purposes, as part of the said constitution, to wit:

The electors shall meet in their respective states, and vote by ballot for president and vice-president, one of whom, at least, shall not be an inhabitant of the same state with themselves; they shall name in their ballots the person voted for as president, and in distinct ballots the person voted for as vice-president, and they shall make distinct lists of all persons voted for as president and of all persons voted for as vice-president, and of the number of votes for each; which lists they shall sign and certify, and transmit sealed to the seat of the government of the United States, directed to the president of the senate; the president of the senate shall, in the presence of the senate and house of representatives, open all the certificates, and the votes shall then be counted. The person having the greatest number of votes for president shall be the president, if such number be a majority of the whole number of electors appointed; and if no person have such majority, then from the persons having the highest numbers not exceeding three on the list of those voted for as president, the house of representatives shall choose immediately, by ballot, the president. But in choosing the president, the votes shall be taken by states, the representation from each state having one vote; a quorum for this purpose shall consist of a member or members from two thirds of the states, and a majority of all the states shall be necessary to a choice. And if the house of representatives shall not choose a president whenever the right of choice shall devolve upon them, before the fourth day of March next following, then the vice-president shall act as president, as in the case of the death or other constitutional disability of the president.

The person having the greatest number of votes as vice-president, shall be the vice-president, if such number be a majority of the whole number of electors appointed; and if no person have a majority, then from the two highest numbers on the list, the senate shall choose the vice-president; a quorum for the purpose shall consist of two-thirds of the whole number of senators, and a majority of the whole number shall be necessary to a choice.

But no person constitutionally ineligible to the office of president shall be eligible to that of vice-president of the United States.

NATH. MACON,
Speaker of the house of representatives.
A BURR,
Vice-president of the United States and president of the senate.
Attest,
JOHN BECKLEY,
Clerk of the house of representatives.
SAMUEL A. OTIS,
Secretary of the senate.

NEW-YORK, December [illegible]

Arrived, the brig Happy Couple, Starks, in 9 days from Savannah. Sailed in company, the sloop Nancy, of New-Haven, for New-York. Left, the brigs Jean, Edger; Eliza and Mary, Starr; and Ann Maria, Coffin, all from New-York. Captain Starks has favored us with Savannah papers to the 8th inst. from which we copy the subsequent marine news.—Savannah, Dec. 3.—Arrived, ship Warren, Cowper, 67 days from Rotterdam, with the loss of her main-mast; schrs. Julia, Hammond, from New-Bedford; Antelope, Cook, from Trinidad; sloops Hiram, Butler, from Charleston to New-York in distress; and sloop Ruth, Phipps, from Baltimore. December 7th—Arrived at Tybee in distress, yesterday, the schr. Citizen, Moore, from Cape-Francois, with passengers for Philadelphia; and the brig Federalist, from Jamaica, with French officers from Rochambeau's army, as passengers. The schooner John, was advertised to sail for New-York with all possible dispatch.

Same day, the schr. Columbia, Merrill, in 15 days from Newbern, N. C.

Same day, foundwise the ship George and Mary, Norton, from St. Petersburg via Newport. The brig Industry, and another brig from Salem, had just arrived, and were both to sail for New-York.

Same day, the new brig Actress, Childs, from Connecticut river.

Same day, the sloop Lucia, Booth, in 17 days from Boston.

Same day, within Sandy Hook, where she came to anchor, the British East-India ship Sir Edward Hughes, captain Barrow, (burthen upwards of 1000 tons) from London, and 54 days from Portsmouth. This ship is addressed to the British consul. Spoke, off the Western islands, in long. 28, the schooner Mary, of Providence, bound to Cadiz.

Below last night, the ship Angeronia, Burdick, in a long passage from Charleston. Also, a Philadelphia pilot boat, with the loss of her mainmast, having been blown off the coast. The British brig Simon Cook, which was upset on Sunday night, as mentioned in a former number, has been righted, and was coming up last night.

Cleared, ship Howard, Black, for N. Orleans; ship Susan, O'Conner, Dublin; ship Atlantic, Doty, Amsterdam; brigs Lapwing, Bowen, Curracoa; Hetty, Bunker, P. Republican; Lioness, Smith, Charleston; schooner William, Const, Lunenburgh; sloop Paragon, Wells, Bermuda.

For Sale,

THE time of servitude of five able healthy negro MEN, and two WOMEN, property of the estate of John Lee Webster, deceased. If not sold at private sale before the 1st of January next, they will be offered at public auction, of which further notice will be given.

JOHN S. WEBSTER.
Surviving executor of John Lee Webster, deceased.

October 17. 2awt1stJy

BY THIS DAY's MAIL.

BOSTON, December 16.

Arrived, brig Pacific, Nash, from Guadaloupe, 43 days. Left at Point Petre, brig Franklin, Wait, for Portland; sch'r Margaret Tingey, Herbert, for Norfolk, to sail in 20 days; brig Hope, Smith, for Baltimore; sch'r Unicorn, Rogers, to sail next day for St. Martins; brig Lydia, Stodder, for New-York; brig Gorham, Miller, of Portland.

PHILADELPAIA, December 23.

Extract of a letter from New-York, dated December 21.

"This morning arrived the Philadelphia pilot boat Flying Fish, Garrat Hullkamp, having been out from Philadelphia 21 days. She was blown off during the gale of the 12th inst. & not being able to lie to for 48 hours, was obliged to scud before the wind, and cut away their mainmast. The captain and crew have suffered considerably. About 6 days since, 30 leagues east of Cape-May, fell in with the brig Lovely Lass, from Savannah to New-York, and got a supply of provisions. She was bro't into this port, through the assistance of the New-York pilots.

"On the 1st December the Cape was attacked by the brigands, whose force consisted of between 25 and 30,000 men. Rochambeau, with his staff, was to be sent to Jamaica, on board a British frigate. The French troops, who consisted of about 9,000, were to be sent to different English islands. By the articles of capitulation, the French were to evacuate the Cape within 8 days after the surrender."

"The Paragon, Jackson, and president, Skidmore, from Virginia at Hellgate, bound down. They left Hampton Roads five days since, in company with the ship Eliza, Bissell, for Philadelphia. The Eliza arrived at Norfolk in distress from Lisbon, having had a passage of forty-five days."

An act is at present before congress, for consideration, explanatory of the law respecting the importation of saltpetre into the United States; it declares that from and after the passing of the act, saltpetre may be imported into the United States free of duty.

Arrived, sloop Alert, Griffin, Boston, 8 days.

Cleared, ship Victoria, Da Costa, Vienna, (Port.) schooner Hannah Loretta, Jenkins, Charleston; sloop Eliza, Norton, New-Bedford.

A ship, (supposed to be the Eliza, Bissel, from Lisbon) a brig, two schooners, and a sloop, are below.

CARLISLE, (P.) Dec. 14.

On Saturday morning last, a Fire broke out in the dwelling-house of John Steel, esq. about one mile from this borough, and before any assistance could reach the place, was burnt to the ground. We understand that all his furniture, together with a large quantity of grain, which was in the upper story of the house, was entirely consumed.

FEDERAL GAZETTE.

SATURDAY, DECEMBER 24.

It is verbally reported, that, as Mr. Venable has been elected to the senate of the United States, general Dearborne is to be appointed governor of Louisiana, and that Mr. Nicholson of Maryland, at present a member of the house of representatives, is to be made secretary of the war department. [*U. S. Gaz.*]

Extract of a letter from a gentleman of respectability in Hager's-Town to his friend in this city, dated Dec. 14.

DEAR SIR,

Having observed in the Baltimore papers that frequent meetings have been held on the subject of turnpike roads, I conclude that you are about to enter largely into that business, and to ask the legislature to sanction your plans.

I have no person who could give me any information as to your particular object, but take it for granted that, among other things, the increased exports from Alexandria has suggested the idea of extending a road towards Washington county, and that you calculate (as you can with certainty) that a turnpike in this direction will secure to you all the flour made in this county, and in Franklin, Pennsylvania, as well as in Berkely and Jefferson counties, Virginia, and will certainly take all the flour from all boats coming from Cumberland and other places above Williamsport. On such a road as the Lancaster turnpike, flour may be transported on easier terms than the rate now paid by water and with much greater certainty; of course the preference will be given to that route. The distance from Cumberland to Georgetown renders the trip by water disagreeably tedious to the carriers, and their return uncertain: the sudden rise or fall of water impedes their progress and frequently obliges them to leave their boats, which are often lost for want of attention. These circumstances render it certain that very few boats would pass Williamsport, if a secure conveyance could be had from thence to a good market—this circumstance too presents a scheme for trade, in the purchase of flour, well worth the attention of any person disposed to deal in that article.

It is natural to suppose that my observations proceed from interested motives: That I am interested in the subject and in the establishment suggested, I shall freely confess; but it cannot be called self interest, when a great extent of country will participate in the advantages I contemplate.

It is our interest to have as many avenues to market as possible; it is yours to promote the easiest communication with the agricultural part of the community.—The people in this quarter would be happy to co-operate with you in the establishment of a turnpike, but as we have neither funds nor enterprize to become stockholders, you must find the money and we will do the work. Under an expectation that a scheme of this sort will meet the support of Baltimore, a petition is preferred to the assembly to authorise it. If Baltimore feels any solicitude on the occasion, its representatives may be requested to act accordingly.

With highest esteem,
I am your obedient servant.

Extract of a letter from London, dated October 22, 1803.

"The present moment is a very eventful one, and it will be soon determined whether England is able, single-handed, to fight against the power of France. You, and indeed every other American who loves his country, will feel anxious with respect to the issue. At no period of her history has England been so prepared on the defensive, as for this contest; indeed it appears to be most anxiously desired, that the military despot of France may attempt an invasion. The nation, however, can be hardly said to act only on the defensive, for a more active offensive war, by sea, was never carried on. The volunteer corps now embodied, amount in Great-Britain to more than 800,000 men; this, in addition to an immense regular army, and a militia, (equal to regulars) amounting to 100,000 more men, would seem to place this business on a sure basis. London district only gives of volunteers to march to any part of the kingdom 40,000. A better body of men, eyes never looked at."

ON BANKING.

The attention of the legislature we find by the report which we published yesterday, has been called to this subject. When we offered a few hints on banking last week we had not heard of either the application or the disposition of the legislature, which we find to be now much more seriously and correctly directed to this branch of public economy than on former occasions. When the subject of the improvement company was brought before them, on former occasions, we had deplored the mistaken principles and impolitic conduct which went to discountenance—*a measure which was calculated to encrease the value of every man's farm*, and to promote the population wealth and prosperity of the state—to shorten the distance between the extremes of the commonwealth, to facilitate intercourse, and to render not only the number of markets greater, but to render the intercourse with the commercial mart speedy, cheap, and certain. Better dispositions now prevail—the states of New-York and Maryland have already profited by our neglect of public roads and canals—and it is time that a mistaken conception, or a groundless jealousy, should give way to measures from which public utility without the least individual injury can alone result.

The same prejudices which have prevailed against public works by a company, prevailed against them in general a few years ago; those prejudices are now superceded by experience, and succeeded by convictions of the *economy* of good roads.

When our banks were set on foot the same prejudices prevailed; the commonwealth was to be *ruined* by banking; that is in other words—*that a state* (such as Pennsylvania was a few years ago) *was to be ruined by multiplying the means of commercial industry.*

Would it not be deemed absurd, if a farmer were to be told that he must be ruined by the abundance of *axes* to cut down his timber, and of *ploughs* and *harrows* to till his ground.

Would it not be a monstrous absurdity, to tell a manufacturer that one anvil, one hammer, and one set of working tools would be sufficient for all his work; and that to provide work enough for 5000 anvils and 5000 workmen would be to ruin them.

Yet the clamors against banking originally were equally well founded! For in fact *money* or what represents money, are but the tools of commerce, and what is agriculture unless commerce has tools to work with.

Banking, in fact, resembles labor *saving machinery;* it makes your paper (upon the credit of your capitalists) of equal value with the *bullion* of the *Mexican mines;* it saves to America the percentage which she pays on the *foreign staple;* and contributes the value of the home manufacture to the national wealth.

The great plea of preference of silver and gold as a medium (or the tools) of commerce, is their conveniency. But in other parts of the world things of no *real value* are preferred and as convenient. In an opulent province of India the British receive their revenues in shells of a small size, called *Cowries.* The British government sells these shells (taken up on the islands of Maldiva) to its subjects and make a vast profit on the sale; as they take goods of the most curious and useful manufacture for those shells.

We should laugh at the payment of a revenue of 64,000 dollars a year in shells of 3 fourths of an inch long and half an inch diameter—and of which no human use could be made unless burning them for lime. Yet *gold* is as little susceptible of actual use as those *shells*, though it is more convenient. Yet *paper* assured upon the credit of reputable members of society is surely of equal convenience and as secure as any other medium of traffic. These principles apply to banking, fairly and liberally conducted, and are not intended to justify the abuses which banks, like all other human institutions, are subjected to. [*Aurora.*]

The certainty of the fate of the two ships under the direction of M. Peyrouse, will give relief to the public mind, though we must ever deplore the melancholy event which deprived the world of the services of that truly eminent commander. By several gentlemen lately from the Isle of France, it is reported, that a Danish ship, in her passage to China in the eastern route, took from an uninhabited island an officer and four or five men belonging to the ships commanded by M. Peyrouse, who were so emaciated and worn down for want of food, that they survived only a few days; and that papers containing the history of their shipwreck, and particulars of getting on shore among the natives, &c. were in possession of the government of the Isle of France.

The tale related by the unfortunate officer and men to the Danes on board the ship before they died, is, as nearly as I can learn, as follows: The ships left Port Jackson, and after sailing some time were unfortunately driven among rocks and shipwrecked; the principal part of the officers and crews landed in safety, and preserved great part of the stores, &c. They found the natives numerous and apparently hospitable; after remaining some time on the most peaceable terms with them, it was determined to build a small vessel from parts of the wreck and the stately trees abounding in their neighborhood and to seek some European settlement, from whence they could procure a passage to their own country. In the prosecution of this hopeful scheme they cut down several trees to commence the business; not thinking it of any consequence to the natives, they did not formally ask leave of them to use their timber; the savages, however, most unluckily conceiving their rights invaded, became instantly alarmed, and all their former friendly intercourse immediately ceased. It was not long before they became perfectly hostile, and watching an opportunity when the French were off their guard, (which was unhappily sometimes the case from necessity, but too frequently from want of discipline) they fell upon them from all quarters in a very numerous body, when a most horrible massacre ensued. The voyage of M. Peyrouse had been brought up within a few days to this fatal period, and had been deposited in a safe place known to all the officers; the officer who had escaped thus far in the cruel business, flew to the spot, snatched the papers, fled to one of the boats, where he was joined by four or five men, and instantly put to sea, leaving his unhappy countrymen in the merciless hands of the savages, whom they supposed were very soon overpowered and butchered by their treacherous friends.

Happy to find themselves without the reach of one danger, they continued braving others until they fell in with an island, where they landed, (and here probably they lost their boat.) On this island they remained some months, perhaps many, suffering [illegible] and raiment, until Providence brought out Danish ship to their relief, who took them hunger [illegible] situation, worn down by standing every attention was paid them which humanity could dictate or tenderness suggest, they survived only time enough to relate their woful tale. [*Salem Register.*]

Greater truth, the greater libel.

We are glad to observe that the terrors of this anti-republican doctrine have not intimidated the conductors of federal papers at the southward. They seem determined to risk an appeal to their peers on this important question, if not permitted to state facts without molestation. In the immediate neighborhood of the president the same allegations against him, which are impudently contradicted at a distance, are still recapitulated in the most circumstantial manner. Does not this manifest the warmest confidence in their truth? The best men have argued in favor of the authenticity of Evangelic history in this manner. It would have been, say they, the height of madness in the Apostles, to have published false assertions, in the face of the very people, who must have been acquainted with every circumstance. Such conduct must completely counteract the effect intended to be produced, and at once sink the impostors into eternal disgrace. His mode of reasoning is correct, and as it has gained many proselytes to Christianity; it ought to federalism—it is equally applicable. The legislature of Virginia, it is true, haved voted that Mr. Jefferson was, in their opinion, a good man, and that he was calumniated; the national assembly of France voted that there was NO GOD: neither of these resolutions substantiate any thing, when the most pointed evidence establishes the contrary. What printer in Boston would dare assert that Mr. Adams, the late president, was lately seen, by some hundreds of people, tumbling about on 'Change, in a state of intoxication? What reason can be given that printers in Washington should be guilty of a degree of folly, not supposable here? What is said of Lord Jefferson, his conduct and connections among his nearest neighbors, must and will have credit.

Should our opponents be weak enough to ask whether this mode of reasoning will not corroborate all which has been said of the last administration? We beg leave to remind them, that accusations against the principal federalists have been generally vague assertion as to matters of opinion, without any pointed allusion to facts. Callender, Duane, (and we might come a little nearer home) did risk the consequences of publishing what they called facts. They summoned before courts of justice; they were offered the privilege of proving their positions; they were convicted of having propagated scandalous falsehoods; and suffered the penalties and ignominy which malicious calumniators richly deserve. [*N. England Repertory.*]

For the FEDERAL GAZETTE,

A CHRISTMAS HYMN.

Shall man refuse the strains to join
That raptur'd angels sing?
No—mercy great, and love divine,
Shall wake the warbling string.

God's awful son, in humble state,
And feeble form appears;
Not robes such as bedeck the great,
But swaddling cloaths he wears.

Beneath a stable's humble shed,
Where tir'd oxen stood;
And hay, perhaps, his humble bed,
Disturb'd by lowings rude.

Such was the place and such the state
Of GREAT MESSIAH's birth;
He that did worlds, immense, create;
How circumscrib'd on earth!

Far in the east, a flaming star
Shone with conspicuous ray,
And led the sages from afar,
To where the SAVIOR lay.

The God, their conscious hearts adore;
The GOD they pleas'd survey;
And gifts that from their country bore,
With reverence display.

Oh! may his word, with beaming ray,
Our devious paths illume,
Till where he dwells in endless day,
And boundless bliss we come.

GLORY TO GOD that dwells on high;
To MEN on earth be PEACE;
Glory to GOD our souls reply,
GOOD-WILL TO MAN ne'er cease.

Marine Society of Baltimore.

☞ *The quarterly meeting of the society will be held at Peck's Hotel, Fell's-Point, on* Monday, *the 26th December,* 1803, *at six o'clock in the evening.*

By order of the president,
JOHN HAMILTON, Sec'y.

☞ *A meeting of the creditors of Yates and Campbell, is requested at Mr. Bryden's inn, on* Saturday evening next, *at 5 o'clock. December 20.*

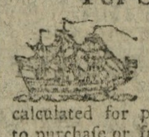
Sale by Auction.

Will be added to my sales on Monday, *the 26th inst.* Four pair of elegant HALL LOOKING GLASSES, with gilt frames, 30 inches by 24, just imported from London.

EDWARD WOODYEAR, Auct'r.

December 24.

For Sale or Freight,



The Schooner SALLY, of Baltimore, Burthen 300 barrels, is well rigged for sea, and her cabin calculated for passengers. Any [illegible] wanting to purchase or freight may know the terms by applying to the master, or to Isaac Brooks, No. [illegible] Cheapside wharf.

Ball Postponed.

BOUDRAY has the honor of informing the ladies and gentlemen of Fell's-Point, as well as those of the other parts of the city, that his BALL, in consequence of the bad weather which took place yesterday, is postponed to Friday next, the 30th instant. For tickets apply at Mr. H. Peck's coffee-house.

December 24. eo3t

Just Published,

And for Sale by GEORGE HILL,

The Elements of Book-Keeping,

Comprising a System of Merchants' Accounts, founded on real business, and adapted to modern practice; with *An Appendix on Exchanges*, including the recent alterations in France, Holland and Italy.

By P. KELLY,
Master of Finsbury-Square Academy, London.

From the second London edition, augmented and improved.

☞ *George Hill* has a very few barrels of real Newton PIPPINS, picked over, yet remaining.

Two gentlemen may be accommodated with Boarding in the dwelling part of the house No. 132, Market-street. Enquire as above.

December 24. eo8t

Notice.

THE copartnership of Joseph and John Trimble is this day dissolved by mutual consent. All persons having claims against the firm, will please to call on John Trimble for settlement; and those indebted are requested to make immediate payment to him, being duly authorised to settle the affairs of the said concern.

JOSEPH TRIMBLE,
JOHN TRIMBLE.

The subscriber respectfully informs the public, that he continues to carry on the Grocery and Commission Business, at the old stand, No. 18, Cheapside wharf, where orders in his line will be thankfully received and punctually attended to

JOHN TRIMBLE.

December 22. d6t

Just Received,

And for sale by LEDUC & BONNEFIN, *at their store No. 168, Market-street, opposite Mr. Luke Tiernan's,*

25 pipes excellent French brandy, 4th proof
18 do. old and real Cogniac do.
40 barrels peach brandy
50 boxes best fresh raisins
30 baskets superior sallad oil, 12 bottles each
40 cases Florence do. 30 flasks
6 boxes Frontignac wine, 12 bottles each, of an excellent quality
30 do. mould candles, manufactured by Stephen Sampson & Co.
10 do. No. 1, E. Baker's waranted chocolate.

Also on hand,

10 puncheons old Jamaica and Antigua spirits
4 do. new do. do.
4 pipes Holland Gin
20 quarter casks old Port wine
16 pipes old London particular and London market Madeira wine
12 quarter casks very excellent old Sherry do.
2 pipes old Lisbon wine
Cherry Bounce
Wine Bitters, equal to Stoughton's
Imperial, Young Hyson, Hyson, Hyson Skin & Souchong Teas
First quality Indigo
Spermaceti Oil by the retail
Martinique and other Cordials

And a large and extensive assortment of all other articles in the GROCERY line.

December 23. d2t-eo6