

Wilmington Gazette

PUBLISHED WEEKLY BY ALLMAND HALL.

Three Dollars per Annum.]

THURSDAY, MAY 28, 1801.

[Vol. V.—No. 229.]

BRITISH DEPREDATIONS.

MESSAGE

From the President of the United States, transmitting a report from the Secretary of State, with sundry documents relative to the subject of the resolution of the 24th inst.—27th February, 1801.—Ordered to lie on the table. Published by order of the House of Representatives.

DEPARTMENT OF STATE.

SIR, February 27th, 1801.
The order of the House of Representatives of the 24th of this month, requesting an account of the depredations committed on the commerce of the United States by vessels of Great-Britain, of which complaint has been made to the government, having been referred to this department, I have the honor to transmit herewith an abstract of such cases as have been complained of since the commencement of the year 1800.

The order of the house having fixed no period at which the account it requests is to commence, I have, from a consideration of the short space for which the present session can continue, thought it compatible with their view, to limit the abstract to the time above mentioned.

From various reasons it is presumed that many captures have been made, of which no complaint has been forwarded to the government. Under this impression and for the purpose of giving a comprehensive view of the subject, I have thought it not improper to annex to the abstract several extracts of letters from our consuls, and also an extract of a letter from the president of the chamber of commerce at Philadelphia, to the Secretary of the Navy.

I will also take the liberty to observe, that neither the communications from our minister at London, nor my conversations with the charge d'affaires of his Britannic Majesty in the United States, would lead to an opinion that any additional orders have been lately given by the British government, authorizing the system of depredation alluded to in the letter from Mr. Fitzsimons.

I am, Sir, with every sentiment of the most entire respect,
Your obedient servant,
J. MARSHALL.

The President of the United States.

DEPARTMENT OF STATE.

February 27th, 1801.

SIR,
In my report of this day to the President, on the subject of British captures and which he will have transmitted to Congress, it was accidentally omitted to insert the case of the brigantine Ruby, Captain Wrigley, belonging to Mr. Ambrose Vasse, of Philadelphia. This vessel proceeding for Port-au-Prince, with a cargo consisting of American produce and some German goods, was lately captured by the British ship of war Titiphone and carried to Jamaica, where the owner informs me, both vessel and cargo were condemned as enemy's property.

I therefore request that the house will consider this letter as an appendage to my report above alluded to.

I have the honor to be,
With great respect, Sir,
Your most obedient servant,
J. MARSHALL.

The Hon. the Speaker of the House of Representatives.

[The following abstract accompanied the message from the President to Congress.]

ABSTRACT

Of the cases of capture of American vessels by British cruisers, of which complaint has been made to the government of the United States, since the 1st of January, 1800.

Ship Gadsen, of Charleston, owned by Frederick Kohn, from Newport to Port Passage, cargo Carolina tobacco, rice, sugar, and bees-wax, Spanish tobacco, indigo, cocoa, and hides, taken Sept. 9, 1799, by the British ship of war Peafani, carried into Halifax, ship and most of the cargo condemned.—The reason of condemnation is said by the owner to be, because part of the cargo having been brought from the Spanish colonies, was not landed in America.

Ship Gener, of Boston, owned by Nathaniel Fellowes, from Amsteddam to Boston, cargo gin and iron, taken May 14, 1799, by the British ship of war Director, carried into Yarmouth (Eng.) ship, cargo and pri-

vate adventure, condemned.—She was coming out of the Texel when blockaded.

Brigantine Polly, of Philadelphia, owned by John L. Clark, from Amsterdam to Philadelphia, cargo sundries, taken May 14, 1799, by a blockading squadron off the Texel, carried into Yarmouth (Eng.) supposed to have been condemned.—She was coming out of the Texel when blockaded.

Schooner Sufanna, of Baltimore, owned by Jonathan Harrison, from Baltimore to Havana, taken Sept. 29, 1799, by the British ship of war Arab—Sunk by the officers of the Arab chaling with her.

Schooner Diana, of Free Town, charterers Gibb and Channing, Newport, from Newport to Havana, cargo provisions, taken August 3, 1800, by the Cleopatra frigate, carried into Halifax.

Cutter Crocodile, of New-York, owned by Scott and Seamen, from Curracoa to New-York, taken April 5, 1800, by the ship of war Amiable, carried into Kingston (Jam.)—Part of the cargo was Dutch, the remainder American property. The captors immediately on the capture, made a privateer of the Crocodile, & sent her on a cruise.

Ship Charlotte, of New-York, owned by Henry A. and John G. Collier, from New-York to Amsterdam, cargo sugar, coffee, &c. taken April 1800, by the Cleopatra frigate, carried into Halifax, vessel and cargo condemned.

Brigantine Sally, of Philadelphia, owned by Stephen Girard, from Batavia to Philadelphia; cargo sugar and coffee, taken July 20, 1800, by the Cleopatra frigate, carried into Halifax, vessel and cargo condemned.—The condemnation appears to be grounded upon the allegation that the owner is a native of France, carrying on a course of trade to a French colony.—N. B. Mr. Girard was naturalized a citizen of Pennsylvania in the year 1777, and has ever since resided in the United States.

Brigantine Ruby, of Philadelphia, owned by Chandler Price, from Philadelphia to New-Orleans, cargo English and German dry goods and groceries, taken December, 1800, by the privateer Brothers, of New-Providence.

Schooner George, of Baltimore owned by Wm. Patterson, from Baltimore to Curracoa, cargo gin, flour, linens, &c. &c. taken October 7, 1800, by order of commodore Watkins of Curracoa, in and at Curracoa—Detained under pretext of ticklenburghs and oznaburgs being contraband.

Maria, of Baltimore, owned by James Biays—In October, 1800, put in requisition at Curracoa, and sent to Jamaica by the British.

Sloop Little Charlotte, of Bristol, R. Island, owned by Charles D'Wolfe, from Bristol to Leghorn, cargo sugar, taken August 2, 1800, by the privateer Earl of Dublin, of Halifax, vessel and cargo condemned.

Schooner Aurora, owned by R. Johnston and Co. of New-York, taken by a privateer of New-Providence, cargo condemned—because part of it consisted of tin plates as stated by the owners.

Ship Elizabeth, owned by J. Codman, of Boston—She appears to have been captured from having broke the law prohibiting the intercourse with France.

Brig Sea Nymph, of Philadelphia, owned by Louis A. Tarafcon, from Philadelphia to St. Anders, cargo coffee, specie, &c. taken by a British letter of marque, carried into Lisbon, acquitted after considerable detention.

Brig Gracy, of Baltimore, owned by Rogers and Owings, from Trinidad in Cuba to Baltimore, cargo sugar, honey and hides, taken January 6, 1801, by the frigate retaliation, of Jamaica, vessel & cargo condemned.

Schooner Rover, of Baltimore, owned by Rogers and Owings, from Baltimore to St. Jago, Cuba, cargo flour, wines and dry goods, taken by a French royalist privateer, of Jamaica, condemned.

Extract of a letter from William Savage, agent of the United States, at Kingston, (Jamaica) dated June 5th, 1800, to the Secretary of State.

"A number of American seamen in distress have lately been landed from prizes & ships of war who have been relieved by me; as all American vessels met with either going to or coming from Curracoa, Hispaniola, or South America, are brought in here for adjudication, and in all cases of acquittal the captors appeal, which I understand prevents any action being commenced for damages.

"I am, &c."

Extract of a letter from John Gavino, Consul of the United States, at Gibraltar, dated the 19th Nov. 1800—to the Secretary of State.

"The Venus of New-York, Fairchild, from Naples for Malaga, was immediately liberated.

"The Sufannah, Spencer of Charleston, South Carolina, with a cargo of sugar from said port for Cadiz, brought from Lisbon where she had been detained upwards of four months for a breach of blockade, attempting to enter Cadiz, after warning by Lamouach privateer, Blair, commander, who next day took her. She, prior to the Lamouach's first boarding her, was examined by another English privateer, who said nothing of the blockade to Spencer; so that he continued for the port to enquire of the ships of war, having doubts of the veracity of Blair's intimation. She was tried here whilst at Lisbon, without even the captain being present: I claimed ship and cargo as consul and protested the proceedings—she is since arrived here and condemned, ship and cargo, without any further trial or giving Spencer a hearing, so that he has protested the proceeding and will appeal.

"The other is the Sea Nymph, Philadelphia, M'Kiver, who has also been four months at Lisbon, captured by a letter of marque the Berril, captain Tooh, from said port of Philadelphia, with coffee, spices, &c. for St. Anders, pretends it to be French property, as that Mr. Tarafcon, the owner, had not resided long enough in the United States to be a citizen thereof; nor Mr. Ferula the supercargo, who went from Lisbon to England on account of the long detention there—he has his certificate of citizenship along with him, as I am informed. She is libelled for trial.

"I have the honor to be, &c."

Extract of a letter from John Gavino, Consul of the United States at Gibraltar, dated Dec. 14, 1800, to the Secretary of State.

"The trial of the Sea Nymph, M'Kiver, came on the 3d instant, when ship and cargo was liberated by a decree of the Vice Admiralty Court; and as damages could not then be ascertained, they are reserved, but I do not as yet find out if the captors mean to appeal."

LISBON, June 27, 1800.

SIR,

"I am extremely sorry to inform you of the capture of the five following vessels by the British, arrived in this port.

"The brig Peacock, David Crafts, master, loaded with 100 butts Sherry wine, bound from Cadiz to London, with clearance for Altona, the vessel and cargo the sole property of Eben Parsons, of Boston, captured by the Rose privateer of Guernsey, Paul Bienvenu master.

"The brig King Solomon, James Hewett master, laden with butter, cheese, and iron hoops, bound from Amsterdam to Cadiz. The brig the property of Benjamin Hill of Newport, Rhode Island; the cargo Hamburg account, captured by the lugger, Flying Fish, of Jersey, John Le Rouc, master.

"The brig Sufannah, J. V. Spencer, master, laden with sugar, bound from Charleston, South-Carolina, to Cadiz; the brig and cargo the sole property of Blacklock and Bower and William Milligan, of Charleston; captured by the Rose privateer of Guernsey, Paul Bienvenu, master, and La Bouch privateer of Gibraltar (owned by Jews in Lisbon.)

"The brig Hind, Daniel Ropes, jun. master, laden with sugar, cocoa and fish, bound from Salem to Cadiz; the brig and cargo the sole property of Joseph White and William Orne, of Salem; captured by his Britannic Majesty's frigate Anson, P. C. Durham commander.

"The brig Sea Nymph; James M'Kiver, master, laden with coffee, pimento, cloves, cotton, dyewood, &c. bound from Philadelphia to St. Sebastians; the brig and cargo the property of Lewis A. Tarafcon, of Philadelphia; captured by the armed ship Barwel, John Toole, Master.

"The four first captures are made under the idea of Cadiz being a blockaded port; & as the above mentioned privateers have positive instructions from their owners to capture all vessels going to, or coming from Cadiz, and are cruising off that port, I expect this port will soon be filled with neutrals, and among them numbers of our merchantmen. I have written Col. Humphreys to warn our

captains at Cadiz, and caution them against coming out of that port for the present.

"The last was captured on suspicion of being French property, as the owner's is a French name, and the supercargo on board, Mr. Augustine Victor Barrouill, also a French name, but having fully proved to the captors that the property is bona fide American, from the register of the brig and your certificate of citizenship to Mr. Barrouill, they now pretend to detain her on the letter of instructions from the owner to the supercargo, which the captors refuse showing me, saying they will try her under our own laws. These vessels are sent in here under pretence of benefit of convoy to England and Gibraltar, but I understand it is the intention of one of the captors to detain the vessel here and forward the papers on to Gibraltar; which of them it is, my next will inform you.

"I have written our Consul in London for every judicial information he can furnish me with, and whether it is the opinion of Sir John Nichols and Sir William Scott, that Cadiz ought to be considered as blockaded, the trade having been carried on unmolested for upwards of twelve months, and his majesty's ships on that station boarding and suffering vessels continually to enter and come out.

"I have the honor to be, with the greatest respect, sir, your most obedient and most humble servant,

THOMAS BULKLEY.

To Timothy Pickering, Esq. }
Secretary of State. }

Extract of a letter from Thomas Fitzsimons, Esq. Chairman of the chamber of commerce, to the Secretary of the Navy, dated Philadelphia, 17th Feb. 1801.

"By the public prints you will have seen that a great number of American vessels, bound to and from the Spanish ports in Cuba and on the Main have been captured by the British cruisers. The depredations have so multiplied that without a change in their system, or some protection from our own government, the trade to those places must be entirely abandoned though forming a very considerable branch of our trade. Premiums of insurance to the Havana have within a few days advanced from ten to thirty per cent. and such is the particular situation of those countries in relation to the British possession, that not one in ten vessels can escape; from New-Providence alone, there are above forty privateers who subsist principally by the plunder of the Americans. The practice is, whenever they are met with to send them into port; if there is found on board any goods the produce or manufacture of any countries at war with Great-Britain they are condemned, as is bar-iron nails, tin, paints, linseed oil, and any strong linens which are contraband; if the property is found to belong to any persons who are not native Americans, it is either condemned or held under an interlocutory decree, till proofs can be obtained of the citizenship of the owner; and in every instance the detention and expences are so great as to reduce the property for which no pretence for condemnation can be made, so much as hardly to leave it worth pursuing; these practices are the more mortifying as they either themselves ship the goods of which they plunder the Americans, to the countries to which they do not permit us to carry them, or suffer the people of those countries to come to them and purchase them.

"The proceedings at Jamaica are even more ruinous than at Providence; when they cannot procure a condemnation there they invariably appeal from the sentence, and as the Americans can no otherways obtain security than by putting their property in possession of the people there, the whole is swallowed up by commissions and charges.

"These enormities are become so great that the merchants are preparing gifts of the captures, and the circumstances attending them, to be laid before the government; but as any redress through that channel must be distant, they take the liberty of suggesting the propriety of granting them fixed convoys for that trade. The passage to and from Havana is so short that a few national ships might effectually guard it, except the British should disregard the protection of our flag, which we do not suppose will happen; in any event it may be protected from privateers, and it is from those principally that we suffer.

"It is wished that a convoy should sail on the first Monday in every month from Hampton Road, to which place all the vessels from ports to the eastward of that place might rendezvous. Vessels belong to native citizens or loaded with native commodities need