

# WILMINGTON GAZETTE.

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NEW-YORK, August 7.

Capt. Culver, of the brig *Eliza Hamilton*, arrived yesterday, obligingly furnished us with a St. Croix paper of the 13th July, from which we extract the following

## PUBLICATION.

The following regulations, which have this day been communicated to both Custom-houses of this island, are hereby made known to the trading part of the community:

1. All sorts of goods, without exemption, may be imported into St. Croix, from all foreign places, provided said goods be imported either in Danish-European, American, or vessels belonging to our Danish West-India islands.

2. No foreign goods are contraband, except those imported in foreign European vessels, which goods remain henceforth, as they hitherto have been prohibited.

3. The duties to be paid on such foreign goods from all foreign places, are as follows: When imported in Danish-European vessels: Articles denominated necessary, 5 per cent. Do. less necessary, 7 pr. ct. Do. of luxuries, 10 pr. ct.

When imported in American vessels. Articles denominated necessary, 5 pr. ct. Do. less necessary, 10 pr. ct. Do. of luxuries, 15 pr. ct.

When imported in our own vessels belonging to our islands, in the same manner as when imported in Danish-European vessels: Which abovementioned regulations commence from the 1st July next ensuing.

## North West Coast of America.

J. B. Cordis, esq. of Bladensburg, has added something to the information we lately gave concerning discoveries and settlements on the Western Coast of North America.—He was an officer on board the same vessel with Capt. Kendrick. On the arrival of Capt. Metcalfe at Washington Island, Mr. Cordis engaged with him as his second officer and pilot, for the coast. That was the first port visited by Capt. Metcalfe. Mr. C.'s Journals, during the time of his being in the *Elonora*, until his arrival in China, are now in the state of Massachusetts, Captain Metcalfe was cut off on his second visit to Washington Island. In attempting to tow his vessel into Barrell's Inlet, and all the people excepting one were massacred. The tract of land purchased by Capt. Kendrick, as mentioned in Capt. Crowninshield's correct and intelligent statement to Dr. Mitchell, was at Nootka Sound; and his granters were Callicum and Marquanna, two noted Chiefs, though both are since dead. Mr. Cordis says, the Russians were on the coast as early as 1789 as far south as Cook's River, where they had erected several huts. Speaking of Columbia River, he thinks the name was given by Capt. Gray, of the *Mary Washington*, at the very time he was on the coast with Capt. Kendrick, in the ship *Columbia*.

August 12.

## CHEVALIER DE FORONDA.

Consul General from his Catholic Majesty to the United States, informed the Merchants and others whom it might concern, through the medium of the American Daily Advertiser, of the 7th of June last, that all vessels trading to the Havanna, Santiago, and Trinidad de Cuba, &c. that is to the ports of entry in the said islands, should have the manifest of their cargoes attested by the respective Consuls. He has now to inform, that the Intendant of the Havanna has issued the following addition

Havanna, July 3 1805.

"Signor Don Raphael Rouband, Intendant General of this island, has determined in a decree of the 28th June last, that the regulations pointed out in the manifest or ordinance, of the 8th of Feb. anterior, for the general administration of the revenues of the marine, for the commerce of neutrals, receive the following addition.

The Consuls or Vice-Consuls of the neutral ports from whence expeditions are made (and in the case of there being no Consuls resident therein, the persons authorized by the Minister Plenipotentiary of his majesty) shall certify to the accounts or invoices, with the expression of the particular port of the island to which they are directed; with an individual relation of the number, weight, measure, quality and value of the kinds and effects comprehended in the cargo; under the intelligence or knowledge that whatsoever shall be discovered that was not included in the invoice, will be confiscated without any indulgence."

A duplicate of the invoice, and manifest will be required, in order to remain in the Consular Office, which will be open from 10 o'clock till 2 in the afternoon every day, Sundays excepted, and such other holidays as are prescribed by the Catholic Religion. Also, it is desired, the merchants will endeavour to have their papers presented the day previous to the sailing

of their vessels, so that they may not experience any detention from the necessary business of the Consulate.

They are likewise desired to take notice of the publication which appeared in this paper of the 21st May last, which says: Dry goods, liquors, and provisions, will be admitted in neutral vessels under similar restrictions as those imposed on the commerce of Spain: Observing, as an indispensable circumstance, in order to be admitted to an entry, that such vessels must have clearances direct for said port.

Consular Office, Aug. 8, 1805.

August 16.

Letters received yesterday from the Havanna, state an important occurrence, in the modern spirit of revolutionary measures—the almost entire suppression of the monastic and religious orders in that island, & which of course will not be confined to that colony.—A Royal Order has lately been received there for the sale of all property belonging to those Religious Establishments; consisting of houses and lands, sugar and coffee estates, and negroes, as well as mortgages, debts, &c. due to them. The monies arising therefrom are to be paid into the Treasury of the King, who will provide for the persons so dispossessed, by paying them a certain allowance per diem for their support. The revenue arising therefrom must doubtless, be immense; and the purposes to which it is to be applied, and the source to which this serious innovation may be traced, do not require the gift of divination to ascertain. It may, perhaps, be considered as only a preliminary step to more serious changes in the Spanish government and nation.

The Commissioners nominated to enforce the aforesaid decree in the Havanna, and the Island, are—the Governor, the Bishop, the Intendant General, the Collector of the Customs, and Don J. B. Munoz.

Capt. Denison of the brig *Henry* arrived here yesterday from St. Croix, was boarded, on the first of this month, in lat. 24, 20, long. 67, 20, by a French, or Spanish privateer of one gun, yellow sides, red bottom, and no topsail. They boarded the *Henry* at 9 A. M. with 7 men, and ordered Capt. Denison and 8 of his men on board the picaroon. After a minute examination of the brig's papers, they permitted the captain to return, sending at the same time, for Mr. William M'Dougall, a passenger on board the *Henry*, and obliged him to take on board the privateer the passes of five lady passengers.—During this time, the seven ruffians who boarded the brig, broke open every trunk, and took 1500 dollars in specie from the ladies, robbed the *Henry* of hogs, poultry, sheep, wine, &c. About the same time they boarded the brig *Planter*. Capt. Henry Denison, from St. Croix for New-York, and robbed her also of several small articles.—And the same day they captured the brig *Neptune*, Ray, of and for Philadelphia, from St. Croix, loaded with sugar, mostly the property of Messrs. Arroyo and Dacosta. At 5 P. M. the brig *Planter* and *Henry* were permitted to make sail. The above privateer had with her, which she had captured three days before, the brig *William Thomson*, of New-Haven from St. Croix for New-York; and the *Hambur*, barque *Hebe*, from New-York bound to Havanna, all of which vessels they intend to send into a port the west end of Porto-Rico.

From late London papers.

The arrangement of our western squadrons, by the direction of the present Admiralty, is as follows:—21 sail of the line off Brest—Admiral Lord Gardner; 5 sail of the line on the coast of Ireland—Admiral Drury; 7 sail of the line off Rochfort—Admiral Graves; 9 sail of the line off Ferrol—Admiral Calder; 9 sail of the line off Cadiz—Admiral Collingwood. Total 51 sail of the line of the western fleet, all highly fitted, manned, and equipped for any service.

The *Loire* frigate cruising on the 4th inst. to the southward of Cape Finisterre, received intelligence that a large privateer, a gun-boat her prize, and a smaller privateer, with many sail of shipping, were in the harbour of Munros, a few leagues south of Cape Finisterre. Capt. Maitland immediately carried the *Loire* into the harbour, and immediately manned his boats with 50 seamen and marines, under command of Mr. Yeo, his first lieutenant, and another Lieutenant, to attack a fort and a battery defended by Spanish troops. The boats landed, covered by the firing of the *Loire*. Our gallant countrymen immediately advanced to storm the fort and battery, one of 12, and the other of two 24-pounders—the Spanish troops gave way; the French kept up a severe fire from the 24-pounders, loaded with grape but nothing could daunt the spirit of our gallant tars; they took possession of the fort by storm, spiked 16 guns, and threw them into the sea, sent four boats full of long Spanish 12 pounders on board the *Loire*, and made the Spaniards themselves bring down great quantities of naval and other stores, chests of tools, sails,

powder, and cordage which were also sent on board the *Loire*. They captured, besides, and brought off a Spanish large gun vessel, with one long 32 pounder, and six 24 pound coronades, a large Spanish brig fitting for sea, and *La Confiance* French privateer, of 26 guns, and 170 men—another French privateer pierced for 20 guns, which was fitting out, was burnt, and all the small craft, gun-boats, &c. with the exception of one gun boat, were destroyed. After the capture of the Spanish gun brig *El Experience*, 30 of the *Loire's* crew were put on board her, in order to cruise, which the Spaniards observing, sent out six gun boats and a cutter to retake her, but she beat the whole off, and they all returned quietly to the harbour.—The *La Confiance* is pierced for 32 guns; she had lately undergone a thorough repair, and the Carpenters were working on board her when the boats entered the Bay; on discovering which, they escaped to the shore, leaving all their working tools behind them. The Spanish Commandant, with several Spaniards, were killed in the action. Eleven of the *Loire's* crew including the Lieutenant, were wounded, three of them badly. The Lieutenant received a wound in the neck with a sword, which is not considered to be dangerous. Our Naval annals, rich as they are in brilliant actions, do not record one more daring or more brilliant. The *Loire* and her prizes are arrived at Plymouth.

The Ex-General Dubuc, an officer of the name of Rossolin, have been taken up at Paris as English spies—tried, condemned, & shot. Gen. Dubuc, was formerly Ambassador from Tipoo Sultan to the French. He was afterwards the Agent of the French government with the Mahattas. He was taken at Pondicherry, and brought to England, from whence he was sent, with other French prisoners from Pondicherry, to Morlaix.—The *Moniteur* gives a long account of the papers found upon them, and the proceedings against them. The papers, says the Official Paper, proves that the Gen. had 100l. a month, and drafts upon Messrs Hammerleys, and Tornton and Power, at Hamburg, upon Paris. The object of the mission, and of his associate Rossolin, is stated to be, to furnish the English with information, particularly with respect to the destination of the French squadrons; to ascertain the number of the partisans of the House of Bourbon, &c. &c.

## PIRATICAL DEPREDATION.

Capt. Reynolds, late of the schr. *Nancy*, of this city, whose vessel was taken and run ashore in the West-Indies by a French privateer, and afterwards burnt, reports, "that the Frenchmen who took him said, they intended to run him up in a creek within the Colerados Rock, where they had a place of deposit and where they had already an American brig, that they would learn him not to trade with their enemies at St. Domingo, and that they had come out on purpose to take every American vessel they met" with. He also informed him he had previous to his capture, taken two brigs and a schooner from Liverpool bound to New-Orleans, out of whom they took the cargoes and let the vessels go.

"The privateer or pirate was a long low schr, with yellow sides and white bottom, mounts 5 guns, and had 90 men. She had two success under her command, who were stationed off the west end of Cuba, to take up to their den, the plunder of vessels of too large a draught of water to be got in."

August 17.

From late London papers, received at Boston. *British West-India Trade*.—Lord Holland after expressing his anxiety that a good understanding should be preserved with the U. S. of America, and his surprize at the conduct of several of the West-India Governors, moved for certain papers respecting the intercourse between the U. States and the islands. Lord Stanhope supported the motion, recommending the cultivation of a close connexion, between Great-Britain and "the wise, the moderate and upright population of America."—Earl Camden said, the system which now controlled the Governors in the West-Indies was the same which was acted upon at the conclusion of the last war.—That if a change was agreed to, it could not be well arranged now, as the session was very near its close; and if the motion should be brought forward early next session Ministers would give all the information that could be wished; but if the motion was now persisted in he should be obliged to move the other orders of the day. The motion not being withdrawn. Earl Camden moved the other orders—which were agreed to—yeas 14, nays 8.—*H. of Lords*, July 3.

The late incorporation of Genoa with France is a remarkable instance of the recurrence of similar events in distant periods. In 1353, having been pressed by John Visconti, Governor of Milan, the Genoise surrendered their territories to him, exactly as they now have done to Buonaparte. They did it in the same manner and in the same place—by a deputation to Milan. Petrarch gives the words used by the deputation:—"We come

by order of the people of Genoa to offer you the City of Geneva, its inhabitants, their sea and their land, their goods, their homes and estates, and every thing that belongs to them, both sacred and profane, from Corvo to Monaco, on certain conditions, that shall be agreed upon.—"Visconti accepted the offer, not to extend his dominions, but out of compassion to an oppressed people!"

Gen. Sir Eyre Coote is, we hear, nominated to succeed the present Governor of Jamaica; and it is said, that the expedition, which was intended to sail from Cork, under Gen. Coote, is for the present laid aside.

Hamilton Rowan has returned to Ireland, having received his Majesty's pardon. He made promises of future loyalty in open court.

When the fleet cleared for action to attack the enemy coming out of Brest a few weeks since, it was calculated that the expence of clearing the *Hibernia*. Admiral Lord Gardner, for action, she being a new ship, and perfectly fitted with cabins, bulk heads, &c. was at least, before the articles could have been replaced, nearly 3,500l.

Kotzebue has, it is said, been arrested in Italy, as it is supposed by the order of Buonaparte, in consequence of the freedom of the remarks upon the present state of France.

It is said the French Government directed that the American wife of Jerome Buonaparte should await at Embden, the final orders of Napoleon. Lodgings were provided for her there; but she had sailed for England.

From the CHARLESTON COURIER.

We publish with much pleasure, the following interesting papers, relative to the capture of the ship *Two Friends*, Capt. M'Neal, and to the unprotected situation of our commerce generally.

## COPY

Office of the South-Carolina Insurance Company, Charleston, 22d July, 1805.

SIR,

I have the honor to inclose a memorial of the President and Directors of the South-Carolina Insurance Company, and of the merchants and others, interested in the commerce of the city of Charleston, and am, sir,

Your most obedient servant,

THOMAS CORBETT,  
President of the South-Carolina Insurance Company.  
The Hon. James Madison,  
Secretary of State of the United States of America.

## MEMORIAL.

To the Honorable James Madison, Esq. Secretary of State of the United States. The Memorial of the President and Directors of the South-Carolina Insurance Company, and of the merchants, and others interested in the commerce of the city of Charleston.

Respectfully sheweth,

That your Memorialists are deeply affected by the recent capture, at the very entrance of this port, of the American ship *Two Friends*, by a French privateer.—

This event has excited amongst all classes of citizens, the strongest sensations, not only because the said ship was captured without the colour of pretence, within sight of land, but because she is our only regular London trader, and had on board a full supply of spring and summer goods. The distress and anxiety occasioned by these circumstances, are greatly enhanced from our having been hitherto deprived of our spring supplies, and from an anticipation of the consequences justly to be apprehended from a continuance of similar outrages, should not the most prompt and effectual measures be adopted for the protection and security of our commercial interests.

Your memorialists are authorized to add, (altho' the fact be not detailed in the protest) that it appears from undoubted authority, that the magnitude of the prize was the sole inducement to the above mentioned capture, the captors having said that they would release the *Two Friends*, in the event of their falling in with any other valuable prize, which might be more worthy their notice.

This most extraordinary capture, in direct violation of our treaty with France, (as appears by the accompanying documents) has already been followed by events no less alarming, our harbour being at this moment completely blockaded by three French privateers, (and more are daily expected) which examine all vessels coming in and going out of this port, and