Congress of the United States.

In Senate, December 13.

The bill to repeal the act entitled "An act to establish an uniform system of bankruptcy throughout the United States," was read the third time. It was supported by Messrs. Breckinridge, Cocke, Logan, Venable and Butler; and opposed by Messrs. S. Smith and Wright. It passed in the affirmative. Yeas 17—Nays 12.

The yeas and nays were as follow:

YEAS—Messrs. Anderson, Breckinridge, Butler, Cocke, Dayton, Ellery, Franklin, Hillhouse, Logan, Maclay, Olcot, Pickering, Plumer, Potter, J. Smith, Venable and Worthington.

NAYS—Messrs. Adams, Armstrong, Bailey, Baldwin, Bradly, Brown, Condit, I. Smith, S. Smith, Tracy, White and Wright.

The above bill only requires the signature of the president to be a law.

HOUSE OF REPRESENTATIVES.

Wednesday, December 14.

The house took up the report of the committee of the whole on the report of the committee of ways and means on the expediency of *discontinuing* the office of COMMISSIONER OF LOANS in the different states.

The report of the committee of the whole was a disagreement to the report of the committee of ways and means, and a recommendation to the house to adopt a resolution that it is expedient to discontinue the office.

After a debate of considerable length, the report of the committee of the whole was agreed to by yeas and nays—Yeas 58—Nay 55.

Thursday, December 15.

The house went into a committee of the whole—Mr. Dawson in the chair—on the bill giving effect to the laws of the United States, within the territory ceded by France to the United States.

Dr. Latimore moved an amendment, the object of which was to preserve the Mississippi district, as it has been heretofore, in relation to the entry and delivery of merchandise, instead of making as the bill provides, New Orleans the only port of entry for the Mississippi territory, and to give time for information, moved that the committee should rise.

Agreed to, and leave was given to the committee to sit again.

HANOVER, (V.) December 2.

A remarkable bird was last Saturday killed by Henry Nevens, of this town. It was upwards of 3 feet in height—though it weighed but 12 pounds, it was judged sufficiently stout, and bold enough to have attempted and even destroyed the lives of calves, sheep and lambs. Its wings extended, measured 7 feet 8 inches, and its claws were two and one fourth inches in length. This fowl is supposed to be of the Eagle species; but few of the size are rarely met with in this part of the country. Mr. Nevens shot him flying, sitting on his horse.

NEWBURYPORT December 9.

Loss of the brig Jefferson.

There having been made several statements of the fate of the brig Jefferson, captain Adams, and crew, we have tho't it advisable to make such extracts from captain A's protest, as will set the matter in a clear view:

After mentioning the outward passage from New-York to St. Lucie, from there to St. Bartholomews, the protest proceeds to state that they failed from the latter place for New-York, laden with sugars, the 19th of October; that on the 9th of November, being in lat. 37, long. 71, having strong gales and squally weather, from W. N. W. at 4 P. M. split the foresail, unbent it to repair, continuing squally, dismal, dark weather, under snug sail, at 10, P. M. it being very dark, a French or Spanish ship of war ran foul of said brig and lay along side of her about half an hour, before the two vessels could be cleared; that they then tried the pumps of the brig but found no water; that the said ship broke the jib-boom, bowsprit, sprit sail-yard, foreyard and main-top mast of said brig, and her stream anchor, and carried away her lee shrouds, stove in her upper works on the starboard bow channels, and destroyed most of her rigging and sails, and owing to the extreme darkness and their ignorance of the French and Spanish languages, could not find out what the ship was.

On the 10th November, being rough weather, blowing strong gales, shipped great quantities of water, were employed in repairing; the 11th, still bad weather, and strong gales, were employed in clearing the wreck and refitting; 12th, cloudy and fresh gales, in lat. 36, 21, N. vessel labored much; 13th, cloudy and strong gales from S. W. at 2 P. M. sprung the fore-mast in making sail, and discovered a leak under the starboard fore chains, and half deck, to work considerably, employed in repairing; 14th, bent fore and aft mainsails, then saw a sail, which we immediately bore for; at 6 P. M. spoke sch'r William, Pratt, of New-York, and the brig being in such a wretched condition, it was judged, on consultation of the whole, absolutely necessary, for the preservation of the lives of her crew, to abandon her at that time, and they accordingly left said brig without taking any articles out of her excepting their clothes, a small quantity of provisions and the long boat, which was afterwards stove, but saved and brought in by the schooner; that when they got on board said schooner, she being short of water, capt. Pratt sent his mate and three of the seamen of said schooner in her boat to get a cask of water from the wreck, but the weather would not permit them to return, and the same night the schooner and wreck parted in a heavy gale from N. E. about 8 A. M. saw the wreck again, and on the 17th, at 5 P. M. lost sight of the brig and saw no more of her afterwards, and arrived at New-York in the William, the 23d ult.

Off the capes of Virginia, a Newburyport brig from the West-Indies in tow of a New-York schooner, the brig having been deserted. [This is supposed to be the Jefferson.]

SALEM, December 7.

Arrived, brig Sally, captain Timothy Wellman, 3d, 68 days from Copenhagen.

Same day, schooner Paulina, capt. Asa Batchelder, 27 days from St. Bartholomews. Left there, November 9, brig Sophia, Smith, of Philadelphia, to sail in 4 days for New-Orleans; brig New-Jersey, Wade, for do. to sail in 6 days; brig Alert, Wright, of Baltimore, in 6 days; sloop Dove, Hatch, of Weathersfield, for St. Christopher's; schooner Sally, Pratt, of N. Yarmouth, to sail in 10 days; Betsy, Stephenson, of Philadelphia, when ready; brig Simon, of Newburyport, from Point-Petre, captain's name unknown.—The schooner Catharine, of N. York, put into St. Bartholomews in distress, bound for Demerara, with a number of gentlemen and lady passengers. Sailed in company with the brig Lydia, M'Collom, of Philadelphia, and sloop Nancy, Boardman, of Weathersfield. Spoke, Nov. 18, lat. 30, 20, N. long. 68, 30, W. schooner Ann and Maria, Ducket, of Charleston, S. C. all well. November 17, schooner Maria. E. Winner, master, from Baltimore, for St. Bartholomews. Nov. 23, in lat. 37, N. long. 69, W. brig Providence, Allen, of Rhode Island, bound for St. Bartholomews, 3 days out, all well. Last Sunday, lat. 41, 37, long. 71, schooner Fair American, E. Tinker, of Duxbury, from Boston, bound for Alicant, 2 days out. Same day, schooner Betsy, of Wiscasset, bound to the West-Indies, out 36 days. Markets very dull at St. Bartholomews, for American produce.

Same day, schr. Essex, Wm. Fabens, master, 5 days from Baltimore.

Same day, Arrived, ship William, captain Issachar Obear, 100 days from Amsterdam.

December 8.

Arrived, ship Iris, captain John Conway, 89 days from St. Petersburg. Oct. 6, off Fair Isle, spoke captain Hart, from St. Petersburg, for Portsmouth, who had been taken by a Dutch privateer.

December 9.

Entered, ships John, Barton Sumatra; Prudent, Crowninshield, Messina; William, Obear, Amsterdam; brig Sally, Wellman, St. Petersburg; schrs William, Ingersoll, Martinico; Theoda, Stimpson, Surinam; Paulina, Batchelder, St. Bartholomews.

Cleared, brig Aurora, Webb, Teneriffe and India.

BOSTON, December 8.

Yesterday arrived here the brig Tyger, captain Bartlett, in 37 days from London. She brings accounts to the last of October; but the only measure of consequence, that we can learn, is the expected declaration of war by Great-Britain against Spain and Portugal. Both these powers, says the Morning Chronicle, are sunk under the dominion of France.

The powers of Europe may look with anxiety on the formidable preparations making against that country, but certainly would not do so with unconcern, if they were not blinded to their ultimate interest in the contest. Every part, however, of their conduct, seems more decidedly to prove what little dependence can be placed in them, should appearances indicate the propriety of another confederacy.

On the 4th of October, Bonaparte was at Paris, and reviewed a large body of troops destined for the invasion of England. There were in Holland, on the 13th October, 42,000 men, who would be ready to embark in ten days.

December 9.

FROM LISBON.

Captain Burrows, who sailed October 19, informs, that expectations were then entertained there by many, that Spain and Portugal would be able to negociate for the continuance of their neutrality. The hopes of the British merchants, however, were mixed with fears. The British ambassador was expected from Madrid, on whose arrival it was expected something decisive would be announced. The Moorish frigate had sailed from Lisbon; and as the captain had not been apprised of the peace, he went to sea to cruise for American vessels. The Philadelphia frigate, however, was off Lisbon.

Arrived, brig Laurel, Brown, from Turk's-Island and Barbados. On his passage, on the 28th November, lat. 34, long. 77 1-2, captain B. fell in with a boat, having in her, Mr. Hopkins, mate, and three men, belonging to the Charlotte, captain Monear, from Wilmington, six days out, for Barbados; that had sprung a leak and had been foundering for two days. Capt. Brown had seen the brig the same day; but mistaking her signal of distress for a loose sail from the top gallant yard, did not speak her. Immediately on receiving the above information from Mr. H. captain B. bore away, and made every exertion to find the distressed vessel, on board of which the captain, a man and a boy continued; but could not fall in with her. The mate was opinion that the decks and lumber had come out, and that she had upset; which was the cause why captain B. could not see her. November 29, spoke the brig Thetis, of New-York, for Charleston, who took Mr. Hopkins, and two of the men on board.

Arrived, Philip, Elveth, Alexandria; Hazard, Folgier, Baltimore; Columbia, Howland, Alexandria; Friendship, Potter, Richmond; Shepherdess, Young, Charleston; Susan, Gray, Norfolk.

Cleared, Lark, Cleveland, Baltimore; Eleanor, Arnold, Savannah; Minerva, Harding, Norfolk; Alert, Smith, Alexandria; brigs Two Pollies, M'Lauthlen, Liverpool; Swift, Du Bois, Jersey; Lord Neilson, Blampied, Copenhagen; sch'r Temperance, Knowles, Bordeaux.

NEW-YORK, December 15.

Extract of a letter from a mercantile house of the first respectability in London, dated October 18.

"The demand for sugars and coffee is brisk; but as the season is so far advanced, and having no other channel to export through but the North of Germany, it will in all probability slacken in a short time; in the mean while, these shipments have had the good effect to put a stop to further failures."

The scrutiny in the 8th ward has terminated in giving a greater majority to the federal tickets than before. The corporation have pronounced colonel Morton duly elected alderman, and Whitehead Fish, assistant.

In the storm on Wednesday evening a sloop drifted up to the dock opposite Fisher's tavern, Brooklyn, and bilged; she had no person on board; her mast hung over the side, and her bowsprit had been cut away; she appeared to have been laden with flour; her name could not be discovered, owing to part of her stern being drove in.

We are informed that a petition will shortly be presented to the legislature of the state of Pennsylvania, for an act of incorporation to establish on an extensive plan, a fund and institution, for the improvement generally, of water carriage and roads, throughout that state.

Arrived on Tuesday, during the gale, the schooner Rambler, captain Crowell, in 11 days from St. Augustine. In the Rambler, came 19 French passengers, among whom are several French officers, who were bound from the Cape for Philadelphia, in the schooner Phebe; which vessel was wrecked on the Florida shore on the 27th of October. Spoke on Sunday last, in lat. 36, 30, long. 74, 30, the brig Tace, 30 days from Jeremie for Philadelphia, full of passengers.

Also, the brig Freeman, Plant, in 14 days from St. Thomas.

Also, the schooner Cornelia, Sutherland, from St. Thomas, via Norfolk, in 3 days.

Also, the schooner Good Intent, Forsyth, from Fredericksburg, and 34 hours from the Capes.

Also, the sloop Hope, Hull, in 16 days from St. Bartholomews.

The schooner Julian, Akins, has arrived at Guadaloupe from Wilmington, N. C.

Cleared, schr. Eveline, Moran, West-Indies; sloop Blackbird, Patton, Bermuda.

December 16.

Arrived, the armed brig Experiment, capt. James D. Burger, from Naples, Sicily, and 55 days from Gibraltar. Markets favorable up the Mediterranean, and American vessels in demand to freight. Flour at Gibraltar and Cadiz 8 a 9 dollars per barrel; but would rise, the harvest in Spain being very short. Brandies had fallen at all the ports. The Constitution frigate was to carry the consul-general to Algiers. The United States schooner Enterprise was beating up the Straits as capt. Burger was coming down. Left at Gibraltar, bound up the Straits, the Trent, Kinsman, of Salem; Unis, Burgiss, of do. Offipe, of Boston; Hibernia, of do. and Patapsco, of Baltimore. Spoke, in lat. 35, long. 59, the Industry, Rowley, of St. Johns, out 6 days, bound to Barbados; in lat. 35, long. 24, the Ann & Frances, Gaspie, 36 days from Norfolk to Madeira; in lat. 40, 20, long. 73, a brig from Demerara for Salem.

Same day, the brig Comet, Tombs, in 5 days from Charleston, and 84 hours from Charleston bar.

Same day, the schooner Martha Washington, Buskirk, in 6 days from Baltimore, and 32 hours from the Capes.

Same day, the schooner Nancy, Rosco, in 5 days from Plymouth, North-Carolina.

Same day, the sloop Sally, Bowen, in 8 days from Washington, N. C.

Same day, the schooner Polly Mackie, Baxter, from North-Carolina.

Same day, the brig Antelope, Andrews, in 51 days from Demerara, via New-Castle, Delaware. Spoke, October 28, in lat. 24, 40, long. 68, the brig Hiram, 13 days from New-York, for Jamaica.

Same day, the schooner Mary, Houseman, in 3 days from North Carolina.

Same day, the sloop Astrea, Prior, 8 days from Richmond.

It is with regret we learn that the brig Echo, captain Aime, on her passage from Savannah, for this port, went on shore near Squam Beach, during the gale on Monday morning last, at 4 o'clock. A passenger in the Echo, has arrived in town and informs that most of the cargo was safely hauled on the beach. The probability is, that the vessel will be lost, as from her being almost full of water, it is supposed that she was bilged.

Captain Tombs, from Charleston, informs that there is also on shore, about 25 miles to the southward of the Hook, a schooner and sloop. The schooner answers the description of the Lion, Clark, expected from St. Croix; and the sloop is supposed to be the President, Skidmore, from Richmond, for this port.

Captain Houseman from North-Carolina, informs, that on Sunday night, two miles to the southward of Currituck bar, a brig from Jamaica for Norfolk, in ballast, and thirty souls on board, drove ashore and went to pieces, 15 of the people, including the captain, were drowned, whose corpse he saw on the beach. A schooner from Demerara for Norfolk; and a sloop from Rhode-Island, were also lost near the same place.

Cleared, ships Merchant, Lord, East-Indies; American, captain Thompson, Londonderry; schooner Roswell, Hull, West-Indies.

Signals last evening for two schooners.

PHILADELPHIA, December 17.

It is said, that the legislature of this state are about authorising a state lottery, for the purpose of raising 200,000 dollars.

By the late arrivals from St. Jago, we have interesting particulars relative to the evacuation of Aux-Cayes, which did not take place until the blockade of that town by the British, and the consumption of every living animal, had reduced the garrison to the utmost extremity; forced to abandon Aux-Cayes, general Brunet, conciliated to his duty as a soldier, the humanity of a man; after taking every necessary measure for the safety of the troops and inhabitants, he destroyed, before he quitted the town, every implement of war that yet remained in his possession; the guns were all rendered forever unfit for use, the muskets, powder, &c. were thrown into the sea.

Cleared, ship Swanwick, Hamilton, Cork; Maria, Miller, Londonderry; schr. Messenger, Wickham, St. Jago-de-Cuba; Hope, Loughead, New-York; Commerce, Cole, do; Citizen, Cromwell, Wilmington, N. C. sloop Patty, Newton, Norfolk.

Ship Thomas, Chalkely, Gibson, from New-Orleans, arrived at Liverpool, October 26.

Ship Commerce, Hess, from hence, arrived at Antwerp.

The Messenger, Moncrieff, arrived at Falmouth, (Eng.) in 55 days from Baltimore—The Harriet and Ann, Cox, from Norfolk, at ditto, in 50—The Mercury, Smith, sailed from Falmouth, October 26, for Venice.

The Cleopatra, Uriah, from the River plate for Spain; the Ceres, from Lubeck, for Marseilles; Washington, from Amsterdam, for Naples, have been captured.

The Mary Louisa, Latham, 55 days from Norfolk, for Havre, with 7 French passengers, was informed of the blockade by British cruizers, & put into Falmouth, (England.)

The brig Dolphin, of Boston, captain Snow, sailed from Havre, September 20, for Alexandria. After being out a few hours, in a squall, carried away the head of his foremast and split the forecap, and received other damage. Two days afterwards fell in with the Alemine frigate, John Style, commander, who took charge of the brig and sent her into Guernsey, on the plea of Havre being blockaded at the time of the brig's sailing.

NEWPORT, December 7.

On the 17th of October last, was pressed out of the schooner Boneta, of this port, captain Weaver, while lying at the Island of Barbados, and carried into Antigua the same night, Mr. Caleb Carr, the mate, and two other hands, all of whom had their protections on board the schooner, but were not suffered to go after them. The ship was a prize taken from the Dutch, and now employed by the British as a sloop of war. There were pressed and carried on board said privateer about the same time, of Americans and others, to the number of between 30 and 40 seamen.

READING, (Penns.) December 3.

We learn from a person who was a spectator of the following distressing scene:—That in the night of Monday and Tuesday last, the 29th ult. the barn and stables of Mr. Waters Dewees, at Birdsborough, with ten of his best horses, and a quantity of grain and hay, were entirely consumed by fire, and so violent were the flames, that nothing of this valuable property could possibly be saved, only the riding horse of Mr. Dewees, who escaped much burned, and will hardly ever be fit for use. The worst of the horses was worth 50 pounds. No body knows how the fire broke out.

STAUNTON, (Vir.) December 9.

A melancholy accident happened on Thursday the 1st instant, in this county. The kitchin of a Mr. Coiner was consumed by fire, and with it two of his children, 1 about 2 and the other about 4 years of age, together with a negro child. Mrs. Coiner and the children being at home by themselves, she, while cleaning the house, told them to go to the kitchen, a few minutes after having occasion to go there herself discovered it enveloped in flames, supposed to have originated by the children in playing with the fire dropping some coals into a quantity of flax contiguous to the door, which prevented her from entering, she immediately ran to a hole in the wall where she beheld her tender offspring with uplifted hands, supplicating assistance; her exertions to rescue them were in vain; on taking hold of their arms they slipped from her grasp, the skin remaining in her hands; she made a second effort, and got the head of one through the crevice, but being unable to get it farther, it was consumed together with the others, in the sight of its agonized parent. Their bones were gathered up on the following day and decently interred.

LONDON, October 23.

THE INVASION.

According to the most recent intelligence from Paris, the invasion of this country still forms the principal topic of conversation in all political circles. To doubt of its success, is regarded as high treason against the consular power. The danger of the enterprise, however, is not disguised. It is admitted that one half of the army employed will probably perish before a landing is made; but it is contended that the other half will be sufficient for the conquest of England. The soldiers talk of nothing but the riches they expect from the pillage of London; but the troops which have been in Egypt and Italy, are most remarkable for holding this sort of language. Great resistance is expected at the moment of embarkation, in the slimsy and unmanageable boats on board of which the conscripts are chiefly to be stowed; but it is said that the same means will be resorted to for conquering their repugnance as were employed by the commissioners of the convention, to drive forward the fugitives who abandoned their ranks in the early period of the revolution. It is stated that orders are given to fire grape-shot without mercy on all the corps that evince the slightest hesitation to embark.

FRENCH SEAMEN.

Great efforts are made by the agents of the French government to enrol seamen in all the countries in which the consular influence is recognised. Considerable numbers, furnished by Italy, are distributed in the ports of the Mediterranean. There are French agents employed at Hamburg, Bremen, Dantzick, &c. to seduce seamen from the British merchantmen. Seamen of various nations, thus collected in different parts, arrive in bands of 40 or 50 at a time, in the Dutch and Belgic ports. But notwithstanding all these exertions, not above one-third of the sailors necessary for manning the national flotilla, have yet been collected; and as the crews are composed of men of different countries, it is found extremely difficult to make them understand the orders that are given, or to produce any thing like regularity in the manœuvres.

DEFENCE OF IRELAND.

The Irish government is placing the most vulnerable points, both on the coast and in the interior, in the best possible state of defence. At the important pass near Athlone, a chain of fortifications has been commenced from Gallows hill to the navigation bridge, and a pontoon bridge is thrown across from the barrack to the Abbey on the Leinster side. Should a landing take place in that quarter, the four centre arches of the bridge will be blown up.

PARIS, Sept. 30.

MELANCHOLY PICTURE!

In the course of the last republican year, ending September 23, according to the report of the prefect of police to the grand judge, four hundred and ninety men, and one hundred and sixty-seven women, have committed suicide at Paris; eighty-one men, sixty-nine women have been murdered, of whom sixty-five men and fifty-two women were foreigners, strangers, or have not been owned. Six hundred and forty-four divorces have taken place. One hundred and fifty-five murderers have been executed. Twelve hundred and ten persons have been condemned to the gallies, to the pillory or to chains; sixteen hundred and twenty-six to hard labor, to longer or shorter imprisonment. Sixty-four have been marked with hot irons. Amongst the criminals executed were seven fathers, who had poisoned their children; ten husbands, who had murdered their wives; six wives, who had poisoned their husbands; and fifteen children, who had poisoned or otherwise destroyed their parents.

During the same period, twelve thousand and seventy-six public women, or street-walkers, have been registered, and have paid for the protection of the police. Fifteen hundred and fifty-two kept mistresses are noted and known at the prefecture of police, and three hundred and eight public brothels have been privileged and licensed by the police prefect at Paris.

NARROW ESCAPE.

At a late review of five regiments, destined for the camp at St. Omer, during the firing, a bullet passed through the corner of Bonaparte's hat, which was not perceived before his return to St. Cloud. He ordered immediately two of the regiments to be sent immediately to the colonial depot, one to Italy, one to the island of Elba, and one to the Pyrenees; all the colonels were broken and succeeded by five of his aids de-camps; of whom three were Corsicans, one an Italian, and one a Swiss.

In the late great military promotion of forty-four generals, sixteen only were born Frenchmen; all the others were Belgians, Germans, Swiss, Italians, Corsicans, Swedes, Danes, and Livonians.

A Swiss regiment of one thousand men, are to be added to the consular-guard; the regimentals are to be of their former red color, as in the time of the king. Of nations guarding his consular majesty, the Mamelukes possess his entire confidence, next, them the Swiss, then the Corsicans, and last the French. No determination has yet been taken as to an Italian regiment of guards, although the Italian republic has offered its president 1200 men.

Michael Graham

Has just received for sale, at his store No. 27, Market-street,

2 cases colored Satins
1 do. do. Lutestrings, 1st chop
1 do black do. do.
8 bales Burboon Gurrahs
2 do. fine Bastas
India Sewing Silks
A variety of Silk Velvet Waistcoating
Red, yellow and white Flannels.

Also on hand,

A large assortment of Superfine Broad Cloths, Forest Cloths, Mole Skins, Cassimeres; knapped, twilled and plain Coatings; scarlet, brown and flag Bandannas; India Crape Handkerchiefs, Chintzes and Calicoes; Diapers; Best Ticken, Cottor Yarn; 2 bales Muggah Mamoodies; do. Joydepore do. 1 do Johanna Emertys; 1 do. Ticklenburgs; 1 case riding Whips, assorted—all of which will be sold on reasonable terms for cash

10th-mo. 15th. ea