

ELEGANT LACES.

Miss LEVY, Corner of St. Pauls Lane & Chatham-street. Has just received a new assortment of Rich LACES, and Cambric Muslin SHORT DRESSES, worked with Cotton. She offers the above for sale on reasonable terms. She has a variety of handsome FLOWERS, and other articles. Ladies can, as usual, be furnished by her with EMBROIDERY in Cotton, Gold, Silver, and Colours, as well as MARKING with durable Ink, and Painting on Satin. M. L. Has a quantity of SUPERB WORKING COTTON, which she will dispose of to those who wish drawing done on any article they think proper to work. Plain India MUL MUSLIN and French C AMBRIC can be furnished for CAP PATTERNS, &c. &c. She continues to receive orders for Plain Sewing, which is dispatched with neatness. ALSO, MOURNING FOR LADIES. may 30. eo12t

Wanted.

Wanted to Hire, a Rum DISTILLERY in complete order, for which a reasonable rent will be given. Apply at No. 105, Howard-street. June 22. d4t

A Wet Nurse

Wanted Immediately. Inquire at this Office. June 23. d4t

CORDAGE.

A few tons Cordage, of the best quality and most valuable sizes, now landing from the sloop Polly and Nancy, at Smith's Wharf, for sale by H. BURROUGHS. June 6. d

28 pipes Holland Gin,

Just received, per Gray's Norfolk Packet, and will be landed This Morning, for sale by BUREFUM & GOODHUE, No. 84, Bowly's wharf June 19. d6t

To Builders.

Any person wishing to contract for the building of Two Warehouses of brick, three stories high, and find all the materials, will please apply to the printers. June 23. d4t

A Yearly Meeting of the Marine Society,

will be held at Pamphilon's Hotel, on Friday the 26th June, at 7 o'clock in the evening. Members will please to come provided to pay off last years dues. Per order of the President, JOHN HAMILTON, Sec'y. June 22. d5t

Best Russia clean Hemp.

Russia Sheetings } entitled to drawback Sherry Wine } AND 3000 bushels yellow Corn. For sale by SCHULTZE & VOGELER. May 13. d

Lewis Michael & Co.

Have imported, in the different vessels from London and Liverpool, their assortment of Spring Goods, also on hand, Indigo Muslins, Checks, Bandanna Handkerchiefs, German and Irish Linens, assorted, all which will be sold on reasonable terms may 4. d8t

Millers Wanted.

TWO or three MILLERS are wanted at William Patterson's Mills, on the Great Fall of Guapoyder. Inquire at my store, corner of Pratt and Commerce-streets SAMUEL BYRNES N. B. Two healthy BOYS will be taken as apprentices to the Milling business. Apply as above. June 18. d7t

Baltimore General Dispensary.

The Board of Managers met yesterday evening and elected the Rev. Dr. Bond President, William Gwynn, Secretary, Philip E. Thomas, Treasurer, & John Bacon, Apothecary, for the ensuing year.

Election Notice.

An election of three Attending Physicians to the Baltimore General Dispensary, will be held at Mr. James Bryden's Tavern, on Friday the 26th instant, to commence at nine o'clock, A. M. The payment of Five Dollars to the use of the institution, at any time within twelve months, previous to the time of voting entitles the contributor to a vote. By Order of the Board of Managers, WILLIAM GWYNN, Sec'y. June 23. d4t

Horses and Carriage for Sale.

A pair of handsome Mares, 15 1/2 hands high, well matched, and well broke to saddle and harness. Also, A neat new light Carriage, with full plated harness. Apply at Bryden's Hotel. June 23. d3t

British Canvas.

Just received per the sloop Mariner, captain Somers, from New-York, 60 pieces British CANVAS, No. 1 to 6 In Store, 40 pieces Raven's DUCK, For sale by NATHANIEL F. WILLIAMS, No. 15, Bowly's wharf. June 24. d4t

Peter A. Carns

HAS removed, from No. 27, Baltimore-street, to No. 89, in the store house formerly occupied by Samuel Combs, where he has an extensive assortment of Dry Goods, which he will sell wholesale or retail, for cash or acceptances in town. June 25. d4t

Claret Wine, &c.

32 casks Bordeaux Claret, entitled to drawback, 400 boxes Smoked HERRINGS, Will be landed from the schooner Susan, captain Trevett, and for sale by WILLIAM CHILD. Also, 100 bbls. Boston No. 1 Beer, Bordeaux Brandy, Port and Cognac Wines. Apply at No. 88, Bowly's wharf. June 24. d4t

Baltimore Price Current.

Table with columns: Articles, Per, Prices. Includes items like BREAD, BEEF, BACON, BUTTER, COFFEE, COTTON, CORDAGE, CROCODATE, CANDLES, CHEESE, DUCK, FISH, FLOUR, GUNPOWDER, GRASS, HEMP, HOPS, IRON, LEATHER, MEAL, NAVAL STORES, PORK, RICE, SOAP, SALT, SASSAPARA, SPIRITS, SUGARS, TALLOW, WAX, WINES.

AVERAGE PRICE OF STOCKS—this week.

Table with columns: Stock Name, Price. Includes items like 5 per cent, 6 per cent, Louisiana, U.S. Bank Stock, Maryland Bank Stock, Baltimore do, Union Bank of Maryland do, Mechanics' Bank, Alexandria Bank do, Farmers' Bank do, Columbia do, Potomac do, Baltimore Insurance Shares, Maryland do, Marine do, Chesapeake do, Union do, Water Stock.

COMMERCIAL.

Communicated for the Freeman's Journal.

In the circuit court of the United States, October sessions, 1806.

Sims, appellat., vs. Jackson, executrix of Jackson, appellee.

This was an appeal from the decree of the district judge. One Jackson had been hired as mate of the ship Woodrop Sims, belonging to the appellat., on a voyage from Philadelphia to Batavia and back to Philadelphia, at 30 dollars per month. He died at Batavia. His wages were paid to the time of his death, but the appellee, his executrix, claimed full wages to the time of the vessel's return to Philadelphia. The district judge decreed in favor of the claim, and this was an appeal from his sentence.

WASHINGTON, J. As I entirely concur in the opinion given by the district judge upon this question, and for the reasons assigned by him, I deem it unnecessary to discuss the subject much at large. It is admitted, that no decision is to be met with in the English books, precisely like the present, nor have we any municipal regulations which govern the case. We must therefore resort to the maritime laws which have always been acknowledged as authority in England, as well as in most of the European commercial nations, unless where they have been altered or modified by the law of particular states, but which alterations are binding on such states only.

The 7th article of the Law of Oleron declares, that if a mariner be taken sick on the voyage, he ought to be put on shore, and care should be taken of him at the expense of the ship. When the vessel is ready to sail, she is not to wait for him, but still he is to be entitled to his full wages if he recovers, and if he dies, his wife or next of kin shall have it, deducting only such charges as the master has been at for him.

Now the only questions in this case are, 1st. Did the mariner die on the voyage? 2dly. Does the expression "full wages," in the above article, mean such as he had earned by his services to the time of his death, or such as he would have earned, had he lived and served out the whole voyage to Philadelphia?

1st. Most unquestionably the deceased was bound by his contract, to perform the whole voyage, which is described in the articles to be from Philadelphia to Batavia and back again; and he would have forfeited the whole had he deserted the ship at any time previous to his return to Philadelphia. I agree with the judge of the district court, that the stipulation to pay wages by the month does not break the entirety of the contract for the voyage, but only furnishes a rule by which to assess the quantum for the voyage. It protects the owners against an over-payment, in case of a short voyage, and the mariner against the risk of receiving little, in case of a long one. It prevents each from speculating upon the other, by accommodating the reward to the length of service.

2nd. Does the expression, "full wages," apply to what would have been due if the mariner had served out the entire voyage, or are we to limit it to such as have been earned by services performed? If a certain sum for the voyage be agreed upon, that sum would constitute the "full wages," and is distinguishable from no wages at all, as in the case of Cutter vs. Powell; or, where they have been forfeited by the misconduct of the mariner; or, wages pro rata, where they have been partly earned and are not forfeited. But, every doubt, with respect to the meaning of these expressions, is cleared away, by the decision in the case of Chandler vs. Griece. A mariner was engaged on a voyage from London to Honduras, thence to Philadelphia, and back to London. The articles were drawn in the usual form; and such I take to be the articles in the case now before us. The mariner, while at Honduras, was, by an accident, disabled, and totally disqualified from rendering any future service on the voyage. On the arrival of the ship at Philadelphia, he was put on shore, and there left, and his wages paid him up to that time, and the vessel returned to London. The court determined that he was entitled to his full wages; and he, accordingly, recovered the same wages to which he would have been entitled, had he proceeded with the vessel to London.—That case not only determines a principle, which is, in all its parts, applicable to the present, but it decides that "full wages" mean the aggregate amount of all the monthly sums which would have accrued upon the completion of the voyage. This decision is expressly founded upon the 7th article of the laws of Oleron, which entitles a sick sailor, who is left behind, to "full wages," and the same article declares, that what such sick sailor would be entitled to if he recovers, passes to his widow or next of kin, in case of his death.

I am, therefore, of opinion, that the decree of the district court ought to be affirmed.

NOTES. * Abbott, in his Law of Shipping, p. 273, 274, states the point as being undecided in England. † This case was decided in the court of common pleas, in England, in 1792. The court directed an inquiry to be made in the courts of admiralty, which, according to the usage there adopted, a disabled seaman, in similar circumstances, would be entitled to wages for the whole voyage, or only up to the time when he was so disabled. On a subsequent day, it was stated to the court, that in pursuance of their direction, an inquiry had been made as to the usage of the admiralty, and that, in every instance there to be found, a seaman disabled in the course of his duty, was holden to be entitled to wages for the whole voyage, though he had not performed the whole.

BY THIS DAY'S MAILS.

SEVENTY-SECOND BULLETIN OF THE GRAND ARMY.

"Finkenstein, April 23.

"The operations of marshal Mortier have had the desired effect. The Swedes were so inconsiderate as to cross the river Peene, to advance upon Anklam and Demmin, and to move towards Passewalk. On the 16th before break of day, marshal Mortier assembled his troops, advanced from Passewalk on the road to Anklam, overthrew the posts of Belling and Ferdinandshuff, took four hundred prisoners and two pieces of cannon, entered Anklam at the same time with the enemy, and made himself master of the bridge on the Peene.

The column of the Swedish general Cardoll was cut off. It remained at Uckermark, when we were already at Anklam. The Swedish general in chief Arnfeldt has been wounded by a grape shot. All the enemy's magazines are taken.

The column of general Cardoll, which has been cut off, was attacked on the 17th by the general of brigade Veau, near Uckermark, when the enemy lost three pieces of cannon and 500 men which were taken. The rest escaped by getting on board the gun-boats in the Haff. Two more pieces of cannon, and 100 men were taken near Demmin.

Baron Von Essen, who commands the Swedish army during the absence of general Arnfeldt, proposed an armistice to general Mortier, informing him that the king had granted him a special licence for concluding the same. A peace, or even an armistice, granted to Sweden, would accomplish the most sanguine wishes of the emperor, who has always been very reluctant to carry on a war against a generous and brave nation, which, upon local grounds, is the friend of France. Must Swedish blood flow, either to protect or subvert the Ottoman empire? Is it to flow for maintaining the balance, or supporting the slavery of the seas? What has Sweden to fear from Russia? Nothing. What has she to fear from Russia? Every thing. These reasons are too evident not to prompt an enlightened cabinet, and a nation which possesses clearness of mind and independence of opinion, to put a speedy stop to the war. Immediately after the battle of Jena, the emperor made known his desire to restore the ancient relations between Sweden and France. The first overtures were made to the Swedish minister at Hamburg, but rejected. The emperor constantly directed his generals to treat the Swedes as friends, with whom we are at variance, and with whom we shall soon be reconciled, from the nature of things. "It is the true interests of both nations, that they should be united, they would regret it; and we, on our part, should wish to repair the wrong which we may have done them. The interest of the state will at last rise superior to all differences and petty quarrels." These were the emperor's own words, in his orders. Animated by such sentiments, the emperor ordered the military operations for the siege of Stralsund to be discontinued, and the mortars and cannon which were sent from Stettin for that purpose, to be sent back. He wrote to gen. Mortier in the following words: "I already regret what has been done. I am sorry that the fine suburb of Stralsund has been burnt. Is it our business to hurt Sweden? This is a mere dream. It is our business to protect, not to do her any injury. In the latter, let us be as moderate as possible. Propose to the governor of Stralsund an armistice, or a cessation of hostilities, in order to ease the burden and lessen the calamities of a war, which I consider as wicked, because it is impolitic." On the 18th the armistice was concluded between marshal Mortier and baron Von Essen. Annexed is a copy of the articles.

[Here the articles follow.] The siege of Danzig is continued without interruption. Annexed is the report of the military operations at that place. [This report is omitted in the Dutch Gazette, being of importance only to military men.] On the 16th April, at 8 in the evening, a detachment of 2600 men from the garrison of Glatz, advanced, with 6 pieces of cannon, against the right wing of the post of Finkenstein. On the following day, the 17th, at break of day, another column, of 800 men, marched from Silberberg. These troops after their junction, advanced upon Frankenstein, and commenced an attack, at 3 in the morning, with an intention to attack gen. Lefebvre, who was posted there with his corps of observation. Prince Jerome set off from Muesterberg when the first gun was fired, and arrived at Frankenstein at ten in the morning. The enemy was completely dispersed, and pursued to the covered way of Glatz. Six hundred of them were taken together with three pieces of cannon. One major and eight officers are among the prisoners; 300 men were left dead on the field of battle; 400 men that had escaped in the woods, were attacked and taken, at 11 A. M.—Col. Beckers commanding the 6th Bavarian regiment of the line, and col. Schurzstein, of the Wurtemberg troops have done wonders.—The former would not quit the field of battle, although he was wounded in the shoulder; he shewed himself every where at the head of his battalion, and every where performed wonders. The Emperor has granted to each of these officers the Eagle of the Legion of Honor. Capt. Brockfeld, who provisionally commands the Wurtemberg Horse Chasseurs, has likewise distinguished himself; and it was him that took the several pieces of cannon.

The siege of Neisse is going on prosperously. One half of the town is already burnt and the trenches are approaching very near the fortress. Published in the Federal Gazette, on Saturday last.

NEW-YORK, June 23.

ARRIVED.

The ship Swift, Price, 32 days from Liverpool. Sailed in company Ulyses, Bradbury, for Boston; ship Yorick, Lambert, for do; Honestus, Clarke, for N. Bedford; Ontario, Hitch, do; Baltic, Delano, for N. Orleans; Patey, Lucas, for N. York. Left, ship Washington, arrived at Liverpool from New-York; Kingston, Leslie, for New-York June 5; Brothers, Dingley, just arrived from Charleston; Otchello, Glover, do; Packet, Scott, in 13 days from Boston. The Henry, Merriwell, for New-

Bedford, sailed May 18; Vancouver, Cran-den, 15th for Virginia; Brutus, Toby, for Newport, 15th. June 16, lat. 41, 15, long. 64, spoke a British man of war, that had, a few days before, captured a Spanish vessel, and ordered her for Halifax.—Same day, spoke brig Sally, Penick, from Waterford for New-York.—Same day, ship Sarah & Eliza, Williams, 7 days from Wicasset for Liverpool. June 21, lat. 40, 30, long. 73, brig Hunter, from St. Croix, for Newport.

The brig Venus, Densmore, from St. Ann, and 24 days from Port-Antonia, Jamaica. On Friday, lat. 32, long. 77 spoke ship Ann & Elizabeth, 60 hours from Savannah, for Greenock. Left at Port-Antonia, ship Herald, of Providence, from Carthagen under seizure.

The brig Ann-Maria, Speck, 69 days from Bordeaux. May 17, lat. 43, long. 20, spoke schr. Warren, 20 days from Alicante for Boston. May 27, spoke ship Georgia, Pierce, 26 days from Liverpool for Savannah, who was boarded by the British sloop of war Ratler, capt. Agosiz, detained her an hour—and then detained the Ann-Maria, 7 hours, during which time they overhauled every thing, and used every stratagem to find cause of sending her in. May 29, spoke schr. Bellisarius, Peck, 38 days from Alicante for Boston—at the same time the Ann-Maria was again boarded by the Ratler, and said they should send the above schooner to Halifax. June 15, lat. 37, long. 64, spoke ship Harriet Brown, 26 days from New-Orleans for Liverpool.

The British brig Lord Nelson, Wright, 17 days from St. Johns, Newfoundland. Passenger, Mr. John Wait, late mate of the ship General Scott. M. Cary, of Lexington, Kentucky, from Liverpool, for Philadelphia, which vessel on the 5th of May, off the Western-Islands, fringed, and 21 steerage passengers were lost. The captain and crew were 9 days in the long boat, when they were picked up by the British brig Argo, Mills, from Lisbon for St. Johns.

The brig Sarah-Ann, Scott, 20 days from Savannah.

The schooner Dolphin, Gale, 14 days from Savannah. The Danish schr. Susan, Steddford, 15 days from the city of St. Domingo. The schr. Clarinda, Paddock, sailed in eve. for the Coast, and brig Wynek, for New-York. Left, schr. Maid of the Mill, of Charleston, for New-York, discharging, June 13, spoke schr. Iris, 14 days from Havana for New-York.

The sch'r Liberty, Wells, 29 days from Kingston, Jamaica, in ballast. Passengers, Mr. Tucker, Lady and family. The British sloop Belleophon, Dancomb, 11 days from Bermuda.

The schr. Franklin, Ellis, of Plymouth, 42 days from Teneriffe. Left, ship Nancy, Williams, of Baltimore; brig Thetis, McComb, of and for New-York, about the 25th May. May 11, lat. 26, 16, long. 60, 35, spoke brig Rambler, Gardner, from R. Island for Africa.

The schr. Two Sisters, Slater, from Little Bridge, S. C.

Cleared, schr. Commere, Stevenson, Curraoa; Monongahela Farmer, Osgood, Trinidad; sloop, Gen. Stewart, Zull, Trinidad.

The ship Richard, Rogers, arrived at St. Croix in 16 days from New-York.

The ship Governor Gillman, Cady, of N. York, at Hampton Roads from Liverpool.

The Pomona, Whitehead, from this port for Nantz, detained at Plymouth is liberated.

Ship Native, Young, from New-York, passed the Straits of Dover from Amsterdam on the 13th May, all well.

A Glasgow paper of May 22, advertisement for New-York, the ship Niagara, Cross 2 and brig Rover, Town, to sail about the 15th May.

Latest from Europe.

Our advices by the ship Swift, Price, from Liverpool, and British Packet, from Philadelphia, are from London down to the 17th ult.; but, late as our papers are, no important information is contained in them. We have made several extracts from the Courier of the evening of the 16th of May. There is no news, however, from the seat of war, later than already given by the arrival of the Monticello from Amsterdam, and the arrival at Baltimore from Antwerp.

LONDON, May 13.

The treaty with Britain, it is said, has been sent back to London for re-consideration; and we should hope that by mutual concession, the whole of this disagreeable dispute may be amicably adjusted. Perhaps, however, our present ministry, with that laudable spirit of contradiction to the former cabinet, which has prompted all their measures since their accession to office, may undo what they have done, and involve us in a war with a country united to ours by the ties of blood as well as of policy, to prove their zeal for the religion of peace!

The Channel Fleet has been obliged to return into port from the uncommon severity of the weather.

Arrived at Plymouth, the Venetian of Newcastle, Henry Pyle master, from Memel, which place she left 28th March, for this port with timber; when the master left Memel there were nearly 30,000 Prussian troops at that place and its neighborhood, which were not able to join the army for want of arms, which were anxiously expected from this country; arms of every description were demanded from individuals for the temporary supply of the army. Ammunition was also so scarce, that the British ships of war in the Baltic were obliged to part with a great part of their stock for the use of the Combined Armies.

MAY 13.

As we last night predicted, the new Ministers are resolved to make no concessions to America.—The Evening transporter, met off their flag, but of their destination, we have