

NEW-YORK, July 6.

Extract of a letter from a respectable mercantile house at Bremen, dated Bremen, April 22, 1805.

"There is no remarkable alteration in markets; we had but few arrivals from the United States and the West-Indies, and our stock of West-India and American produce is very inconsiderable. Linnens continue in brisk demand.

"The new quarantine laws issued by the Duke of Oldenburgh, are very severe; all vessels from the Spanish ports that have been infected with the Yellow-Fever are sent back to Christian Sound, in Norway; it is the same case with those from Charleston. Vessels from the northern ports are likewise subject to some formalities and detention, particularly if they have furs, cotton or stuffs on board, and we would advise you not to ship any of these articles until we inform you of the quarantine being taken off again; the same measures are taken as respects the shipping on the Elbe and Ems.

"In the event of any shipments to this place, we would advise you to accompany the bill of lading with a certificate of origin, proving the goods in question are raised in a healthy country; also to provide the captain with a bill of health, expressing that neither at his time of sailing, or eighteen months before, the port of shipping had been infected by the Yellow-Fever; without these documents vessels from America and other transatlantic ports are subject to the detention of a quarantine."

Extract from Rathbone, Hughes and Duncan's Liverpool Prices Current, to the 25th of May.

"The importations of Cotton into this port since the commencement of this year have been greater than usual; but into other ports considerably less; and from the best calculation we can form, we are of opinion that the importations in the kingdom are about the usual supply. The stock in this market is now about 60,000 bags. The demand for the manufactured article continues very limited, and the purchasers have succeeded in reducing the prices considerably under the quotations in our last Price Current, since the date of which, until within the last ten days few sales have been made; but during the present week, the demand for the raw material has considerably increased, and about 3000 to 4000 bags in all have been sold; they chiefly consist in Uplands; the prices at which the holders made the first sales of this description, were at from 16 to 16 1/2 per lb. but some advance is now asked, and one parcel, of a fine quality, has been sold at 18d. per lb. the present current price for such as is of a good quality is from 17 to 17 1/2 per lb. but most of the principle holders will not sell at these prices, in the expectation that there will be a greater demand for the manufactured article; and if this takes place, the prices of the raw material will advance.

"The quantity arrived from New Orleans as yet but small, but supplies are expected soon; the quantity of that which is come to market, is not upon the whole, equal to that of last year's; the prices at which this description has been sold this week, are from 20 to 21 1/2 per lb. the observations respecting Uplands apply to New-Orleans.

"The demand for Sea-Island and Bourbon is completely suspended, unless at prices from 4d. to 6d. per lb. under the quotations in our last Price Current; and some of the holders, being under the necessity of disposing of their stocks, have sold several parcels of Sea-Island at from 6d. to 9d. per lb. under what has been given for similar qualities.

"On the whole, it seems probable, that Cotton has been at its lowest price for some time to come, and that prices will advance in proportion as the demand for the manufactured articles increases."

July 12

Capt. Stellwagen, arrived here yesterday from Malaga, informs, that on the 23d of June, in lat. 34; 40; long 52, 10, he saw a fleet of French men of war, consisting of 23 sail, chiefly ships of the line, standing to the north, the wind from the eastward. He was brought to by the Achilles of 10 guns, one of the fleet, who sent a boat on board, for Capt. S. and the ship's papers; they treated him politely. They were from the West-Indies; but Capt. Stellwagen did not learn where they were destined. He was informed by the lieutenant, that every ship had a great number of troops on board—and that they were obliged to be on two thirds allowance through the fleet.

Captain O'Brien, whose arrival was mentioned yesterday from Point Petre, informs, that about 30 pilots were taken at that place, out of their beds at night, and put into small boats, and carried on board the Toulon fleet. These pilots had not returned when Captain O'Brien sailed. On the 23d of June, Captain O'Brien was close under the lee of Antigua, he saw four ships of the line under British colours, standing to the southward on a wind.

PHILADELPHIA July 1.

Consulate of the United States of America, St. PETERSBURGH, 1st January 1805.

SIR, As there is a probability that very rigorous quarantine regulations will be adopted by this government, in consequence of the extension of the yellow fever to various of the ports of Europe, in order to anticipate them, I conceive it highly necessary, that our vessels in general should be bound to the Baltic, and particularly those destined to the ports of Russia, be

provided with the usual documents declaratory of the state of the health of the district of the U. States, from which they clear; and in the event of their touching at other places, previous to their entering the Baltic, that they procure therefrom the like attestations, or otherwise very injurious detentions may result.

You will please Sir give publicity hereto, for the information of the merchants of the United States.

I have the honor to be, very respectfully, Sir,  
Your most obedient servant,  
LEVETT HARRIS.  
P. MUEHLBERG, Esq. Collector of the Customs of the Port of Philadelphia.

NORFOLK, July 5.

Our Commercial Friends will perceive by this day's paper, the great rise in the rates of premiums of insurance. While, in common with every class of our fellow citizens, we regret that our commerce should be forced to endure any additional burthen, we cannot but acknowledge that the numerous captures which have taken place not only at a distance, but on our coast, and even in sight of our harbours, form a just cause of alarm to underwriters. Vessels trading or suspected of trading with St. Domingo are not now the only object of seizure, as the daily accounts confirm: a plan of universal plunder and depredation has been devised and put into practice against us.—The fatal consequence which must proceed from a perseverance in such a plan, as well to the public in general as to the individuals immediately concerned, must be obvious to every man of common reflection. Intending at a future day to observe more copiously on this subject, we shall at this time only remark, that it is matter of surprise to us that the mercantile and marine members of the community, do not transmit to the executive regular and authenticated statements of the loss they have sustained, as well as information of the perils to which they are daily and imminently exposed. Such a measure could produce no evil: it might result in much good.—Whatever may be our general opinion of the Administration, we cannot suppose that if authentically informed of all the dissipations suffered by our trade, it would not make some exertion to protect the rights of individuals; and to vindicate the national honour.

WASHINGTON CITY, July 18.

By a circular letter from the Secretary of State dated on the 12th July, 1805, the Consuls and Commercial Agents of the U. States are instructed to forbear to receive any certificate whatever relative to the purchase of foreign vessels by citizens of the U. S. States, except to such persons as may furnish the Consuls and Commercial Agents, that the purchase was made without knowing this alteration in their instructions; and they are also restrained from allowing the exception itself after the expiration of two months from the date of the advertisement they are directed to publish of this instruction.

CHARLESTON July 18.

The schooner Nelson, Capt. THOMPSON, arrived at Quarantine last evening in 14 days from Jamaica. Capt. T. had been embargoed 40 days, during which time the Island had been under martial law. No intelligence had been received at Jamaica of the operations of the fleets to windward. A fleet of merchantmen sailed from Jamaica the day before Capt. THOMPSON. Two days since was boarded by the Cambrian frigate.

Savannah, July 13.—Extract of a letter from a gentleman at St. Mary's, to the Editors of this paper, dated July 6—"At this moment is passing this place, on the opposite shore, the schooner Matilda, late a French privateer, captured by the Cambrian frigate, captain Beresford, and manned by her with 100 picked men, for the purpose of cutting out two prizes, and the privateer which captured them. The Spaniards are prepared, and in a little time, I presume, an action will commence—they are not now distant more than six miles. The Cambrian has captured another French or Spanish privateer."

By captain Chadwick, of the schooner Hannah, arrived here yesterday from St. Mary's, we have been favored with an account of an engagement which took place on Saturday last, at Rose Bluff, between a schooner fitted out by the Cambrian frigate, for the purpose of cutting out from their moorings on the Spanish shore, the vessels referred to in the above extract of a letter. The schooner fitted out by the British frigate, was captured by her from the French about two weeks since, after a chase of twenty-two hours, between Charleston and Tibee bar, mounting eighteen 9 pounders, and carrying 110 men. She appeared abreast of St. Mary's at 3 o'clock, and came to—and at 4, got under weigh again, and sailed up the river to commence the attack, which took place about 5. The engagement lasted near an hour, when three boats were manned by the British sch'r to board the privateer, which they effected and retook the ship, brig, and privateer.—The English had four men killed, and ten wounded. The Lieutenant received a shot through his jaw, and in one of his thighs, but was not thought in a dangerous state. On the

part of the Spaniards five were killed, and fifteen made prisoners; the remainder jumped overboard and swam to the shore.—Among the former, were captain Hooper, the commander of the privateer, and captain John Randolph, late of this city.

July 20.

WE yesterday mentioned the recapture of the ship Two Friends, Capt. M'NEIL by the British government brig Hunter, Capt. INGLESFIELD. This information is furnished by the arrival of the pilot-boat schooner Regulator, Capt. White, which was dispatched from this port immediately after the capture of the Two Friends, with documents to prove the ship and cargo American property. She had a passage of seven days to Barracoa, but hearing of the ship of that port, went round to St. Jago de Cuba, where they found the French, prize-master and the privateersmen, who informed that a few days before, when within three hours sail of Barracoa, the ship having fallen to leeward, they fell in with a British armed brig, when the Frenchmen took to their boats, leaving Captain M'NEIL on board the ship, which was immediately taken possession of by the brig. On receiving this information Captain WHITE sailed for Port Royal, to which port he made his passage in the short space of 24 hours. A few days after he arrived, the Snake loop of war came in, the commander of which stated that he left the ship and brig at Cape Nicholas Mole, where the latter vessel had put in to repair her bowsprit, carried away in chasing a French privateer which she had captured. The ship and cargo being of too great value to risk a recapture, it was the intention of the Capt. of the brig to convoy her to Jamaica, as soon as he had made the necessary repairs of his vessel.

A few days before Capt. White left Port Royal, seven ships of the line failed to join Admiral Nelson—a cutter from his fleet had arrived at Jamaica.

A letter received by a gentleman in this city from a respectable character in Santo Domingo, dated the 25th of June, states, that it was reported there, that the French and Spanish fleets had taken the Cape and Port-au-Prince; and that the Brigands had retreated to the mountains with great loss, without burning the cities.—Charleston Times, July 19.

According to the latest London dates, it appears that the British are contracting for an immense quantity of shipping for the conveyance of Russian troops. A proposal has, it is said, been made in the north of England for 2,000 tons.

July 23.

Capt. CONNOR, of the schooner Nancy, arrived yesterday in 18 days from St. John's (Antigua). Capt. C. states, "that the day before he sailed, a Boston schooner arrived at that place, which had three days before fallen in with the combined fleet beating to windward, and the next day fell in with Admiral NELSON, in full chase, steering the same course, and within 20 hours sail of the enemy.—Lord N. had been eighteen days in chase, and by calculation had gained twenty miles a day on the combined fleet. The fleet of West-Indiamen, reported to have been burnt by the French, had all arrived at Guadaloupe."

RALEIGH, July 22.

A respectable correspondent of Wayne county, has sent us the following melancholy and alarming account of the conduct of the Negroes in that quarter, and the proceedings lately had against them. The statement is published in the gentleman's own words. Winesborough, July 15.

"Dear Sir,

"I take the liberty, from a sense of the danger which the white people of this state are in, to communicate to you one of the most shocking plots by the Blacks imaginable. If you think it worthy of a place in your paper, it might serve to put people on their guard.

"We have been engaged in this county in the trying of Negroes for poisoning 12 Whites, ever since Monday last. One suffered death at the stake (was burnt alive) on Saturday last, for poisoning her master, mistress, and two others; two more are under sentence of death, and are to be hanged on Wednesday next. Thirteen are imprisoned under guard, a part of whom, from the evidence, I expect will suffer death, and we are daily making new discoveries. Some have been brought from Sampson, others from Johnston, so that the plot appears to have been a general one. It is said by some of the prisoners, that the head men are to be poisoned first, and the rest are to be subdued; and after detaining a sufficient number in slavery, the balance, if refractory, are to be put to death.

"We proceed this morning with the trials, and God only knows what the event will be. Six or eight Light Horsemen are continually on duty to bring up charged negroes, besides a strong guard of Infantry about the prisoners. What raised the first suspicions in this business, was the death of one or two of our respectable men."

"We understand that one of the persons poisoned was a Mr. Jernigan.

Admiral Collingwood's squadron of 12 sail of the line, had sailed from England at the last dates, to reinforce Lord Nelson in the West-Indies.

Boston paper.

WILMINGTON,

TUESDAY, JULY 30, 1805.

Extract of a letter from a gentleman in Martinique, to his brother in Philadelphia, dated St. PIERRES, June 28.

"You will no doubt except some news of the French and British fleets in these seas. You will be therefore informed that admiral Villeneuve is on his return to France with 20 sail of the line and some frigates. It is confidently reported and generally believed here, that Admiral Nelson, with 12 sail of the line and eight frigates, is now in pursuit of him."

The following remarks from the Farmer's Register, of Lansingburg, we think are rational, and more than that, are National.—We hope the real American merchant will read them with attention:—Salem Register.

"The capture of the ship Two Friends, off Charleston, by a French privateer, will no doubt offer the federalists an opportunity (which they will not let slip) of pouring out their wrath and vengeance against Mr. Jefferson, and the whole French nation; it redoubled fury. We feel as much disposed to condemn the unwarrantable capture or detention of American ships as any man among the whole federal party, let the perpetrators belong to whatever nation they may—but these sentiments will never induce us to countenance fraud, or witness in silence the taking an undue advantage of the rights of citizenship by unprincipled foreigners, more especially when such conduct has a tendency to jeopardize the peace and safety of our country, by compromising our neutrality and the honor of our government. The case before us may be classed among many others, now existing in the United States, calculated to produce those baneful effects. There is every reason to believe that the ship Two Friends was fraudulently covered as American property—may, we will venture to say that not a timber head of her is owned by any citizen of the United States, and we are induced to express this opinion from a strong concurrence of circumstances, which we think proper to notice at this present time.

"In the year '98 or '99, Capt. Neal M'Neil, (now master of the Two Friends) commanded the ship Eliza, a regular trader between London and Charleston. Although this ship was covered by Scotchmen in Charleston, who were naturalized, her belonging to an English house in London was so notorious that no body in Charleston ever doubted it, and if any had doubted it, the following circumstance, of itself, would serve to establish the fact. On her passage from Charleston to London she was captured by a French privateer, and carried into Bayonne, in France, with capt. M'Neil on board. On her arrival at Bayonne, capt. M. immediately abandoned her without laying a claim for her, in behalf of the owners, or waiting the event of the trial. This conduct, at first view, would appear strange, but it was perfectly consistent, when it is considered that capt. M. knew that the ship was English property, and would be proved to be so. The owners in London, knowing that under those circumstances, claiming the ship as American property would be perfectly useless, and only attended with loss of time and money, had instructed capt. M. to abandon her immediately, in case of capture. Accordingly, as we have already observed, he left her on his arrival in France, and proceeded directly to London, when the same owners immediately purchased the ship Two Friends, gave him the command of her, and consigned her to their friends in Charleston, who covered her also, as they had done the Eliza. That house having subsequently failed, one of the copartners has continued to cover the Two Friends in his own name, as American property. And she was so covered at the time of her late capture.

"In giving the above statement, we were far from being governed by any other motives than exposing to public view a practice which, we fear, is too extensive for the honor and safety of the American flag."

We are informed that Capt. Tigeay has received orders immediately to fit out the frigate Adams, now lying at the city of Washington, and to repair to Charleston for the purpose of protecting that harbour from the marauders which infest it.—Philadelphia paper.

A Philadelphia paper of the 13th inst. says, "We announce with great satisfaction, the arrival at New-Castle of the ship Louisiana, Lewis, 12 days from Port-au-Prince, with a valuable cargo of coffee, &c. The cargo of this single ship is said to be equal to the whole amount of the fleet of five vessels lately arrived at New-York from Port-au-Prince."

PORT OF WILMINGTON.

ENTERED  
Brig Elizabeth, Bartlett, St. Thomas  
Sch'r Mercury, Kelly, St. Bartholomews  
Brig Jane, Dockendorff, Liverpool

CLEARED  
Sch'r Orange, Pratt, Martinico  
Mary, Meagher, St. Thomas

Charleston, July 25.—Arrived brig Orange, Pelham, Mariel, 10 days, L. & R. Groning—701 boxes of sugar.

Captain Pelham left at Mariel, a ship belonging to Philadelphia, and a schooner for New-York, vessels and Masters' names not recollected. Capt. P. informs, that several American vessels had been captured and sent to New-Providence by English privateers, for having loaded at out ports of Cuba.