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AND
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FRIDAY, *AUGUST* 15, 1825.

BALTIMORE *Price Current.*

CORRECTED WEEKLY.

ARTICLES.		*Quant.*	*Value.* D. C.	D. C.
Articles.		*Per.*	*Prices.*	
BREAD, ship, per 100		*lb.*	$3 25	3 50
navy,		—	5	5 25
pilot,		—	6 75	7
BEEF, northern mess,		bbl.	12 50	13
———, cargo, No. 1,		—	11 50	
———, ——, 2,		—	9	dull
BACON,		lb.	14	do
BUTTER, for exportation,		—	18	20
CHEESE, American,		—	12	14
———, English best,		—	40	
CANDLES, mould,		—	23	24
dipt,		—	19	
spermaceti,		—	55	60
FISH, cod, dry,		*qut.*	4 50	6
salmon,		*bbl.*	10	12
herrings,		—	4 50	
mackerel,		—	7 50	8
shad,		—	7	
FLAXSEED, rough,		bush.		dull
———, cleansed,		cask		
*FLOUR, superfine. old,		bbl.	6 50	7 do
Do. new,		—	8	do
———, fine,		—	6	do
———, middlings,		—	6	do
———, rye, old		—		do
GRAIN, Indian corn,		bush.	80 85	dull
(new) Wheat, (Virg.)		—	1 40	1 45
(new) Do. (Md.)		—	1 50	1 52
Rye,	—	—	none	
Barley,	—	—	80	1
Clover seed		—	8 50	9
Oats,	—	—	31	33
HOPS,		—	4	6
HOGS LARD, do,		—		19
LEATHER, (seal)		lb.	20	
LUMBER, board, oak 100		ft.	2	
Merchantable pine		M	13	15
Clear boards		—	25	
Oak timber		ft.	15	18
Shingles, 18 inch		M	2 50	3 50
Jumper, 2. inch		—	7 25	7 50
Oak scantlin. 100 ft.			2	
Staves, w. o. pipe		M	55	60
do. hhd.		—	28	
hhd. heading		—	30	none
barrel		—	18	
red oak hhd.		—	20	22
hoops, hhd.		—	20	25
MEAL, corn, kiln dried		bbl.	4 50	4 75
†PORK, northern mess		—	23	
cargo, No. 1,		—	18	
2,		—	17 50	
Baltimore (packed,)		—	18	
Southern, 2d.		—	16	
———, 3d.		—	15	
PLAISTER PARIS, French,		ton.	none	
N. Scotia		—	8	8 50
PORTER, American,		doz.	1 25	
RICE, per 100 lb.			5	
SOAP, American, white,		—	10	12
do. brown,		—	9	10
Castile,		—	16	18
SALT PETRE, rough		—	20	25
refined		—	30	
SALT,‡ St. Ubes,		bush.	none	
Lisbon,		—	65	70
Cadiz,		—	65	
Liverpool. Blown,		—	75	
Turks Island,		—	none	
Isle of May		—	none	
SASSAFRAS,		ton.	18	20
SHOT, of all sizes,		cwt.	12	plenty
TOBACCO, Maryland,				
Kitefoot, pr. 100 lb.				
Fine yellow §1st.		—	7 50	8
Fine coloury, 1st.		—	7	
Potomak, 1st.		—	5	5 50
East. Shore, 1st.		—	4	5
Virginia fat,		—	6	7
middlin,		—	5	5 50
Rappahannock,		—	3 50	4 50
Georgia,		—	6 50	
TALLOW, American,		—	14	
WAX, bees,		lb.	37	38
WHISKEY,		gal.	50	55
WOOD, Lo wood, bay		ton.	70	scarce
Campeachy		—	75	80 do.
Fustic		—	50	
Lignumvitae		—	none	
Nicaragua		—	130	140
Brazilletto		—	none	
Mahogany, bay		ft.	17	18
St. Domingo		—	20	
Redwood, bay		—	none	

*Store prices.
†Sales dull.
‡Cargo prices.
§Second qualities of fine and colory are 2 dollars less, Potomak and Eastern Shore one dollar less.
☞ Sales of Tobacco dull.

Von Kapff & Brune

Have received and offer for sale,

4300	pieces	Platillas	Entitled to drawback. The greater part of these Linens are of a SUPERIOR QUALITY & intended for the Spanish market.
5700	do	Britagnes	
205	do	Creas a la Morlaix	
1004	do	Dowlas	
450	do	Cholets	
325	do	Rouans	
400	do	Estopillas	
160	do	Listadoes	
200	do	Checks No. 2	
300	do	Librets	
20	do	Shirting Linen	

ON HAND,

A few packages superfine French Brittanias, Hempen and Flaxen Linen, White Rolls, Linen 2 bushel Bags, Gunny Bags, Table Linen, Towelling, Cotton Checks, Bedticks, Bielefeld Shirting Linen, Turkey Yarn, Blankets, a case English Hats, Hatbands, Black Crape, different kinds of Ribbons, German Steel, Green Paint, Tumblers, Decanters, Liquor Cases, Looking Glasses, Beads, a few tons German and English Lead, and a few casks of Crucibles

ALSO,

750 hhds. Tobacco Stems
100 barrels Prime Pork
250 tierces Rice
8 tons Brazilletto Wood
30 Serroons Peruvian Barks.

July 26 d6t.eo

LONDON, June 12.

This day the Right Honourable Sir W. Scott, proceeded to the adjudication of the following detained ships:

Augusta, Haradin, master. This American vessel laden with a cargo of wine was captured on her voyage from Cadiz to a port in America. It was contended, on behalf of the captors, that the vessel in question had been guilty of a breach of blockade. In this case, the court directed further proof to be produced by both parties, as to the actual blockade of Cadiz at the time of capture.

JUNE 17.

The Sally, Williams, master. This vessel under American colours, laden with a cargo of copper-money, steel and iron, water casks for ballast, and some wine in bottles, was captured on the 26th of April last by his majesty's gun brig Basilisk, Lieutenant G. Higgs, Commander, whilst on a voyage from Amsterdam to Lisbon, and from thence to the East Indies, and brought to the Downs. Ship and cargo condemned.

June 24.

His Majesty's Ship Loire, at Anchor, Muros Road, Spain, June 4, 1825.

SIR—Being informed that there was a French privateer, of 20 guns, fitting out at Muros and nearly ready for sea, it struck me, from my recollection of the bay (having been there when the lieutenant of the Kingfisher) as being practicable either to bring her out or destroy her with the ship I have the honor to command. I accordingly prepared yesterday evening for engaging at anchor, and appointed Mr. Yeo, first lieutenant, with lieutenants Mallocks and Douglass, of the marines, and Mr. Clinch, master's mate, to head the boarders and marines, amounting, officers included, to fifty men (being all that could be spared from anchoring the ship and working the guns) in landing and storming the fort, though I then had no idea its strength was so great as it has proved. At nine this morning, on the sea breeze setting in, I stood for the bay in the ship, the men previously prepared being in the boats ready to shove off. On having close round the point of the road, a small battery of two guns opened a fire on the ship, a few shot were returned, but perceiving it would annoy us considerably, from its situation, I desired Mr. Yeo to push on shore and spike the guns, reminding the men of its being the anniversary of their sovereign's birth, and that, for his sake, as well as their own credit, their utmost exertions must be used. Though such an injunction was unnecessary, it had a great effect in animating and raising the spirits of the people. As the ship drew in, and more fully opened the bay, I perceived a very long corvette, of 26 ports, apparently ready for sea, and a large brig, of 20 ports, in a state of fighting, but neither of them firing, led me to conclude they had not their guns on board, and left no other object to occupy my attention but a heavy fort, which at this moment opened to our view, within less than a quarter of a mile, and began a wonderful well-directed fire, almost every shot taking place in the hull. Perceiving that by standing further on, more guns would be brought to bear upon us, without our being enabled to near the fort so much as I wished, I ordered the helm to be put down, and when, from the way she had, we had gained an advantageous position, anchored with a spring, and commenced firing. Although we have but little doubt, that before long, we should have silenced the fort, yet from the specimen they gave us, and being completely embrazured, it must have cost us many lives, and great injury to the ship, had not Mr. Yeo's gallantry and great conduct soon put an end to their fire.—I must now revert to him and the party under his command; having landed under the small battery on the point, it was instantly abandoned, but hardly had he time to spike the guns, when at the distance of a quarter of a mile, he perceived a regular fort, ditched, and with a gate which the enemy (fortunately never suspecting our landing) had neglected to secure, open a fire upon the ship; without waiting for orders he pushed forward, and was opposed at the inner gate by the governor, with such troops as were in the town, and the crews of the French privateers.—From the testimony of the prisoners as well as our own men, it appears that Mr. Yeo was the first that entered the fort, with one blow laid the governor dead at his feet, and broke his own sabre in two; the other officers were dispatched by such officers and men of ours as were most advanced, and the narrowness of the gate would permit, to push forward; the remainder instantly fled to the further end of the fort, where from the ship, we could perceive many of them leap from the embrazures upon the rocks, (a height of about 25 feet) such as laid down their arms received quarters. For a more particular account of the proceedings, of Mr. Yeo and his party, I beg leave to refer you to his letter enclosed herewith, and have to request you will be pleased to recommend him to the notice of the lords commissioners of the admiralty, being a very old officer, and in the two last instances has displayed as much gallantry as ever fell to the lot of any man: he speaks in the strongest language of the officers and men under his command on shore, and I feel it but justice to attribute our success wholly to their exertions, for although the fire from the ship was admirably directed, the enemy were so completely covered by their embrazures, as to render grape almost ineffectual. The instant the union was displayed at the fort, I sent and took possessession of the enemy's vessels in the road, consisting of the Confiance French ship privateer pierced for 26 twelves and nines, none of which however were on board; the Belter a French privateer brig, pierced for 20 eighteen pound carronades; and a Spanish merchant brig in ballast. I then hoisted a flag of truce, and sent to inform the inhabitants of the town, that if they would deliver such stores of the ship as were on shore there would be no more molestation; the proposal was thankfully agreed to. I did not, however, think it advisable to allow the people to remain long enough to embark the guns, there being a large body of troops in the vicinity. A great many small vessels are in the bay and hauled up on the beach; none of them having cargoes of any value, I conceive it an act of inhumanity to deprive the poorer inhabitants of the means of gaining their livelihood, and shall not molest them. On inspecting the brig, as she had only the lower rigging over head, and was not in a state of forwardness, I found it impracticable to bring her away, and therefore set fire to her. She is now burnt to the water's edge. I cannot conclude my letter without giving the portion of credit that is their due, to the officers and men on board the ship. They conducted themselves with the greatest steadiness and coolness; and although under a heavy fire, pointed their guns with the utmost precision, there being hardly a shot that did not take effect. To lieutenants Lawe and Bertram I feel much indebted, as well as to Mr. Shea, the purser, (who volunteered his services, and to whom I gave the charge of the quarter-deck carronades in Mr. Yeo's absence) for the precision and coolness displayed by the men under their command in pointing the guns, as well as the exact attention paid to my orders in ceasing to fire the instant the union took its appearance on the walls, by which, in all probability, the lives of several of our men were saved. Mr. Cleverly the master, brought the broadside to bear with much quickness and nicety by means of the springs. I send you herewith a list of our wounded on board, and on shore, with those of the enemy's killed and wounded; and an account of their force at the commencement of the action.

I have been under the necessity of being more detailed than I could wish, but it is out of my power in a smaller compass to do justice to the exertions and conduct of the officers and men employed on the different services. It is but just at the same time to state that much to the credit of the ship's company, the Bishop and one of the principal inhabitants of the town came off to express their gratitude for the orderly behaviour of the people (there not being an instance of pillage) and to make offer of every refreshment the place affords. I am now waiting for the land breeze to carry us out, having already recalled the officers and men from the fort, the guns being spiked & thrown over the parapet, the carriages rendered unserviceable, and the embrazures with part of the Fort blown up. I have the honour to be, &c.

FRED. MAITLAND,
Rear-Admiral Dmy. &c. &c. Cove

NEW-YORK, August 13.

DEATHS in this city during the last week, of the following diseases, viz.

Of flux 25, consumption 7, teething 4, convulsions 3, hives 3, cholera morbus 2, decay 2, dysentary 2; of apoplexy, croup, dropsy, nervous fever, inflammation of the brain, do. of the bladder, do. of the bowels, peripneumony, sprune, ulcers, whooping cough, each one.

Men	6
Women	11
Girls	13
Boys	23
TOTAL	—53

Died on his return from Norfolk to Richmond, Mr. William Wiseham, merchant, of the latter place.

At Philadelphia, Mr. John Thompson, printer, celebrated for his elegant lot pressed edition of the Holy Bible.

PHILADELPHIA, August 14

Yesterday arrived the brig Sally and Jenny, Hunt from Barbadoes. On the 30th ult. in lat. 25, long. 68, at 7 o'clock in the evening, was brought too by a shot from a French privateer schooner of one or two guns, who ordered the boat on board with the papers. A barque riggid ship and a large single decked brig being in company, prizes to the schooner. The privateers boat was put out, and four men came on board the brig, & searched every part of her, in every particular manner, bundling up every paper and all the letters, and sent them on board the privateer, the captain declaring he should detain captain Hunt on board all night. The papers belonging to the vessel were first examined, the letters were then looked over, breaking open and examining every one that had the appearance of business, such as hand bills or accounts were detained, *and all the Baltimore letters, the privateersmen declaring the Baltimorians COQUANGS.* After detaining captain Hunt, until ten o'clock at night—then demanding two oars, and some bottles of wine, which they received; their boat left the brig, and captain H. was allowed to return, in his own boat, with his papers, and such letters as they did not detain. The prize brig was bound to New York, with a freight from some of the Windward Islands belonging to Boston. The barque was a high full built vessel, probably from London to Baltimore. The privateer was from St. Domingo. Same day, spoke the schooner Highland, bound to St. Jago.

Yesterday arrived the brig Mercury, captain Dolby, from Port Antony, Jam. which he left July 15, and has furnished us with a file of papers, but they contain nothing worth extracting. He informs that the schooner Thomas, Sparks, of and for New York, was to sail from Mangneiel, on or about the 30th of July. Capt. D. on the 2d of August, in lat. 24. 48. off Carisford Reef, spoke ship South Carolina, Captain Stanford, from N. Orleans for Cherburgh, out 6 days, all well, and on the 8th, in lat. 35, 36, long. 74, 30, spoke ship Mary, from Charleston for France.

American.

FRIDAY, *AUGUST* 16, 1825.

The editor had prepared for the press, a *minute* scrutiny of the *misrepresentations*, which Mr. Brown *forged*, relative to the *private* concerns of *Pechin* and *Fridley*, with whose business he so shamefully *interfered*; but, on more mature deliberation, considering that the public are not interested in the combat, the editor has thought proper to withhold the publication. He would by this, evince, that he is not disposed to drive controversy to implacability, or war to extermination.

☞ Under our "Merchants' Coffee House" head, will be found a display of French insult and depredation, (we might say PIRACY) highly nefarious.

The editor is enabled, through the attention of his correspondent at New York, to lay before his commercial readers, a portion of Marine Intelligence, in anticipation of this day's mail, which (from the number of Baltimore vessels reported) we trust will be found interesting ... the Ship News department.

The Editor, also, received yesterday from his correspondent at Norfolk, by captain Walker's packet, the Public Ledger of the 12th and Herald of the 13th, from which he extracts the following articles—and a few articles of marine intelligence:—

NORFOLK, August 12.

Bridge-Town Gazette Extraordinary.

Barbadoes, Tuesday afternoon, 23d July.

Defeat of the Brest Fleet.

A report has just reached us, received by L'Eclair, King's schooner, from St. Kit's and which has been communicated to Rear Admiral Cochrane, of the DEFEAT of the BREST FLEET by Admiral Gardner.—This is stated to have been derived from Martinique, where it was communicated by a letter in 22 days from France, and inserted in the Gazette of that Island—and was confirmed by a corvette which arrived the day following, stating that Admiral Gardner had taken *Six sail and sunk Three of the Line.* L'Eclair spoke an American vessel from Martinique, which corroborated these accounts, and added, that it was generally believed at Martinique.

[The Editor of the Norfolk Ledger makes the following remarks upon the above intelligence.]

Allowing the intelligence to be 4 days in getting from Martinique to Barbadoes, the Corvette left France the 28th June eight days later than our advices from London. Although we do not say that this information is without foundation, yet we must confess that it comes in such a questionable shape, that we cannot place confidence in it.

The Naval Agent at this place, we are informed, has received instructions to open a rendezvous for the enlistment of seamen for the Adams frigate.

A letter to a commercial house in this place from Antigua, under date the 16th ult. states, that there is little danger to apprehend in those seas, the British had a force of six ships of the line, and their enemy not one. This letter further states, that the Underwriters at Lloyd's, had consented to protract the time of the departure of the convoy until the 15th of this month.

Captain Young left Admiral Cochrane at Barbadoes the 26th ult. with the Northumberland and a Frigate. The Cork fleet sailed for Jamaica the same day, under convoy of two Sloops of War.

Most of our readers will recollect the capture of the ship Golden Grove, from this port to Liverpool, in May last. There have always existed strong suspicions that the privateer which captured her, was fitted out in this country, which suspicions are now confirmed. It appears that the Golden Grove went out in company with a number of vessels: among others, a small schooner which was observed in Hampton Roads for six or eight days, of which no notice was taken, until Cape Henry bore S. W. distant about five miles, when the schooner run alongside of the Golden Grove, hoisted Spanish Colours, fired one gun, and a volley of mall arms, and boarding made prize of her. It now appeared that the schr. had four guns, which been concealed by throwing sails over them, and 37 men, most of whom were concealed in the hold. The privateer was commanded by an American, one Hooper, there were also many other Americans on board, who the capt. and officers of the Golden Grove recognized, as having been seen in this place, going on board the different British vessels under the pretext of inquiring for passages, but with a view to ascertain their force and time of sailing.

BARBADOS, July 23.

Private letters by the last packet mention with confidence, an extensive *change in the ministry*; it is said that the whole of the *Addington* (Sidmouth) party goes out, and that Mr. *Pitt's* old colleagues, the *Grenvilles*, succeed; Earl Spencer is at the head of the admiralty, and the marquis of Buckingham to be president of the Board of Controul. We cannot but view Mr. Pitts administration, which the Addington influence has too long palsied, but which we may now soon hope to find again acting with its wonted vigour and decision.

R. D. Rider and others (who addressed a *card* to Mr. Brown) and one other boy, who does not work on the establishment of the American, form the *whole* number of apprentices belonging to the editor. There are, besides, two young men, indented redemptioners, who work on the paper; but as they have never had their *hands scored*, it *evidently* follows, that Mr. B. in a LITTLE way, *committed* himself, in *scoring 5 apprentices* for nothing! He, at least, inflicted, a wound on his own *veracity*!

An article from Genoa, of the 4th June, says, "Jerome Bonaparte, commanding the frigate Pomona, and two brigs, is cruising before this road. The Pomona is a very fine ship, built in our port."

A letter from Havanna, of a late date, says, "the ship Venelia, captain Walsh, of Boston, was detained by a sloop of war, sent into Providence, and dismissed.—When she was hailed, and asked her cargo, the captain answered, "shoes, leather and nails;" but, on examination at Providence, these proved to be sugar, box-nails, calfskins and fine shoes. The judge pronounced them articles of legal traffic, and the captors agreed to relinquish the proceedings.

"The brig Gayosa was carried in because she had a cask of hardware invoiced *compasses*. The captors construed this into mariners compasses, and they proved to be such only as are used by carpenters, &c."

In a Liverpool paper of the 22d of May, we find the following extraordinary circumstance which occurred a few days before, at Dingle, in the county of Kerry, Ireland.—"On the 11th a wreck was discovered by some fishing boats in the bay, and towed to shore. She appeared to have been a long time lost, and to have been schooner rigged, about 100 tons burthen: On examining her hold, her cargo was found to consist of codfish, cow-hides, seal-skins and oil, sixty butts of which were saved. From the decks every article was carried a way, hatches bulk head, &c. &c. and melancholy to relate, a part of two hundred skeletons were found in the hold; about 100*l* in a tin case in different pieces of gold and silver, spy glasses, quadrants, silver spoons, books, cloathes, bedding, &c. &c. A chest containing three or four dozen of fine shirts, umbrellas, swords, &c. was also found, and it is probable, belonged to some respectable passenger. It is supposed she was bound from some part of Newfoundland, and there is some reason to believe her destination was Dartsmouth, as one of the oil butts was marked Tepeze & Co.

Accidents—On Saturday one of the crew of the ship Three Sisters, laying at the Lazaretto, fell from the round-top and instantly expired.

On Saturday an apprentice boy in clambering from the roof of his master's house to one adjoining, missing his hold, fell into the yard, and it is expected will not survive.

A servant boy was last week thrown from a horse, and in his fall received a contusion on the ancle from the animal's hoof; which last occasioned a locked jaw, with which he died.

(*Phil. paper.*