WASHINGTON CITY.

WEDNESDAY, SEPTEMBER 9, 1801.

OFFICIAL.

Philadelphia, 4th September, 1801.

SIR,

IN conformity to orders which I have received from home, I have the honor of transmitting to you a copy of a report made by the Commissioners of His Majesty's Customs to the Lords Commissioners of his Majesty's Treasury, relating to the importation of Tobacco in mutilated and other illegal packages; and I hope that you will adopt such means of notifying the regulation therein contained to the merchants and other citizens of the United States engaged in the importation of Tobacco, as may prevent the disagreeable consequences which must otherwise attend the continuance of this illegal practice.

I have the honor to be,

With perfect truth and respect,

Sir, your most obedient

humble servant,

EDWARD THORNTON.

The Hon. JAMES MADISON, Esq.

[COPY.]

May it please your Lordships,

Mr. J. H. Addington having by his letter of the 22d ult. signified, that having laid before your Lordships, a letter from Rufus King, Esq. with a memorial of Sundry persons concerned in the Tobacco trade with America, relative to the seizure of Tobacco for being in illegal packages, he (Mr. Addington) is commanded to refer the same to us for our consideration and report thereon.

WE REPORT,

That the Tobacco in question consists of forty-nine hogsheads, which were seized by our officers out of different ships in consequence of the said hogsheads having been cut and altered, as alleged for flowage, and the whole being illegally in packages, we gave orders for the prosecution thereof. That previous to the receipt of your Lordship's orders of reference, applications were made to us for the delivery of the beforementioned Tobacco; but as a practice of so cutting and altering the packages, appeared of late to have become very frequent, and the revenue thereby exposed to great risk and hazard, we thought it our duty with a view to put a stop to such proceedings, to reject the said applications. We have, however, on considering all the circumstances stated in the memorial, given directions for the goods now applied for, to be restored.

We take leave to observe, that as the importation of Tobacco in such mutilated packages, under pretence of cutting them for flowage is illegal, the law requiring the same to be brought in entire packages, and as it opens a door to considerable fraud, we submit to your Lordships, whether you will not be the means of notice being given, through the medium of the Minister from the United States resident here, to the shippers of this article, that all Tobacco imported in cases that are mutilated or cut, is by law liable to forfeiture, and will hereafter be seized and prosecuted accordingly.

In order, however, that the parties may have no ground to complain of being taken by surprise, or to plead ignorance in this respect, we further take leave to submit, that the notification given in America should expect, that this regulation is not intended to be carried into account with respect to such packages as may be shipped prior to the first of January next, but that all Tobacco which shall be laden in America subsequent to that period, and shall be imported into this kingdom in illegal packages, or in packages to mutilated or cut, and not entire, except from unavoidable accident, will be seized and dealt with according to law.

[*Signed*] R. TREVIN, G. WILSON, J. BUTLER, A. MUNRO.

Custom-House, June 19, 1801.

True Copies,

J. WAGNER,

Ch. Clk. Dep. State.

Extract of a letter from a well informed gentleman, dated London, July 3, 1801.

"The law respecting prize courts in the West-Indies and Halifax having pulled up further difficulties now stand in the way of the promised reform, which will, I have reason to hope, be carried into execution without delay. —

Extract from the late instructions given by the Department of State to Consuls and other Commercial agents of the United States.

"If in a considerable time since consuls originated the practice of providing with certificates foreign vessels purchased abroad by citizens of the United States; and it is even understood that some consuls have been supplied with consular certificates and fees-letters. To secure the bona fide property of our citizens is an important duty of the government; but to regulate or regulate a course of proceedings, the tendency of which is to blend it in appearance with foreign property, by rendering the evidence of its legitimacy suspicious or uncertain, ought equally to demand its attention.

"Accordingly you will, in no case whatever, issue to any such vessel either a regular or fees-letter, or any document of a similar nature, except the one hereinafter prescribed.

"If, as is mostly the case, the vessel for which you are requested to issue papers, be a prize vessel, you will require the exhibition of the condemnation and bill of sale, as well as proof that the purchaser is a citizen of the United States. If it appears whether a prize vessel or not, is alleged to be purchased on account of an absent citizen, you will require the authorization of the agent making the purchase to be produced. In addition to these documents the purchaser should in every case make an affidavit, "that he is the bona fide proprietor of the vessel; that no other person has any part or interest in her, and that he does not hold her, or any part of her, in trust for any other person?" And if purchased for an absent citizen, the agent should make the same affidavit mutatis mutandis, adding to it the qualification, "to the best of his belief." These requisites being completed, it may be concluded that the vessel is really American, unless their authenticity is diminished by other peculiar circumstances, which may come to your knowledge. They are conditions which in genuine transactions are easily performed, and they are absolutely necessary to form the basis of your official act in granting the certificate hereafter mentioned. It is therefore unlawful for a vessel to put to sea without them in time of war.

"If in any case the adroitness of individuals should impose upon you, notwithstanding the above precautions, there is one security left, which will probably defeat the fraud. The certificate must be limited to the vessel's return to the United States, and her departure from the port therein shall be specified in it. No certificate is to be granted to a vessel having once been in the United States, since the purchase, unless it be sufficiently made to appear that her fees-letter there obtained, has been lost by accident.

"The form of the certificate may be as follows:

A. B. Consul of the United States of America.

To all to whom these presents shall come, greeting:

"IT appearing from the documents hereto annexed, [mentioning the condemnation, if the case be such, bill of sale, authorization of the owner, if the case be such, copy of the proof of citizenship and the owners or agents affidavit and repeating their titles] that C. D. a citizen of the said States is the sole proprietor of the ship [naming and describing her] now lying in the port of *whereof* E. F. another citizen of the said States is master, being bound to the port of within the said States, I have granted permission that the said ship may depart and proceed on her voyage to the port aforesaid. This permission to continue in force only during the said voyage.

Given under my hand and consular seal, &c.

"In many of the ports of Europe our vessels have been subjected to a ruinous and oppressive quarantine. It has generally been imposed without any reference to the state of health in the port of the vessel's departure in the United States. Thus whilst the port of Charleston (S. C.) was perfectly healthy, a vessel arriving from Boston, where good health may prevail, is subjected to an indiscriminating quarantine. In the winter months, also, it is considered impossible that a vessel can carry from this country any dangerously infectious disorder; the epidemics which have, will in these eight years past, been so fatal in some of our sea-ports, breaking out about mid-summer, and totally disappearing with the setting in of the frost in November.

"We are encouraged to expect, that by familiar with our vessels authentic certificates of health, granted by the most respectable municipal officers of our ports, under a vigilant precaution, and with a scrupulous regard to truth, we shall experience a relaxation of this burthensome imposition. Accordingly, the Secretary of the Treasury has given directions to the collectors of the customs to carry this plan into effect. Certificates of health will therefore be occasionally sent to the consuls in Europe, who after communicating them to the officer or officers in the port their residence, charged with the superintendance of health, will transmit copies, or, if needful, the original, to the American minister, if any such is established in the country.

"Enclosed are copies of the circular letter addressed to the collectors of the customs on this occasion by the Secretary of the Treasury, and of the form of a certificate of health. It is proper for me here to mention to you, that there are but thirteen ports, viz. Portsmouth, (N. H.) Newburyport, Salem, Boston, New-Port, Providence, New York, Philadelphia, Baltimore, Norfolk, Wilmington, (N. C.) Charleston, (S. C.) and Savannah, in which naval offices are established by law, and that in all other ports the bill of health can only be certified by the collector; a circumstance with which perhaps foreign agents, to whom you, Sir, will communicate, should be acquainted, in order to prevent any injury abroad to vessels sailing from those ports, on account of the unavoidable omission of a naval officer's signature.

"In the consular institutions, you are requisited to make semi-annual returns of the American trade at your ports. This is of great importance, as it keeps us exactly acquainted with the stands in which our commerce flows; and you will pay the most pointed attention to the regular transmission of them.

"After the receipt of this letter, you will confidently forbear no longer authorized to expend monies on account of the public, without the special direction of a minister of the United States, except it be in the relief of frauds in doing which you are to use economy and discernment, in distinguishing our own from foreign frauds—the profligate and idle from the meritorious; and in every case where you can, instead of paying their passages, you will find them births, where they may work for them.

"We have reason to believe that it too often happens that seamen engaged in the United States are discharged by masters of vessels in foreign countries, where they can procure new crews at lower wages. By these means, besides the inducement the seamen have to engage in foreign service, or even in privateering, they frequently fall a burden on the consuls. This evil cannot be completely cured without a legislative remedy, but you will take pains to rectify it, whenever the usages of the place may admit of it, and give this department advice of its extent, to that, should the matter be laid before Congress, it may be properly explained, and its existence verified."

SETH HASTINGS, the federal candidate has been elected a representative in Congress for the 4th western district of Massachusetts in the room of Levi Lincoln resigned. He received 1490 votes. His opponent John Whiting, the republican candidate, had 1225 votes.

In the city of Baltimore James H. McCollock, and in the county of Baltimore, Tobias E. Stansbury and John T. Worthington, the republican candidates have been elected electors of the Senate of Maryland, without opposition.

In Montgomery county, UNTON BEALL and THOMAS DAVIS, the Federal candidates, are elected Electors of the Senate of Maryland.

In Prince-George's county, ALLEN B. DUCKETT, and LEONARD COVINGTON, the Republican candidates, are elected by a majority of 150 votes.

Votes in Frederick-Town.

REPUBLICAN.		FEDERAL.	
R. Nelson,	352	R. Potts,	157
D. Shriver,	349	F. Sappington,	154

J. Quincey Adams, Esq. late minister to the court of Berlin, and family, his arrived in the ship America from Hamburgh. —

Extract of a letter from an officer on board the frigate Philadelphia, capt. Barron, dated off the rock of Gibraltar, Jul. 17, to his friend in Philadelphia.

"We arrived at Gibraltar on the 11th inst. Sixteen days. We found there the Grand Bashaw's (Lord High Admiral's) ship of war and a brig. We continued at Gibraltar only two days. Our commodore, (Dale) is the President, and the Experiment, went up the Straights on a cruize. The Eller, capt. Bainbridge, took a fleet under convoy, and we are to cruize at the mouth of the Gut for the Tripolitan admiral, and should he dare to venture out, we will forcibly take him.

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Extract of another letter from an officer on board the Philadelphia, dated July 20.

There are a number of Americans here who of them challenged the Tripolitan Admiral to fight him, but the latter would not accept the invitation—He is afraid to leave Gibraltar.

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NASHVILLE, August 12.

On Monday last, arrived in this town, major general Wilkinson, commander in chief of the army of the United States, and one of the commissioners for treating with the Southern Indians, and yesterday he set off for South West point, where a treaty is to be holden with the Cherokees —one of the objects of negociation, we learn, is to obtain from the Indians a relinquishment of the tract of country, lying between the Cumberland and Holston settlements, an event so desirable to the citizens of Tennessee.

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We understand, that the fourth United States regiment is on its march for this place, and that during the summer they will be employed in opening a road from Nashville, to the Natchez. What could be done, to open the American union, this country than thus to connect our infant western settlements, and promote our commercial intercourse? With these marks of attachment to the interest of the most remote parts of the United States, has commenced the administration of Mr. Jefferson, and the great advantages which we enjoy from the American union, begin now to be manifested.

"Firm united let us be,
Rallying round our liberty,
As a band of brothers join'd
Peace and safety we shall find.

—

WILLIAM C. C. Claiborne, Esq. is appointed governor of the Mississippi Territory. We understand he is willing to accept of the appointment, whereby we shall be deprived of his services as our present representative to Congress, as it is evident he will be again elected. He has almost an unanimous vote in this district, we have not yet heard from the other side of the mountain.

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NEW-YORK SEPT. 4.

London News to the 25th July is received at Boston. Excepting the following paragraph, the extracts in the Boston papers are comprized wholly of intelligence with which our readers have been already made acquainted:—

"*Paris, July* 18.

"We have already announced the arrival of admiral Gantheaume at Tetma, a city of Africa, in the kingdom of Barca. We are informed, by more detailed accounts, that the number of troops that which our readers have been already made acquainted:—

"Near admiral Gantheaume, after having quitted the Straight of Mesina, sailed towards the northern coast of the isle of Candia, from whence he directed his course towards the south, and arrived at the above mentioned place, without having been met either by admiral Warren or Bickerstaff, whom lord Keith had sent to look after the French squadron.

"This account was sent from Leghorn by a courier to general Moreau, at Genoa. The unanimity and concert which appeared in the dispositions of the several captains, and other circumstances, give great probability to this account; of which, however, we will wait for confirmation."

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In addition to the intelligence we published yesterday morning respecting the affair of the 12th July, off Gibraltar, capt. Wyeth further informs us, that five British ships of the line and one frigate without the Bay of Gibraltar engaged nine French and Spanish line of battle ships and three frigates. During the action, which took place in the night, a British ship of the line ran in between the Spanish, and, after firing a few broadsides at each of them, backed out. The Spanish ships continued the fire, though unlike, at each other for more than an hour, when they both blew up. Another Spanish ship of the line was taken and carried into Gibraltar on the 13th; at which time all the British fleet had arrived, except one ship, which was in sight of Gibraltar, towing in, on the 17th, when capt. W. sailed. The French and Spanish fleet bore away for Cadiz.

The above particulars were communicated to captain Wyeth by a British officer at Gibraltar on the morning of the 17th.