Baltimore Price Current.

CORRECTED WEEKLY.

Articles.	*Per.*	*Prices*			
BREAD, ship, per	cwt.	$3	*a*	3	25
navy,	—	4	50	4	75
pilot,	—	6	25	6	50
BEEF, northern mess,	bbl.	13	50	14	
cargo, No. 1,	—	12	50		
——, No. 2,	—	10	50	11	
BACON,	lb.		12		
BUTTER, for exportation,	—		15		20
COFFEE, Batavia,	—		30		31
Bourbon,	—		31		32
St. Dom. best gr.	—		32		
W. India com.	—		29		30
COTTON, W. India island,	—		25		35
Louisiana,	—		*none*		
Georgia, upland,	—		22		
Sea-Island,	—		*none*		
CHOCOLATE,	—		22		33
CANDLES, mould,	—		21		22
dipt,	—		17		18
spermaceti,	—		56		
CHEESE, American,	—		12		15
English, best,	—		40	*scarce*	
DUCK, Russia,	blt.	17		22	
Holland,	—	24		27	
Ravens,	—	14	50	15	
Russia Sheeting,	piece	21		23	
FISH, cod, dry,	qut.	4	50	5	
salmon,	bbl.	13		14	
herrings,	—	5	25	5	50
mackerel,	—	9	50		10
shad,	—	7		7	50
FLAXSEED, rough,	bush.		80	1	
cleansed,	csk.	*no demand*			
*FLOUR, superfine,	bbl.	6	75		
fine,	—	6	25		
middlings,	—	5	75		
rye,	—	4	50		
GRAIN, Indian corn,	bush.		50		
wheat, Virginia,	—		} *none*		
do. Maryland,	—		}		
Rye,	—		75		
Barley,	—		80	1	
Clover seed,	—	8			
Oats,	—		37		
HOPS,	lb.		10		
HOG'S LARD,	—		17		20
LEATHER, sole,	—		20		22
§LUMBER,	*per* 100 *ft.*				
oak, timb. & scant	—	2		2	25
boards, all sizes,	—	2		2	25
pine scantling, do	—	1	12	1	30
boards, 4-4	—	2	25		
do 5-4	—	2		2	67
white do. com. 4-4	—	2	25		
do. clear, 4-4	—	2	50	3	50
shingles, cyp. 18 inch	*M.*	2	50	3	50
juniper, 24 do.	—	6	50	7	50
do com.	—	4		5	
staves, w.o. pipe	—	55			
do. hhd.	—	26		28	
hhd. heading,	—	30			
barrel,	—	16		18	
red oak, hhd.	—	20		22	
hoops,	—	22		23	
MEAL, corn, kiln-dried,	bbl.	4	50	5	
PORK, northern mess,	—	23			
2d qual.	—	18		19	
3d ditto,	—	17	50		
Baltimore packed,	—	18		19	
southern, 2d,	—	16		*none*	
——, 3d,	—	15		*none*	
PLAISTER PARIS, Fr.	ton			*none*	
N. Scotia, cargo pr.	—	10			
PORTER, London,	doz.	3			
American,	—	1	25		
RICE,	per 100 —	4	75	5	
SOAP, American, white,	lb.		10		12
do. brown,	—		9		10
Castile,	—		17		
SALTPETRE, rough,	—		18		
refined,	—		*none*		
SASSAFRAS,	ton	12		14	
SPIRITS, Brandy, F 4th p	gal.	1	6	1	8
Cogniac, 4th p.	—	1	12	1	15
Barcelona, 1st p.	—		75		80
do. 4th p.	—		80		85
Gin, Hol'd, 1st p.	—	1	10		
do. do. 2d p.	—	1	12	1	15
do. American,	—		67		70
Rum, Jam. 4th p.	—		95	1	
St. Croix, 3 & 4	—		85		80
Antigua, 3 & 4	—		87		90
Windward Island 2d	—		70	*scarce*	
Windward Island 3d	—		75		
Windward Island 4th	—		80		
American,	—		55		56
Whiskey,	—		47		50
SUGARS, Havana, white,	cwt.	16			
do. brown,	—	11		11	50
clayed, white,	—	13		14	
do. brown,	—	12		13	
muscov. 1st qual.	—	12		13	
do. 2d	—	10		11	50
India, 1st qual.	—	12	50	13	
loaf,	lb.		22		23
†SALT, St. Ubes,	bush.		70		75
Lisbon,	—		70		
Cadiz,	—		60		
Liverpool, blown,	—		65		
Turks-Island,	—		85		
Isle of May,	—			*none*	
SHOT, of all sizes,	cwt.	13	50		
TOBACCO, Maryland, 100	lb.				
fine yellow, ‡ 1st	—		9		12
Upper Patuxent 1st	—	6	50	7	50
Lower Patuxent, 1st	—	5	50	6	50
Potomac, 1st,	—	4	50	5	50
East shore, 1st	—	4		5	
Virginia, fat,	—	6	50	7	
middling,	—	4	50	5	50
Rappahannock,	—	3		4	
Georgia,	—	6	50	7	
TALLOW, American,	lb.		14		
WAX, bees,	—		40	*scarce*	
WINES, Madeira, L. P.	gal.	2	75	3	
do. L. M.	—	1	35	2	
do. N. Y. M	—	1	25	1	37
Lisbon,	—	1	5	1	15
Sherry,	—	1	15		
St. Lucar,	—		*none*		
Tenerifie,	—		75		90
Claret,	doz.	4		6	
do. new,	csk.	30		35	
Malaga,	gal.		90		
Port,	—	1	40		

* *Store prices.*
§ *Board measurement.*
† *Cargo prices.*
‡ *Second qualities of fine & coloury are 2 dolls. less; Potomac & Eastern-shore 1 dollar less.*

AVERAGE PRICE OF STOCKS—*this week.*

8 per cents,	103*a*103½
6 do.	94*a*94½
3 do.	59
Navy 6 per cents,	98*a*98 1-2
Louisiana, do.	*none at market*
U. S. Bank Stock,	130*a*131
Maryland do.	375
Baltimore do.	350
Union Bank of Maryland do.	60 1-4
Alexandria Bank do.	*(nominal)* *par*
Farmer's Bank do.	*no demand*
Columbia do.	*par*
Potomac do.	85
Baltimore Insurance Shares,	300
Maryland do.	*none at market* 000
Marine do.	*no sales*
Chesapeake do.	100
Union do.	180
Water Stock,	21

From the New-York Evening Post.

COMMERCIALLY INTERESTING.

Extract of a long letter just received from an intelligent and respectable correspondent.

[CONCLUDED.]

St. John, Porto Rico, Jan. 20, 1806.

The *auditor* or *judge of marine* stands next on the scale. I have already given a passing blow to the *good* and *pure Don Manuel Garcia*. He is gone, "with all his blushing honors thick upon him;" departed as a tale that is told, arrested by the hand of authority in the full career of iniquity, he is now deprived of any power of committing depredations on the property of the innocent and unprotected, or of again staining the pure ermine of justice. Let us therefore leave him to the pleasing communion of his own thoughts, in the obscurity and neglect into which he has fallen. His successor, *Don Francisco Cabrera*, is a young man of good attainments, who, hitherto, has borne a very fair character. While practising as an Abagado, or counsellor, he was incessantly quarelling with Garcia; and in fact openly, before the governor, and even in his own office, branded him with infamy, and exposed his venality; asserting and offering to demonstrate that he was concerned as a partner in the privateer that captured the Patty — It remains now to be proved whether the possession of office can change the disposition of Cabrera. The unfinished business of the brig Polly and schooner Mary-Ann, is now before him, and his decision in their cases will furnish a very good clue to the unravelling of his judicial character, of which we are at present utterly ignorant, although inclined to put upon it the most favorable construction.

These are the men from whom all decrees must come; but, unfortunately, after those decrees are issued, even by the highest authority, they cannot be executed until confirmed by a notary. Of these there are two employed by government; one is notary for the intendancy, and register of the marine, having charge of the archives of the latter, and being obliged to confirm all the general official acts of the former; the other is notary of the royal estate and treasury, and has cognizance of all things relative to imports and vessels. Without the signature of one or the other of these, nothing under a legal form is valid, or can be acted upon. The consequence is, that all the operations of the administration are completely at the mercy of a notary-public; whose caprice can retard the execution of any decree, and to all intents and purposes "stop the wheels of government." The notary of the marine is *Don Gregorio Sandoval*, an arch, notorious scoundrel; the notary of the royal estate is *Don Josef Nicolas Castero*, a young, conceited & disobliging Creole, who heartily wishes the property of all strangers, as well as the strangers themselves, at the devil. It is unnecessary to say any thing further of such reptiles, unless it were to regret that the property of honest men and the reputation of a government, should be at their disposal.

The only person of consequence to a stranger, in his relation with the government, that remains to be noted, is the *interpreter*. His title fully explains the great importance of his office, and the necessity that he who occupies it should not only be a person well versed in the different languages in which he pretends to speak, but that he should also be a man of upright intentions and incorruptible integrity.—The present incumbent is a certain *don* (for they are all dons) *Juan Rodriguez Calderon;* certainly a man of abilities; but further in his praise this deponent saith not. The first thing to be remarked in him is that he does not, nor cannot, understand an entire sentence of English. French he understands tolerably well; but to Americans in general this is of no importance. I have hinted that he is a man of abilities: perhaps cleverness would have been a better phrase. Take an example. Early in the French revolution he held a military commission under Robespierre. After quitting the army he returned to Spain, assumed the character of a *Grandee*, dressed himself in its costume, appeared at court, and travelled over Spain with the title of marquis; whenever he came, he degraded some officers and appointed others. At last he proceeded so far as to touch the *treasure;* discovered—he was tried, sentenced to the gallies, and banished to this island. How he got advanced to his present station I know not; but certain it is that even now he is regularly returned among the number of *gallarians* as an inform. Among the pranks he played while *grandee*, general Montes, our present governor, did not escape. He was then commandant of some place in Spain, and was made to pass his troops in review before this Soi-distant marquis. No person can have reliance upon his interpretations; for rather than appear ignorant he will talk, and most probably talk things diametrically opposite to the intentions of those for whom he speaks. We had a resource here some time ago in a Mr. Young, of Connecticut, who perfectly understands Spanish, and was not afraid boldly to translate our sentiments; this did not please his excellency, and Mr. Young was ordered to quit the island. Others are unwilling to risk the same consequence; and we are now, in affairs of the greatest moment, obliged to rely upon such a character as Calderon; of whose official talents you have a perfect picture in the critic, that inimitable burlesque of the inimitable Sheridan.

From the nature of the Spanish laws, and the character of those who administer them, which I have rather softened than otherwise, you may judge of a stranger's prospect of obtaining even the semblance of justice, in this place, when forced to appeal to it. But it is not alone in the operations of their tribunals that you are thus liable to injury; there is yet another fact to be mentioned, particularly interesting to the merchants who trade here; and which I will relate in as brief a manner as possible, and without comment.

About three months ago it pleased the governor for reasons best known to himself, to issue his orders that all foreigners arriving in this island, either to sell or purchase cargoes, should consign to one of four persons named by him in the said orders; unless in the shipping papers addressed to some Spanish merchant. The very nature of such an appointment renders it, and those who receive it suspicious; but some of those four are no tindebted only to this gubernatoral distinction for a fame already wide enough extended, and firmly enough established. By their own previous indefatigable exertions, they have fixed the colors of their reputations, and grounded them so deeply, that all the waters in the bed of Amphitrite can never restore to them the hue of purity.

We may separate these four into two classes of *bad* and *worse*. In the first stand Mizuel Torrens, and Gerardo Miro Y. Torrens, against whom no criminal matter has yet been found; but as their good actions are equally occult, they are to be considered merely negatively good, by the same reasoning which considers the prisoner arraigned for murder innocent, even until the jury pronounce a verdict against him. The other two are Josef Ygnacio Marrero, and Fernando Fernandez; names which some of our American traders have already occasion, and others are in a fair way to have occasion to remember. There is here, however a blue and a better blue. The first no honest man, who knows him, will hesitate to pronounce the very reverse of himself; he has not one constituent part of a good character to lose. To justify this sentence I could relate numberless anecdotes of people despoiled of their property by this fellow, and of some totally ruined by him. These are unncessary, however, and particularly in New-York; where there are those who are at present smarting for their confidence in a consummate swindler. I cannot say so much of the other. But neither of them deserves either confidence or recommendation. Of the four, Miro is the best; but I would honestly caution the American merchant against trusting to any of them in any respect.

The ways which these geniuses have to circumvent are various: one I shall notice, because it has proved most successful. The government at its pleasure lays on and takes off duties on imports. When such worthies as these get a young inexperienced person into their hands, they pursuade him in order to save money to report only a certain portion of his cargo, perhaps half, perhaps, though very seldom, a greater quantity: when the sales are to be made out they are presented only for the quantity entered at the custom-house: it is vain to remind them that it was by their own advice that so small a portion only was reported; they have no knowledge of any greater quantity; and there being no higher proof of the contents of the cargo than the register of the customs, they can laugh at all endeavors to make them account for more; particularly as any attempt to do so subjects the whole to seizure for the fraud committed. Perhaps some of your New-Yorkers may recollect the truth of this remark; which serves to verify the old saw; that "honesty is the best policy."

I shall not be more particular upon this subject, further than to advise the merchants of the United States to be upon their guard against such imposition as they are exposed to by the operation of this decree; which doubtless was not without good reason passed in favor of the four persons I have mentioned; and could not have been fairly passed in favor of any particular man or men. To avoid it the best way is to let the bill of lading express "to be delivered to A. B. supercargo on board (if there is one) or to C. D. merchant."

But the remedy would be incomplete did I not furnish the names of some who may be trusted. To find them is not a very easy task, for they are thinly scattered. I know but two residents of St. John's, whom I can recommend. Don Francisco Saurie, commonly called Pineda, either as a family distinction, or from the part of Spain in which he was born, is a very honest man, fully meriting confidence as regards his character, but he has very little indeed, scarcly any knowledge of trade; as far, however, as he knows, he will do justice. But the person I strongly recommend is Don Josef Marta de Sarraga, a Biscayan, regularly educated, and very capable, as a man of business.

He is a young man possessing a rigid sense of honor, extremely active, intelligent and disinterested. To this house the Americans owe many obligations. It has been the only friend whom those who have had the misfortune to be brought in here as prizes, found in the place; and but for the services, in money and counsel, derived from it, they would have been exposed to every species of distress and wrong.

This is a long letter, but I have not been able to make it shorter. The subjects I consider of importance, and such as ought to be made public. I have advanced nothing but what is true; nothing but what can be supported by numerous testimony. By what I have said, may in some degree be known, the manner in which we are treated in this colony; a treatment which will not change until we have public agents established; in other words, until it is made an affair of our government. But the mere residence of an agent would in itself be a matter of no moment, provided he were of the same species which we have already scattered over the commercial world.

Submitting to you the whole contents of this letter, and giving you the liberty to use it as you may think proper, I remain, with every sentiment of respect and esteem,

Your friend and servant,

***** ****

*** *The name of the writer is at the service of any gentleman who can with propriety ask for it.* [Ed. E. Post.]

NAVY DEPARTMENT,

Accountant's office, Feb. 6, 1806.

A STATEMENT,

Exhibiting the amount of money which has been drawn from the treasury of the U. States, and disbursed on account of the navy in each year since the establishment of the navy department, viz.

	Dolls.	*Cts.*
In the year 1798,	570,314	24
1799,	2 848,187	26
1800,	3,385,340	48
1801,	2,117,420	74
1802,	946,213	24
1803,	1,107,925	32
1804,	1,246,502	74
1805,	1,409,949	67

THOMAS TURNER, Accountant.

A STATEMENT,

Exhibiting the cost of each armed ship or other vessel built or purchased on account of the U. States, for the navy, viz.

		Dolls.	*Cts.*
Frigate	United States,	299,336	56
	Constitution,	302.718	84
	Constellation,	314,212	15
	Congress,	197,246	81
	President,	220,910	8
	Chesapeake,	220,677	80
	Philadelphia,	179,349	00
	New-York,	159,639	60
	Essex,	139,362	50
	John Adams,	113,505	72
	Adams,	76,622	27
	Geo. Washington,	69,024	92
	Boston,	119,570	4
	General Greene,	105,492	32
	Insurgent,	96,640	29
Ship	Ganges,	80,665	21
	Portsmouth,	59,561	52
	Merrimack,	46,170	20
	Connecticut,	57,260	65
	Baltimore,	56,277	67
	Delaware,	59,563	1
	Maryland,	70,249	83
	Patapsco,	73,104	40
	Herald,	47,780	77
	Trumbull,	58,494	91
	Warren,	34,702	1
	Montezuma,	55,732	13
Brig	Norfolk,	18,720	55
	Richmond,	27,896	87
	Augusta,	16,294	29
	Pickering,	32,126	6
	Siren,	32,521	77
	Argus,	37,428	29
Hornet	the accounts for building this vessel have not been exhibited——advances on account are	52,603	
Schooner	Enterprize,	16,240	52
	Experiment,	16,689	15
	Vixen,	20,872	73
	Nautilus,	18,763	51
	South-Carolina,	5,146	54
	Charleston,	5,190	4
	Beaufort,	5,030	53
	St. Mary's,	5,575	11
	Savannah,	6 228	69
	Protector,	4,443	59
	Mars,	4,387	45
	Governor Davie,	3,125	9
	Governor Williams,	3,213	41
Gun-boat No. 1, built at Washington,		10 210	65
2,	Hampton,	11 399	95
3,	Philadelp'a,	11,757	48
4,	Washing'n,	11,989	50
5,	Baltimore,	12,293	87
6,	New-York,	13,790	00
7,	Ditto,	12,729	50
8,	Boston,	13 090	97
9,	Charleston,	12,792	64
10,	Washing'n,	12 072	46
Bomb Ketch Spitfire,		17,307	83
Vengeance,		18,143	24

Note. The frigates United States, Constitution and Constellation, were built before the establishment of the navy department, and their costs ascertained from data obtained from the treasury and war departments.

THOMAS TURNER, Accountant.

A STATEMENT,

Exhibiting the amount of money expended in the purchase and improvement of each navy yard belonging to the U. States, viz.

	Dolls.	*Cts.*
Navy-yard at Washington,	180,920	15
Boston,	80,521	94
Portsmouth, N. H.	33,249	7
New-York,	89,555	50
Philadelphia,	41,180	84
Norfolk,	52,749	78

THOMAS TURNER, Accountant.

Coffee, Cotton and Sugar,

Just received per the schooner Rewastico, from Guadaloupe, and for sale by

GOVERT HASKINS.

February 18. d12t

DIVIDEND.

THE President and Directors of the Bank of Maryland have declared a dividend of four per cent. on the capital stock for the half year, which will end on the 7th inst. The same will, on the 8th, be ready to pay the stockholders or their legal representatives.

By order,

R. WILSON, Cashier.

March 5. d6t

To Rent,

TWO HOUSES, one a Brick, the other a Frame, situated about half way between the town and fort. The houses are convenient, and with one or both may be had about 5 acres of ground. The situation is pleasant, and would suit for a snug retreat from the bustle of the city; or it is calculated for a public house, and would do well for a garden, or as an enclosure for live-stock for the convenience of shipping. *Also,*

A large quantity of PITTSBURG CORDAGE for Sale by the Subscribers; who are, as usual, constantly supplied with an extensive assortment of GROCERIES, which they will sell on pleasing terms.

JOHN & JAMES HUGHES.

Sept. 26. d

BY THIS DAY's MAILS.

NEW-YORK, March 4.

Arrived, brig Susan, Hyde in 15 days from St. Kitts. Left ship Maxwell, and ship Dispatch, both of Philadelphia; schr. Leonora, of New-York, for St. Thomas, in 2 or 3 days.

Also, schr. Hector, Wilbur, in 16 days from Havana. Left ship Eleonora, for N. York; brig Aristides, Le Baron, for do. next day; schr. Hiram do.; brig ——, Puntine, do., brig Rising Sun, Tanner, for Rhode-Island, in 11 days, and others. An embargo was to take place the next day, in consequence of the sailing of a Spanish seventy-four.

Below last night, the ship Carmelite, Sterling, for Amsterdam, returned, having sprung aleak, after being out 6 days.

Cleared, ships Fanny, Taylor, Greenock; Almy, Crow Jamaica; Adeline, Olcott, Havana; schr. William & George, Bogert, St. Croix.

The city inspector reports the death of 40 persons (of whom 14 were men, 10 women, 9 boys, and 7 girls) during the week ending on Saturday last, viz. In childbed 1, consumption 6, (3 men aged 30 32, and 60; and 3 women aged 19, 45, and 71 years) convulsion 7, decay 6, dropsy 2, drowned 2, epilepsy 1, typhus fever 2, hives 3, jundice 1, old age 1, palsy 3, rupture of a blood vessel 1, sprue 1, still-born 1, and 2 of sudden death: 8 were of or under the age of 1 year, 4 between 1 and 2, 3 between 2 and 5, 1 between 5 and 10, 1 between 10 and 20, 2 between 20 and 30, 8 between 30 and 40, 6 between 40 and 50 1 between 50 and 60, 2 between 60 and 80, and 2 between 80 and 90.

PHILADELPHIA, March 5.

We are informed, that the reason for the expected embargo at the Havana, was, that a ship of war was fitting out at that port, destined for Campeachy, supposed to have instructions to intercept the ship Leander, now generally believed to be bound on a hostile expedition to Carracas.

Arrived sloop Caty Maria, Stow, Virginia; sch's Minerva, Skellinger, N. York, 7 days; Rover, Coleman, Nantucket, 12; Dolphin, Cox, Wilmington, N. C. 10.

Cleared, ships Hercules, Calvert, St. Thomas; Woodrop Sims, Heath, Antwerp; brig Lydia, M'Culloch, St. Martins; sch's Three Friends, Gardner, Nassau; Maryland, Pease, St. Jago de Cuba.

CHARLESTON, Feb. 21.

We understand that a riot took place on the Race Course last evening, in which a number of gaming tables were destroyed, and several of the *gentlemen gamblers* were compelled to go through the disagreeable operation of *ducking &c.*

Captain Hudson, from the City of St. Domingo, informs us that two French ships of the line and two frigates, had arrived at that port and landed 700 troops; and that they remained there when he sailed. In coming out of the harbor, capt. H. saw 10 ships of war to windward but could not determine of what nation. These ships were, most probable the British squadron which touched at St. Thomas on the 3d inst.

The official appointment of Simeon Theus, esq. to the office of collector for the port of Charleston, was received by last evening's mail.

Arrived, ships Amazon Bennett, Africa, 58 days, *Tunno & Cox—220 slaves;* Native, Young, Bath, (M.) 17; brig John, Hudson, City of St. Domingo, 15.

Cleared ship Pocahontas, Howland, Cowes, and a market.

NINTH CONGRESS.

HOUSE OF REPRESENTATIVES.

Monday, March 3.

The speaker laid before the house a letter from the secretary of the treasury, transmitting a report, with accompanying statements, in obedience to the resolutions of the house of the 3d, 5th and 7th ult. which were referred to a committee of the whole on the state of the union.

Mr. J. Clay reported a bill authorising the purchase of a certain number of the copies of the jounals of congress, which was referred to a committee of the whole tomorrow.

Mr. Thompson called for the order of the day on the bill authorising the erection of a bridge over the Potomac.

Mr. G. W. Campbell moved to postpone the bill till Thursday.

Motion lost—ayes 36, noes 43.

Mr. G. W. Campbell then moved to postpone it till to-morrow.

Mr. Smilie and Mr. G. W. Campbell supported, and Mr. Thompson and Mr. Lewis opposed it.

Mr. Goldsborough moved its postponement till Wednesday.

On this last motion the house divided—ayes 44, noes 47.

On postponing the bill till to-morrow the house divided—ayes 33—lost.

When the house resolved itself into a committee of the whole, Mr. Gregg in the chair, on the said bill.

The bill having been read over, was considered by sections.

Mr. D. R. Williams moved to amend that part of the bill which fixes the scite of the bridge, by directing it to be erected at or above Georgetown.

This motion was disagreed to—ayes 29.

Various amendments were made in the details of the bill.

Mr. Thompson moved to fill the blank in the bill relative to the time within which the bridge shall be built, with the words "five years."