

CONSTITUTION FRIGATE.—On Thursday last, the novel and interesting operation of heaving down the Constitution frigate, for the purpose of recoppering her, was performed here, under the direction of commodore Preble. The preparations for this experiment evince his judgment, intelligence and enterprise. This stout ship was hove down, by a purchase leading from the main and foremast heads, to col. May's wharf, which had previously been prepared for the purpose.—Each mast had been strengthened by two oak filhes; and in addition to the shrouds, they were supported by five careening pendants at the main, and four at the foremast heads; set up to as many out riggers projecting from the gun deck ports;—the out riggers secured by gammoning to bolts in the ship's bottom. This operation has been performed without either straining the ship, or parting a rope-yarn; although we learn from conversation with those acquainted therewith, that owing to the construction of the ship, she heaves down harder than a ship of the line. The workmen commenced recoppering on Thursday morning, when her keel was hove out, and her larboard side was completed yesterday afternoon. The copper is from the furnace of col. Revere, at Canton;—it is the first ever manufactured in the United States, and will not suffer by comparison with the best sheets imported.

We learn, that captain Preble is appointed to command the Squadron now fitting out in the U. States, for foreign Service. This Squadron, it is expected, will be composed of seven vessels, and will sail in all July.

PHILADELPHIA, June 19.

We learn from Cape-Francois as late as the 29th May, that a commercial treaty has been formed between the government there, and a large body of brigands. They daily bring in their produce, and return to the mountains unmolested. We also learn, that all the ships of war, have sailed from the Cape, for France.

DEPOSIT RESTORED.

From New-Orleans, May 18.

"The following was published yesterday afternoon, two hours after the arrival of the express forwarded from Washington the 19th ult. And I avail myself of the return of the express, (who is now on the point of starting) to transmit it to you."

DON JUAN VENTURA MORALES, &c.

It is hereby made known that his most excellent Sir Don Pedro Ceballos, secretary of state, &c. has forwarded to me under date of the 1st of March past, the following royal order:

"The king being informed of the edict that you have published, prohibiting the deposit of the goods the effects of the citizens of the United States, granted to that nation by the 22d article of the treaty of 1795, his majesty has thought fit to order, that you permit the said deposit in New-Orleans, without prejudice to what the two governments may agree upon between themselves, respecting the construction to be given to the said treaty in what relates to changing the establishment of New-Orleans, for another on the borders of the Mississippi, in order that the depositing of the merchandise and effects of the United States be fulfilled—which I communicate to you by royal order, for its more punctual performance on your part."

And whereas the edict of the 16th October last, past, which prohibited the introduction and depositing of the merchandise and effects of the citizens of the United States, until the intendency should receive express orders from the king, to authorize its continuance, is hereby become null and void, and without force.

I have thought proper to order this to be affixed in the customary places, for the information of the public and the offices; to which will be transmitted copies of the sovereign resolution, to the intent of allowing the deposit in the same manner, and with like formalities as were formerly observed.

Given at New-Orleans, the seventeenth May, 1803, under my hand, and countersigned by the notary of royal finance.

(Signed)

JUAN VENTURA MORALES.
June 20.

Captain Tallman, of the Active, who arrived yesterday from Bremen, informs that on the 19th ult. he spoke a brig from Isle of Wight, the captain of which informed, that he sailed the 9th May, at which time an embargo was daily expected.

From the Boston Gazette of Thursday last.

OF FOREIGN AFFAIRS.

"The last accounts, direct from England are to the 3d of May; these were received at New-York, by the Martin, captain Clark, who left Falmouth (Eng.) on the 5th of May.—They state, that the business of negotiation had not been brought to a conclusion; that warlike preparations were still continued with undiminished activity, and that the stock had considerably declined, from an expectation that war would inevitably ensue.

"The tedious length of time which has been spent in the negotiations, and the secret manner in which it has been conducted; almost stagger opinion, and put conjecture at defiance.—puzzled in mazes, and perplexed with error, our understanding traces them in vain.—In this uncertain state of things, without a chance to direct us in our calculations, we are dissident of hazarding even a suggestion as to the final result; but as guessing has become fashionable, and is extremely innocent, we guess, that war will be the ultimatum, and that immediately."

From Liverpool, May 5.

"Captain Noble, who arrived here yesterday, in 39 days from Liverpool, informs, that the expectation of an immediate war with France, was almost universal at that place, and that business was generally calculated on that belief."

From the New-York Gazette of Saturday last.

The ship Telegraph arrived here yesterday from Liverpool, sailed the 7th of May. From capt. Woodham, and Mr. Okill, a passenger, we have received a regular file of the London Star, to the 5th May, and Liverpool papers of the same date. They are not so late as the accounts before received. The Star of the 5th says, "Mr. King, the American minister, had a private audience, and took leave of his majesty, previously to his leaving this country on Friday next [the 6th] for America." The troops destined for Louisiana had been disembarked at Helvoetsluys.

Private accounts from Paris state, that a very considerable degree of reluctance and tardiness to come to a final explanation is manifested by Buonaparte. No sanguine hopes of a prompt and favourable issue were entertained by lord Whitworth; and his lordship was prepared to leave Paris in the course of a few hours. It was even said that his departure was to have taken place on the morning of the 4th.

Intelligence from Petersburg notices conferences held there by the Russian ministry, in concert with the ambassadors of the different powers. They were caused by the arrival of couriers from London, Paris, Berlin and Vienna, and the result of their deliberations, it was supposed, would prove favourable to the peace of Europe. The proposal made to the emperor Alexander by Great-Britain, that Malta should be garrisoned by Russian troops, is confidently said to have been rejected.

The greatest discontent prevails throughout the Batavian republic with respect to the imperious conduct of the French Gens, quartered there, and the exactions practised by some of them. At Breda the French commandant required from the magistracy a large sum as a contribution. On its being refused, he placed soldiers in the houses of the inhabitants, who were then glad to come forward, and each pay a certain quota to be liberated from the nuisance and expence.—Outrages of a more serious nature have taken place at Helvoet, where a corps of French troops appeared, and the commander intimating that his intention was to take charge of the fortrels, the Dutch commandant refused his admission; on which he shewed a positive instruction to do so from Buonaparte.

Flour at London, May 4th, 43 to 475 and plentiful.

June 23.

From the Boston Gazette, June 20.

LATE FROM EUROPE.

By the arrival, on Friday, of the Mary, captain Briggs, from Nantes, Paris accounts to the 6th of May were received; they state generally, that the controversy between that country and England, was rapidly approaching to a crisis; but whether it would lead to a permanent peace establishment, or to a renewal of hostilities, were highly problematical. The following extract of a letter, received by this arrival, contains some particulars, which are worthy particular notice:—

"NANTES, May 10.

"When the last mail from Paris left that place, the English ambassador had his guards ready to accompany his coaches, to which his trunks were fixed; but just as he was ready to start he received dispatches from his cabinet, which led him to wait a short time.

"The English are before every one of our ports.

"The fishermen are detained at Havre and Dieppe; yet our government takes no measures of defence; this circumstance induces our merchants to think that war will not take place."

From the Mercantile Advertiser, June 22.

On the 14th inst. the captain of the English ship Adrietta, from St. John's, N. S. (then out 3 days) reported to capt. Robinson, of the schooner Elizabeth, that a ship had arrived at St. John's, in 24 days from England, with intelligence to the middle of May, stating that the differences between France and England were amicably adjusted.

From the New-York Gazette, June 22.

Arrived, the British schooner Elizabeth, Robinson, in 10 days from Digby. Spoke, in the mouth of the river, on the 14th inst. the British ship Adriatic, 3 days from New-Brunswick for Jamaica. The captain of the Adriatic informed that the British ship Lord Macartney had arrived at St. John's in 25 days from Portsmouth, England, with news of the differences between England and France being settled.—He thinks the brought London dates to the 10th of May.

MARITIME INTELLIGENCE.

It is well known that sea water cannot be employed for washing cloaths. It refuses to dissolve soap, and possesses the properties of hard water in perfection.—This is a great hardship to seamen, whose allowance of fresh water is necessarily limited; and it prevents them from enjoying many of those comforts of cleanliness which contribute not a little to health. The method of removing this defect is exceedingly simple, and by no means expensive. It has been lately pointed out by Dr. Mitchell, of New-York, and ought to be made as public as possible, for the sake of our sailors. Drop into sea water a solution of soda, or potash, and it becomes milky, in consequence of the decomposition of the earthy salts, and the precipitation of the earths. This addition renders it

soft and capable of washing. Its milkiness does no injury, and need not therefore be minded.

DIRECTIONS

For vessels bound to Trinidad.

In the rainy season that commences commonly the end of June or beginning of July a strong current sets out of the Bocca's del Drago or Dragon's mouth, occasioned by the rivers, and branches of the river Oronoco that empty themselves into the gulf of Paria.—This with a strong lee current and southerly wind that generally prevails at the same season, occasions many vessels to fall very unexpectedly to leeward: an accident irretrievable by the fastest sailing vessel, particularly in light winds. It is therefore advisable for vessels bound in that season to Trinidad, from the coast of the United States, to go to windward of Barbadoes and make Tobago. From thence steer S. S. W. or as high as the wind will permit to get hold of the land of Trinidad distant 6 or 7 leagues. The course along the N. shore of Trinidad is W. S. W. fifteen leagues from the point of Gallera or N. E. point of the island to the Bocca's.

If you have a moderate breeze you may enter the second Boccas (being the safest except the grand Boccas further to leeward) keeping the lee or westward shore on board, by which means you will carry in the breeze and leave an eddy current when the stream is turning out in the middle and on the eastward shore. If the wind is light, and the tide ebb, we would advise the great Boccas or Dragon's mouth, where you may come to, in good holding ground with a light kedge till the breeze or current favours.

When you are within the Boccas and gulf of Paria a short distance you will open St. David's tower, above the town of Port of Spain clear of the south part of Gasper Grande, about E. by N. distant 4 or 5 leagues. St. David's tower or citadel is of white stone a very conspicuous mark, in the interior of the fortifications built by governor Picton or Abercrombie heights. In sailing up you will see the forts of Gasper Grande, and Point de Gourd, for protection of the Carrenage and Chagaramus; and further up the shipping at anchor off the town.

Heavy laden vessels not calculated for beating we would advise to run down in lat. 10, 10, N. make the S. E. point of the island, run down the south side, and enter the gulf of Paria by the Serpent's mouth. There are no dangers in running down the channel and you will have 12 to 5 fathom through keeping the land of Trinidad nearest on board. In entering the gulf, keep as close as possible to Point de los Gallo, or Cock's Point, (to avoid the fiddler keys.) When in, luff up. Port of Spain-town lat. N. E. distant 19 leagues. In running for the S. E. point and S. side, you will have soundings before you make the land.—Should night come on you may anchor in the channel.

On the N. side of the island of Trinidad is a narrow ridge of high mountains, running the whole length from east to west; the other parts are moderately low, except on the south side where there are several hills.

New-York, June 20, 1803.

DIRECTIONS

For vessels bound to New-Providence.

When you are bound to New-Providence from Europe, the West-Indies or America, in the summer months, your best way is to make the Cow and Bull, the N. W. part of Eleuthera. Its lat. 25, 25, N. long. from London, 76, 32, W. It appears like a Dutchman's thrump cap with a cut or gap, as if there was a passage through. The shore thereabouts is pretty bold.—From thence your course is N. W. by W. along the land about four leagues, which brings you off Harbour Island. You will see the church and houses on the shore, when you are abreast of it. From thence your course is W. by S. eight leagues, which will bring you off Egg Island, where there is a reef lying off a long league from the shore, which you should be very careful to avoid. By looking overboard of a clear night, you will see the bottom before you can run ashore; but I would not advise a stranger by any means to pass it in the night, but lay by till day light. From thence your course is S. W. for New-Providence bar, 12 leagues distance; but the best way is to steer S. W. by S. on account of the current generally setting leeward, which will bring you off the east end of Rose-Island, whence you will see the government house, Fort Charlotte and the shipping in the harbour of Nassau.

In the winter months your best way is to run down in the lat. of 26, 5, N. which brings you in with Abaco, about 7 or 8 miles to the northward of the Hole in the Rock, which lies in lat. 25, 56, N. and long. 77, 20, W. from London. The shore here runs about north and south. When you come abreast of the Hole in the Rock, you will observe a hole running through the land, from which it takes its name, and is the southernmost part of all Abaco. The shore is steep close to, and you may run until you can call a biscuit on shore, before you can run aground. From thence your course is S. 12 E. to the bar of New-Providence, 18 leagues; but it is best to keep up S. by E. on account of a current setting generally to leeward, which course will carry you in with the east part of Rose-Island, whence you will see the government house, Fort Charlotte, and the shipping in the harbour of Nassau.

L. E. KING-TON, June 7.

We are warranted in asserting, that our Indian neighbours are disposed for peace; we have more to fear the consequences of the ill-will behaviour of