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AND
BALTIMORE DAILY ADVERTISER.

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BOSTON, January 25.

Arrived schr. Mary, capt. Uran, Leghorn, via Gibraltar 54 days from the latter place, oil, soap &c. Left Nov. 26, ship Morgan, Warner, and Pilgrim, Webster, of Newburyport, both for Europe, first convoy; brig Rattlesnake, Brock from Boston, unloading to repair; schr. Henrietta, Dorsey, of *Baltimore*, from Genoa, taken by the Grasshopper. Sailed in co. with the ship Richmond, Bartlett, for *Baltimore*; brig Ruthy, Hammond, Marblehead; brig William, Cross, Salem. Spoke Dec. 6, at. 36, 56, long. 18,39, a Portuguese brig from Flores, 27 days out for Madeira, had been taken by the British lugger Greyhound, and had a prize master on board; she was short of provisions: supplied her with water and some fish. The portuguese capt. gave me the following memorandum wrote by capt. Gardner, Oct. 2. 1807.—"The ship Union, Gardner, of Nantucket, bound on a whaling voyage, struck on a whale in lat. 33, 40, long. 44. 14, and in 8 hours upset; the crew 16 in number, took to the boats, and arrived at the island of Flore in 7 days." They were put on board the lugger Greyhound, by the portuguese brig, and carried to Guernsey. Nov. 15, off Cape de Gat. ship Arabian, and ship Merrimack, of Newburyport, from Valentia, for N. of Europe. Jan. 5, lat. 35. 50, long. 62. W. schr. Industry, for Demarara, scudding under her foresail.

Brig Short Staple, Gorham, from Guadaloupe, 36 days, sugar, coffee & cotton.—Markets—fish 26 dollars.

Arrived, Luanda, Bean, *Baltimore*; Venus, Harding, Fredericksburg; Three Friends, Sears, *Baltimore*; Comet, Gage, do.

Cleared Fox, Daggett *Baltimore*; Hero, Salem; Harmony, Peterson, *Baltimore*; Pocahontas, Stephens, Plymouth; Bean, Sargent, Gloucester; Mary, Newburyport; Charles, Lincoln, *Baltimore*; Hero, Peirce, New Orleans; Mary, Gatt, Sullivan; Fair Trader, Thomaston; Enterprize, Stillman, Washington, N. C.; Caroline, Manson, Bath; Nymph, Springer, Bath; Sally, Martin, New-Orleans.

The following among other vessels, were at the Vineyard on Thursday morning last: Brigs Federal George, from *Baltimore*; Iris, Vinal, from Wilmington, N. C; schooners Morning Star ——, from do.; Mary Ann, Luce, and Traveller, Snow, from Richmond; Good Intent, Baxter, 4 days from the wharf in Alexandria; William, ——, from *Baltimore*, long passage; brig ——, Harding, 30 days from Boston for *Baltimore*.

Vessels left at Leghorn, Nov. 1, by brig Cygnet, captain Kersey, arrived at Holmes' Hole, bound for Boston: Ships Aldebaran, Fitch, for New-York, 6 days; Two Brothers, Candler, uncertain; brig Fame, New York, 6; ship Ezra and Daniel Cagliara; Neptune, *Baltimore*, 10; schr. Lovely Lucy, do. 10; ship Louisa, Smith, do. 20; brig Trident, Portland, just arrived; ship Hibernia, Stewart, *Baltimore*, ready for sea; schr. Topsham Beauty, Millet, sailed for Palermo, 14th Oct.; brig Eliza, Hanscomb, for Tunis, 20 days; Eliza, Locke, for *Baltimore*, 1; ship Argo, Field, uncertain; brigs Dispatch, Jones, do. Hetty, Day, detained; ship Alexander, Hodgdon, repairing; Alexander, Laughton, cleared, with costs. On the 15th Jan. the Cygnet experienced a heavy blow—17th, took the crew off the wreck of sloop Maryland, of New York, which was blown off the coast, bound from Newport for New-London.

NEW-YORK, Jan. 28.

Last night the ship Suffolk, capt. Thompson, arrived at this port from London. She left the Downs on the 28th of November, and brings papers to the 27th. Excepting the following highly important articles, the papers are barren.

A London paper of the 25th of November, contains a CIRCULAR from Mr. FORBES, the American Consul at Hamburg, warning all American captains from entering the ports on the rivers Elbe, Jade and Weser, as all the AMERICAN ships had been STOPT, and the AMERICAN PROPERTY in store SEIZED; that one store containing property belonging to an American house, had been sequestered, and seals put upon it by the French commissary, in the presence of Mr. Forbes.

Accounts were received in London of the arrival of the Russian fleet at Lisbon—that all British property in Portugal was confiscated, that the prince regent had embarked all his plate, jewels &c. on board the Portugues fleet at Lisbon, in readiness for sea, on board which he was determined to embark for Brazil if the French army marched into Lisbon. A British packet had returned from Lisbon, unable to land her mail.

The flag of truce (which we mentioned in our last) had sailed from England for France, but the messenger remained at London.

The accounts of the embargo having taken place, or rather that it *would*, reached the Havana, it is believed, on the 7th inst. a merchant writes to his correspondent here as follows:—"I lament to find that from some information I received this morning, I shall not see you as soon as I had anticipated. I cannot say, here, what that information is, but you will know what I mean. From the quantity of flour at market it is still selling at twelve dollars, but my next advice will be that it is at THIRTY!

"A person arrived here a few days past from Spain, in the appearance of a seaman, who it is whispered has brought some dispatches of the utmost importance to the affairs of this colony."

A letter was received in town yesterday, mentioning, that Mr. ROSE the extra ambassador from England, had dined with the president.

Letters by the brig Fame from Bremen, state, that there was an embargo at that place, and that no American vessel permitted to clear out except in ballast, from an apprehension that they might go to England. WAR between the U. STATES and FRANCE, was expected at Bremen.

Captain Urann who arrived at Boston yesterday se'nnight from Leghorn, which he left on the 14th of October informs, that the Americans there had addressed a memorial to General Armstrong, complaining of their being detained, under Bonapart's decree, as having cargoes of British manufacture or growth; praying that he would use his influence that they might be liberated, or their fate, in someway be decided.

Arrived, ship Suffolk, Thompson, 59 days from London, in ballast and some dry goods. Sailed in co. from the Downs, November 28, ship Passenger, Coppinger, from Tonningen, for New-York; and ship Woodrop Sims, Haynes, for Charleston. The ship Othello, Kempton, was to sail in a few days for New-York. December 18, lat. 44, 18, long. 29, 48, spoke ship Sally and Henry, 26 days from Philadelphia for Lisbon. Jan. 8, lat. 41, 32, long. 42, 57, spoke ship Washington, 17 days from New-York for Cork. Saw two square-rigged vessels last evening, standing in for the Hook. Passengers, Mr. Theodore Meyer, and Mr. F. W. Sperry. The ship William Penn, of Norfolk, from Tonningen, for London, was lost on the outer bar of the river Ider. Three American ships passed the Suffolk in the Downs, bound up.

Brig Fame, Hill, 63 days from Bremen, linens, glass ware, &c. Left ships Wm. Penn, and Ocean, of Charleston; Henrietta, of *Baltimore*; and Elizabeth, just arrived from New-York. Spoke, ship Marshall, 1 day from New-York, for New Orleans.—The Fame left Bremen, Nov. 24, at which time there was an embargo on all vessels. Captain H. has performed his voysge out and home in 110 days.

Brig Actress, Manwarring, 26 days from St. Pierres, Mart. sugar, rum, old copper and specie.

Cleared, schr. Remittance, Treat, Norfolk; sloop Sailor, Hoard, Savannah.

KINGSTON, (J.) Dec. 15.

Arrived, brig Active, Doyle, 29 days from Georgetown, Potowmac, with lumber and fish. Sailed brig Hunter, Rider, for *Baltimore*.

PHILADELPHIA, January 29.

Arrived, ship Agnes, J. Bunce, Charleston; Dispatch, Baush, St. Kitts, rum and molasses; brigs Mary, Torrance, Hodgson, Havana, sugars; Brutus, Michaels, St. Pierres, coffee and sugar; schooners Olive Branch, Smith, Porto-Rico, coffee, &c.; Jane, Reynolds, Boston, salt and fish; Caroline, Hand, Norfolk, coals; Polly, Nickenson, Boston.

Schr. Ann and Betsey, Brain, of and for Biddeford, from Trinidad, with ballast and 20 hhds. rum, was driven ashore the south side of Porto-Rico; the people and cargo saved, vessel lost.

January 30.

Arrived, ship Atlantic, Bennet, Tonningen, dry goods; Fabius, Cole, Marseilles, 92 days; brigs Junius, Roberts, Kingston, Jam. rum; Nancy, Bingham, Havana; Eliza, Smith, do. do.; Eliza, Dolby, Teneriffe, 53, wines, &c.; scur. Mindwell, Wilson, St. Jago de-Cuba, coffee, cocoa, &c.; ship Hebe, Ogle, from Amsterdam, is below.

NORFOLK, January 26.

Arrived, schr. Wolf, Dawson, 4 days from Charleston, bound to *Baltimore*. On the night of the 20th inst. picked up in a small boat the crew of the schr. Clotilda, which vessel foundered on her passage from Charleston to Richmond.

Brig Mary Ann, Dyer, 28 days from Demerara, and 21 from St. Lucia, put into the latter port to land the supercargo, who was destined for Barbadoes—rum and molases. Sailed in co. with the brig Dian, Young, for ——. Left there 25th December, the schr. Windham Pane, of and to sail for Norwich in 15 days.—Spoke Jan. 7, in lat. 20, long 66, 30, the ship Hopewell, M'Kelly, from London, bound to St. Domingo. MARKETS at Demerara remarkably high. BEEF 60 dollars per barrel—FLOUR from 20 to 25 ditto ditto. BUTTER 4 dollars per lb. payable in Molassess.—Cash scarce.

In Hampton Roads, bound to city point, the ship Pohatan, Cottle, 47 days from London. The ship Woodrop Simms, Capt. Haynes, sailed fer Charleston in co. with the Pohatan.

☞ Last evening we were fovoured with files of *London* papers, received by the ship Pohatan, arrived in Hampton Roads. We have only time to extract such articles as are particularly interesting to this country.

Letters from Holland to England, stated that serious disputes had arisen between our minister at Paris, Mr. Armstrong, and the French government, on accout of the latter having demanded that the U. States should exclude British commerce from their ports: that Mr. Armstrong had renewed his advice to the masters of American vessels to quit the ports of France and Holland, without delay.

FROM THE LONDON GAZETTE,

SATURDAY, November 28.

At the Court at the Queen's Palace, the 25th of Nov. 1807, Present the King's most excellent Majesty in council.

Whereas it has been represented, that it would be expedient to fix certain periods at which it shall be deemed that a reasonable time shall have elapsed for receiving information, at different places, of his majesty's order in council of the 11th of November, inst. respecting the trade with his majesty's enemies, and in their produce and manufactures; his majesty taking the same into consideration, and being desirous to obviate any difficulties that may arise in respect thereto and alco to allow ample time for the said order being known to all persons who may be affected thereby, is pleased by and with the advice of his Privy council, to order and declare and it is hereby ordered and declared, that information of the said order of the 11th Nov. inst. shall be taken and held to have been received in the places herein after mentioned, at the periods respectively assigned to them; namely,

Ports and places within the Baltic, Dec. 21, 1807.

Other ports and places to the northward of Amsterdam, Dec. 11, 1807.

From Amsterdam to Ushant, Dec. 4, 1807.

From Ushant to Cape Finisterre, Dec. 8, 1807.

From Cape Finisterre to Gibraltar, inclusive. Dec. 18, 1807.

Madeira, Dec. 13, 1807.

Ports and places within the Streights of Gibraltar, to Sicily and Malta, and the West coast of Italy, inclusive, Jan. 1, 1808.

All other ports and places in the Mediterranean beyond Sicily and Malta, Jan. 20.

Ports and places bayond the Dardanelles, Feb. 1, 1808.

Any part of the North and Western coast of Africa, or the islands adjacent, except Madeira, Jan. 11, 1808.

The United States, and British possessions in north-America, and the the West-Indies—Jan 20, 1808.

Cape of Good-Hope, and East coast of South America—March 1, 1808.

India—May 1, 1808.

China and the coast of South America—June 1, 1808.

And every vessel sailing on or after those days, from those places respectively, shall be deemed and taken to have received notice of the aforesaid order: And it is further ordered that if any vessel shall sail within twenty days after the periods above assigned respectively, from any of the said places, in contravention of the said order of the 11th of November inst. and shall be detained as a prize on account thereof, or shall arrive at any port in this kingdom, destined to some port or place within the restriction of the said order, and proof shall be made to the satisfaction of the court of admiralty in which such vessel shall be proceeded against, in case the same shall be brought in as prize, that the loading of said vessel had commenced before the said periods, and before information of the said order had actually been received at the port of shipment, the said vessel, together with the goods so laden, shall be restored to the owner or owners, and shall be permitted to proceed on her voyage in such manner as if such vessel had sailed before the day so specified as aforesaid: And it is further ordered, that no proof shall be admitted, or be gone into, for the purpose of shewing that information of the said order of the 11th of Nov. inst. had not been received at the said places respectively, at the several periods before assigned.

W. FAWKENER.

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CITY OF LONDON, TAVERN,
November 21, 1807.

At a special Meeting of the Committee of American Merchants, held here this day *Philip Sansom* Esq. Chairman, in the Chair, the Chairman made the following Report from the sub-committee appointed to attend the board of trade, on the subject of the recent orders in Council:

That American vessels cannot sail in any instance direct from the ports of the United States to any port of the enemy in Europe. American vessels may proceed from the ports of the United States to the ports of the colonies belonging to the enemy and direct back to the ports of the United States. The order does not prohibit them from going direct from the ports of this kingdom to the colonial ports in the West India Islands belonging to the enemy; and it is not intended to prevent them from proceeding from this kingdom with colonial produce to the enemy's ports, whenever parliament shall have decided on the duties to be imposed on such exportation. American vessels may continue to trade from the the ports of this kingdom to the ports of the enemy, and from the ports of the enemy, to this kingdom, and from the ports of his majesty's allies to the enemy's ports, but not from the enemy's ports to the ports of his majesty's allies, direct, nor from America to the ports of his majesty's allies, with colonial produce. There is reason to believe that an order in council will issue, regulating the periods at which notice shall be considered to have been received of the orders in council, of the 11th instant, in the United States of America; by which regulation, vessels that shall have cleared, or shall clear, out from any port in America, before the 20th of January next, shall be considered to have cleared out before notice of the order; and vessels which shall clear out between the 20th of January and the 10th of February, will be liable to be detained, subject to the question. whether they had began to be laden before notice had arrived at the port from whence they sailed. From the 10th of February, all American vessels will be considered as having begun to lode after notice, and will thereby be subject to the provisions of the afoeesaid orders.

"Certificates of origin" will not be required to be delivered up which may be on board vessels which shall have sailed previous to the notice of this order, at the port from whence they sailed.

There is also reason to believe that no duty is intended to be laid on the re-exportation of any articles which are the produce of the soil of neutral nations, with the exception of *Cotton*; and that the trade between this country and the ports of the enemy's colonies by neutrals, will be regulated by licence, and confined to the export of British manufactures, until the meeting of parliament; and that the trade between this country by neutrals, with the colonies of the enemy in the West-Indies and South-America, will be placed on the same footing.

Resolved, That the above report be published for the information of all persons concerned with the American trade.

JOHN GRAY, Sec'y.

November 25.

We have been favored with a copy of the circular letter addressed by the consul of the United States at Hamburgh, to the masters of American ships bound to that port. It discloses fully the precarious nature of the understanding which subsists between France and America. The measures to which the French have had recourse, in the port of Hamburg, are marked by their usual treachery They interdict the navigation of the Elbe on a sudden, and then proceed to sequester the cargoes of neutral vessels, which could possibly have had no notice of the order. The practice of *warning* does not enter into the system of the grand advocate for the liberty of the seas. The violence and injustice of these measures must be deeply felt in America. It appears from this document, that the introduction of colonial produce is absolutely prohibited at Hamburg.

"*Hamburg, Nov.* 4, 1807.

"At the request of the merchants here, dealing with the United States, I have issued the annexed circular instructions to the masters of such of our ships as may be bound to this city, and have also sent over to Heligoland an agent, who will remain there for some months, in order to communicate such further information as I find it expedient to convey to our countrymen passing that island. You, sir, will make such use of these circumstances as the interest of our commerce may point out to your known zeal and discretion.

"I am, very respectfully, your most obedient servant,

"J. M. FORBES.

"W. LYMAN, esq. consul of the U. S. of America, &c. London."

"American Consulate,
"Hamburg, Nov. 4, 1807.

"To masters of American ships bound to Hamburgh.

"In the present unprecedented crisis, such great and almost daily changes take place, and the measures of the belligerents affecting commerce are put into such immediate operation, that it is impossible for the most prudent, with the best intentions, to avoid the injuries which, on every side, lay in wait for fair neutral trade.

"It is therefore by no means my intention to assume any controul in the destination of your ships, but merely to state such facts as it is important you should know. In this measure my own opinion has been fortified by those of the most respectable merchants here in connection with my country, expressed to me in their written request.

"The French Custom-House officers, or Douaniers, without any official intimation to the Foreign Agents here, have some time since, in virtue of an Imperial decree, applied the commercial regulations and laws of France to the trade of this city, and, without any exceptions, require certificates of origin, signed by the French Consul at the place of shipment, for all articles attempted to be introduced here. In addition to the inconveniences which the prompt and unexpected execution of this measure presented, within a few days, a new order of the French Emperor has interdicted in the most rigid manner, the navigation of the Elbe and Weser, to all ships, whether going or coming—and in consequence of it the American ship Julius Henry, coming from Baltimore has been seized, the cargo has been sequestered, the ship has been liberated, but without any freight, and must remain under an embargo, of which the term cannot be foreseen. Under this state of things, it must occur to every one that it cannot promote the interests confided to you to enter either of these rivers. Having stated thus much, I can only leave you to follow the dictates of your own prudence, assuring you that I shall endeavour to send you new advices by the 1st of December, or sooner, if any favourable change takes place.

"J. M. FORBES,
"Consul of the U. S. of America."

"List of articles permitted to be imported into Hamburgh, with certificate of Origin, signed by the French consul, at the place of shipment:—Timber, masts, iron, copper, hemp, sail cloth or ravens' duck, flax, cordage, pitch, tar, wheat, rye, barley, oats, oatmeal, peas, beans, rice, flour, cheese, butter, wine, brandy, tallow, candles, salt, pot ash, flax seed, linseed oil, hemp oil, whale and other fish oils, fish glue, mats, horse hair, hog's bristles, saltpetre, yellow wax, bed feathers, caviar and honey. All other articles are, for the present, totally prohibited."

November 26.

Recent intelligence from the continent induces a belief that Bonaparte is determined to force America to take a decided part in the war, either on the side of Great-Britain or France.—At one of his levees a short time since, he declared publicly to general Armstrong, that he would not admit of any neutrals in the war; and he added, "You may tell your employers that they may join with England if they please; but it is my determination to exterminate those proud islanders from the face of the earth."

It was not without sufficient reason that the American minister at Paris recommended that all vessels bearing the flag of the United States, should immediately quit the ports of France, and of all countries under her control, as will be seen by the circular letter addressed by the consul of the United States, at Hamburg, to the masters of American ships bound to that port. What a contrast does this new French decree offer to our late order of council! We allow American vessels to clear out from the ports of the United States to the 10th of February, and proceed to France; and the French seize a vessel, and sequester the cargo, for entering the Elbe in defiance of a regulation of which it was impossible she could know any thing.

November 28.

The committee of merchants trading to America, were yesterday convened at the City of London Tavern, by a requisition, signed by a few merchants, and addressed to Mr. Sansom, the chairman.

The chair was taken at 2 o'clock, and it was proposed that a deputation should be appointed to wait on ministers, for the purpose of explaining the inconveniencies and difficulties that would result to the merchants, under the late orders of council, and to pray for relief. The subject was under discussion for upwards of an hour, but was at length terminated by a gentleman, who observed, that ministers had already given every necessary attention to the subject, and granted every reasonable indulgence to the American merchants; that he considered the measure resorted to highly necessary at the present crisis, and solicited the chairman to decide the question by a shew of hands. The question was put, and negatived; only one solitary hand being held up for it. This event is alike creditable to the good sense and patriotism of the American merchants; and we are confident the public will derive as much pleasure from the information, as we do in communicating it to them.

We have had a vague report that the Cadiz fleet had joined the Russian in the Tagus; but could not trace it to any certain source.

"The differences with America, are said at Paris, to grow out of the politics with England; but the fact is, that America has refused to shut her ports against British commerce, and hence arises all that has, and will follow.

"The twelve sail of the line going upon a secret expedition from Portsmouth went down to St. Helen's yesterday se'nnight.

"It was not difficult to foresee that the opposers of government, though they might not in the first instance attack the orders of council openly and manfully, would not fail to cavil and nibble at parts of them.

"Putting entirely out of their consideration the interests and welfare of our commerce, their attention and anxiety seem to be wholly engrossed with the operation of the orders in council upon the trade of America. If they were deeply engaged in the American trade or even if, deeming the funds of their own country less secure than the American, they had ineested their whole fortunes in the American funds, they could not discover more anxiety. The American minister is represented as surprized at the the terms of the late decree: and the American merchants are so little pleased with it, that they have remonstrated and have had an interview to-day with the Secretary for Foreign affairs, the Chancellor of the Exchequer, the President and Vice-President of the Board of Trade, and the Secretaries of the Treasury.

"*Stanhope-street, Dec.* 2.

"MY LORD,

"I have the honor to inform your lordship, that dispatches have been their morning received from his majesty's ambassador at the court of St. Petersburg, by which it appears, that the emperor of Russia, having published a declaration, in which his imperial majesty declares his intention to break off all communication with England; to recall his minister from this court; and not to permit the continuance of a British mission at that of St. Petersburg his majesty's ambassador has demanded his passport, and is now on his way home I have lost no time in communicating this intelligence to your lordship, in order that it may be made as public as possible, without delay.

"I have the honor to be, &c
(Signed) GEORGE CANNING.

"To the Rt. Hon. Lord Mayor."

ENGLISH STOCKS, Nov. 20.

Consols money	63 1-8
Do. for act.	63 1-4
Exchequer bills	par to 3s. prem.
Omnium	2 1-2 prem.

AMERICAN STOCKS.

Eight per cents	96
Old six per cents	94
New do.	94
Three per cents	57 1-2—58

Bank stock 105—105 1-2l. per share with dividend from 1st July.

In addition to the above, the London papers contain a declaration of war by Austria, against Great-Britain. The dethronement of the Queen and prince regent of Portugal—and the evacuation of Alexandria and Egypt.

The Lord Habert packet, which sailed from New-York on the 8th of Oct. arrived at Falmouth on the 20th November.

An American vessel had arrived at Cherbourg from New-York, was taken possession of by the French officers as soon as she entered the harbor, and the property sequestered.

FALMOUTH, November 24.

Arrived the Walsingham packet, Robarts, with mails from Lisbon, 12 days passage: the Walsingham (not being enabled to land her mail) has returned without any Lisbon mail. The Princess Elizabeth packet, with mail for England, sailed from Lisbon, 9 days before, and is not yet arrived. The Raven sloop of war, was off the Bar, and expected to sail with lord Strangford & Mr. Gambier.

An order was issued on the 1st November, for the detention of all English subjects, and all British property was confiscated. The Portuguse ships of war were off Belem, and expected to sail for the Brazils. The prince embarked, and in the event of the French entering Portugal, he would certainly sail. Five line of battle ships and two frigates (Russians) were arrived at Lisbon on the 9th instant, from Tenedos.

When the ships hoisted English colors, the battery of St. Julien prepared to fire upon them with red hot balls; the Russians then hauled down the English, put up the Russian colors, and went in unmolested.

ROTTERDAM, November 11.

"Every day increases our difficulties, and things get worse and worse. Mr. Armstrong, the American ambassador at Paris, is said to have quitted that place; we are certain that he is apprehensive of an immediate rupture with France, he having transmitted to Mr. Bourne, our Consul here fresh injunctions to cause all American vessels to depart with all possible speed; instructions to the same effect have been forwarded to all the American Consuls. Our opinion of Mr. Armstrong has long been settled; he is wary, and is firm.