

\* There is reason to believe that the Queen Charlotte was lost for want of being better armed. The carriages now used in the packets are unfit for long action. When they get warm, they recoil so violently as to break their breeching, tacks, &c. and much time is consequently lost in repairing the mischief. Had the packet been armed with proper guns, she would doubtless have been preserved, and might probably have captured the enemy.

SALERM, September 23.

Capt. Israel Williams, who arrived last evening from the Mediterranean, has obliged us with some minutes of intelligence which he collected. He left Gibraltar on the 23d of August, previous to which they had no certain accounts of Lord Nelson; the report, however, was, that he arrived at Ferrol two days before the combined fleets, and not finding them there had gone back to Newfoundland in quest of them. Neither had they any particular account of the action between adm. Calder and the combined fleets. The fleets, though much dispersed, had arrived safe, part at Vigo and part at Ferrol.

Capt. W. informs, that a few days after the action, the combined fleets formed a junction at Ferrol, and with the squadron in that port sailed for Cadiz, where they had arrived 30 in number, two days before the Friendship's sailing, and with five ships in that port, formed a fleet of 35 sail of the line. This intelligence was received at Gibraltar eight hours before Capt. W. sailed, together with a further account, that the Carthagenan squadron of 8 sail of the line (the same that was to have joined the Toulon squadron, when bound down the Straights, but was not ready) had arrived at Malaga, 20 leagues from Gibraltar only. Just before sunset, says Capt. W. an easterly wind sprang up, with which the Carthagenan squadron probably started, as there were in plain sight from the rock some time before dark, 8 sail of the line and many gun-boats; this created a most serious alarm at Gibraltar. All was bustle. The alarm guns were constantly firing, which were heard on board his ship till ten o'clock that night, at which time the wind had increased to a very strong Levanter, and the night being very dark, it must have given them a fine chance to pass the gut.

At the time the alarm was given, the squadron under sir R. Bickerton was at anchor in Gibraltar Bay, consisting of the Queen, of 98 guns, Tonant, 84, Minotaur and Bellerophon 74's, two frigates and two gun-brigs. This squadron had been some time waiting at Gibraltar for reinforcements from England, to go up and blockade the Carthagenan squadron above-mentioned. Immediately after the alarm, the squadron got under weigh, it was said to join the squadron off Cadiz, under sir Roger Curtis, who, according to some accounts, had 12 sail, and according to others, 8 sail of the line.

Capt. W. was informed by the American Consul, and other gentlemen at Gibraltar, that war between Spain and America appeared inevitable; and that the Spaniards were in daily expectation of war being declared against them by the United States. Mr. Pinckney, whose negotiation had failed, was expected at Tangier every moment; and Mr. Bowdoin had thought it expedient not to proceed to Madrid, mean time the Spaniards treat these things with contempt, and insult and capture the American flag daily; and the common observation is that our government cannot much longer brook such hostile and insulting treatment.

Capt. Davis, from Bordeaux, informs, that on the 14th inst. in lat. 42, 30, long. 53, he saw five sail of men of war, two of which appeared to be ships of the line, standing to the southward, with the wind at east.

From the Madrid Gazette, of the 6th of August.

Admiral Gravina has written to his Ex. cency the Prince of Peace, under date of the 28th July, as follows:

Leaving Cape Finisterre 25 leagues to the south east, on the 22d July, the combined squadron proceeded with the wind at W. N. W. in the direction of E. to S. E. formed in three columns, then covered with a thick fog.

At noon, the chaling vessels made a signal of seeing twenty-one sail to the E. N. E. the greater part of which were ships of the line. We immediately formed the line of battle with the larboard tacks on board. I placed myself at the head of the Spanish Squadron which composed the advanced guard, and the French Admiral placed himself in the centre of the line.

The enemy appearing to have sixteen sail of the line, of which three were 3 deckers, and two armed en flute, manoeuvred on the opposite tack, apparently with a design of turning our rear. To prevent this, the Admiral made the signal to wear, which was executed in an instant, without waiting for the last signal to commence the evolution.

The last vessel of the rear guard being covered, the Argonaut, on which I had my flag, commenced a fire on the van guard of the English, which continuing the movement it had commenced, prevented it from discovering the one it had executed.

The enemy's squadron formed itself in circle at the moment we executed the same manoeuvre, then began between our van and the whole of the enemy's line,

within half gun-boat shot, a very lively combat, which extended itself successively to the centre of our line.

The fog was so thick, that in spite of the proximity of the enemy, we could only at intervals distinguish their vessels.

Our fire was constantly supported and well directed. We saw one three decker which had lost her mizen, and one of an inferior size, which had lost her main and foremasts. The action continued until nine o'clock; the enemy then wore and gave up the action; we were then ranged in a firm line.

The 23d, at day break, notwithstanding the fog, we discovered that we had two ships missing, the Firm and St. Raphael. We then saw the enemy going on the opposite tack; wearing immediately, we re-established our line in giving them chase; we then saw that they had three ships in tow that were dimasted, and that their line of battle was composed of thirteen ships of the line, one of which had lost her fore-topmast. We continued the chase the whole day, without any success, the enemy having constantly manoeuvred in a manner to prevent a second encounter.

The 24th past in the same manner; we saw the enemy far to leeward, carrying all sail on the starboard tack, the wind blowing gently from the N. E.

The 25th, the wind was very strong at N. E. with a high sea, we then saw nothing of the enemy; during the day we made Cape Finisterre bearing due east.

In this situation the wind being against our proceeding to Ferrol, and many of the French vessels having water for no more than six days, embarrassed besides with 1300 sick and wounded, without any means of succouring them, we determined to enter the port of Vigo, that we might obtain the necessaries we stood in need of.

As soon as I shall have received the particular details from each vessel, I will hasten to send them to your excellency. The six vessels under my orders, have fought on this occasion with as great bravery as understanding, and I think that the enemy availed a second encounter, only because he did not find the first very satisfactory. The force was equal on each side, as to the quality of the vessels, as we had not one three decker on our side, and had two small ones of 64 guns each.

The same Admiral announces, that on the 8th of June, the squadron being near Barbadoes, two frigates discovered at 10 o'clock in the morning, a convoy of 16 sail and made a signal for a general chase; this was executed with great success, for at 5 o'clock in the evening, fifteen vessels of the said convoy were captured by the two frigates and the Argonaut, on board of which Admiral Gravina had his flag, and which by her superior sailing soon joined the frigates. This convoy was richly charged with Sugar, Coffee, Cotton, and other colonial produce; it had left Antigua the preceding evening destined for Europe.

On the 3d of July, off Tercera, the squadron re-captured the Spanish frigate Minorca, coming from Lima, charged with 400,000 dollars in gold and silver, and a considerable quantity of the precious productions of Peru and Chili. This frigate had been taken a few days before by an English Cruiser, which was also captured by our squadron.

### WILMINGTON,

TUESDAY, OCTOBER 15, 1805.

The brig Amazon, of Newbury Port, capt. Brown, sailed from this port on the first inst. bound to Barbadoes, and on the 12th returned, after having met with the most untoward accident and providential escape we ever remember to have noticed. Captain Brown's skill and presence of mind during the whole of this trying scene, of which the following is an accurate statement, is highly deserving of praise.

October 1, at 7 A. M. weighed anchor at Fort-Johnston and went over the bar, with the wind at N. N. E. and blowing fresh; at 10 do. the wind hauled at N. E. and still increasing, we shortened sail as necessity required—the weather looking very dirty, at 3 P. M. freed the pump and found the vessel tight; at half past 3 we reefed the foresail, and at 6 o'clock under the same, it then blowing a heavy gale and sea running high in the gulph; at half past 6 finding the vessel would not lie under reefed foresail, we hauled it and set the balance mainsail, and put two hands to the pump; at near 7 discovering the water over the cabin floor, we immediately hauled down the mainsail and got the vessel before the wind; in a few minutes we found the water casks and every thing afloat in the cabin, which rendered it out of our power to save the books, quadrants, provisions, clothes or any thing else; the cabin being full of water all hands were employed in throwing over the deck load. We scudded S. W. under bare poles till 12 P. M. our candle being then expended we were obliged to keep her before the wind and sea through the night, the wind veering from N. E. to N. W. in heavy squalls attended with rain; at 3 we perceived one of our larboard dead lights half way up, which was occasioned by the pres-

sure of the sea, and some of the clothes washing out of the same.—At 8 A. M. lost our boat over the stern by the violence of the sea; at 10 do. lost the hauser, it being entangled with some of the lumber going over-board.—October 2; strong breeze and high sea from the northward, with rain, were obliged to keep the vessel before the wind, she still being full of water & scudding under bare poles—2 men sick.—Oct. 3, wind at N. W. & moderate, but still scudding under bare poles; we found most of the wedges had worked out of the masts in the gale; the main hatches had likewise risen a little, and the fore scuttle gone, which we conceived to be occasioned by the pressure of the water in the hold.—At 12 P. M. John Williams departed this life, and in the morning we committed his body to the deep—one man still sick. October 4, moderate breezes and fair weather, the vessel still before the wind, all hands were turned to pumping and bailing; in the evening found we had gained considerably on her; got some shingles and wedged the masts, likewise secured the fore scuttle and main hatch as well as we could. October 5; fresh breezes from the northward with heavy sea, we found the water gained on us, the cabin being nearly full, and all hands pumping and bailing; at 6 P. M. found we gained on her; at 7 A. M. the wind hauled S. E. we then thought proper to stand in for the continent, for the preservation of the vessel and our lives, having lost the Register and all other papers. On the 8th got out of the gulph and on the 9th at 4 A. M. got soundings in 25 fathom water. On the 10th we spoke the ship Eliza, from Liverpool bound to Savannah, but she could give us no relief, having lost her boats and we not being able to hoist out our own, the passengers, however, used every exertion to throw some biscuit on board, but finding the attempt fruitless, capt. Brown desired them to desert—the captain of the ship informed us that Cape Roman bore N. W. by W. 6 or 7 leagues; we immediately hauled our wind and at 5 P. M. saw Cape Roman bearing W. N. W. 4 or 5 leagues distant.—All hands still pumping, at 6 P. M. to our great joy, the pump sucked.—At 8 A. M. a breeze sprang up from S. S. E. and we shaped our course for Cape-Fear, and on the 11th we made the light house bearing E. N. E. at 1 P. M. got a pilot, and at 4 came to anchor at Fort-Johnston.

Lord Nelson's fleet was spoken, Aug. 11, in lat. 41, long. 17, a short distance to the southward and westward of Vigo; probably bound for that place.—Norfolk paper.

The following article is copied from the Bahama Royal Gazette, of the 17th Sept.—

PRESIDENT JEFFERSON.—The licentiousness of the press is carried to such a length in the United States of America, that even the sacred character of their chief magistrate does not shield him against the shafts of calumny and slander.

The editor of one of the New-York papers is to be tried for a libel upon the President of the United States, for charging the said President with hypocrisy, debauchery, with living in shameless and open commission of sins, with defrauding his benefactors of their property, with violating the marriage-bed of his intimate friend, and with various other enormities, tending to bring into disgrace the said President of the United States, and to injure and to bring into contempt the dignity and character of the United States, and the citizens thereof.

We hope if that editor cannot be able to justify his charges, that a jury of his countrymen may, by their verdict, in proof of their abhorrence of his conduct, inflict on him such pecuniary punishment as so high a misdemeanor deserves.

The American patriot will recur in times of danger to the instruments which inspired the fathers of our country in the glorious period of the American Revolution. When Lord Howe arrived on the coast of America; he wrote a letter to Dr. Franklin, dated 20th June, 1776. In the answer, dated 30th July, 1776, are the following remarks which arrest attention. After pointing out the conciliatory measures of Great-Britain, which would recover regard, "and the greatest share of our growing commerce, with all the advantage of that additional strength to be derived from a friendship with us," he adds: "Yet I know too well her abounding pride and deficient wisdom, to believe she will ever take such salutary measures. Her fondness for conquest, as a warlike nation; her lust of dominion as an ambitious one; and her thirst for a gainful monopoly, as a commercial one, (none of them legitimate causes of war) will all join to hide from her eyes every view of her true interest." Afterwards, considering the cause of the war, the great ground of which, as described in his lordship's letter, was "the necessity of preventing the American trade from passing into foreign channels," he remarks: "To me it seems that neither the obtaining or retaining any trade, how valuable soever, is an object for which men may justly spill each other's blood: that the true and sure means of extending and securing commerce, are the goodness and cheapness of commodities; and that the profits of no trade can never be equal to the expense of compelling it, and holding it by fleets and armies."—Salem Reg.

We have received the official account of the proceedings of the Court of Enquiry in the case of Capt. Bainbridge, which shall appear at length in our next paper. The following is the result of the enquiry:—

The Court having deliberated on the evidence deduced from the testimony of the

witnesses, heard in this case, are decidedly of opinion that Captain William Bainbridge acted with fortitude and conduct in the loss of his ship, the United States frigate Philadelphia, on the 31st of October, 1803, and that no degree of censure should attach itself to him from that event.—Nat. Intelligencer.

BOSTON, Sept. 30.

Arrived Brig-Shipwright, Doak, Bordeaux, 47 days, Aug. 16, at 4 A. M. moderate clear weather, wind N. E. by E. deflected a fleet, bearing S. S. W. distant 4 leagues under easy sail—also a small ship bearing W. N. W. distant 2 1-2 leagues. A frigate and line of battle ship gave us chase at 9 A. M. in lat. 44 3, long. 13, 18, West—was boarded from the latter, and found them to be French; could not learn where they were from, nor their destination—after examining our papers, they ordered us to steer N. W. all day and night—the fleet was steering W. S. W. The small ship proved to be English, and from every appearance a Lisbon Packet homeward bound, which they took and after stripping of sails, rigging, &c. set her on fire. The number of the fleet was, Thirty-four—16th, at 2 P. M. the ships to windward, (five line of battle ships and a frigate all under English colors) bore up to join the fleet. At 7 P. M. cloudy, lost sight of the fleet—18th, at 9 P. M. was boarded by 2 Spanish privateers, treated politely, and informed, that the above mentioned fleet was from Corunna and Vigo, and the small ship burnt was an English Lisbon Packet, bound home, with much specie on board.

### NEUTRAL COMMERCE.

Extract of a letter from a respectable gentleman in London, to his correspondent in Boston, dated Aug. 10, 1805.

On Monday next, (12th inst.) a Committee of the American Merchants, will wait on the Ministers, respecting the detention of so many American vessels—Mr. MUNROE is to have an interview with Lord MULGRAVE on Tuesday.

No order has been given to detain as has been done. It is the decree in the case of the Essex, Orne, which has occasioned the captures.—(Boston Palladium.

From a London paper.

### THE EMPEROR ALEXANDER.

The liberality and gratitude of the people of England, must naturally prompt them to hear with pleasure, of any trait of character which tends to exalt the general estimation of a Prince, who has long manifested a particular friendship for this country, and who now so warmly interests himself in favor of the oppressed states of Europe. In the Emperor of Russia, Buonaparte will have to contend with a sovereign, who not only materially differs from all his predecessors in that country, but who cannot suffer by comparison with any sovereign to be found in Europe, not more distinguished for public magnanimity than for private benevolence. From a gentleman who has recently arrived in this country from Russia, and who is well acquainted with the character of Alexander and his subjects, we learn, that the devotion of the people to that Prince, amounts to a degree of almost unparalleled enthusiasm. Among those who have heretofore been accustomed only to contemplate their sovereign with a mixed feeling of wonder and dread, and to approach his presence with a trembling awe, there now prevails through the conduct of Alexander a confidence in his justice, a reverence for his morals, and an affection for his person. In their sovereign the people of Russia recognize their friend; and the first feeling of every Russian heart, may be said, without exaggeration, to be gratitude towards their prince, as the first sentiment to be heard throughout Russia, is the praise of his character.

This universal and ardent popularity has not been obtained by any of the arts of the demagogue, or by that "study to please," which is prescribed by French politeness, but is the natural effect of that course of beneficence, which springs directly from the heart. This excellent Prince is entirely free from that superficialness which many men much inferior to princes in rank, seem to think essential to dignity. The humblest subject may address him without embarrassment and will be heard with the most patient attention. To obtain an audience of him it is not necessary to crouch to the arrogance of courtiers, or to purchase the intercession of sycophants. He is perfectly accessible to every class of his subjects.—When at Petersburg, he is to be met in various directions quite alone. He feels no desire to be surrounded by guards, because conscious of inflicting no injury, he has no reason to apprehend the effects of resentment, and to guards, or to any other appendage of this rank, for the mere purpose of parade, he seems perfectly indifferent.

The usual walk of Alexander is on the banks of the Neva, upon the least frequented parts of which he is often seen generally in a very contemplative, and sometimes in a melancholy mood. In one