Brig Ann Delano, 49 days from Cadiz. Ship Eugenia, Mansfield, of this port, left Cadiz, for Malaga, the 7th August; and schooner Patty, Coffin, for Boston, on the 24th. Left, ship Melpomene, Lasher, of and for this, to sail in 8 days; ship Charlotte, Warner, last from Malaga, for Providence, in 8 days; brig Aurora, Allen, for Boston, 10 days; brig Jack, Haskell, do. 10 days; brig Dolphin, Tyler, do. 9 days. September 30, in lat. 38, 32, long. 66, spoke ship Oliver, from Philadelphia, for Oporto, out 5 days.—October 3d, in lat. 39, 30, long. 69, spoke brig Hiram, from New-London, for the West Indies, 2 days out. 4th, in lat. 40, long. 72, spoke brig Olive, Riker, from Demerara, for Boston.

Brig Nonpareil, Brown, 80 days from St. Petersburg. September 12th, in lat. 45, 28, long. 45, spoke an English brig from Lisbon, for Newfoundland, out 18 days. 27th, in lat. 40, long. 66, spoke a sloop from Fayal for Nantucket, out 29 days. Same day, spoke ship Flora, from Milford Haven, for New-Bedford, out 43 days. October 2d, in lat. 49, long. 72, spoke schooner Phenix, Stowers, from Martinique, for Boston, out 8 days. They informed that Berbice and Demerara, were in possession of the British. 3d, off the Hook, was boarded by the British frigate Cambrian, and had two seamen pressed; one of them named Samuel Dickenson, the other William Whitman, both Americans, but without protections.

English brig Recovery, from Glasgow, now at quarantine, mentioned yesterday, spoke lat. 55, 41, long. 9, 15, ship Commerce, from Charleston, to Greenock.—Lat. 47, 3, N. long. 43, 33, W. spoke ship Hannah and Eliza, of Nantucket, for New-Bedford, bound to Milford Haven, (E.) 10 days out. Lat. 43, 39, long. 56, 0, spoke the ship Diana, of Boston, from Liverpool, to Boston, 55 days out. Lat. 40, 42, long. 68, 30, spoke ship India Point, Berry, from Liverpool, to Providence, (R. I.) out 36 days. Off the Hook, was boarded by the frigate Cambrian, who took out 6 seamen and three passengers, and put on board five passengers, who were impressed from on board the ship Ohio, Hall, from Belfast.

At quarantine,

Ship Centurion, Hillyer, 170 days from Sumatra, via Isle of France. Captain H. lost eleven of his men on the passage.

Came up from quarantine,

Ship William and Mary, Dillingham, 90 days from St. Petersburg. October 2, lat. 39, 59, long. 73, was boarded by the British sloop of war Driver, Compton, on a cruise, and treated politely.

Brig Minerva, Sherry, 50 days from Bordeaux. September 15th, in lat. 43, long. 60, spoke an English schooner from Halifax, for Barbados, out 5 days. 30th, in lat. 40, 15, long. 70, spoke a sloop from Berbice for Wiscasset.

Signal up for a brig.

The following American vessels were advertised in a New-York paper of the 24th August. *For New-York.* Columbus, Burger; Nereus, Brockbank; Liverpool Packet, Waite; Cotton Planter, Sherry; Hiram, French; Triton, Carberry; Mentor, Gibbs; Marietta, Williams; Mars, Rogers. *For Charleston.*—Mac, Burdick; Volant, Pollard; Susanna, Walker. *For Baltimore.* Comet, Stevenson; James, Chandler; Mississippi, Dawson. *For Savannah.* Rufus, Holland; America, Watson; Hope, Pierre; Minerva, Callahan. *For Philadelphia.*—Annawon, Brown, cleared; Caroline, Motley; Flora, Dehart. *For Boston.*—Baltic, Blunt; Mary, Baker; Nancies, Howland; Maria, Cole; President, Boyd; Warrington, Turner; Venus, Oakman; Two Pollies, Mac-Lauchlin. *For Virginia.* Lyon, Fawn; Mercury, Mac-Carty; Orien, Allen; Nancy, Brown. *For New-Orleans.* Trio, Iram, of New-York; Polly, Puxelle, for freight; Juno, Willer, for sale; Iris, Hoyt. *For Wilmington.*—John Jones, Allen. *For Portland.* Mary, M'Intosh. *For North-Carolina.* Lyon, Phips.

Plymouth, August 22. Arrived, Mercury, Donald, from Havre, for Lisbon, detained; Mary, Sample, Virginia.

The Neptune, Boyd, was to sail from Greenock, September 1, for Boston.

PHILADELPHIA, October 7.

A gentleman who has lately visited the country where the intended CANAL from Chesapeake to Delaware will probably pass, has favored us with an account of the progress of that work, which we are sensible will be highly interesting to our readers.

The company was organised in May last, since which the directors have been employed in making surveys of the ground and other measures necessary to fix the route of the canal, and to begin the work as early as possible—in July last, the directors themselves, with an able surveyor, proceeded to visit all the different places on both bays and the route across from each of them, in order to determine where the surveys should be made, so as to ascertain, in the most correct manner, all the places where the canal can be effected, and to form estimates of the distance, practicability, and cost of each.

In this work, which was essential, to give them such correct information as might enable their fixing the route of the canal, so as best to accomplish the utility promised by so great a work, and with entire impartiality to the country through which it is to run, such considerable progress has been made, that in all probability they will soon be able to decide upon the route itself. Messrs. Latrobe and Thompson, of Pennsylvania, and Mr. Howard, of Maryland, have been engaged to take the soundings of the several waters, and to run the lines and levels across, under the direction of six directors. These gentlemen have already nearly completed the uppermost line or route, extending from French-town upon Elk River to Christiana creek and New-Castle, and have fully ascertained that the canal may be carried across to either of the last places or to other positions on the Delaware below New-Castle, so that a choice of excellent situations present themselves: the highest ground on this route is ascertained to be 78 feet above the level of the tide, at about which height the summit level of the canal may be run for some distance across the middle ground to descend by locks at each: and an ample supply of water may be had for this purpose at a sufficient elevation and near to the canal, from the waters of Christiana, White Clay creek, or Elk River, and the canal itself be cut without obstructions from stone, deep digging, or any expensive, work; the whole distance of this line will not be more than about 13 miles.

When the surveys of the other routes come in like manner to be examined, they will no doubt be found highly practicable, the facts respecting them will probably soon be made known, in the mean time, a system has been established by the directors, for pursuing the works with the strictest œconomy, and though they are chosen from the three states who are more materially interested in the work, they have proceeded with the utmost personal attention, and union of sentiment; many of the most respectable land-holders have come forward voluntarily to give the ground along the survey, and their example has had a happy influence over those who from narrow and selfish views and a real ignorance of their best interests were disposed to demand unreasonable prices, so that altho' several valuable water-rights will be wanted for the canal, yet from the prevalence of a patriotic disposition, and from the variety of position in the choice of the directors, there is no doubt but both the ground and water necessary for the purpose on any result they shall adopt, will be had on moderate terms; those difficulties therefore which arise from this source, from injudicious management, and want of harmony, which have too often proved the bane of great public works, are not likely to be felt: indeed the favorable auspices under which this undertaking has commenced, and the great utility which it promises, have already highly engaged the public confidence, especially to the southward, where the subscriptions that remain open are rapidly filling; whatever jealousies were entertained respecting the work have yielded to a general opinion, that an object of so much importance to the United States ought not to be viewed with the prejudice of local interest, and that whatever city or place may derive most benefit from it no fact is more clear than that the advantages to all, which are either immediately or remotely connected with it, will be very great!

Every American vessel that has arrived in France since the act of government passed in Paris the 1st of Messidor, respecting the importation of British produce or manufacture, or any thing direct from England, and the manner in which all neutral vessels should have a certificate from French agents to prove that their cargoes are not of the produce or manufacture of England or her colonies, were lying there without permission to discharge, have had their hatches all sealed down, notwithstanding all that the foreign ministers have done in protesting against the impropriety of the French government in demanding certificates, and obligating neutrals to export the value of their cargoes in the produce or manufacture of France, without giving any previous notice or warning whatever.

There are now building in France, Holland, on the Elbe and Weser, four thousand flat-bottomed boats, for the purpose of the invasion of England. These boats are built on three or four different constructions, but all calculated to draw as little water as possible. There is one kind rigged into brigs, carrying from 4 to 6 guns, 18 and 24 pounders, besides a number of swivels. Another kind without any deck, carrying one 18 pounder forward, and another aft, rigged into a lugger—and another kind with upwards of 100 feet keel, but built flat like a skiff or batteau. These are to carry cavalry and artillery. [*Aurora.*]

A commercial gentleman of this city, has favored us with the perusal of letters from Havre, to the 14th August. It appears by these, that a large amount in bills of the French agents in the West-Indies, on the first consul, have been presented, and almost without exception, refused payment. The plea for this is of a nature insuperably to prevent recovery in many cases: *to wit*, that the bills are not accompanied with documents to prove the *reality* of the contract, or the *actual* value of the articles sold. In most instances, this objection may amount to a total annihilation of the claim. Bills have been sold in Paris at 60 per cent discount. In order to avoid this difficulty, it is said, that in future, all bills to be drawn in the colonies, will first be registered by the minister of the finance at Paris; yet it is apprehended that in a little time the same vexatious delays and evasions will be created, by an equally unjust pretext, on the part of the French government who evince no disposition for equity. Holders of bills of this description are advised to procure every necessary voucher, and to forward them without delay. For goods sent to France to be admitted there, it is indispensably necessary for them to be accompanied with a certificate of their origin, proving them not to be of British production. The Mary-Ann, of Philadelphia, although arrived previous to the decree requiring this certificate, is not permitted to enter. The South-Carolina, of New-York, is in a similar predicament.

The same letters add, that orders had been sent to the colonies, commanding the agents who issued these doubtful bills to return home, and arrange their accounts, so that the claims may be placed in a train of settlement. [*Relf.*]

HEALTH-OFFICE,
Philadelphia, October 6.

Thirty-one physicians of the city and liberties report 6 cases of the malignant fever in the city and liberties, during the last 24 hours, ending this forenoon.

By order of the Board,
J. KESSLER, *President pro tem.*

Attest,
FELIX PASCALIS, *Secretary.*

CITY HOSPITAL REPORT,
October 6, 1803.

Admitted the last 24 hours, ending this morning at 8 o'clock:

Charles Major, from criminal apartment in the gaol.

Died since last report:

Peter Dulaney, admitted with the hiccough, the 9th day of his disease; Elizabeth, a mulatto, admitted delirious on the 11th day of the disease.

Discharged, cured:

Judith Hines, James Kerley, Alexander Ray, John C. Langdon.

Remaining in the Hospital, ten—of whom 3 are convalescent.

JOHN SYNG DORSEY,
Resident Physician.

Interred in the Public Ground, since last report:

Two adults from the city-hospital; a man from Shippen-street; a child from Callowhill-street; a child from Brewer's-alley.

SAMUEL GOODMAN, Steward.

Of the six new cases reported this day, not one has occurred within the limits of the city.

Arrived, sch'r Aurora, (Portuguese) Coelhoff, Oporto, 40 days.

Came up from the Lazaretto,

Sch'r Harmony, Medlin, Havanna.

Cleared, brig Freelove, Lillibridge, Savannah.

Ship Thomas Wilson, from Liverpool, is below.

Captain Wilcox, of the brig Caroline, from Havre left brig Mary, Willis, waiting for permission to unload.

NORFOLK, October 4.

Arrived, the ship Dundas, capt. M'Grigor, 50 days from Glasgow.

Sch'r Citizen, captain Muir, 21 days from Cape-Francois.

Entered, brig Richard, Jacobs, Tobago; sloop Hiram, Butler, Hudson.

Cleared, brig William Clasy, Lamton, Jamaica; sch'r Sally & Ann, Outerbridge, Bermuda.

ALEXANDRIA, October 7.
HEALTH-OFFICE,
OCTOBER 7.

The committee of health report 3 deaths, for the 24 hours, ending this morning at 10 o'clock.

They acknowledge with gratitude the receipt of 30 dollars, from a citizen, and 20 dollars from an absent citizen, yesterday. This day 10 dollars from an absent citizen, 20 dollars each from 2 absent citizens, who request their names may not be published—Also, twenty dollars from Mr. Wm. Hepburn, and 10 dollars from Mr. Edmund Redmon, of this town, and three quarters of beef from a citizen now absent, as donations for the poor.

S. SNOWDEN, *Sec'ry.*

FEDERAL GAZETTE.

SATURDAY, *OCTOBER 8.*

We learn by captain Muir, from Cape-Francois, that a plot was discovered there a few days before his departure, which had for its object the seizure and death of the commander in chief (general Rochambeau) and the prefect. The second in command, gen. Clausel, and the chief of the staff, Thouvenot, together with upwards of 40 others, have been put on board a frigate in the harbor; the two cooks of the commander in chief and prefect have been hanged. Fort Dauphin was stormed and taken on the 8th ult. by the Brigands. A proclamation has been issued ordering the immediate imprisonment of the English found at the Cape, which was carried into execution on such as could be found, and their property seized.

[*Norfolk Herald.*]

Important letter from the American consul at Algiers to the American consul at Cadiz.

CIRCULAR.

Algiers, August 2d, 1803.

"I have to inform you, that this moment has entered this port two galoetas, Tripoline corsairs, with three lateen sails, and carrying 4 guns, from 50 to 60 men each, & 13 benches of oars; they came from the eastward, will sail in a few days for the coast of Spain, no doubt in search of American unarmed merchant vessels. You will give this information to the masters of American merchant vessels, and to all whom it may concern in the port of your district, and adjacent, and to the captains of any of the United States ships of war, which can be informed in time to prevent the threatened evil, and to search with vigilance for these marooning crafts.

I am, with respect,
Your obedient servant,
(Signed) RICHARD O'BRIEN.
Josef Yznardi, Esq. Cadiz."

We shall always feel more cheerfulness in the acknowledgment than commission of an error. The congressional district including Prince George's, we find is not made up of a "remote part of another county," as we had stated in Thursday's Gazette, but is attached to Anne-Arundel county and the city of Annapolis. We were led into this error by mistaking some observations in the Washington Federalist, about 9 months ago, on the division of the state into electoral districts for choosing a president and vice-president of the United States*.

We are happy to find the American has so much charity as not to impute this error to *design*, but we cannot complement them very highly on the possession of that kind of *charity* which brands an undesigning error as "an infraction of truth of the vilest nature." *Intentional* falsehoods, with which the democratic papers for the last ten years have generally abounded, have been of a nature far more vile. Had we doubted the accuracy of our observation at the time it was penned, a reference to the law would have preserved us from the mistake.

* By that act Prince George's is butchered in the following way: "St. Mary's county, Charles county, and the *fifth* election district of Prince George's county, or the *Piscataway* district, shall compose the first district; the *residue* of Prince George's county, Calvert county, and the *second* and *fifth* election districts in Montgomery county, called the Montgomery court-house election district, and Thomas's election district, shall compose the second district." It was by mistaking this electoral for a *congressional* district, that the error was committed; a district in which the utmost pains have been taken so to cast the county, as that the federal should not preponderate over the democratic part.

ELECTION RETURN.

Mr. Muir and Mr. Shaff, both federalists, are chosen to represent Annapolis in the ensuing assembly.

Montgomery county, all federalists.

Calvert county, 2 federalists, 2 democrats.

Prince George's county, 1 federalist, 3 democrats.

Particulars is our next.

From the returns received at this office, it is ascertained that—

The honorable John Campbell, fed. is chosen to represent the 1st district in congress—John R. Platen, esquire, fed. the 3d, and John Dennis, esq. fed. the 8th—and that the honorable John Archer, demo. is chosen to represent the 6th—W. Bowie, esquire, the 2d—Hon. Jos. H. Nicholson, the 7th, and Wm. Mac Creery, and Nicholas R. Moore, esquires, the 5th.—The 4th district, comprising Washington, Allegheny, and part of Frederick, remain yet to be heard from.

In the general assembly there will probably be about 35 federalists, and 45 democrats.

From BRYDEN'S MARINE LIST.
October 7.

Arrived, ship Eliza, Charnock, 18 days from Philadelphia—Ballast—Lorman and Fulford. Passed the brig Sally, Foster, from Philadelphia, in the bay.

Arrived, schooner Cornelia, Nye, 29 days from St. Thomas—Ballast—The captain. Spoke a schooner from Turk's-Island for Providence.

Arrived, ship Nancy, Hobbs, 63 days from Cowes—Salt—John and James Carruthers and Co.

In lat. 39, long. 65, spoke ship True American, Chamberlain, 5 days from Norfolk.

Arrived, schooner Harriot and Ann, Earle, from Newport—Barley—Peters and Johnson.

Arrived, brig Smilax, Smyth, 28 days from St. Kitts and 16 from St. Croix—sugars—the captain. Left at St. Kitts brig Lear, of Baltimore, carried in by the English ship of war Lark, of 10 guns commanded by Clark (an American) and a ship and brig of and for New-York from Surrinam. 1st instant, spoke a ship from London to Charleston with passengers. Blowing fresh could not learn her name.

Five vessels were driven ashore in Hampton Roads in the gale of Monday night last, names unknown.

Arrived, sloop Eagle, Jones, 12 days from Philadelpha—dry goods, ironware, &c.—Levi Hollingsworth and others.

Port of Baltimore.

ENTERED,

Ship Nancy,	Hobbs,	Cowes
Snow George,	Clarke,	St. Petersburg
Schr. Ann & Hannah,	Earl,	Newport

New Theatre.

NEVER PERFORMED HERE.

On Monday Evening, October 10,
Will be presented an historical Tragedy, in 5 acts, called

Bunker's Hill; or,
THE DEATH OF GENERAL WARREN.
With appropriate Scenery and Decorations.

——— "And let the rallying word
"Through all the day, be *Liberty* or *Death*."

In act 3, A View of an Encampment.

Act 4, A View of Charlestown on Fire. Boats passing with the troops.

Act 5, Bunker Hill fortified—troops drawn up in order of battle.

The last scene, in which the lamemented *Hero Expires*, exhibits a groupe exactly imitative of the celebrated picture painted by Trumbull, of *The Death of General Warren.*

End of the play, a Pantomimical Dance, (composed by Mr. Francis) called

The Scheming Milliner; or,
The BEAU NEW TRIMMED.

In which which will be introduced a variety of Reels, Strathspeys, &c. by Messrs. Francis, Milbourne, master Harris, miss Solomon and miss Hunt.

To which will be added a favorite Farce, in 2 acts, called

The Mayor of Garrat.
(Written by Samuel Foote, esq.)

Sale by Auction.

ON MONDAY,
The 10th instant, at 10 o'clock, at the auction room at the head of Gay-street dock, will commence the sale of

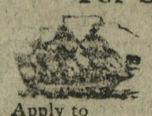
A variety of DRY GOODS, among which are,
3 bales cloths and cassimeres
2 cases of hosiery
3 trunks prints
2 cases of book muslin
2 bales of hessians
20 pieces Russia sheetings.
And for account of the underwriters,
23 pieces of fine and superfine damaged broad Cloths.

LEMMON & CAMPBELL, Auct.
October 8.

London Millinery Fashions,

With an elegant and large assortment of rich and fashionable GOODS, of every description for Millinery, imported in the Atalanta, from London—will be opened on *Monday, the 17th instant*, by Mrs. WILLIAMS,
No. 10, Calvert-street.
October 8. d6t

For Sale or Charter,



The Ship
NANCY,
George Hobbs, master;
Burthen about 3000 barrels.

Apply to
JOHN & JAS. CARRUTHERS & Co.
Who offer for sale,
Lymington SALT, received by the above vessel. October 8. d10t

Mr. Duport

PRESENTS his compliments to the young gentlemen of this city, and has the honor of informing them, that his evening tuition will commence on *Tuesday next*, the 11th inst. when he will be happy to receive the favors of a generous and discerning public.

Any commands will be thankfully received at Mr. Bryden's, where Cotillions and Country Dances, of his composition, may be had.
October 8 d3t

Notice is hereby given,

That I intend to apply to the next general assembly of Maryland for an act of insolvency to discharge me from debts I am unable to pay.
CHARLES ROGERS.
October 8. raw6t

Hazlehurst, Brothers & Co.

Pratt-street, between South and Commerce-streets,
HAVE FOR SALE,
Gin in pipes, Sherry, and Port wine } of superior quality
Demijohns
Ticklenburgs and Osnaburgs } assorted
Brown platillas
Hessians
Diapers, broad and narrow,
Ribbons.
October 8. stu-8cf3t

BOOKS and STATIONARY.

M. and J. Conrad,
No. 138, Market-street,
Have received by the late arrivals,

Large Supplies in addition to their usual very extensive assortment of *BOOKS* and *STATIONARY.*

They have a constant supply of writing, wrapping and letter paper; family and school Bibles; Testaments; Webster's, Dilworth's and Universal Spelling Books; Primers; English and German Almanacs; Schoolmaster's and Tutor's Assistants; Walker's, Sheridan's, Jones's, Johnson's, Bailey's, Entick's, and other Dictionaries; paste-boards; wafers; sealing wax; Rippon's, Watts', Olney's, and Methodist Hymn Books; Watts' Psalms; English Grammars; American Selections; Columbian Orator; Scott's Lessons; slates and pencils; common prayer books; blank books of all sizes and descriptions; pen knives; pocket books; Greek, Latin and French school books; a large assortment of chap books, &c. &c.—all of which, with every article in their line, will be sold on the most reasonable terms, for cash or the usual credit. October 8. eo6t

William S. Summers

BEGS leave to return sincere thanks to his friends for their active exertions in his favor at the election just terminated, as well as to those friends of the successful candidate, who with generous confidence, have promised him their future support. And he takes the liberty of informing them and the voters of the city and county of Baltimore generally, that he intends again offering himself as a candidate for the office of Sheriff, at the next election, and respectfully solicits their friendship and support.
October 8. d7t

Notice.

THE partnership hitherto existing under the firm of Mannhardt, Behn and Co. is this day dissolved by mutual consent; those persons having claims against said firm will present them for settlement, and those indebted will please to make immediate payment to C. L. Mannhardt, who is fully authorised to settle the business of said concern.
C. L. MANNHARDT,
JOHN H. BEHN.

The subscriber has received by the late arrivals from Europe,

An assortment of Dry Goods, suitable for the season, amongst which are,
A few trunks fine 6-4 cambrick Muslins
3 cases men's fine fashionable Hats,
All which will be sold on very moderate terms.
Also on hand,
Old Hock Wine in boxes
4 casks Stone Blue
48 dozen Mustard, excellent quality, &c. &c.
C. L. MANNHARDT,
No. 55, Water-street.
October 8 d7t

Stray Cow.

CAME to the subscriber's, at Cedar Point rope walk, a red COW, without horns, with a bell and leather strap on her neck, and the name of Thomas Ross on the strap. She has been on and off the place several times. The owner is requested to prove property, pay charges, and take her away. JOHN DILLON.
October 8. d3t§

TIMONIUM.

FOR SALE,

THAT well known Country Seat heretofore called Bellefield, adjoining the valuable estate of Thomas Cockey Deye, esq. on the York turnpike, about 10 miles from the city of Baltimore. This estate consists of upwards of three hundred acres, with a reasonable proportion of wood and timber, and a very large proportion of meadow—the garden and improvements generally will be found agreeable. It is thought unnecessary to be more particular, as any person wishing to purchase, will undoubtedly view the premises. Application may be made to the subscriber living thereon for the terms, or to Mr. John Merryman, No. 4, Calvert-street, Baltimore.
SARAH TURNBULL.
September 30. taw