

matters have, however, been adjusted, by a letter from his majesty; and ministers, together with the masters of the ceremonies, having arranged every thing in their respective departments, the ambassador will on Thursday set off for Yarmouth where he will embark for Copenhagen; taking with him the regret of all persons in this country by whom he is known, and which regret is increased by the dangerous responsibility at all times, but particularly the present, of the high office to which it is said he is to be appointed.

The Paris papers of the 7th inclusive, received yesterday, are filled with conjectures of an immediate peace with the emperor, and some of them even intimate a belief that the preliminaries are already concluded. Duroc, the confidential friend and first adjutant of Buonaparte, (and whom he had successfully employed in a negotiation at Berlin) is said to be accompanying the Count St. Julien to Vienna, to be empowered to adjust some matters which were objectionable to the Imperial Cabinet. In confirmation of this opinion, a paragraph is extracted from a letter from Wefel, dated July 25th, which says: "The Baron de Dohm, the Prussian minister, who presides in the Congress of the German States included within the line of neutrality, the deputies of which are assembled at Hildesheim, has just announced that the supplies for the army of observation, which protects the north of Germany, must not be extended beyond three months, as there is every reason to hope, that by that period, peace will be restored to Europe."

The account of the detention of the Danish frigate and her convoy, was on the 6th communicated by the Telegraph to Paris, where it is said, Denmark, though goaded by Russia and Sweden, is averse to take any step against England, from the apprehension of her eastern possessions.

The object of the expedition which failed from Portsmouth on Wednesday, and comprised about 10,000 soldiers, continues to be, as it ought, a profound secret. Every thing that distinguished gallantry can achieve may be expected from them.

Admiralty Office, August 9.

Copy of a letter from Earl St. Vincent, K. B. Admiral of the white, &c. to Evan Nepean Esq. dated on board his Majesty's ship Royal George, at sea, on the 4th instant.

Sir,  
I did not think the enterprize of Sir Edward Hamilton or of Capt. Campbell could have been rivalled, until I read the inclosed letter from Sir Edward Pellew, relating the desperate service performed by the acting lieutenant Coghlan, of the Viper cutter, which has filled me with pride and admiration; and although the circumstance of his not having completed his time in his majesty's navy operates at present against his receiving the reward he is most ambitious of obtaining, I am persuaded the Lords Commissioners of the Admiralty will do all in their power to console him under his severe wounds, and grant him promotion the moment he is able to receive it. I am, Sir, &c.

St. Vincent.

Impetueux, Palais Royal, 1800.

My Lord

I have true pleasure in stating to your lordship the good conduct of Lieutenant Jeremiah Coghlan, to whom for former gallant behavior, you had given an acting commission to command the Viper cutter, from this ship. This gallant young man, when watching Port Louis, thought he could succeed in boarding some of the cutters or gun vessels which have been moving about the entrance of that harbour, and for this purpose he intreated a ten oared cutter from me, with twelve volunteers; and on Tuesday night the 29th inst. he took this boat, with Mr. Silas H. Paddon, Midshipman and six of his men, making, with himself, twenty, and accompanied by his own boat and one from the Amethyst, he determined upon boarding a gun brig mounting three long 24 pounders, and 4 six pounders, full of men, moored with frings on her cables, in a naval port of difficult access, within pistol shot of three batteries, surrounded by several armed craft, and not a mile from a 74 and two frigates bearing an admirals flag. Undismayed by such formidable appearances, the early discovery of his approach, (for they were at quarters,) and the lost aid of the two other boats he determined bravely to attack alone, and boarded her on the quarter; but unhappily, in the dark, jumping into a trawl net hung up to dry, he was pierced through the thigh by a pike, and several of his men hurt, and all knocked back into the boat. Unchecked in ardor, they hauled the boat further ahead, and again boarded and maintained against 97 men, 16 of whom were soldiers, an obstinate conflict, killing six and wounding 20, among whom was every officer belonging to her. His own loss, one killed and eight wounded; himself in two places; Mr. Paddon in six. I feel particularly happy in the expected safety of all the wounded. He speaks in the highest terms of Mr. Paddon and the whole of his party, many of whom were knocked overboard, and twice returned with unabated courage. I trust I shall stand excused by your lordship for so minute a description, produced by my admiration of that courage which, hand to hand, gave victory to a handful of brave fellows over four times their number; and of that skill which fortified, conducted and effected his daring an enterprize. Le Cerbere, commanded by a Lieutenant de Vaisseau, and rowed out under a very heavy fire, is given up as a prize by the squadron to mark their admiration, and will not, I know, be the only reward of such bravery; they will receive that protection your lordship so liberally accords to all the young men in the service who happily distinguish themselves under your command. I enclose Lt. Coghlan's letter, and have the honor &c.

Signed EDWARD PELLEW.  
Admiral, the Earl St. Vincent, K. B. &c.

H. M. Cutter Viper, Tuesday morn. 8 o'clock.

DEAR SIR  
I have succeeded in bringing out the gun-brig Le Cerbere, of 3 guns 24 pounders, and of four 6 pounders and 87 men, commanded by lieutenant Vaisseau. Pray forgive me when I say from under the batteries of Port Louis, and after a most desperate resistance being made, first by her, and afterwards by the batteries on both sides, and a fire from some small vessels which lay round her; but nothing could I expect from a vessel laying in that inactive situation, was equal to the few brave men belonging to our ship, whom I so justly confided in, assisted by six men from the cutter, and Mr. Paddon midshipman, who, I am sorry to say was wounded in several places, though I hope not mortally. I am sorry to state the loss of one man belonging to the cutter, who was shot through the head, and four of your men wounded, with myself, wounded in several parts of the body; the principal one I received was with a pike which penetrated my left thigh. Mr. Paddon shall in the cutter's small boat, assisted by two midshipmen from the Amethyst in one of their boats. The loss of the enemy is not yet ascertained, owing to the confusion.

I remain, &c.  
I. COGHLAN.  
N. B. There are 5 killed and 21 wounded, some very badly.

### By this Day's Mail.

BOSTON, September 18.

For the Boston Commercial Gazette.

MR. CUTLER,

The following communication just received from my friends and correspondents, KNOX & HAY, of Hull, is so full of commercial information, that I am convinced it is only necessary to give it you, to insure its insertion in a paper so devoted to the true interests of our country, as yours.

Yours, &c.

W. W. Jan.

Dock-Office, Kingston upon Hull,  
May 2d, 1800.

SIR,

I have to inform you, that your letter to the Dock Company of the 10th of April last, was this day taken into consideration, and that in consequence thereof, the Dock Company have come to the Resolution, of which I have the honor to enclose you a copy. I am with great respect, Sir, your most obedient humble servant,

JOHN LEVETT, Clerk.

George Knox Esq.,  
American Consul, Hull.

At a meeting of the Dock Company held this day.  
Resolved, That from and after the 10th day of October next, the sum of one shilling and nine pence per ton only, instead of the present dues of three shillings and sixpence per ton, be taken on all American ships which shall enter this port after that time. It shall be made appear to the Dock Company, that one half of the tonnage of such ships consists of West-India produce for exportation, and that no higher dues shall be taken on such ships so laden, until twelve Calendar Months next after this resolution, shall be rescinded, and notice thereof given to the American Consul resident at this port. May 2d, 1800.

The Port of Hull now allowed to be third in consequence, to Great Britain, is situated about twenty miles from the mouth of the Humber, the largest river in England, and navigable up to the Port by the largest ships. There is a very spacious Wet Dock within the Port. The mouth of the Humber entering the German Ocean is nearly opposite the mouths of the Elbe, the Ems, and the Weser, with the cities and towns situated on these rivers, Hull carries on the greatest trade of any port in Great Britain, London excepted, and from thence to those ports, there are regular convoys once a fortnight in time of war; it is also next to London in its trade, to the ports in the Baltic, and in times of peace to those of Holland, Flanders, and the northern ports of France, exporting to all those places immense quantities of woollens, ironmongery, and other goods, the produce of Yorkshire. Its trade is never interrupted by ice; no frost, however severe, was ever known to shut the port, and ships at all seasons, and in all weathers, may enter and find shelter in the Humber; and of late the Parliament of Great Britain hath passed an act for the regulation of pilots, conducting ships into, and out of the Humber, which effectually prevents abuse and imposition.

With the United States its trade hath greatly increased of late years, and being so well situated for the sale of their produce to the large internal manufacturing towns in England, and for the exportation of tobacco and West-India produce to Germany, Holland and the Baltic must increase further, particularly as cargoes consisting of woollens, earthen ware, cutlery, and all kinds of implements for husbandry, together with alum, copperas, lead, &c. can be obtained as freight back to the States.  
Hemp, linens, iron, cordage and all other articles, the produce of Russia, Germany, and the States, being rich on the Baltic Sea, can here also be obtained on easier terms than in any other port in Great-Britain, and at a season when the ports in those countries cannot be approached for ice.

### Wanted,

A WOMAN, either white or black who understands plain cooking, and will undertake the work of a small family. None need apply without unexceptionable recommendations of her husband and sobriety. Apply at the Office of this Gazette.

September 20.

dtf

## Gazette of the United States

PHILADELPHIA.

TUESDAY EVENING, SEPTEMBER 23

### PRICES OF STOCKS.

PHILADELPHIA, SEPTEMBER 9.

Old 8 per Cent Stock for cash 100 per cent.	
New 8 per Cent Stock do. 108 1/2	
Six per Cent. (net amount) 87 1/2	
Navy do. do. 87 1/2	
Three per Cent. do. 87 1/2	
Deferred, do. 84 1/2	
BANK United States, do. 31	
— Pennsylvania, do. 26	
— North America, do. 28	
Insurance comp. N. A. shares 10 per cent. below par.	
— Pennsylvania, shares, 21 per cent. adv.	
Turkey shares, 10 per cent. under par.	
Bridge (Schuylkill) Stock, par.	
Rail-India Company of N. A. 7 per cent. advance	
Land Warrants, 25 dolls. per 100 acres.	
Water Loan, 85 per cent.	

### COURSE OF EXCHANGE

Bills on Lon. at 30 days for cash 170	per cent.
Do. do. 60 days do. 168 1/2	do.
Do. do. 90 days do. 166 1/2	do.
Bills on Hamburg at 60 days 36	37 cts.
per Mark Banco	
Do. in Amsterdam, 60 days 39	40 cts. per Florin.

THE CARRIERS of this Gazette, have been strictly forbidden either to sell or give away, any of their papers; and should the Editor detect, or receive information of any person attempting to seduce them from the line of their duty, he will employ legal means for redress.—It has become a serious inconvenience, and those who are friendly to the interest of this paper, are requested to give such information as may be in their power on the subject, and they will confer an obligation on THE EDITOR.

It is requested that Gentlemen who are neglected by the Carriers, will not permit several days to elapse without giving information of such neglect; but immediately give notice. They SHALL be served regularly.

### To Readers and Correspondents.

We are tormented daily with the tuneless rhymes of many a pretended poet, as unlike to POPE and DRYDEN, as a farthing candle and the clerical lamp. From internal evidence, bad spelling, hobbling verse, and profane sentiments, we conclude that the articles in question, proceed from the Jacobins.  
"Each songster, riddler, every nameless name,  
All crowd, who foremost shall be damn'd to fame,  
Some strain in rhyme, the muses on their racks,  
Scream, like the winding of ten thousand Jacks."

We hope the author of "Notes on Gallatin" will continue his fiscal researches. The Geneva socialist, in his eagerness to give the public debt a false and bloated appearance has finally involved himself in the common logical error of proving too much. Gallatin and his crew we understand, are much mortified at a consequence flowing from his own principles. His object is to show that our Debt is greater than Treasury Reports and Congress Committees make it. He avers that the official statements of the amount of bonds receivable was erroneous, because the people, that is the United States, still owed the money, the amount of these bonds. Now it follows, that if what people of the United States owe the people of the United States be a false item in the document, the public debt due to our own citizens, is not due at all. Thus, the would be Chancellor of our Exchequer has cancelled the Public Debt, in the midst of his labors to make it appear larger than life to every Jacobin eye. We would suggest to the author of "The Notes," to pursue the subject, to divide his discussions into small parts, in the form, for example, of Letters, and to employ that simplicity of style, and perspicuity of reasoning, for which Dean Swift was so conspicuous in his matterly "Examiners."

"DICK VULCAN," to-morrow.

The Insurrection of the Negroes in the southern states, which appears to be organized on the true French plan, must be decisive with every reflecting man in those States of the election of Mr. Adams and Gen. Pinckney.

The military skill and approved bravery of the General, must be peculiarly valuable to his countrymen at this trying moment. He is not one of those who shrinks from danger.—HE has met it, and, when occasion requires he will meet it with firmness in its most horrid form.

We congratulate our fellow citizens of South Carolina on the possession of this Gallant Soldier at this important crisis. To him they may look with confidence for every aid which courage and talents can supply.

For the 24 hours, preceding Saturday morning, (Inn-kill) there were 28 deaths in Baltimore and Fell's Point.  
Total of sick remaining in the Hospital with the prevailing distemper, 32  
Convalescents since last report, 12  
Discharged cured, ditto 3

Mr. Holland, is elected Member of Congress from North-Carolina, in the place of Mr. Dickinson.

Extract of a letter from a gentleman in Charleston, (S. C.) to his friend in this city, dated Sept. 13, 1800.

"I have just recovered from a severe attack of the yellow fever. It has been very fatal among the northern people. The principal part of those who have taken it have fallen victims."

"The negroes have rose in arms against the whites, in this country, and have killed several. All the troops of Light Horse are ordered out by the Governor, to suppress the insurrection under the penalty of 15 pounds sterling, for every private, and in proportion for the officers. It is expected there will be serious work before they are subdued."

A gentleman from Charleston mentions that this insurrection had caused a very serious alarm in that city. Some reports stated the number of the insurgents, who were embodied about 30 miles from the city, to be four or five thousand strong, and others decreased their numbers to 7 or 8 hundred. However this may be, the citizens were unfortunately backward in turning out, owing to the sickly state of surrounding country. Many chose rather to pay the penalty than run the risk of falling a prey to the fever which generally attack those who inhabitants of Charleston that venture into the country in the autumnal months.

The following notice has been published in the Boston papers;—It seems probable from the nature of the notice, that some suspicions of the design of the Negroes are entertained, and we regret to say there is too much cause.

BOSTON, September 16.

### Notice to Blacks.

The officers of the Police having made returns to the subscriber of the names of the following persons, who are Africans or Negroes not subjects of the Emperor of Morocco nor citizens of any of the United States, the same are hereby warned and directed to depart out of this Commonwealth before the 10th day of October next, as they would avoid the pains and penalties of the law in that case provided which was passed by the legislature March 26, 1788.

CHARLES BUI FINCH Superintendent.

By order and direction of the Selectmen.

Here follows a list of names, and the places they came from is annexed, it occupies a column of the Boston paper and we suppose there are three hundred of them.



### Gazette Marine List.

#### PORT OF PHILADELPHIA.

ARRIVED.	DAYS
Sloop Harmony, Wethman, Richmond	15
Coal and tobacco.	
Schr. Patsy, Walker, Frederickburg	13
Corn, to Captain.	

#### CLEARED.

Brig Abigail, Lord, Madeira  
Schr. Lyon, Andale, Corunna  
Schooner John, Gemmeny, from hence to La Guira, on the 16th inst. off Cape Hatteras, experienced a tremendous gale of wind, in which sustained a loss of the mate (Mr. Dickson) and one hand, who were washed overboard; likewise the boat, cambouze, the quarters stove in; but fortunately the gale subsiding, the schooner made the Capes of Delaware on the 20th, and arrived at New-Castle yesterday. In the morning of the 20th, 30 miles south of Cape Henlopen Light-House, capt. Gemmeny spoke the schooner Miria Matilda, Shirliff, from Havana to Philadelphia, the captain of which informed him that he had suffered considerably in the above mentioned gale, and had been obliged to throw all his guns overboard.—That he had on board the crew of a British schooner from Jamaica to Halifax, which was wrecked on the 16th.

Sloop Genet, Whelen, failed from Charleston the 15th instant, for this port.

Received by the brig Hannah, capt. Norton from St. John's, Porto Rico, the following list of vessels at St. John's, from the first of August to the fourth of September:  
Brig Ruby, Lillibridge, to sail the latter end of September.

Schr. Sabra Haren, Hathaway, of and for Charleston, to sail 15th September.

#### PRIZES.

Brig Gratitude, Reynolds.  
Schr. Lark, Randall, of Norwich.  
Schr. Favorite Clery, McConnell, of Norfolk.

Schr. Jason, Bagley, of Portland.  
Schr. John, Bayton, of Norfolk.  
Brig Juno, Vincent, of Charleston.  
Sloop Hiram, Williford, of New York.  
Sloop Hercules, Tallman, of Baltimore.  
Schr. Brothers, Story, of Halifax.  
Brig Sophia, Hopkins, of do.  
The brig Enterprize, Langdon, of Portsmouth, from Surinam bound to this port, on the 28th of August last, was taken in lat. 21, N. long. 59, 30, W. out 14 days, by the French brig Bayonne, capt. Cadet, from Guadaloupe bound for St. John's, (P. R.) with three of the above prizes in company—and on the 30th, was recaptured by some vessel unknown.

#### No arrivals at the Port.

Ship Galea, Smith, from hence had arrived at the Havana.

Ship Active, M'Dougall from hence, has arrived in the Downs.

Ship Mars, George, ship Belvidere, Ross (from Baltimore) and brig Amiable Adell, Patton, from hence has arrived at Liverpool.

Schooner Jane, Foley, from hence has arrived at the Havana.

Brig Two Brothers, Stoddert, for Liverpool went to sea on Friday last.

Schooner Roger, Bichez, for the Spanish Main, put back in the late gale. Left at sea the brig Lark, Wallace, from hence to St. Jago de Cuba; both pumps going.

Schr. Maria Matilda, Shirliff, has arrived at New-Castle.

### SALEM, Sept. 16.

#### CLEARED.

Ship Mount Vernon, Neal, La Guira  
Catharine, Obar, Cuba

Arrived the ship Recovery, Phillips, Calcutta. He left the pilot the 11th of May. The ship Winthrop and Mary, of Gloucester, failed the day before, and the ship Ulysses, Mugford, of this port, in company with him. Left there, brig Washington, Captain Murphy, of this port, to fail in 7 days; and ships Delaware and William Penn, of Philadelphia.

Capt. Phillips has performed his voyage with remarkable expedition, it being only 9 months and 10 days since he sailed from Hamburg for Calcutta.

Arrived here on Thursday last, ship Bellarius Samuel Skerry, jun. master, in 104 days passage from Tranquebar, on the coast of Coromandel.—Having failed from Salem, on the 23d Dec. last, she has completed her voyage to India and back to Salem in 8 months and 12 days—notwithstanding she remained at Madras and Tranquebar upwards of forty days of that time. It is not recollected that any ships from this country have made shorter passages to India. The Bellarius passed the Equator in 23 days and the Cape of Good Hope in 55 days from Salem, and arrived at Trincomalie, Island of Ceylon, in 106 days, by a very circuitous route, and against winds and circumstances which were for a considerable time opposed to a short passage.

Left no American vessels there—and spoke nothing on his homeward passage.

Brig Washington, Murphey, of this port, arrived at Calcutta, April 21st, from Lisbon.

Brig Neponit, Capt. Kiton, from Boston, arrived at Bombay April 15.

NEW YORK, September 22.

Arrived. days

Ship Phoenix, Coppinger, St. Croix	17
Brig Philanthropist, O'Conner, Alexandria	7
Schr. Betsey, Hull, Virginia	9
Success, Bartow, do.	8
Eagle, Woodworth, do.	2

#### CLEARED.

Schrs. Lark, Bourdett, St. Johns  
Lovina Rommay, St. Bartholomews  
Sally, Cann, Yarmouth  
Dispatch, Shoemaker, Antigua  
Lydia, Bernard, Jamaica

Yesterday arrived here the ship Phoenix, Captain Coppinger, belonging to Copenhagen, in seventeen days from St. Croix.

Captain C. informs that on the 6th instant, an action took place within gun shot of him, between his Danish majesty's brig Lougen, and an English schooner privateer, which lasted a quarter of an hour, when the schooner struck, and the brig carried her into St. Thomas; could learn no farther particulars.

Captain C. further informs, that on the 2d instant, an action took place between an English and Danish schooner, in which the Danish Captain (Foedder) was with one man killed and three wounded. The English schooner made off on seeing a Danish brig come on to attack her.

Mrs. Cruger, her son, and three daughters, came out in the Phoenix.

An American convoy was to sail on the 6th instant, from St. Thomas, under convoy of the United States brigs Eagle and Richmond.

### BALTIMORE, September 20.

Arrived. days

Schr. Invincible, Miller, Havana 19  
Captain M. has politely favoured us with the following Marine news:

Left there August 30, in co. with the schooner Maria Matilda, of Philadelphia.

Left at Havana the following vessels:

Barque John and Jane, of Baltimore

Arrived three days before

Brig Two Brothers, arrived three days

Schr. Charlotte, Stanly, arrived in 5 days,

[not begun to unload

Nimrod, Hamilton, do.

Little John, to fail in 3 or 4 days

Zephyr, to fail in four days

Sept. 1, off Orange Key, at 4 A. M.

was boarded by the brig Two Brothers,

Bethell of New Providence, treated politely who sent on board an American

seaman, William Arnold passenger, whom he had taken up, formerly of the brig Molly,

Captain John Lewis, of and from Savannah,

to Vera Cruz, with provisions, which was cast away on the Camaines, the 2d July.

Sept. 17, off Windward point, spoke the ship Paulina, Captain Brooks, of Baltimore, to Alexandria, six weeks from

fall, with three hundred Irish passengers on board.

The ship Sally, Captain Brown, of Baltimore, failed the day before the Invincible.

### Elisha Fisher & Co.

No. 39, north Front Street,  
HAVE FOR SALE,  
Sheet Iron, tin plates in boxes, sewing twine, hoes, window glass, and a large assortment of

Ironmongery, cutlery, fadery, brads and Spanish Wares,  
Hats in cases, Coach & Coach harness furniture, &c. &c.  
September 23