

From the National Intelligencer.

Much error having appeared in the accounts circulated, of what passed between the government and Mr. Erskine, in the case of the seamen, to obtain whom the Leopard made the late attack on the Chesapeake, we are induced to state, that as we understand, on application by Mr. Erskine, for their surrender, he was informed that it could not be done, and was referred to the written answer given by the Secretary of State on a previous application in another case, for the principles on which the surrender of British deserters was refused. It was remarked to Mr. Erskine, at the same time, both by the Secretary of the Navy and the Secretary of State, that although the government could not deliver up deserters, it was so far from countenancing desertion, that general orders had been issued to our naval commanders not to permit any British deserters to be recruited for the American service. They also informed Mr. Erskine a few days after, that they had sufficient reason for believing that the seamen in question were native citizens of the United States; this being the result of an enquiry made by Capt. Barron, in pursuance of orders from the Secretary of the Navy. On this point Mr. Erskine expressed no opinion. This was not asked, because his opinion could form no part of the ground on which the government proceeded; and it was not offered, because it appears to have been his practice, and to have been held as his duty also, to do no more than to transmit without remarks, whatever documents or information relative to facts, he might judge proper to be forwarded to the British Admirals on different stations. In this case, he, accordingly, merely stated for the information of the British naval commander, that the result of an enquiry made by Captain Barron had satisfied our government that the seamen, for whose surrender he had applied, were citizens and natives of the U. States.

\* This answer, was written Jan. 7, 1807. It was produced by an application for the surrender to their allegiance, of certain British seamen, who having united with American seamen left on board a vessel ordered to Halifax as a prize, brought her into the U. States, and were charged with mutiny, piracy, and an attempt to murder their officers. The answer stated that not only no prerogative for the purpose in question is vested in the executive of the United States; but that neither the law nor the practice of nations imposes on them an obligation to provide for the surrender of fugitives from the jurisdiction of other powers. The obligation can result only from special and mutual stipulations; which do not exist between the U. States and Great Britain; and which, indeed, as limited in the expired article of the Treaty of 1794, do not comprehend any other offenses than those of actual murder and forgery.

The information reported by Capt. Barron was as follows:

WILLIAM WARE, pressed from on board the Brig Neptune, Captain Crafts, by the British frigate Melampus, in the Bay of Biscay, and has served on board the said frigate 15 months. William Ware is a native American, born on Pipe Creek, Frederick county, state of Maryland, Bruce's Mills, and served his time at said mills. He also lived at Ellicott's mills, near Baltimore, and drove a wagon several years between Hagers Town and Baltimore. He also served 18 months on board the U. S. frigate Chesapeake, under the Command of commodore Morris and Capt. James Barron. He is an Indian looking man.

DANIEL MARTIN was pressed at the same time and place. He is a native of West Point, in Massachusetts, about 30 miles to the Eastward of New-Port, Rhode Island. Served his time out of New-York with Captain Margoby, in the Caledonia, refers to Mr. Benj. Davis, merchant, and Mr. Benj. Cores, of West Point. He is a colored man.

JOHN STRACHN, born on the Eastern Shore of Maryland, Queen Anns County, between Centreville and Queen's Town—refers to Mr. John Prince and Pratt, on Kent Island, who knew his relations—Strachn sailed in the brig Martha Bland, Captain Weyll, from Norfolk to Dublin and from thence to Liverpool. He there left the brig and shipped on board an English Guineaman. He was pressed on board the Melampus off Cape Finister, to better his situation he consented to enter, being determined to make his escape when opportunity offered. He served on board the frigate two years. He is a white man; about 5 feet 7 inches high.

William Ware and John Strachn have protections—Daniel Martin says he lost his after leaving the frigate.

JOHN LITTLE, alias FRANCIS, and AMBROSE WATTS, escaped from the Melampus at the same time, known to the above persons to be Americans, but have not been entered by my recruiting officer.

William Ware, Daniel Martin, and John Strachn state that some time in February last, there was an entertainment on board the Melampus, lying then in Hampton Roads—that while the officers, &c. were engaged, and all the ship's boats except the captain's gig, being hoisted in—Themselves and the two other men mentioned, availed themselves of a moment to seize the gig and row off—that as soon as they had got into the boat they were hailed to know what they were going to do—They replied, they were going ashore—a brisk fire of musquetry instantly commenced from the ship—that in defiance of balls and the hazard of their lives, they continued to pull, and finally effected their escape to land, namely, Sewall's Point—that

they then carefully hoisted up the boat on the beach, rolled up the coat, and placed that and the oars in the boat, gave three cheers, and moved to the country.

This report is in a train, we learn, to be formally verified in every material circumstance, by a recurrence to the success of evidence pointed out by the seamen respectively.

BROOKLYN, (N. Y.) July 22.

Fulton's Experiments.—On Monday at half past two, according to a notice given in the public prints, Mr. Fulton commenced his experiment for the purpose of blowing up a brig of 400 tons. Public curiosity had been much excited and the Battery with the adjacent wharves and windows were crowded with curious spectators. At 2 o'clock, Mr. Fulton passed near the Battery with his two Gallies; himself in one containing a torpedo and the necessary apparatus; the other with another torpedo was placed under the direction of Mr. Robert Stephens. At 20 minutes past two the signal gun being fired at Fort Jay, the galleys advanced upon the brig; the torpedoes were then thrown upon the tide and as they were drawn along with the current, they fastened to the bottom of the vessel, near her keel; but from a defect in arrangement, and an error, which was afterwards corrected, the explosion did not take place at the first attack. The second experiment, however, was made about 7 o'clock at the flood tide, with the most complete success. The brig was torn to atoms, and in 30 seconds after the explosion she sunk to the bottom.

Philadelphia, July 3.

We have received the following interesting particulars from Mr. Miller one of the seamen belonging to the schooner, Juliet of this port:

Some time since the sloop Juliet, from hence for La Guira, off Bermuda was boarded by the British tender sloop Vesper, then in company with the Indian loop of war. After breaking open the hatches and plundering her, permitted her to proceed, not however without impressing one man (Mr. Miller,) an American citizen, whose family resides in this city.

On the 15th instant, the Vesper tender, went into the Chesapeake with dispatches from the Indian loop of war now off Charleston for the Commodore on board the Bellona. The Bellona immediately got under way ordering the Vesper to follow her to Halifax. At 8 o'clock that evening the tender lost sight of the Bellona, when seven impressed Americans joined seventeen other impressed seamen rose upon the officers and remainder of the crew, amounting to 23 in number, confined them in the hold, and took possession of the schooner.

On Thursday they came in under Cape Henlopen, and brought too, within two musket shot of a coasting schooner and then, taking on board the boat two of the officers, they all reached the coasting sloop. They kept possession of the officers until they were out of reach of the Vesper and then suffered them to return. There 22 seized and injured men, reached New-Castle on Tuesday last.

The Melampus frigate had left the Chesapeake and gone to Bermuda for water. The Triumph and Leopard were the only British vessels there on the 15th inst.

The Vesper is one of the seven vessels built at Bermuda and rigged as schooners and cutters by the British Marine officers, and fitted out particularly for the purpose of pressing men and harrasing the American trade.

The following narrative is from Moses Williams an old continental soldier who farms a plantation joining Lynhaven Inlet. The next morning after the late capture of the boat and officers, a tender came near the shore: a lieutenant of the British navy got into her boat and came within about two hundred and fifty yards of the beach, shewing a desire to speak with the party. He (Williams) undertook to go down and hear what he wanted. He demanded whether the boat officers, and men were to be released from their captivity—alleging that the two nations were not at war, and asked why our people fired on their boat. Williams asked him why they fired upon the Chesapeake—did he call that an act of war, or by what name did he distinguish it? He replied that we had detained their men and they had used force—Williams urged that they had detained ten of ours for every one we had of theirs, if that had been the fact, and yet we had not used force to take them away.—The officer said that our men had insisted—to which Williams replied in that particular we were at least equal, for none of theirs were impressed or forced into the service, and that he wished to know what business any of them could have on shore when they had seen the President's proclamation ordering them out of our waters. He assured them also that there was not an old planter in the country that would not enforce that proclamation by putting a ball through any of them who put a foot on shore—that as to their boat, that in his possession, or their officers and men, he could only act as the commanding officer directed, and that they had best send to General Mathews at Norfolk.

WILMINGTON.

TUESDAY, AUGUST 11, 1807.

We are authorised to state to our fellow-citizens, that Joshua G. Wright, Esq. will cheerfully serve as our representative for this town, in the ensuing session of our Legislature, if he should again be honored with their confidence.

The Sloop Peggy, captain Mulloy, from Norfolk, bound to Charleston, with 1200 bushels Corn on board, sprung a leak and put in here in distress.

DANTZIC FALLEN!

Our readers will observe in the 76th Bulletin of the Grand Army, inserted in this day's paper, the following words: "The enemy will experience a decided loss in losing this important place [Dantzic] & the 20,000 men that are inclosed in it." We have just learned that this declaration has been verified—Letters are received in town from Bordeaux to the 9th June, which state that Dantzic has actually capitulated to the French army.—The same vessel which brought these letters, has papers on board to the 4th June, which we are told furnish the article of capitulation. The arrival is at New-York.

We also learn that a peace between France Prussia and Russia, was confidently expected in Europe—England not to be included. The articles of Capitulation will appear in our next.

THE BRITISH AT HALIFAX.

If we may rely upon the advice from Halifax, they are preparing furnaces for red hot shot at that place, the purpose of which is to burn some of our sea port towns. Those who are preaching up security & moderation had better look about them and hide their faces for shame.

Aurora.

The pilot-boat schooner Bald Eagle, has lately been chartered and sent off with all possible dispatch by J. Beckman, navy agent of this city, under command of captain Hull, brother of captain Hull, of the navy, with sealed orders. It is said she is bound to Gibraltar, to call home the American squadron from the Mediterranean. N. Y. pap.

SPANISH AGGRESSION.

Accounts have reached the city, dated late in June, that the Spaniards at Mobile have seized 200 stand of arms and a quantity of ammunition belonging to the U. States, destined from New-Orleans to Fort Stoddert. This seizure was made by the Spanish commandant at Mobile, and afterwards approved by the governor general of the Floridas.

The above information may be relied on as correct. It comes from unquestionable authority—the letter containing it is from an officer in the army of the United States, who was a witness to the act.

Washington Fed.

ALEXANDRIA, July 29.

Yesterday passed this town, in her way to the Navy-yard, the United States' schooner Enterprise in 37 days from the Mediterranean—it is said, she brings intelligence that the British capture all American vessels in that sea.

NORFOLK, July 22.

Mr. Davis, pilot, was brought to yesterday by the Triumph, Sir Thomas Hardy, who put on board a black man belonging to Baltimore. Mr. D. was also informed, that there were eight more Americans on board that would be given up on proper application.

The United States' Schooner Revenge, Capt. READ, went to sea on Monday evening.

Aug. 1.

The British armed brig which is at anchor in Hampton Roads, is the Columbine of 18 guns, with dispatches from Halifax.

The British officers and seamen lately taken at Lynhaven, are to be sent this day on board the Triumph, anchored off Cape Henry.

Yesterday (says the Petersburg Intelligencer of July 4.) was the day assigned for the commencement of the trial (in chief) of AARON BURN. It is probable, however, from the dispersed situation of the witnesses, and the distance which the petit jury will have to travel, that some days will elapse before the trial can regularly proceed.

The Troops of Cavalry from this place and Richmond, employed on the late expedition, were discharged on Saturday morning last. Several of the Petersburg troop reached town on Sunday having been allowed the privilege of returning in detached parties. The officers were detained in Portsmouth, on the Court of Enquiry, which was ordered to sit upon the conduct of the commander of the Portsmouth cavalry. The whole are to rendezvous at New-Market to-morrow morning at 10 o'clock, and will be escorted into town by the volunteer companies and militia.

Petersburg Intelligencer.

We learn that the Chesapeake and the Gun-Boats at present in the harbor of Norfolk, were in complete readiness for sea, and that commodore Decatur had gone to Washington, for the purpose of receiving instructions from the Navy Department.

The Norfolk papers are totally silent respecting the report published in our last, of an engagement in the Mediterranean between the American frigate Constellation and a British 74.—We are inclined to attach no sort of credit to the report.

A letter received in town from a member belonging to the Petersburg corps of cavalry, dated on Friday evening last, states that a British sloop of war of 14 guns (supposed to be a flag of truce) had anchored in Hampton Roads.

The Governors of all the States have shewn a ready compliance with the President's orders to detach their quotas of "opposite men." The Secretary at War is taking measures to fortify New-York. Gen. MOREAU attends him.

On the alarm given at the present crisis of a war between Great-Britain and this country, a very respectable and industrious Mechanic in Savannah, (a subject of his Britannic Majesty) was so loyal, as to melt up his leaden glue pot, and run it into balls to defend this country against British aggression.—This is said to be a fact.

By the Hon. George Cranfield Berkeley, Vice Admiral of the white, and Commander in Chief of his Majesty's ships and vessels, employed in the river St. Lawrence, along the coast of Nova-Scotia, the islands of St. John and Cape Breton, the Bay of Fundy, and at and about the island of Bermuda, or Somers' Islands.

Whereas many seamen, subjects of his Britannic Majesty, and his Majesty's ships and vessels, as per margin, (Bellona, Bellona, Triumph, Chichester, Halifax, Zetobia cutter,) while at anchor in the Chesapeake, deserted and entered on board the U. S. frigate the Chesapeake; and openly paraded the streets of Norfolk, in sight of their officers, under the American flag, protected by the magistrates of the town, and the recruiting officer belonging to the above-mentioned American frigate, which magistrates, and naval officer, refused giving them up, although demanded by his Britannic Majesty's Consul, as well as the captains of the ships from which the said men had deserted.

The captains and commanders of his Majesty's ships and vessels under my command, are therefore, hereby required and directed, in case of meeting with the American frigate Chesapeake, at sea, and without the limits of the United States, to shew to the captain of her, this order, and to require to search his ship for the deserters from the before-mentioned ships, and to proceed and search for the same; and if a similar demand shall be made by the American, he is to be permitted to search for any deserters from their service, according to the customs and usage of civilized nations, on terms of peace and amity with each other.

Given under my hand, at Halifax, Nova-Scotia, the 1st day of June, 1807.

(Signed) G. C. BERKELEY. To the respective Captains and Commanders of his Majesty's ships and vessels on the North-American station.

Characteristic Anecdote of Admiral Berkeley.

The honorable Admiral Berkeley, then only a captain in the British Navy, commanded the Marlborough in Lord Howe's memorable engagement on the 4th June. Early on that day he got a scratch in the head, so very slight, that a midshipman would have been ashamed to have mentioned it to the standards by during such an engagement. The honorable captain, however, thought fit to be prevailed upon to go down to the cock-pit to have care taken of his wound for fear of consequences, leaving the command of the vessel to the eldest lieutenant, who being a poor Hibernian unfriended by any thing but his own heart and hands, and of course, without interest at the admiralty, thought that this was a glorious golden opportunity to make a dash and recommend himself to promotion by some very extraordinary deed of prowess. He accordingly lost no time in running up the Marlborough where he thought he would have enough of peppering, and when the soon caught the vigilant eye of the brave Howe, who, with his spy-glass perceived him very busily employed in paying or best compliments to three French ships of battle-ships, one of which took a very good shot, and was disabled and captured at her situation, his lordship hastily called to Sir Roger Curtis, his Captain, and said, "Why Sir Roger, Sir Roger? What in the name of Heaven can be the matter with the Marlborough?" Sir Roger who knew Berkeley, and was keen, satirical, and witty as well as brave and humane, looked for a moment, through his glass at the Marlborough, and then turning round to Lord Howe, dryly replied, "I don't know my Lord, but I should imagine from the conduct of the Marlborough that Captain Berkeley had been killed."

DIED, in Sampson county on the 27th of July, Mr. ARTHUR SPALGHT SAMPSON, eldest son of Michael Sampson of that county.

At Petersburg on Sunday the 2d inst. Mr. ANDREW FLEMING, merchant of Halifax, in this State.