BY THIS DAY's MAILS.

BOSTON, August 24.

Arrived, the brig James, captain Folgier, 35 days from Lisbon. Sailed in company, ship Mary, Chandler, of Boston for Havre; Iris, Conway, of Salem, for St. Petersburg. The Neutrality, Wadsworth, sailed July 4, for Gottenburg; Dolphin, Snow, for Havre, on the 6th; brig ——, Tupper, of Baltimore, for do. on the 10th; ——, Fitch, for Baltimore, on the 12th; ——, Davidson, of do. for do. Caroline, ——, of Newburyport, for Havre, July 3. The brig ——, Gray, of Salem, touched and sailed for Falmouth, on the 8th. Left, Delaware, Smith, of Philadelphia; Miles Standish, Davis, of Plymouth; Four Brothers, of Boston, last from Alexandria; brig Mary, Kennebec—two American ships, and two brigs arrived on the 17th July, names unknown. In lat. 40, long. 23, was boarded by an English privateer of 18 guns, out 40 days, and treated very politely, she had captured fourteen French and Dutch vessels and left her in chase of a large French ship. The markets at Lisbon were glutted with all kinds of American produce.

Same day, the brig Mary, capt. Rich, 68 days from St. Petersburg. Left the Sound, June 30, the ship Print, Edwards, for Boston, July two; the ship Rover, Gooding, for do. Sally, Endicot, for Salem. Spoke, in lat. 59, 40, long. 2, 30, ship Lucy Ann, captain Tompkins, for Norfolk. July 16, lat. 60, long. 19, ship Stranger, from New-York, for Hull. August 2, lat. 45, long. 39. ship Mary, Barker, from Boston, for Liverpool, 13 days out. August 5, lat. 45, 50, long. 42, 30, ship John, Jones, 13 days from North-Carolina for Liverpool. August 19, lat. 42, 55, long. 62, 30, schooner Thomas, 60 days from Alicant, for Beverly.

The brig Fox, captain Minns, arrived late last evening, 53 days from Liverpool.

PHILADEDPHIA, August 29.

Arrived, ship Rising States, Bragdon, St. Petersburg, 72 days; John and Alice, Whitesides, Liverpool, 45; Four Friends, Waite, Torrevieja, 56; New-Jersey, Cooper, Antwerp, 54; Liberty, Wilkie, Havre-de-Grace, 53; brig Sally, Foster, St. Andero; schooner Amity, Trefethen, Portsmouth, N. H. 10.

Passengers in the Liberty, Mr. Robert Caldcleugh, of the house of Thomas and Caldcleugh, of Baltimore; Messrs. Titon, Le Faucheuz, and L. Huron, jun.

Came up from the Lazaretto,

Schooner L'Aurora, Baisse, Port-Republican; Happy Return, Tatem, St. Thomas; sloop Jane, York, St. Andrews, 11 days.

Cleared, ship Matilda, Talbot, New-Orleans; brig Julia, Quandrille, Antigua; sch'r Betsy, Stevenson, St. Bartholomews; William, Crust, Halifax, N. S.; sloop Patience, Kuhn, New-York.

Arrived on Saturday, the ship New-Jersey, Cooper. Captain C. left at Antwerp on the 3d July, the ships Pennman, and Sillenus, of New-York; schooner Mount Hope, of Boston, and an American brig seized, being deficient in tonnage requisite to carry tobacco. And at Flushing, ship ——, of Boston. Captain C. spoke the following vessels on the passage: July 16, was brought to by the British frigate Loire, and was informed that two of her boats, carrying 42 men, had cut out a brig from under the batteries of Isle Bas, whose crew was upwards of 80 men. July 29, the brig Sally, Briggs, 26 days from Havre for New-York. July 30, the brig Rebecca, out 13 days from Alexandria for Liverpool.

August 7th, a Danish ship from St. Croix, out 17 days. August 9th, the barque Calliope, Stewart, 37 days from Dieppe for Norfolk.

Same day arrived, the ship Rising States, captain Bragdon, from St. Petersburg, which he left the 17th June, in company with the ships Brutus, Chace, for Newburyport; Lucy Ann, Tompkins, for Norfolk; Rover, Goodwin, and Print, Edwards, for Boston; brigs Polly, Graves, for Marblehead; Mary, Mitchel, for Boston; St. Michaels, Cook, for Salem.—Left there, ship Rising States, Bickford, just arrived; ship Baltic, of Portland, to sail in 30 days; ship Charleston, Wier, for New-York, to sail in 10 days, and several others, names forgot. Spoke, August 2, in lat. 48, long. 39, snow Mehitable, captain Stephens, of Newburyport, from Norfolk for Limerick, out 25 days, all well.

NORFOLK, August 25.

We have it from good authority, that the house of *Lamb & Younger*, of London, have stopped payment.

Late yesterday evening we were handed a proclamation of the governor of this state, prohibiting the entry of vessels from the city of New-York, into any of the ports of this commonwealth. The proclamation in our next.

By captain Herbert, of the schooner Margaret Tingey, we learn that the day before he sailed from St. Thomas, news was received there of the capture of Curracoa, by the British.

Died a few days since, at Clover Dale, in Augusta county, *James Rind*, esquire, of Richmond, attorney at law.

Arrived, the British sloop General Nugent, captain Trott, 29 days from Kingston, (Jam.)

Brig Ann and Francis, Carpenter, 49 days from Cadiz. Left there, ship Dart, Peck, to sail in a few days for Norfolk; brig Argo, Smith, of Boston, for Hamburg, Atlantic, Wilson, of and for New-York. The schooner Sally, Lombard, of Boston, just arrived. In lat. 33, long. 62, spoke Sally, Herbert, of Middletown, out 8 days bound to Barbadoes.

Schooner Margaret Tingey, Herbert, 13 days from St. Thomas.

Brig Currier, Dogget, 49 days from Bilboa.

Ship Alexander, King, 54 days from Falmouth. July 3, in lat. 49, 30, long. 8, spoke the schooner Industry, of Portsmouth, N. H. 14 days out from Bilboa, bound to Portsmouth, had landed some passengers at Penzance, Cornwall. July 4th, in lat. 49, long. 9, ship Washington, Scott, of Charleston, bound to London, 40 days out. 28th, in lat. 43, 20, long. 47, 30, British ship Salamander, of London, three weeks out from Havanna, bound to London. August 4th, in lat 42, 47, long. 53, 50, brig Amelia, of Philadelphia, from Bordeaux, bound to Boston; 18th, in lat. 41, 30, long 61, 20, brig Swift, Gilbert, of Philadelphia, 28 days out, bound to Philadelphia; 15th, in lat. 42, 4, long. 64, 59, schooner Cameron, Wood, of Marblehead, 40 days out from Amsterdam, bound to New-York.

Cleared, ship Brutus, Bradford, Falmouth; Cornelia, Hill, Glasgow.

ALEXANDRIA, August 29.

A caution for Coasters.

Arrived on Saturday, sloop Hiland, Hand, Philadelphia, 6 days. On Monday, the 22d, in the afternoon, standing out of Delaware bay, observed a sail standing in by the wind, at 7 o'clock, Cape-Henlopen Light House, bearing W. N. W. distance 1 1-2 leagues; she came along side, run up French colors, and hailed us in language which none of us understood, she then fired a musket over us, run up English colors, hailed in English, and ordered us to heave too, she then sent her boat with an officer on board, who after examining our men, left us, ordering us to lay too for further orders; in a few minutes the officer returned, and took out of us David Kitchel, an American seaman, who has a family in Philadelphia, but unfortunately had no protection. The officer then left us, ordering us to proceed on our voyage, telling us that he had a right to take any persons he found without protections.

She proved to be the British ship of war, Leander, captain Kain, mounting 64 guns.

WASHINGTON, August 29.

Extract of a letter from Thomas Appleton, esquire, American consul at Leghorn, to the secretary of state, dated May 29th, 1803.

"Yesterday I obtained from the governor, who is chief of the Sanita, or health office, after months of unavailing efforts, considering the total impossibility of his ascertaining at what time and in what places the yellow fever may exist or subside in the ports of the United States, that every captain of a vessel, who shall be the bearer of a patent or a bill of health, declaring "that no contagious fever reigns in the town," and certified by the mayor or the first magistrate, by the chief of the health-office, and by the naval officers of the port, then such vessel shall be subject only to the usual term of 24 days quarantine, and that the merchandize may remain on board during the period, free from the tax of one per cent. but that all vessels not provided with this document shall positively endure the rigor of the present existing law."

Extract of a letter from an officer on board the United States frigate New-York, to Dr. William Rogers of this city.

April 25th, 1803, off Sardinia-- Early in the morning the gunner's mate had been returning the signal lanthorns into the gunner's store-room, as usual, and also the match which is kept burning during the night. He returned and the gunner went immediately down unto the cock pit, and it seems took a light into the store room to see if every thing was properly secured, when from the snuff of the candle or otherwise, fire was communicated to a considerable quantity of powder, upwards of an 100 weight. The explosion took place precisely at 8 o'clock, those in the cock pit suffered beyond conception, though most of them have survived it. The gunner "Morrill" died the following night and also a boy named Hamilton. Mr. Shults died in about thirty-six hours. Burrior, captain's clerk died since our arrival here (Malta). Dr. Weems is yet ill; though recovering fast, as likewise are Mr. Alexis, midshipman, Kennedy, purser's steward, M'Gee, marine. Mr. Lewis, midshipman, and Mr. Israel well. The explosion blew the gun deck and quarter deck hatches up—started the magazine, ward-room and cabbin bed heads. Exertion alone saved us: The fire was extinguished in one hour.

FEDERAL GAZETTE.

TUESDAY, *August* 30.

The French, in their zeal to extirpate British commerce and manufactures seem to care very little what trouble they give to neutral nations. The following letter, which has been politely communicated to us, contains the arrangements which have been adopted by the French commercial agent at Rotterdam, respecting American vessels clearing out from that place for French ports. Similar regulations will probably be adopted by other agents in the different ports of Europe and elsewhere, conformably to the decree we yesterday published:

(Translated for the Federal Gazette.)

ROTTERDAM, 12th Messidor, (11th year.)

The commissary of commercial relations of the French republic to Mr. Alexander, American consul for this city.

Sir,

I have the honor to communicate the decree which the French government have just enacted, for preventing the introduction into France, of every description of merchandize from the colonies or manufactories of England, and to instruct you in the formalities necessary to be observed by foreign navigators entering the ports of France, in order that they may be admitted without difficulty.

You will observe that the 2d article exacts the most rigid attention to the lading of vessels destined for France. The necessity of conforming with the views of government, and at the same time to facilitate the means of fulfilling the formalities required by this decree, induces me to adopt the following regulations, which you will oblige me by communicating to the captains of your nation, that they may conform thereto.

Every captain or supercargo intending to load for a French port, should declare at the French consulate office—

That he will not embark any merchandize without the permission of the charterer, and agreeably to the decree regulating the lading.

The permit should be delivered into the consular office, containing a sworn declaration of the charterer, comprising the mark, weight and quantity, agreeably to the original bills; and he should further accompany the above with the declaration of the broker who made the purchases, or with such other vouchers as will fully prove that the merchandize is the produce of neither the commerce, colonies, nor manufactories of England.

He shall, as before stated, deliver the original bills of merchandize, and when delivered they shall entitle him to a permit to load.

When the captains or supercargoes have finished their lading, they shall return two manifests to the commissarys' office, signed by them, and counterfigned by the consul of their nation, or when that shall be impracticable, then by the commissary himself. The manifest shall contain the particulars of the marks, numbers, weights, and quantity of each package, and each package of merchandize ought to be accompanied with a separate certificate. One of the manifests to remain in the commissary's office, and the other to be delivered to the captain, counterfigned by me. And there shall, moreover, be delivered to the captain such other certificate as the decree of government requires.

(Signed) C. GUYZ.

Extract of a letter from a respectable mercantile house in Liverpool, dated the 16th June, 1803.

"In the papers of this morning are detailed the ways and means, but in so vague a manner that we are at a loss to say what the minister proposes, but the following are the heads in which the American trade be effected.

"A tonnage duty, the rate not specified, a duty on imports of 12 1-2 per cent. but it is not certain whether it is meant ad-valorem or in the consolidated duties of the customs, we think most probable the latter. A duty of 1d. per lb on cotton, but there are various opinions whether on the importation or exportation. An export duty of 3 per cent. on all goods except such as are manufactured wholly of cotton; these duties in addition to the present to continue till 6 months after the peace. We have just been at the custom house, they there consider that the duty of 1d. per lb. is intended as an import duty in addition to the 1 1-2d per lb imposed by the consolidated duty act that the 12 1-2 per cent. is on the duties, not on the value of produce, and that the tonnage duty will be increased from 1s. a ton to 2s. a ton each inward and outward, exclusive of the countervailing duty on American vessels. The consolidated duty act is not yet received. We give you the above as the best opinion we can obtain, not as facts, as nothing can be stated decidedly, till the act is passed. There are still many doubts on the subject of cotton; 2 1-2 is surely too high a duty on low cotton particularly, but we fear it will take place."

The United States brig Syren, captain Charles Steward, carrying 16 guns and 180 men, destined for the Mediterranean, sailed from Philadelphia on Saturday last.

Fifteen Millions.—Who knows but Mr. Jefferson may be able to chouse Bonaparte out of his 15,000,000 of dollars by a paper money tender, worth less than one fourth of the legal interest to become due thereon. The democrats perhaps do not hope for this, because they may think Mr. Jefferson only takes the liberty of trying such pranks on particular friends, such as his benefactor Gabriel Jones. But then they forget that France must now surely come in even the very first under that endearing name; since ambassador Livingston (in his vain, humdrum, suppliant and very inconsiderate memorial) has found out that France is our "*natural ally!*" To be more serious, however, with regard to this memorial, we would observe that all the main arguments it addresses to the French in order to prove that Louisiana would be of no value to them, *were* generally applicable with at least as much force to the United States—We say *were*, because now indeed the case is somewhat altered; since the value of that country seems about to be rated at ("the trifling sum of") fifteen millions of dollars—

"For what is worth in any thing
"But so much money as 'twill bring?"

[*Frederick-town Herald.*]

From BRYDEN'S *MARINE LIST.*

August 30.

Arrived, brig Fly, captain Pearce, 45 days from Cape de Verd, and 25 from Dominique—Salt—W. Wilson & Sons.

The Fly was boarded by two English men of war and treated politely. On the 4th instant, off Sandy Point, (St. Kitts) was brought to by the Lark privateer, captain Clark, of that place, ordering capt. P. to lower his boat down and come immediately on board, which was complied with. After examining the brig's papers and finding no hold for taking her in, the lieutenant and a number of men came on board armed, to search for French property or papers; but finding none gave liberty to proceed, captain P's boat setting them on board the privateer again. On the return of the boat, a prize-master, (Innis Barton, of Providence, R. I.) came on board, ordering the brig immediately into St. Kitts; and on the captain and crew refusing to work her in, he made a signal for the privateer to fire into her, behaving in a very rascally manner, until the brig Polly, capt. Pearce, of Rhode-Island, hove in sight, from Guadaloupe, when he left us and went on board the privateer, ordering captain P. to keep under her lee. When the brig Polly came up they boarded her, took the crew out and carried them on board the privateer, put a prize-master and several men on board and sent her into St. Kitts for adjudication. Night coming on, and the privateer being short of men, they suffered captain P. to proceed, after half a day's detention, and receiving the most shameful treatment.

When captain P. left Dominique, (the 1st August) it was daily expected that the English would make an attempt to take Martinique, it being very closely blockaded.

The English privateers swarm among the islands, and have taken many rich prizes—several Guineamen and others have recently been brought into Dominique.

List of American vessels left at Dominique,

Brig Thomas Jefferson, Mallory, of Baltimore
Catharine, Chever, do. just arrived
Mark & Mary, Mudler, Hudson, do.
Suckey, Taylor, Wilmington, do.
Almira, ——, New-London, do.
Schr. Susanna, Thompson, N. York, do.
——, Taylor, Philadelphia, do.

Spoke, August 12, lat. 29, long. 69, brig Ranger, Small, 5 days from St. Croix bound to Portland. August 19, lat. 36, long. 74, brig Hazard, 4 days from Charleston bound to Liverpool.

Provisions of all kinds high at Dominique.

Arrived, brig Charlotte, Davidson, 56 days from Lisbon—Salt—Wm. and Hugh Neilson. July 17, lat. 36, 16, long. 26, 30, spoke the brig Suckey, capt. Higgins, from Cadiz bound to Newburyport.

Arrived, brig Brilliant, Dennis, 15 days from Boston—Plaister of Paris—the master.

Port of Baltimore.

ENTERED,

Ship Baltimore, Hurst, Liverpool
Weltburger, Koeter, Bremen
Snow Charlotte, Davidson, Lisbon
Brig Henry, Sherman, Bordeaux
Brilliant, Denny, Boston
Sloop Susanna, Cox, Barbados
Eliza, Allen, Rochester

CLEARED,

Sch'r Good Intent, Brooks, Charleston
Charles, Comstock, Hartford (Con.)

Post-Office,

Baltimore, August 29.

☞ *Letters for the British packet Townsend, for Falmouth, England, via Halifax, N. S. will be received at this office till* Monday, *the 5th September next, at 12 o'clock, noon.*

CHARLES BURRALL.

P. S. The inland postage to New-York must be paid on all letters for the packet.

Lost last evening,

Between town and fort M'Henry, a single cased gold WATCH, with a ribbon chain and gold key; maker's name Joh. Jacob Grosser, Farth, number not recollected. Whoever shall have found the same will receive eight dollars reward by leaving it with the printers hereof.

August 30. d3t

3 bales Holland Sail Duck

Just received and for sale by
VON KAPFF & BRUNE.

August 30. d4t

A Lad

OF good connections and disposition, from 14 to 16 years of age, will be taken apprentice in a counting-house. Apply to the printers.

August 30. d1t

3000 bushels Lisbon Salt,

Just received and for sale by
WM. & HUGH NEILSON.

August 30. d6t

25 bales Upland Cotton,

Of prime quality, for sale by
THOMAS TENANT,
Who has a few thousand weight of Prime Green COFFEE, to dispose of.

August 30. d7t

RAN away from the subscriber, about four weeks ago, a negro boy named RICHARD, from 18 to 20 years of age, about 5½ feet high, slim made, has remarkably long and narrow feet; speaks good English, tells a plausible story—bred to the carpenter's business, but very capable of cooking or waiting, and in every respect a very active, smart servant. The original name of the above negro man was Luke, which was changed by his present master to Richard—it is probable he may pass by his former name. The above fellow, a few days before the John & Elly, capt. Edwards, left Charleston for Baltimore, told a gentleman that he was going as cook of said vessel. Twenty dollars will be paid upon delivery of the said negro in Charleston; and one hundred dollars reward upon conviction of any person or persons who may have been guilty of taking the aforesaid negro out of this state.

In case the above negro sailed with capt. Edwards (as it is believed it can be proved) if he will return the aforesaid negro to the subscriber, he shall be exempt from any prosecution he has subjected himself to, by such an illegal act

GILBERT CHALMERS.

Charleston (S. C.) August 26. [30] 4t

WINES.

London particular Madeira wine, in pipes and hogsheads
Lisbon wine, in do. do.
London particular Teneriffe wine, in hogsheads and quarter casks

Also,

London draft Porter of very superior quality in hogsheads
15 hogsheads Richmond Tobacco
And patent Sheaves and Pins,
For sale on reasonable terms.

WILLIAM COLE
No. 4, South street.

August 30. eo

M'Culloh & Poor

Having purchased of Joseph Pleasants & Co. their stock of

HARDWARE,

The business will be continued wholesale and retail at the stand formerly occupied by Jos. Pleasants and Co. at No. 197, Market-street, where they have on hand a large and general assortment of

Ironmongery
Saddlery
Cutlery, and
Brass Wares

Which they offer for sale upon the usual terms.

N. B. They expect by the first arrivals from Liverpool, a considerable addition to their assortment.

August 30. eo3w

For New-York,

Or any other port in the United States,

The very fast-sailing Schooner
DOROTHY,
John Le Fort, master;
Is ready to receive a cargo immediately. For freight or passage (having good accommodations) apply on board at Smith's wharf, or to
JOSEPH TOWNSEND.

August 30. d

SUGARS.

Will be landed on Thursday next at the head of Frederick-street dock, from on board the sch'r Jane, Wilson Jacobs, master, from St Martins,

70 hhds. 50 bbls. and 1 tierce prime Sugars, which will be sold reasonably for cash or approved paper, by
WALTER WILSON,
No. 36, North Howard-street;
Who has for Sale,
500 bbls. fresh superfine Flour, and
A general assortment of Groceries.

Also, for Sale or Charter,

The Schooner JANE,
Just arrived from St. Martins; burthen 600 barrels, in good order and can be sent to sea at a small expence. Apply as above.

August 30. d4t

In the matter of John E. Smith,

A BANKRUPT.

WHEREAS the commissioners appointed in conformity to the statute of the United States, for establishing an uniform rule of bankruptcy, in the above case, have certified to the judge of Maryland district, that the said John E. Smith hath made a full discovery of his estate and effects, and in all things conformed himself to the directions of the said statute; and that they have no reason to doubt of the truth of such discovery, or that the same was not a full discovery of his estate and effects; and two-thirds in number and value of the creditors of the said John E. Smith, who are creditors for not less than fifty dollars respectively, and who have duly proved their debts under the said commission, having signed the said certificate and testified their assent to the allowance thereof—Notice is hereby given, that any of the creditors of the said bankrupt will be heard, if they shall think fit, on Tuesday the 6th day of December next, at 10 o'clock in the forenoon of the same day, at the court house in the city of Baltimore, against the allowance of the said certificate; and that the said certificate will on that day be allowed, unless cause to the contrary be shewn by the creditors aforesaid—Provided a copy of this order be published on the Tuesday of each week for twelve successive weeks, in the Baltimore Federal Gazette, or some other newspaper in the city of Baltimore, before the said 6th day of December.

By order of the judge,
PHILIP MOORE, Clerk.

August 30. tu12t

In the matter of Joseph Williams,

A BANKRUPT.

WHEREAS the commissioners appointed in conformity to the statute of the United States, for establishing an uniform rule of bankruptcy, in the above case, have certified to the judge of Maryland district, that the said Joseph Williams hath made a full discovery of his estate and effects, and in all things conformed himself to the directions of the said statute; and that they have no reason to doubt of the truth of such discovery, or that the same was not a full discovery of his estate and effects; and two-thirds in number and value of the creditors of the said Joseph Williams, who are creditors for not less than fifty dollars respectively, and who have duly proved their debts under the said commission, having signed the said certificate and testified their assent to the allowance thereof—Notice is hereby given, that any of the creditors of the said bankrupt will be heard, if they shall think fit, on Tuesday the 6th day of December next, at 10 o'clock in the forenoon of the same day, at the court house in the city of Baltimore, against the allowance of the said certificate; and that the said certificate will on that day be allowed, unless cause to the contrary be shewn by the creditors aforesaid—Provided a copy of this order be published on the Tuesday of each week for twelve successive weeks, in the Baltimore Federal Gazette, or some other newspaper in the city of Baltimore, before the said 6th day of December.

By order of the judge,
PHILIP MOORE, Clerk.

August 30. tu12t

Eight Dollars Reward.

RAN away from the subscriber, on the 23d instant, a Mulatto Boy, an apprentice to the shoe-making business; he is much marked with the small-pox; has a scar on one of his thies, occasioned by a scald when small; is about 18 years old; straight made, 5 feet 7 or 8 inches high; had on, and took with him one pair nankeen pantaloons, 1 nankeen waistcoat, with sleeves, bound with blue, one pair Russia sheeting trousers, one shirt of the same, one blue cloth jacket with sleeves, and one pair trousers of the same, one blue stuff coat, and a hat bound round the rim; he also took some tools. He speaks something on the French dialect, and speaks some French; his hair is frizled nearly similar to a black person's. I will give the above reward to any person that delivers him to me or secures him in any jail so that I get him again.

ELIAS BARNABY,
Water-street.

N. B. All masters of vessels and others are forewarned from harboring or carrying off said apprentice on their peril. E. B.

August 30. eo

Wanted immediately,

A prudent industrious Woman, who is capable of teaching young children to read and of managing a family (where there is no mistress) in a plain œconomical way—Such a one may hear of an agreeable situation, and high wages, by applying to the printers hereof.