

tions at the pumps finding six feet water in the hold, they began to be disheartened, and low spirited—but to our extreme joy and satisfaction, two ships were disengaged from the mast head, which gave us all new life and spirits: (the people being reanimated by the pumps with great alacrity) but they bearing great distance to windward, and bound to the westward, it was 2 P.M. before they came up with us.—We then had 8 feet water in the hold.—They proved to be the South Carolina, Capt. Steele, bound for New York, and the Vigilant, bound for Portland.—Captain Steele, having a great number of passengers on board, we concluded to go on board the Vigilant, Captain Prentiss.—I feel myself much indebted to those gentlemen for their prompt and humane assistance, and also to Mr. Baily, a gentleman passenger on board the South Carolina, who in a very handsome manner came on board, and made us a tender of part of his accommodations.—Captain Steele said by us till 7 o'clock—By this time we had got most of our provisions and water on board the Vigilant, and when the South Carolina left us, the water was up even with the lower deck; we were employed till nine o'clock, in getting our baggage, stores, &c. out of the ship, and Captain Prentiss being willing to stay till morning in hopes of saving something of consequence, we all went on board the Vigilant, fourteen in number, and left the Cornelia, with her lower deck under water. Early the next morning the boats returned to the ship, and found her full of water—it now blowing fresh from the S. W. and the ship laying over very much, the boats were ordered to leave her. Therefore all our endeavours to save something from the general wreck, proved abortive. At half past 8 o'clock, A. M. I had the extreme mortification to see her capsize, and carry away her masts—in that situation the Vigilant made sail and left her. Thus fell the good ship Cornelia, by accident, which all human prudence could not foresee, nor human assistance prevent."

Captain Bliss adds, that he hopes, in the course of a few days, to meet a vessel for England, in which he purposes to embark and accompany Messrs. Monroe and Clifford, (passengers with him in the Cornelia) and when arrived, intends chartering a vessel, and expects to be home in good time.

MISS SEWARD, the authoress of *Memoirs of Dr. Darwin*, since they were published, has discovered, on the attestation of his family and of other persons present at the juncture, that the statement given of his explanation on the death of Mr. Erasmus Darwin is entirely without foundation; and that the doctor, on that melancholy event, gave, amongst his own family, proofs of strong sensibility at the time, and of succeeding regard to the memory of his son, which he seemed to have a pride in concealing from the world. In justice to his memory, she is desirous to correct the misinformation she has received.

CLOTH BOAT.—*Citizen Desquenard*, Mechanical Engineer at Paris, has lately invented a cloth boat, impenetrable to air or water. Experiments have been made with it in presence of the Inspector General of Navigations and of several members of the different learned societies. The results were highly satisfactory, and a detail of the experiments have been submitted to the Physical and Mathematical Sciences of the institute with a view to decide on the useful purposes, to which this invention may be applied.

SHIP NEWS

PORT OF BALTIMORE.

E N T E R E D,
Ship Susanna, Forrester, Charleston
Brig Betsy & Peggy, Bard, Savannah
Snow Charlotte, Boyle, St. Martin
Schr. Susanna, Benner, New Providence
Edith & Poly, Travers, St. Martins
Betsy & Charlotte, Sammon, Charleston
Sherborn, Meader, Nantucket
Atlantic, Mayhew, Boston

The brig Smilax, captain Yearly, of Baltimore, was at Madeira, July 14.

The Rebecca, Deal, of Baltimore, from Batavia, has put into the Isle of France to repair.

The Evelina, of Alexandria, was left at Cadiz the 22d of June.

Captain Fillebrown, who arrived at Salem in 50 days from Oporto, spoke in lat. 41, 20, long. 22, a Hamburg s.cpt. Reiner, from Baltimore to Oporto.

From BRYDEN'S MARINE LIST.
August 20.

Arrived, schooner Tartar, Davidson, 20 days from Jaquemel—Coffe—Isaac, M. Kau, and Wm. Lornan. Left there, brig Orion, Penrice; schooner Chesapeake, Hurst; Hetty, Stanly, and Seven, Durkee, all of Baltimore. The schooner Cox, of Philadelphia, brig Telemacus, Fairfield, and ship John Bullock,

of Salem, had arrived at J. Quisen and sailed for Aux Cayes. In lat. 32, N long. 74, was chased by a privateer pilot boat schooner; the wind being light, they made use of a number of sweeps, and had an American Jack flying. They chased us for 6 hours, but we got off by superior sailing. American produce low. Coffee on the rise.

Also, ship Six Sisters, Gorten, 100 days from Liverpool—salt and cato—Wm. Wilson & Son. May 9, lat. 50, long. 13, was boarded by an English privateer, supposed the Triton, who pressed two of her hands, both Americans. 15, spoke the French privateer V. nos, from Nanzi, who obliged captain G. to go on board in very heavy sea, and dismissed him after 2 hours. 20th, lat. 47, long. 24, was boarded by the Spanish sloop of war and treated poorly. June 3, sp. ship Bayne, from Cowes for Boston. July 5, ship Corsair, from Charleston, for Greenock. 27th, ship Union, Service, from Norfolk, bound to Glasgow. July 26, in lat. 40, long. 76, sp. the brig Poly and Nancy, from Baltimore, bound to Bremen. August 3, in lat. 57, 56, long. 68, spoke the sloop S. V. from Bristol for Mac. August 9, in lat. 56, 47, long. 74, 50, spoke the brig Hesia, T. Hobart from Philadelphia, bound to New Orleans, leaky.

Arrived, brig Ann Elizabeth, Captain Sheppard, 28 days from Malaga.

Also, sloop Acerby, Captain Stimpfle, 15 days from Barbados.

Also, brig Eliza, Captain Burris, 15 days from Havana. Intends that the schooner Telemachus, of Norfolk (some time ago captured by a French privateer) has been given up by the American Consul.

A schooner belonging to Boston from Hispaniola, with a cargo of coffee in bulk, was captured and sent off to the Havana by two French privateers, but was refused an entry—while standing off and on before that place she was captured by a New Providence schooner and sent there. The brig Dispatch of New-Orleans, captain Harding, from N. Orleans bound to Pelham, with a cargo of cotton, sugar, and Madeira wine, was captured on the north side of Cuba, on the 6th ult by a French privateer fitted out at the Havana, and sent to Campeachy. Captain Harding was put in iron, and the supercargo and whole crew robbed of every thing; they were afterwards put on board of a Spanish schooner bound to New York.

Also, ship Nancy, capt. Turner 52 days from Bordeaux.

Cleared, brig Ann & Francis, Carpenter, Havana; schooners Grand Tyger, Pearson, St. Lucia; Success, Town, Philadelphia; Nancy, Treat, N. York; Mary Ann, Bart, Perth Amboy; sloops Friendship, Andrew, New York; Clinton, Marshall, do; Harriet, G. pr., do.

Charleston, August 6.

Arrived, schooners Amelia, Emon, Havana; Betsy, Marden, St. Jag de Cuba; sloop Doppelsohle, Mardon, do; Friendship, Thomas, Barracoa.

Cleared, schooner Charlotte, Arnold, Baltimore; Kitty, Pinchot, Africa; Ceres, Newton, St. Jago.

The ship Barton, Foster, 15 days from Guadalupe; schr. Eliza, S. S., 60 days from Africa, with ONE HUNDRED SLAVES; schr. Eliza Vickery, 9 days from Baltimore, and a schooner from Campeachy, 8 days out, long. 56, W. August 7, schr. Rose, Atwood, of Plymouth.

Also, brig Jefferson, Knights, 42 days from St. Ubes. Left or spoke no vessels.

August 13.

Arrived, ship Washington, T. Combe, 65 days from Cetee, (France.) Left no American vessels; ship Protector, Radnor, of New York, sailed 5 days before Captain T. Spoke, lat 42, 26, ship 7 days from Edenton, bound to Hull.

New-York, August 18.

Arrived since our last,

Brig Lord Nelson, Corring, of Digby, in 7 days from Bermuda.—Left, brig Commerce, of Plymouth, to sail in 3 or 4 days—Spoke, July 1, lat. 39, 41, long. 19, 32, a schooner Catharine from Providence, bound to Lisbon; July 30, a schooner from Plymouth; 8 days out, long. 56, W. August 7, schr. Rose, Atwood, of Plymouth.

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