letters of the alphabet are all old; but Mr. Pope so arranged them in his time as to produce a new poem, called "The Dunciad," which required some genius and exertion of mind. There might have been a thousand persons who could do the same thing, for aught I know; however, they have not done it; and the world is not indebted to such negative genius. I should be sorry to suppose, for one instant, that there are not numbers of persons who could have done all that I have done, and more, had their attention been drawn to the subject with the same ardour that mine has. But no person has yet done so much as I have in sub-marine attack—and what I have done is as novel as most other inventions. Added to this, I believe there are only three persons living, who, as yet, see all the consequences of the system; and even those have not the same motive for prosecuting it which I feel.

As to whether the engines are practicable and efficient, it certainly was not right in you to rest on your own opinions, on points so important to the nation and to me; in such considerations the opinions should have been taken of experienced officers, and particularly of those who have been most acquainted with the engines. But, gentlemen, you say the practice of such engines is not dangerous, and that they are not more destructive than fire-ships and other plans already in practice: I may, therefore, conclude, that you have no fear of them; and I consequently may, with propriety, and with all respect for you, propose such an experiment, *at my own expense*, as I conceive will best prove whether there is or is not danger in the practice of such engines; and I am necessitated, in justice to myself, to make the following proposal, for the reason that you have neither heard evidence nor made one experiment to ascertain the practice of such machines, nor has government ever organized a system to apply the engines with that experience and practice which is given to all other implements of war; nor can an individual make an expedition against the enemy at his own expence, to prove the powers of these machines; I therefore propose the following experiment:

"I will agree to purchase a sloop or brig, to be anchored in the usual manner in Walmer Roadstead, or any other place suited to the experiment. You shall be at liberty to procure a 12 oared cutter, a launch, and a galley, which are as many boats as a vessel usually has for service; you may man such boats in any manner you think proper, and take every precaution for your defence; but you are not to have the protection of any other boats or vessels; when prepared, it is requested that you go on board the vessel each evening at dark, and continue till the morning, and so on for eight evenings during the absence of any moon, or what is called the darks; with your three boats and sloop or brig, you shall be at liberty to defend yourselves by every means in your power. I will then name a person who shall have three unarmed gallies of six oars each; and if he does not blow you up in the eight nights, I will give you a thousand guineas, and pay all expences, except for your personal expences, boats, and means of defence; or, should you not like to risk your persons, you may guard the sloop with the three boats before mentioned; and I will *bet* you a thousand guineas that she shall be blown up within the eight nights.

If you shrink from this fair experiment, which brings the subject home to the feelings, it is a proof that you fear the engines; but should you accept of this challenge, and retract at any period before the expiration of the eight nights, you are to pay all expences.

Should you think proper to accept, before I leave England, which will be about the 5th of October, I will order the necessary arrangements; but should you require time to reflect, and direct a line to me at New York, I will order my agent to superintend the experiment in April or May next, should that time be agreeable to you.

I am, Gentlemen,
your most obedient
and very humble serv't,
R. FULTON.

Ibbotson's Hotel, Vere-street,
Oxford road, September 26, 1806.

NEW YORK, May 9.

BLOCKADE.

We have been politely furnished by the Spanish Consul in this city, with the following official notification of the new blockade of the American coast:

His Majesty's ship Bulwark;
Off Block Island, 4th of May 1814.

SIR—I have the honor to enclose you the copy of a Proclamation issued by Sir Alexander Cochrane, K. B. and Commander in chief on the North American station, for your information and other neutral powers, residing within the States, now placed under Blockade; signifying to them, that as the late embargo in the U. States prevented all vessels from shipping cargoes in the ports of that country, no vessels will be suffered to depart with cargoes; and if they persist in so doing, after this notice, they will be detained and sent to a British port for adjudication.

I have the honor to be,
sir, your most obedient
humble servant,
DAVID MILNIE.
Capt'n and Sen'r Officer off Block Island.

To Don THOMAS STOUCHTON,
Consul for the Court of Spain, residing in New York, North America.

By the honorable Sir Alexander Cochrane, K. B. &c. &c. &c.

A PROCLAMATION.

WHEREAS, Admiral the Rt. Hon. Sir John Borlase Warren, did by virtue of the power and authority to him given, by his Proclamation bearing date at Haliax the 16th day of November 1812, declare, that not only the ports and harbors of the Chesapeake, Delaware, New York, Charleston, Port Royal, Savannah, and the River Mississippi in the U. States of America, were and still continued in a state of blockade, but also that part of Long Island Sound, being the Sea Coast lying within Montaux Point and the Point of land opposite thereto, commonly called Lack Point; together with all the Ports, Harbors, Creeks and Entrances of the North & East Rivers of New York as well as all other the Ports, Creeks and Bays along the sea coast of Long Island and the state of New York, and the Ports, Harbors, Rivers and Creeks lying and being on the Sea Coast of East and West Jersey, the Lowers Countries on the Delaware, Maryland, Virginia, North and South Carolina, and the entrances from the sea into the said River Mississippi, were blockaded;—And whereas, since the institution of the said blockade the enemy availed himself of the supplies which have been furnished by means of neutral communication to those ports and places of the said United States which were left open and unrestricted, hath already fitted out numerous vessels of war, and is now engaged in constructing and setting forth several ships of the line as well as frigates and other armed vessels, for the purpose of prosecuting the war with Great Britain, and frustrating the object of said blockade:

I do, therefore, by virtue of the power and authority in me vested, declare, in addition to the said ports and places blockaded as aforesaid, all the remaining Ports, Harbors, Bays, Creeks, Rivers, Inlets, Outlets, Islands and Sea of the said United States of America, from the point of Land commonly called Black Point to the northern and eastern boundaries between the said United States and the British province of New Brunswick in America, to be in a state of strict and rigorous blockade. And I do further declare that I have stationed off the said ports and places, herein before mentioned, a Naval Force adequate to maintain the said blockade, in the most rigorous and effective manner. And I do hereby require the respective flag officers, captains, commanders and commanding officers of his Majesty's ships and vessels employed and to be employed on the North American station, and all others whom it may concern, to pay the strictest regard and attention to the execution of the said proclamation. And I do caution and forbid the ships and vessels of all and every nation in peace and amity with the Crown of Great Britain, from entering or attempting to come out of said Ports, Harbors, Bays, Creeks, Inlets, Outlets, Islands and Sea Coasts, after due notification of the said blockade, under any pretence whatever: And that no person may plead ignorance of this proclamation, I have caused the same to be published.

Given under my hand at Bermada, the 25th day of April, 1814.

ALEXANDER COCHRANE.

To the respective flag officers, captains, &c. &c. &c.

By command of Vice Admiral,
WM. BALHETCHET, Secretary.

By the steam boat which arrived yesterday, we have received the Albany Argus Extra of Thursday. It congratulates the republicans of the Union on the result of the late Election throughout this state, which is said to have terminated in the choice of nine republican senators; 21 or 22 republican members of congress out of 27, and a majority of from 26 to 42 republicans in the house of assembly. Of this number, Madison county has added three to the republican gain, and Ontario its whole representation. Jefferson county is federal by a majority of 14.

No news from the northern army or fleet.

LATEST RUMOR FROM ENGLAND.

From our correspondent, New London, May 4.

A flag has just arrived from the enemy's blockading squadron, with a number of Americrn gentlemen, passengers, from a Swedish ship from Halifax, bound to New London, from whom we learn, that the ship was ordered off; and on an enquiry by the captain, whether she would be permitted to go into any other port of the United States, he was answered she would not. The passengers further inform, that just previous to their leaving Halifax, information had reached that place by a packet from England, by London papers to the 10th of March, that a general armistice had taken place on the continent of Europe. But on the question being put to the passengers, whether Wellington had been defeated, the answer was, no; he was on his way to Troyes.

Another letter of the same date, states, that 8 ships of war, supposed to be part of Admiral Cochrane's fleet, joined the squadron off this port (New London) on Tuesday evening.

A small neutral vessel which went out to Bermuda, with the news of the raising of our Embargo, &c. had returned to New Bedford. An embargo was laid at Bermuda the 25th of April, the date of Admiral Cochrane's Proclamation. The above neutral sailed by special permission on the 27th.

Contradiction.—The account of the execution of a black man, at the navy yard yesterday, was untrue. It probably arose from the convening of a court martial, which, by the signals of this day, we perceive to be still in session.

From the Buffalo Gazette of April 26.

The public mind has been much agitated for several days past with rumors. We have not been able to ascertain the facts, we decline publishing any of the rumors. We believe however, that events of an important nature are on the eve of transpiring.

The enemy continue repairing fort Erie; and their force appears to have been augmented of late.

It is stated that the enemy are concentrating their forces at Kingston.

Report says that the expedition which sailed from Erie under captain Elliott, went against Long Point—that the enemy (estimated at 200) retreated at the presence of the fleet—that our troops landed and destroyed a store house, and destroyed and brought away a considerable quantity of provisions, and have returned to Erie.

From the N. London Gazette of Wednesday.

A frigate and a sloop of war lay about 4 miles from the Light House, and two 74's and a brig in Gardiner's Bay, in view of our little fleet, without making an attempt to intercept them; a circumstance surprising and inexplicable by us.

The Superb of 74 guns, Capt. C. Paget, went into Gardner's Bay, on Wednesday last; where she now lies.

By orders of his Excellency Gov. Smith, signal poles are erecting along the coast and contiguous, to spread with expedition the information of invasion by the enemy.

A company of militia are stationed at the old Saybrook Fort; under the command of a lieutenant.

ROGERSVILLE, Ten. April 30.

By a gentleman direct from Huntsville, we are informed that an engagement took place about the 15th instant, between the troops under major general Jackson, and the hostile Creek Indians, at or near the Hickory Ground, in which near twelve hundred Indians were killed, and on our side about thirty, chiefly officers. The Indians are said to have been about three thousand strong.

ALEXANDRIA, May 9.

A letter from a gentleman of this place dated on board the Albion, off Tangiers, April 30, states, that admiral Cockburn informed him that he had not received any communication from our government relative to an armistice—that admiral Cochrane had not arrived, but was hourly expeeted; and that he had no doubt of his being clothed with powers to enter into an armistice—Cockburn expressed a confident belief that a speedy PEACE would be the result of the negotiations between Great Britain and the United States. [The above is believed to be the substance of the letter as it was read to us by the gentleman who received it.] *Herald.*

MARCHING OF TROOPS.

RICHMOND, Va. May 3.

To those who love their country, whose feelings are cordially enlisted on the side of her independence, and who exult with conscious pride at beholding the evidences of her strength and resources, there can scarcely be a sight more pleasing than the fine companies of mountaineers now almost daily passing through this city to the defence of the seaboard. They look so healthful, harty and robust, and they march in with so cheerful an aspect, that it is truly gratifying to see them pass.

Conformably to the intention we some weeks ago expressed, of noticing perodically the different corps of volunteers and militia who should march by way of Richmond to Norfolk and Hampton, we have procured the following statement:

Lists of troops marched by this post to Norfolk, since the 31st March, 1814, supplied and transported by Joseph Wheaton, A. D. Q. A. General.

Capt. Henry St. J. Dixon, Riflemen, Washington county,	47
William Smith, Infantry do.	38
L. J. Poindexter, artillery, Louisa,	53
A. W. Woodson, do. P. Edward,	83
W. Sale, Cavalry, Amherst,	51
M'Mullen, Infantry, Rockbridge,	68
J. Dickson, do do.	79
J. W. Bailey, artillery, Shenandoah,	61
J. Richardson, Infantry, Frederick,	58
Thomas Cromer, do. do.	83
James Rowland, do. Botetourt,	96
William Gregory, do. Berkeley,	150
Lieut. Davenport, Infantry, Jefferson,	103
William Cackley, do. Bath,	34
Total number,	1004

The manner in which these troops are marched from the mountains is worthy of attention, and must give general satisfaction. From the moment of their being inspected and mustered in their own districts, they are by previous instructions from the U. States quarter master department established here, provided for and marched at the expense of the general government.—This arrangement prevents the necessity of impressing private property on the road, and takes away all pretext for molesting or incommoding the inhabitants, as was formerly done. Thus not only all cause of dissatisfaction with the government is removed, but by the simplicity and excellence of the regulation, all confusion and misunderstanding in settling the accounts of expenditure on the march are effectually done away, and an immense saving of public money is produced. It will scarcely be credited, perhaps, but it is nevertheless true, that after including every disbursement on account of provisions, transportation of men and officers' baggage, with every other incidental charge, the expence of marching the Virginia troops on the plan now pursued, has not yet averaged more than 25 cents per day for each man. If in other districts the same economical and judicious course is pursued; nothing can be more absurd than the exaggerated stories we sometimes hear of extravagancy and waste in the expences of the army.