

NEW-YORK November 26.

Yesterday, agreeably to previous arrangements, the evacuation of this city by the British, was noticed by our military, and the marine squadron in port. The appearance and manoeuvres of the uniformed independent companies (particularly the cavalry), contributed much towards the brilliancy of the celebration. At mid-day, the grand salute was fired, commencing on board the Constitution frigate in the East river, and continued, from Fort Columbus, from a line of gun boats hauled off the battery for the purpose, and terminated on the battery by the city artillery and infantry. The effect was highly pleasing. There were off the battery, a gun boat for each state, in a line, the commodore in the centre, whose boat was handsomely decorated with the different signal flags of the squadron. As usual, the annual corporation dinner was given at Federal Hall.

At a meeting of a Social Company convened for the purpose of celebrating the 25th of November, the following toasts were drank:

- 1st. The day and all who honor it.
2d. The president of the United States.
3d. The vice president of the United States.
4th. The memory of Washington our departed hero.
5th. An amicable adjustment of all differences between this country and Great-Britain.
6th. May party spirit cease, and every citizen endeavor to promote the interest of his country.
7th. The memory of Paul Jones.
8th. The memory of General Hamilton.
9th. May every American be ready to unsheath the sword of justice when his country's good requires it.
10. The memory of the American heroes who fell in defence of their country.
11th. May no political distinction ever disturb the harmony of this society.
12th. Our national councils, may union and wisdom preside at their sittings.
13th. The virtuous fair of America; may they never know distress.
By a letter received in this city from N. Orleans, dated 16th Oct. it appears that a large amount in cotton and other produce had been shipped from thence to Wm. Lees of Liverpool, which had not arrived at the last advices from him; and on arrival of which, it is presumed, he would have sufficient to pay all demands against him, so that no person can possibly suffer from his failure.

The British packet Lady Arabella, with the Oct. mail, arrived at this port yesterday from Halifax. She left Falmouth on the 16th October, but brought no later London papers than have been previously received at the office of the Mercantile Advertiser.

We are sorry to announce the loss of the ship Sarah of this port, on her passage from Greenock. She sprung a leak at sea and foundered yesterday evening. The captain, passengers and crew picked up in the long-boat, after being there 24 hours, by captain Jordan, of the sloop Morning-Star, to whom they request us to return their sincere thanks for his kind and humane treatment.

New-York, Nov. 10, 1807. CAPT. JAMES TAYLER, OF THE BRIG STETSON, SIR.

We are instructed by the boards of the Columbian and Marine Insurance companies to present you with three hundred dollars, as a testimony of their approbation of your exemplary conduct and perseverance in navigating the brig Stetson into port, after the heavy injuries and distress she experienced on her passage from B. deaux.

We have the pleasure also to assure you of our personal esteem and regard.

JOHN P. MUMFORD, President of the Columbian Insurance Co. SAMUEL WOOD, President of the Marine Insurance Co.

Arrived, ship Savage, Bostwick, Liverpool 40 days; Victress, Maddox, Bordeaux, 41; Martha, Goff, Cork, 40; brig Margaret, Arnold, Malaga, 37; Disbrow, St. Johns; William Gray, Saunders, Wilmington, N. C. 14; schrs. Maria, Blackman, Richmond, 14; Jane, More, Balt. 14; Harriot, Fitzhugh, Norfolk, 3; sloop Packet, Wright, New Bedford, 8; Lydia, Norton, do. 8; British Packet Lady Arabella, Watkins, Falmouth; ship Laura, M'Leelan, Liverpool, 26; brig George, Chester, Bordeaux, 48; sloop Morning Star, Jordan, Edenton, N. C. 14.

Ship Fair American, for N.Y. and ship John and Adams, for Charleston, sailed in co. with the Savage. Left ship Henry, Merchants, for N.Y. in 2 weeks; brig Leeward, Jordan, for do. in 1 week - and many others, Brig George, from Bordeaux, on 28th Oct. lat. 42, long. 42, picked up a small boat belonging to the Alexander of London, a transport from Montevideo (which foundered off the Western Isles the 28d) with capt. Howard, Lt. Fairweather, agent for transports, and 4 men - Capt Howard (of the Alex's) died on board the George, 15th Nov.

Sloop Morning Star, Nov. 20, off Copes of Virginia, fell in with the longboat of the ship Sarah, Bennett, from Greenock for N. York, which vessel sprung a leak on the 17th Nov. the captain, passengers, and crew had been in the longboat 24 hours when they were taken out.

From Lloyd's List. Oct. 6. The Mount Vernon, from Virginia to Amsterdam, is detained and sent into Dover. The Nancy, Hoyt, and Sukey, Rhodes from Boston to Amsterdam, are detained and sent into the Downs. The charming Nancy, Turner, from Portland to Ramsgate, foundered in the Downs 30th ult. The Flora, from New-York to Amsterdam; the Rose, from Baltimore to Amsterdam; and the Two Brothers, Gardiner,

New-York to Antwerp, are detained and sent into the Downs. - At Gravesend, Hunter, Swain, Virginia; Liverpool Packet, do. sailed, Washington, Crocker, Boston. At Co. es, Holland, Nichols, New-York. At Clyde, Alexis, Livingston, Wilmington; Vancouver, Crandon, Virginia; Rover, Town, New-York.

The ship Mercator, Perry, from Liverpool, for New-Bedford, was lost last week in Sacanel River, near Newbedford; crew saved. The ship Martha, West, is arrived at New-Bedford from St. Petersburg; and a ship in the bay, supposed to be the Hanover from Amsterdam, or the Parnasso from Liverpool.

The schr. Belvidere, from New-York for New-Orleans, foundered at sea a short distance from the Balize; with vessel and cargo lost, captain and crew saved.

Plymouth, Oct. 7. Arrived, the ship Neptune, Husborne, from Charleston, for Tonnings, detained by the Saelite privateer. Deal, Oct. 7. Arrived, the William and Eliza, from Newburyport, for Amsterdam.

PHILADELPHIA, Nov. 27.

Interesting Private Correspondence, communicated for the Register. Extracts of letters from respectable commercial houses in different parts of Europe, to their correspondents in this city:

"Bordeaux, Sept. 19. The George Washington, cannot be admitted to an entry, because she touched the British shore, though the captors did not land any part of the cargo, and the papers are in the most regular order. Several Danish vessels now here, are in the same situation, and would run the risk to be taken by the English if they are forced out of the river. Captain Hidelius is gone to Paris to petition, through the mediation of your ambassador - if good sense prevails he will obtain leave to land his cargo, which is attended with proper documents to prove it does not originate from any British settlement.

"The same measures have been taken in Holland and in the ports of Germany, where there are still French garrisons. Several vessels coming direct from England have been confiscated, both ships and cargoes; and those which had only put into a British port by force or choice, have been obliged to go away. It is to be expected that the ambassadors of the neutral powers will make representations, and that such orders will be recalled for commerce, even before, was laboring under too great difficulties.

"No variation in the course of exports since our last, though we have no neutral vessels to ship them for the North of Europe."

"Bordeaux, October 3. Annexed I beg to hand a copy of a letter received from the minister, relative to the George Washington. I am extremely concerned that it is so little consoling. This unfortunate ship is obliged to drop down immediately; and only waits the captain's return to go to sea, to obtain admission in the port of St. Sebastians, where, I have been assured, that she can be admitted without difficulty. If that port should prove unsuccessful, there is only the port of Lisbon left to try, or to return to the United States. I hope she will not be reduced to that extremity."

[Translated for the Register] PARIS, Sept. 18, 1807.

The minister of the interior to Mr. Fousat, merchant at Bordeaux. I have received, sir, the request, which you have addressed to me, in your own name, and that of other merchants of your city, the object of which was to obtain the admission of the American ship George Washington, which had been taken into Plymouth by an English ship of war.

Different reclamations of that nature having been submitted to the emperor, his majesty, confirming the dispositions of his decree of the 21st of Nov. 1806, has recently prescribed its strict execution. It is impossible for me, sir, after this decision, to grant your request; I therefore remit to you the piece, which was annexed to it - inviting you to communicate my answer to the merchants who, with you, had signed the memorial.

I salute you. (Signed) CRETET. LONDON, Oct. 9, 1807.

"I have barely to say that we are informed to day that the negotiation here has ended, and that it is further to be discussed on your side. The dispatches from this government go by this conveyance, the British Packet, to Mr. Erskine - and we also learn Mr. Monroe will sail in about a week in a merchant ship. The Revenge will go on Sunday, I presume, to France, and from thence home, with dispatch, both from Mr. Monroe and Mr. Armstrong."

LISBON, Oct. 3, 1807. "Since the date of our last, affairs in this country have taken a very disagreeable turn, and it has been rumored, by the consul, to all British merchants resident in Lisbon, that their situation in Portugal is very unsafe, and advising them, in order to save their property, to retire without delay - this communication has caused great alarm, and all the English families are in consequence preparing to depart in a very few days, which of course occasions much confusion."

Letters, subsequent in date to that from Bordeaux, (in this day's REGISTER) which details the situation of the ship George Washington of this port, confirm the opinion that the French decree of blockade will be strictly enforced.

Yesterday arrived captain Bowen, of the ship Helvetius, from Amsterdam. List of American vessels left at New Deip in the Texel Roads: - Ship Jane, Gardiner, of New-York;

Mary-Ann, Dimond, Baltimore; Rising Sun, West, do. Ocean, Pindar, N. York; Ambition, Dickson, do. ready to sail; Ann and Hope, Graves, Providence; Liberty, Young, New-York; Mississippi, of New-Orleans, from do.; Orlando, Stellwaggon, Philadelphia; Speculator, Little, Wiscasset; Merchant, Johnson, Boston; Elizabeth, Bartlet, Marblehead; Charlotte, Cook, Providence; Wm. Murdock, Brooks, Georgetown; Hebe, Ogle, Philadelphia; brig Mary, Newburyport; William and Mary, M'Laughlin, Charleston, ready to sail.

The following vessels, were driven ashore from the Texel Roads, during a gale of wind which took place on the 28th September: -

Ship Baltimore, Grooms, of Baltimore, had ten feet of water in her hold; Jane, M'Carthy, of Baltimore, aground; Fair Creole, Hobkirk, New-Orleans, do.; Boston, Buniker, New-York, do.; Romulus, Lufkin, Boston, do.; Mary, Landers, Salem, do.

Captain Bowen sailed from the Texel Roads the 13th of October, in company with the ship Hanover, Willams, for New-York. On the 19th of October, spoke, off Beachy Head, the ship Sheffield, Co. per 7 days out from Rotterdam, bound to Norfolk. On the 27th of October, was boarded by a British privateer, in long. 34, W. lat. 43, 15, N. the Sheffield, then in sight.

Legislature of New-Jersey.

The bill for building a draw bridge over the great Manour creek, at Crown-Point, is referred to the first Wednesday of the next sitting.

The house of assembly have been engaged for several days last week in considering the bill to provide arms and military apparatus for the state. It will probably pass with provisions for purchasing 12 pieces of brass field artillery, and 3000 stand of arms. The money due from the United State to be appropriated for this purpose.

The bill to regulate pedlars is recommended for the purpose of prohibiting their travelling through the country for the sale of goods.

The bill to incorporate a company to turnpike the old road from Trenton to New Brunswick, has passed a second reading in the house.

The following is an extract from an act passed in the last session of parliament, for permitting until the 23th day of March 1809, and from thence to the end of the then next session of parliament, the importation of certain enumerated articles into the British colonies on the continent of North America from the United States of America, and the exportation of certain enumerated articles from the said colonies to the same states.

"That from and after the passing of this act, it shall and may be lawful in any British built ship and vessel owned and navigated according to law, or any ships or vessels belonging to any of the subjects of the United States of America, into such ports as shall be specially appointed for that purpose by his majesty within the province of Nova-Scotia or New-Brunswick, the following articles, viz. scantling, planks, staves, heading, boards, shingles, hoops, or squared timber of any kind, horses, neat cattle, sheep, hogs, poultry, or live stock of any kind, biscuit, flour, peas, potatoes, wheat, rice, oats, barley, or grain of any sort; also, pitch, tar and turpentine, being the produce or manufacture of the said United States, and no other articles whatever; and it shall and may be lawful in any such ship or vessel to export from the said port, so to be appointed for that purpose to the said United States, any gypsum, grind stones, or other produce (except ship timber) or manufacture of the said provinces, and also any produce or manufacture of the United Kingdom, or his majesty's colonies or plantations in the West-Indies, any thing in the said acts, or in any other acts to the contrary notwithstanding."

BREMEN, Sept. 24.

We are assured that a treaty of alliance offensive and defensive, has been concluded between France and Denmark, and only wants the ratification of the respective sovereigns. It is also said, that 40,000 French troops, under the prince of P. C. are to enter the continental provinces of Denmark, and with the Danish army under the prince royal attempt a grand expedition, the object of which will not be merely to drive the British from Copenhagen and wrest from them their prey, if in season for it, but even, under certain circumstances to penetrate to the extremities of Scandinavia, to tear from the British the only ally (Sweden) which remains to them upon the continent, and reunite against the common enemy those warlike nations who have been divided by their own means, and which, notwithstanding their loss of some ships, will always be the best nursery for a continental marine. It is further said, that one of the articles of this treaty secures to the king of Denmark the powerful guaranty of the emperor of France for all his estates.

HAMBURGH, Sept. 25.

The inhabitants of this city held an extraordinary meeting on the 21st, from 10 o'clock, A. M. to 10 P. M. to deliberate on the means of raising the contribution demanded by France, for the redemption of English merchandise confiscated in that city. The Senate several times proposed that the proprietors of the merchandise should pay 30 per cent. of the value of them; but this was unanimously rejected by the citizens, who resolved that the contribution should be a public tax. Notwithstanding by this resolution many citizens who voted (such as had no English merchandise) will suffer great personal loss, there was such unanimity as to prove that we have some patriotism left. One fourth of the contribution will be paid down, and the remainder in six instalments.

From the Borders of the Maine, September 28. It was reported that the Emperor of Austria and the Emperor of France, correspond without intermission by means of couriers, and that an interview between them is expected on the frontiers of Italy.

VENICE, Sept. 22.

Though great preparations are making to receive Napoleon, 'tis uncertain when he will visit us. Twenty four transports of Russian troops arrived here this day from Albania.

AUGSBOURG, Sept. 23.

The English re-appeared in the Adriatic Gulf, and before the road of Venice, as soon as the Italian fleet, which had been cruising in the gulf, had returned into port. The English squadron consists of 8 ships, some of which are large frigates, which sometimes approach within cannon shot of the port of Chiozza. Their return again breaks off all intercourse between Venice and the neighboring ports.

The English are extremely exasperated, that the Russians have given up the Seven Isles to the French; and their admiral immediately ordered a blockade of their ports, and the capture of their ships.

FEDERAL GAZETTE.

SATURDAY, NOVEMBER 28.

The members are requested to attend a quarterly meeting of the Mechanical fire company on Tuesday next, the 1st of October at their Engine house where the roll will be called at 3 o'clock in the afternoon.

A root, called arrisetscha, a native of South-America, and affording a light, wholesome farinaceous nutriment, has been lately introduced into Europe, and promises to supplant the potatoe.

We are authorized to say, that the secretary of state has received a letter from Mr. Patterson, consul at Nants, stating that a merchant of that city had just received information from high authority at Paris, that count Totstoy had arrived and had offered the mediation of Russia to effect a peace between France and Great-Britain; that it was believed that such an offer would not have been made unless the emperor Alexander had previously known, that it would be well received by both parties; and further, that Russia was determined against every act of hostility with Great-Britain. It was believed at Paris, that Lord St. Helens was already appointed by the government, to proceed to that city.

It is a fact to be relied on, that Mr. Munroe had not, on the 1st of October, received any answer to his note of the 7th September. [American.]

Married, on the 24th instant, by the rev. Mr. Spay, Mr. William Livesey, merchant, of this city, to Miss Rebecca Hyson, daughter of John C. Hyson, esq. of Kent county, Maryland.

From the Merchants' Coffee-House Books.

November 28. The ship Rising Sun, West, and Mary Ann, Diamond hence has arrived at Amsterdam. The Baltimore, Groone, and Jane M'Carthy of this port were driven ashore in the Texel on the 28th Sept. - the former had ten feet water in her hold - the latter was aground.

Vessels spoke by the Henrietta, Nichols, arrived yesterday. Oct. 3, off the N. W. Buoy, ship T. O. generals from Norfolk, bound in. 11th, in the channel, ship Four Friends, Philips, from Liverpool, for Philadelphia, out 12 days. 30th, lat. 43, 51, long. 46, 30, ship Victress, of New-Bedford, from Bordeaux for New-York, out 19 days. 31st, lat. 43, 30, long. 47, ship Parnassa, from Liverpool for New-Bedford, out 30 days. Nov. 11, lat. 41, 24, long. 67, 9, brig Jane, Barney, from Boston for St. Andero, out 3 days. 12th, lat. 40, 27, long. 67, ship Francis and Mary, from Rotterdam for New-Bedford, out 42 days. 16th, lat. 37, 41, long. 73, brig Adelaide from Leghorn for New-London, out 54 days. 20th, lat. 36, 36, brig Sally, Ramson, of Washington, from Turks-Island for New-York; out 16 days, supplied her with some bread.

The brig John and Joseph, Tenton, hence to Amsterdam has been totally lost off Middlesburg, crew saved.

Arrived last, voyening brig Exchange, Nichols, from St. Kitts - long passage - run also brig Joseph from St. Jago, ballast. The schr. Lovely Lucy hence, has arrived at Leghorn, via Gibraltar.

By extraordinary exertion, we are enabled, with a short delay, to furnish the following interesting sketch.

CONGRESS.

HOUSE OF REPRESENTATIVES.

From our Correspondent. Washington, November 27.

Proceedings this day. Mr. J. Clay presented a memorial from sundry merchants and traders of the city of Philadelphia, praying, that the act prohibiting the importation of certain goods, wares and merchandize, passed the 18th April, 1806, may be repealed.

Mr. Clay moved that the memorial be referred to the committee of commerce and manufactures.

Mr. Rowan hoped the petition would not be referred to any committee. He thought it would be beneath the dignity of the house to give it any consideration. Had he been in congress at the time the law passed, he would have voted against it; but as it had passed, and as we had received a fresh insult from Great-Britain in the attack on the Chesapeake, he would not vote for its repeal.

Mr. J. Clay said, that as the petition was couched in decent language, and involved a question of great national importance, it could not be inconsistent either with the dignity or the justice of the house to refer it to the committee of commerce and manufactures. As to the non-importation law, whoever would examine it would find, that many of its provisions were very deficient, and in some cases totally nugatory. He pointed out some of its defects, and observed, that it contained so many absurdities, that he doubted whether it could ever go into operation.

Mr. Crowninshield said, that as to the non-importation law, it might be obscure in some parts, but there were more than a dozen articles, on which there could be no doubt at all. Under what circumstances had that law passed? We had been making demands on Great Britain for many years, which she had refused to satisfy; and this law had been passed to induce her to do us justice. Since that period she had committed the outrage on the Chesapeake. The blood of American citizens had freely flowed in that vessel. Great-Britain had known this for some months, and yet we had obtained no redress. He knew indeed that the law in question was suspended but for a short time at present; but from the rumors which were afloat, and from what he knew of the disposition of Great-Britain, he entertained no hope that she would do us justice. He thought that we were sleeping at our posts. We knew that Great-Britain was making active preparations; that she was endeavoring to decoy the Indians on our frontiers; that she was arming her militia in Canada and Nova Scotia; and that she had, besides, an immense navy. The late attack on Copenhagen had convinced us that she paid no regard to justice or the laws of nations. She had in that instance violated every principle of humanity. - Could we expect better treatment than Denmark, a nation which had never injured her? Might not our cities be wrapt in flames, as well as Copenhagen? The petitioners state that they are alarmed at the demands of our government: what were those demands? Did they know them? He knew not, although a member of that house; and yet the petitioners are "alarmed" at them. Mr. C. then moved that the petition lie on the table.

Mr. Milner could not see any impropriety in referring the petition. He was acquainted with the characters who had signed it, and he knew them to be men of the highest respectability, men who would not lightly commit themselves. As to the non-importation law, he had always regarded it as a weak and futile measure, calculated to produce no other effect than to irritate Great Britain. He would rather have seen a law to prohibit all intercourse at once. He agreed with the gentleman last up, that we were sleeping at our posts; that our affairs with Great-Britain were in such a situation as to render it extremely doubtful whether they would be amicably settled; and that under these circumstances we ought not to be idle.

Mr. Alston moved that the petition be referred to a committee of the whole house.

Mr. Smilie thought that referring this petition to the committee of the whole would be giving it too much importance. That there was a party in this country strongly prejudiced in favor of the British government, he never doubted for a moment, that this was a measure of that party, he was equally certain.

Mr. Bassett hoped the petition would be referred to a committee of the whole of the table of the Union, not out of respect for the petition, but out of respect for the nation. This would afford the house an opportunity of expressing their sentiments on the present interesting state of affairs. The house had been sitting some time, and no word had been uttered on the subject; he wished this silence to be broken.

Mr. Chandler knew not who these petitioners were; he did not know but that they were British subjects residing among us; if he were certain that such was the fact, he would move to have the petition thrown under the table, without taking any further notice of it; but as he was not certain of it, he was willing to let it lie on the table. Mr. J. Clay said that with respect to the assertion of his colleague (Mr. Smilie) he would merely remark, that there was a man's name signed to that petition, with whom he was immediately acquainted, who, he knew, did as much good for this country as his colleague, notwithstanding his situation. The gentleman from Massachusetts (Mr. Crowninshield) had made a long harangue on the subject of the non-importation law, and had said that it would not encrease the merchants. But so extremely ridiculous was some of the provisions of that law, that it was doubtful whether a gold watch could be imported, on account of the glass being prohibited. He said he felt extremely hurt at the observations of the gentleman from Pennsylvania (Mr. Smilie) when he knew that the signers of the petition were native American citizens. But it seemed natural that a member of congress should speak on all subjects, whether he understood them or not.

Mr. Elliot spoke in favor of referring the petition, and against the insinuation of a British party. He said that he feared there might soon be two watch words established, to vote down any measure which might be disagreeable - and these were "Confidence in the Executive," and "British Party."

Mr. Nelson was opposed to referring the petition to any committee. He thought the house ought not to hesitate a moment about throwing under the table all applications for a repeal of the law in question; particularly now, when we were, he feared on the eve of a war, and after the British government had boasted that we dared not put it in force, as she would consider it as a declaration of war.

Mr. Rhea (Tenn) spoke against referring the petition. He observed, that when these colonies presented petitions to the British parliament for a redress of grievances, they were thrown under the table. He thought that would be the most proper course on the present occasion.

Mr. Fisk contended, that the petition was disrespectful to the house, inasmuch as it conveyed a distrust of the measures taken by government. Several other members spoke on the subject, when Mr. Randolph observed, that attempts had been made to denounce his friend from Pennsylvania, (Mr. J. Clay) - a man, he said, whom he would not disgrace by comparing, either in regard to talent or patriotism, with any of his denouncers. [Mr. Crowninshield rose to explain; but he was twice called to order by Mr. Randolph.] He said that it was the indubitable right of the citizens of this country to present their petitions to this house; and a refusal to refer those petitions was a refusal to consider them. He never expected,