

From the AURORA.

At a meeting of the conferees from the city and county of Philadelphia, held at the District Court Room August 15th, 1804.

THOS. LEIPER, Esq. Chairman. GEORGE BARTRAM, Sec'y. A letter from Michael Leib was presented and read, intimating a wish to withdraw his name from the list of candidates to represent the district, to the congress of the United States. Whereupon, the same being again read:

Resolved unanimously, That the conferees cannot assent to the request contained in the letter of Dr. M. Leib, in as much as he sustains the unqualified approbation of this committee for his uniform and steady support of republican principles; because in the opinion of this meeting, the public interest requires that he be continued a representative in congress for this district; and, that to make a peace offering of him to his enemies would not be warranted by the public sentiments or feeling, nor by principles of honor or policy.

Resolved unanimously, That Joseph Clay, Michael Leib and Jacob Richards, be supported as members of congress, to represent the district composed of the city and county of Philadelphia, and county of Delaware. Resolved, That a committee be appointed to prepare and publish an address to the people of the district, on the present state of things, and that the said committee be a committee of correspondence, and generally be chargeable with the democratic interest at the ensuing election.

Resolved, That the letter of Dr. M. Leib, and the resolutions thereon be annexed to the address and published with the proceedings of this meeting.

THOMAS LEIPER, Chairman. GEO. BARTRAM, Sec'y.

Northern Liberties, August 15th, 1804.

Six, Presuming from the proceedings of the Philadelphia county meeting, and of the general ward committees that my name may be brought into the view of the district delegates, as a candidate for the next congress, permit me to offer, through you, to the delegates, some of the considerations which operated upon me in the formation of the wish, that another person may be selected.

This wish did not originate in any recent occurrence, neither is it dictated by any view to personal consequences; for during the last session of congress, I suggested to some of my friends both here and at the seat of government, a desire to retire from public duties—on my return to this city I renewed the suggestion. Permit me to assign some of the reasons which disposed me to seek, "the post of honor in a private station." It has been repeatedly insinuated and lately urged by some, who profess great sensibility and concern for the public interest, that any other letter of the alphabet would be acceptable to the minority in opposition to me; and although facts of a late date and of a very stubborn nature, create strong doubts as to the sincerity of such a declaration, I cheerfully pay a due homage to it, by a submission of myself as a peace offering to the enemies of my opponents. If thereby the public interest can be promoted, no motives of a personal nature ought to interpose; and whatever may be the consequences to individual honor and fame, all selfish considerations ought to be made subservient to the general welfare. Even to be made the victim of personal and party vengeance, of private malice and disappointed ambition, for the restoration of union and harmony, must afford to the individual an ample recompense in the benefits thereby resulting to his country.

For me the walk of public life has been so profusely planted with thorns, that if no longer offers any inducements. It may indeed be said, that the right of a citizen enables me, at any time, peremptorily to refuse the discharge of public functions; but as my political creed contains no such dogma, and as I have always believed, that in a government of the people every citizen belongs to the public, and no one has the right to refuse the performance of public duties called upon by the people; I could not in my own case, mistake power for right, and will for principle, and plead the extenuation of a direful obligation of a citizen and imperious obligation. Such an abandonment would indeed have furnished to ingenious malignity, an opportunity to pervert the motive, by an attribution of it, to a desire thereby to secure myself from a public scrutiny of my conduct, or to a consciousness of a forfeiture of the confidence of my constitu-

ents. It would have deprived those who are without sin, of the opportunity of throwing the first stone, and would have robbed a variegated group of patriots and moralists of their delicious banquet on private character. As by this time the wire edge of their appetites must be worn off, this expression of my wish may not be misinterpreted, and I may be permitted to retire to the shade of private life, without being pursued by the tender mercies of those, who by their religious, moral and political professions, indicate the establishment of a new sect of illuminat and another inquisition.

That the public welfare may be promoted by the measures of the delegates, and that principle may triumph over self in all its shades and varieties, is the sincere wish of

Your Fellow Citizen, M. LEIB.

The Chairman of the Delegates for the City and County of Philadelphia.

From the SALEM REGISTER.

NEW RUDDER. Invented by captain Mufford of the ship Ulysses of this port, in January last, on his passage to Marseilles, and to which we have given the name of "THE MUFFORD RUDDER, in honour of the inventor.

The Ulysses, under command of captain William Mufford, and belonging to Mr. William Gray, jun. of this town, sailed from Salem, early in January, bound to Marseilles. On the 5th of January, in lat. 41. long. 65, experienced a heavy gale of wind, and while running 8 or 9 knots, a large sea struck the stern of the ship, and carried away the rudder at the water's edge, when the vessel immediately breached to. The main mast was sprung, and the hull lay exposed to every sea. In this unfortunate situation Capt. Mufford was reduced to the necessity of steering the ship with cables over the quarters for upwards of 20 days, making however the best of his way towards the Western Islands and Madeira.

The weather during all the time was extremely boisterous, and the ship much exposed to the seas. It was during this interval that Capt. Mufford planned and executed a rudder which he afterwards proceeded in securing in its proper place, at the stern of the ship. It is entirely of a new construction, and does the inventor the greatest honour. Merchants and seamen in particular, must be under great obligations to Capt. Mufford, for the invention, and the United States will feel proud in having giving birth to a citizen who has conceived a plan so useful and important to the commercial interest, and from which we may calculate that the lives of mariners may be rendered more secure, and the property of our merchants be less exposed while on the ocean.

The Ulysses returned to this port a few days since, and several gentlemen, having examined the rudder, and a model and drawing of it, we are enabled to give the following description of this highly useful machine.

The rudder has a false stern post attached to it, made from a spare topmast which is about 20 feet in length. The main part of the rudder is formed from a piece of the same topmast, and four studding sail beams secured together make the back part, the whole being lashed with small ropes, and fixed in a proper manner with bolts, and banded on the sides with boards. The rudder is 14 feet in length, and 4 feet wide. It has 8 or 10 eye bolts, and there is an equal number on the false stern post, through which pieces of iron cross-bars were put and used as pintals, and which when properly placed, attached and secured the rudder to the false stern post, in the same manner that pintals, gudgeons, and braces secure common rudders to the ship's stern post. The old iron tiller of the ship, about 6 feet long, passes through the body of the rudder, near the upper part, and from which, on each side, ropes were passed over the quarters of the ship, to a topmast, running out near the mizen chains, and having a single block at the end, the proper tiller ropes rove through them, and the ship then steered in the usual manner with the wheel.

There are several large straps fastened to the false stern post, from which hawsers were passed on each side of the vessel in order to secure it in its proper station, upon the old stern post. The old gudgeons still remaining on the stern post, it was necessary to cut mortises into the false one to receive them, and these were found of very essential service in keeping the whole machine firmly fixed in the assigned situation. On the 3d of February the whole was prepared and the weather then being very favourable, the new rudder was hoisted over the stern of the ship with a 4 pound cannon to sink it to the proper depth, and the false stern post being entered into the rudder case, the quarter ropes hauled tight, and a few bolts passed through it from the head of the old stern post, it was thus secured and found to answer perfectly well, and the ship steered her course without any difficulty. They were then in lat. 34, and long. 45. The passage to Marseilles was now performed in the safest manner. When they arrived in Marseilles the new rudder excited considerable attention. The French took drawings of it, and all the captains in port took care to furnish themselves with complete models of it. Most unquestionably as it relates to ships, it is the most useful invention of

the age. The plan is very simple, and therefore the more easily followed now it is found out. Every ship is provided with materials to make such a rudder—gun carriages furnished the proper eye bolts, and the spare spars on deck chiefly the other materials—Heretofore seamen have always found it impossible to secure the new rudder to the old stern post. The present plan avoids this difficulty.

A new or false stern post is invented, and the new rudder is properly secured to it before it leaves the ship's deck, and thus the great obstruction to fixing rudders at sea, is surmounted. Captain Mufford, certainly deserves the highest encomiums for the invention on and we trust that a grateful country will acknowledge, that to him we are indebted for a discovery affording new security to the lives of men and their property, when exposed to the dangers of a stormy and tempestuous ocean. To seamen it will be almost unnecessary to add that the cannon was withdrawn from the rudder after it was placed in its proper berth, and taken on board the ship again.

Your Fellow Citizen, M. LEIB.

The Chairman of the Delegates for the City and County of Philadelphia.

From the SALEM REGISTER.

NEW RUDDER. Invented by captain Mufford of the ship Ulysses of this port, in January last, on his passage to Marseilles, and to which we have given the name of "THE MUFFORD RUDDER, in honour of the inventor.

The Ulysses, under command of captain William Mufford, and belonging to Mr. William Gray, jun. of this town, sailed from Salem, early in January, bound to Marseilles. On the 5th of January, in lat. 41. long. 65, experienced a heavy gale of wind, and while running 8 or 9 knots, a large sea struck the stern of the ship, and carried away the rudder at the water's edge, when the vessel immediately breached to. The main mast was sprung, and the hull lay exposed to every sea. In this unfortunate situation Capt. Mufford was reduced to the necessity of steering the ship with cables over the quarters for upwards of 20 days, making however the best of his way towards the Western Islands and Madeira.

The weather during all the time was extremely boisterous, and the ship much exposed to the seas. It was during this interval that Capt. Mufford planned and executed a rudder which he afterwards proceeded in securing in its proper place, at the stern of the ship. It is entirely of a new construction, and does the inventor the greatest honour. Merchants and seamen in particular, must be under great obligations to Capt. Mufford, for the invention, and the United States will feel proud in having giving birth to a citizen who has conceived a plan so useful and important to the commercial interest, and from which we may calculate that the lives of mariners may be rendered more secure, and the property of our merchants be less exposed while on the ocean.

The Ulysses returned to this port a few days since, and several gentlemen, having examined the rudder, and a model and drawing of it, we are enabled to give the following description of this highly useful machine.

The rudder has a false stern post attached to it, made from a spare topmast which is about 20 feet in length. The main part of the rudder is formed from a piece of the same topmast, and four studding sail beams secured together make the back part, the whole being lashed with small ropes, and fixed in a proper manner with bolts, and banded on the sides with boards. The rudder is 14 feet in length, and 4 feet wide. It has 8 or 10 eye bolts, and there is an equal number on the false stern post, through which pieces of iron cross-bars were put and used as pintals, and which when properly placed, attached and secured the rudder to the false stern post, in the same manner that pintals, gudgeons, and braces secure common rudders to the ship's stern post. The old iron tiller of the ship, about 6 feet long, passes through the body of the rudder, near the upper part, and from which, on each side, ropes were passed over the quarters of the ship, to a topmast, running out near the mizen chains, and having a single block at the end, the proper tiller ropes rove through them, and the ship then steered in the usual manner with the wheel.

There are several large straps fastened to the false stern post, from which hawsers were passed on each side of the vessel in order to secure it in its proper station, upon the old stern post. The old gudgeons still remaining on the stern post, it was necessary to cut mortises into the false one to receive them, and these were found of very essential service in keeping the whole machine firmly fixed in the assigned situation. On the 3d of February the whole was prepared and the weather then being very favourable, the new rudder was hoisted over the stern of the ship with a 4 pound cannon to sink it to the proper depth, and the false stern post being entered into the rudder case, the quarter ropes hauled tight, and a few bolts passed through it from the head of the old stern post, it was thus secured and found to answer perfectly well, and the ship steered her course without any difficulty. They were then in lat. 34, and long. 45. The passage to Marseilles was now performed in the safest manner. When they arrived in Marseilles the new rudder excited considerable attention. The French took drawings of it, and all the captains in port took care to furnish themselves with complete models of it. Most unquestionably as it relates to ships, it is the most useful invention of

the age. The plan is very simple, and therefore the more easily followed now it is found out. Every ship is provided with materials to make such a rudder—gun carriages furnished the proper eye bolts, and the spare spars on deck chiefly the other materials—Heretofore seamen have always found it impossible to secure the new rudder to the old stern post. The present plan avoids this difficulty.

A new or false stern post is invented, and the new rudder is properly secured to it before it leaves the ship's deck, and thus the great obstruction to fixing rudders at sea, is surmounted. Captain Mufford, certainly deserves the highest encomiums for the invention on and we trust that a grateful country will acknowledge, that to him we are indebted for a discovery affording new security to the lives of men and their property, when exposed to the dangers of a stormy and tempestuous ocean. To seamen it will be almost unnecessary to add that the cannon was withdrawn from the rudder after it was placed in its proper berth, and taken on board the ship again.

Your Fellow Citizen, M. LEIB.

The Chairman of the Delegates for the City and County of Philadelphia.

From the SALEM REGISTER.

NEW RUDDER. Invented by captain Mufford of the ship Ulysses of this port, in January last, on his passage to Marseilles, and to which we have given the name of "THE MUFFORD RUDDER, in honour of the inventor.

The Ulysses, under command of captain William Mufford, and belonging to Mr. William Gray, jun. of this town, sailed from Salem, early in January, bound to Marseilles. On the 5th of January, in lat. 41. long. 65, experienced a heavy gale of wind, and while running 8 or 9 knots, a large sea struck the stern of the ship, and carried away the rudder at the water's edge, when the vessel immediately breached to. The main mast was sprung, and the hull lay exposed to every sea. In this unfortunate situation Capt. Mufford was reduced to the necessity of steering the ship with cables over the quarters for upwards of 20 days, making however the best of his way towards the Western Islands and Madeira.

The weather during all the time was extremely boisterous, and the ship much exposed to the seas. It was during this interval that Capt. Mufford planned and executed a rudder which he afterwards proceeded in securing in its proper place, at the stern of the ship. It is entirely of a new construction, and does the inventor the greatest honour. Merchants and seamen in particular, must be under great obligations to Capt. Mufford, for the invention, and the United States will feel proud in having giving birth to a citizen who has conceived a plan so useful and important to the commercial interest, and from which we may calculate that the lives of mariners may be rendered more secure, and the property of our merchants be less exposed while on the ocean.

The Ulysses returned to this port a few days since, and several gentlemen, having examined the rudder, and a model and drawing of it, we are enabled to give the following description of this highly useful machine.

The rudder has a false stern post attached to it, made from a spare topmast which is about 20 feet in length. The main part of the rudder is formed from a piece of the same topmast, and four studding sail beams secured together make the back part, the whole being lashed with small ropes, and fixed in a proper manner with bolts, and banded on the sides with boards. The rudder is 14 feet in length, and 4 feet wide. It has 8 or 10 eye bolts, and there is an equal number on the false stern post, through which pieces of iron cross-bars were put and used as pintals, and which when properly placed, attached and secured the rudder to the false stern post, in the same manner that pintals, gudgeons, and braces secure common rudders to the ship's stern post. The old iron tiller of the ship, about 6 feet long, passes through the body of the rudder, near the upper part, and from which, on each side, ropes were passed over the quarters of the ship, to a topmast, running out near the mizen chains, and having a single block at the end, the proper tiller ropes rove through them, and the ship then steered in the usual manner with the wheel.

for this, but we received it as a fact, and that in consequence M. Bonaparte had determined to reside in the United States, with his lady.

We are requested to publish the following affidavit, made in consequence of a publication which appeared in the Mercantile Advertiser of yesterday morning on the same subject. (GAZETTE.

New-York, 23. I CHARLES MAC NEAL, late a passenger on board of the ship Cicero, capt. Morgan, from Liverpool, being duly sworn, make oath—That on the 9th inst. the said ship Cicero was brought too by His Britannic Majesty's ship Leander, that when at the distance of two miles and a half or thereabout from the Leander, she hoisted a gun, and hoisted her colours—that in consequence captain Morgan ordered the Cicero's colours to be hoisted, and continued his course, which was in a direction contrary to the situation of the Leander—that shortly afterwards the Leander fired another gun, in the direction of the Cicero, the shot of which, to the best of my knowledge, did not fall within less than a furlong of the Cicero. That captain Morgan immediately ordered the ship to be kept away, and came too under the Leander's stern. That one of the Leander's boats, having a lieutenant and Midshipman on board, shortly afterwards boarded the Cicero. That immediately on coming on deck, the Lieutenant took off his hat, and enquired for capt. Morgan, whom I pointed out; and they immediately went into the cabin; shortly afterwards the Lieutenant returned on deck, and requested captain Morgan to produce his manifest, and the list of the Cicero's crew, which was accordingly complied with. That the Lieutenant called over the men's names, compared their appearance with the description contained in their protections and expressed himself satisfied. After which he enquired the news from England, and taking off his hat and wishing us a good day, politely withdrew.—That I know not what passed between the Lieutenant and the captain in the cabin, but on deck nothing passed but what I have stated.—That the Leander, to the best of my knowledge, at the time she brought to the Cicero, was about a league and a half or two leagues from the shore.—I do further solemnly swear that on reading in the Mercantile Advertiser of this morning a gross misrepresentation of the circumstance above stated, I went on board for the purpose of comparing my own opinion respecting the distance of the ships from each other, and from the shore. And the behaviour of the Leander's officers, who boarded the Cicero, with the opinion of Captain Rich of the ship Rambler of Boston (run down by the Cicero) and captain Hunter, both passengers in the Cicero.—That captain Hunter was not to be met with, but the circumstances stated by captain Rich exactly correspond with those I have stated, and lastly, that I have no interest or inducement to make the present affidavit, other than a regard for truth.

(Signed.) CHARLES MAC NEAL. Sworn 15th August, 1804 before (Signed) DE WITT CLINTON, Mayor.

We are requested likewise to say, that Mr. Mac Neal, the person who violently gave the above affidavit, is a gentleman of respectability, and a brother of General M'Pherson of Philadelphia; who changed his name in consequence of having a very handsome estate left him in England, on that condition.

[More of this to-morrow]

August 17. The captors of the ship Eugenia, of this port, have entered a plea, for the restoration of the ship and cargo, on the ground of the illegality of the re-capture by American citizens.

We are informed, that Col. Barclay, the English Consul-General, has drawn up a representation of the business, and has forwarded it to Mr. Merry, the English ambassador, now at Philadelphia. This subject will now become a national question. A full and liberal discussion on the part of the two governments is expected. The right of British cruisers to block up, as it were, our seaports, will also no doubt, be a subject of investigation.

PHILADELPHIA, August 13. By one of the Gentlemen who arrived at New York on Saturday last, in the ship Protector, from Certe, we have been favoured with the following additional information respecting the action between a part of the squadron under the command of Lord Nelson, and a detachment of the French Toulon fleet.—

On the twenty-third of May, three British ships of the line attacked a fort at a small distance from Toulon; this daring conduct induced the French Admiral to detach eight sail of the line and a frigate in pursuit of them. After the British ships had decoyed them fairly out of the port, and had gotten them to a suitable distance from the shore, they engaged the headmost ships of the French fleet, and continued fighting until dusk, when three additional ships, belonging to Lord Nelson's fleet, were in sight and passed between the shore and the sternmost of the French ships.

THE trustees of the Centreville Academy, in Queen Anne's county, on the Eastern shore of Maryland, are anxious to engage two tutors, the one as a teacher of the Latin, the other of the English language, to whom liberal salaries will be given. None need apply but such as can produce unquestionable testimonials of their good moral character, and other requisite qualifications. Letters (post paid) directed to the subscribers at Centreville, Maryland, will be duly attended to.

WILLIAM CLAYTON, Secretary. July 31

In this situation were the two fleets when our informant passed there. The wind was then blowing so hard from off the shore (and continued so for two days) that there was no possibility of the French fleet returning to Toulon. The action commenced about 3 o'clock, P. M. and, it is supposed, that all the ships were engaged in the middle of the night, a very heavy firing was then heard. The result of this conflict he was unable to learn.

NORFOLK, August 14. Captain Goss from Cowes, (Eng.) handed us the following; and as we consider it commercially important, we give it a conspicuous place.

PORT OF COWES. CAUTION.

Whereas for want of proper information of the laws which exist in Great Britain, relative to Tobacco, or from inadvertency, American and other foreign ships, laden in part, or wholly with tobacco, are in the practice of putting into different ports in the channel, to disembark passengers, getting letters from London, or for some commercial views; and as such ships and cargoes thereby become subject to forfeiture.

Notice is hereby officially given, That the law of the 29th of his Britannic Majesty's chap. 68, sect. 30, forbids any ship or vessel, laden in part or wholly with tobacco, to touch at any port in the channel of England, except at Cowes or Falmouth to wait for orders, on pain of forfeiture of ship and cargo; and the said law further enacts, that the master of any ship or vessel so laden with tobacco shall, immediately on his arrival within the limits of the ports of Cowes or Falmouth, make a true entry on oath, of the contents of his loading before the collector or other chief officer of the port, on failure whereof both ship and cargo will be subject to the penalties & restrictions of the act.

It is therefore hereby enjoined to all captains of American or other ships having tobacco on board, that they do not, unless from damage or unavoidable necessity, put into any other port or ports in the channel, but that, avoiding all hovering on the coast, they make the best of their way with their ships to the roads of Cowes or Falmouth as the law directs.

THOMAS AULBIO, American Consul.

Exhibition—Last week.

INVISIBLE WOMAN!

THE proprietor intending to leave this place on the 25th of this month, thinks it incumbent on him to give this notice, that those who have not seen the experiment, may have it in their power.

The experiment has been so well described in the different newspapers, that a repetition of it would be useless—suffice to say it has given general satisfaction to those who have honored it with their visits.

Price, as usual, 50 cents, for grown persons—children half price. To be seen in Lemon's play, leading from Market-street to the theatre.

August 13 d4†

BY PERMISSION.

On Monday Evening August 20,

WILL BE A GRAND DISPLAY OF ENTERTAINMENT,

in addition to the

Miscellaneous Concert,

In the Garden of Illumination.

DANCING ON THE TIGHT ROPE,

By Signior Manfredi, who will go through the following things:

Dance a horripole on the rope, manœuvre as a military man, the drunken man, a serious dance without the stick, he will jump from the rope over a ribbon ten feet from the rope, he will play on different instruments, he will turn in different shapes, his body in a hoop; he will perform the much admired trick of the cloak, &c. &c.

In the course of the Evening, He will go through GROUND & LOFTY TUMBLING, which he will perform backwards and forwards; he will leap over tables and chairs, together with easy and lofty Tumbling; the trick of the Dutch Stick, which by the manner in which it is handled, he can defend himself from six men with swords.

The whole accompanied by Simple the clown To which will be added—

A Ballet Dance, called The Two Huntsmen, or The Death of the Bear—Les Deux Chasseurs, Ou la Mort de Louie.—In which will be introduced several characteristic Dances, by Mr. Durang and company.

SINGING, by Mrs Coffe.

Song and Dialogue.

A Scene in Holland, or the Dutch Fisherman and his wife Granel.

Ich bin Lieberlich und mein Frau Granel ist Lieberlich—by Duang and Mesayer.

The whole to conclude with A Scotch ballet dance, called AULD ROBIN GRAY, or, JEMMY'S RETURN.

In which will be danced, a Highland fling, a strathspey, a pas seul, ending with A Garland Dance.

Tickets, for this night, half a dollar each, to be had in the front of the house.

A party may be accommodated with a box that will contain twenty, on application in the forenoon, at 75 cents a ticket.

Aug 18

Literature.

THE trustees of the Centreville Academy, in Queen Anne's county, on the Eastern shore of Maryland, are anxious to engage two tutors, the one as a teacher of the Latin, the other of the English language, to whom liberal salaries will be given. None need apply but such as can produce unquestionable testimonials of their good moral character, and other requisite qualifications. Letters (post paid) directed to the subscribers at Centreville, Maryland, will be duly attended to.

WILLIAM CLAYTON, Secretary. July 31