

King's Bench, he had been told, when he had issued an order, that in going to Westminster Hall, he must pass through a particular street and pay toll, would it have been very satisfactory to him to have been told, we do not compel you to go to Westminster Hall, but you may, if you please, go home to your chamber with your bag and go to sleep; or if a gardener were to be told that in going to Covent Garden market he must take a circuitous route, and pay toll by the way, would it be much consolation to him to be told, we do not compel you to go to Covent Garden market—you may remain home if you please, or you may strew your vegetables about the street! His lordship briefly recapitulated his arguments, and again urged the great importance of the question which was now to be decided upon by their lordships, whether all those principles of justice, honour, and good faith, which had hitherto actuated our conduct towards other nations, should be once abandoned and a state of barbarism substituted for civilization—whether that light which had hitherto shone pre-eminently in Britain, to guide and direct Europe, should at once be put out, and the great and just principles of the law of nations enveloped in darkness and obscurity. The noble lord concluded by moving the following resolutions:

1st. That the power of making laws to bind the people of this realm is exclusively vested in his majesty, by and with the advice of the lords spiritual and temporal, and commons of the realm, in parliament assembled; and that every attempt to make, alter, amend, and repeal such laws, by order of his majesty in privy council, or in any other manner than by his majesty in parliament, is unconstitutional and illegal.

2d. That the advising his majesty to issue any order in council for dispensing with or suspending any of the laws of the realm, is a high violation of the fundamental laws and constitution thereof.

That the same cannot in any case be justified, but by some unforeseen and urgent necessity, endangering the public safety.

And that in every such case it is the duty of his majesty's ministers to advise his majesty after issuing such order, forthwith to rescind his parliament, in order both that the necessity of such proceeding may be enquired of and determined; and that due provision may be made for the public safety, by the authority of his majesty in parliament.

3d. That the law of nations is a part of the law of the land; and that neutral nations not interfering in the war between his majesty and his enemies, have a legal right to such freedom of commerce and navigation as is secured to them by the law of nations.

4th. That the late orders of his majesty in council are contrary to the law of nations, inasmuch as they purport to interrupt the commerce of friendly nations, carrying on their accustomed trade in innocent articles, between their own country and the ports of his majesty's enemies, not actually blockaded; and even between their own country and those of his majesty's Allies; and also, inasmuch as they purport to compel such trade in future to come in the first instance, under pain of confiscation, to the ports of his majesty's dominions, or of his allies, there to submit to such regulations, restrictions, and duties, as shall be imposed upon them.

5th. That by the law of nations, all independent governments have an undoubted right both in war and peace, to regulate all their own territories, and according to their own convenience, except where specially restrained by treaty, the admission or exclusion of the ships or merchandise of other states. That by the municipal law of this and other European countries, it hath been usual to require, that vessels trading to or from the ports thereof, shall carry such certificates or other documents, shewing in what country the vessel hath been built, fitted, or armed, by what sailors she is navigated and in what country the articles composing the cargo have been grown, produced or manufactured, as may be judged necessary to enable them to enter.

And, that the ships of friendly nations, carrying such papers in time of war, do not thereby violate a rule of amity with other countries, or incur any penalty whatever, unless such papers should be found to be fraudulent.

6th. That so much of his majesty's order in council, of the 4th of November last, as directs, that any vessel carrying any certificates or documents, declaring that the articles of the cargo are not of the produce or

manufacture of his majesty's dominions, or to that effect, or carrying any other document, referring to such certificate or document, shall, together with the goods laden therein, belonging to the persons by whom, or on whose behalf any such documents was put on board, be adjudged a lawful prize to the captors, is a gross and flagrant violation of the law of nations, and of the statutes made for the freedom of navigation and commerce, and of the rights and liberties of the people of this realm; inasmuch as it purports to expose the property both of foreign merchants, and even of his majesty's subjects, in the ports of this realm as well as on the high seas to unjust detention and forfeiture in cases where no offence whatever hath been committed against any known principle, or rule of the law of nations, or against any law, statute, or usage of the realm.

7th. That the free access to the ports of the realm, and the liberty of trading to and from the same has been secured to merchant strangers, not being of a hostile nation, by Magna Charta and other ancient statutes, in which it is expressly provided, "that no manner of ship, which is freighted towards England, or elsewhere, be compelled to come to any port of England, nor there to abide, against the will of the masters and merchants of the same or of the merchants whose the goods be."

And the same statutes were intended not only to protect the innocent commerce of friendly nations, but also to secure to the people of this realm the benefit of a free and open market for the sale of the produce and manufactures thereof, and for carrying on of such trade as might conduce to the profits and advantage of the realm.

8th. That the above mentioned orders of his majesty in council are an open breach and violation of the said statutes, inasmuch as they direct that ships freighted to other places than this kingdom and even to ports belonging to his majesty's allies may be compelled to come to the ports of this realm or of its dependencies, and there to abide under such restrictions or regulations as his majesty may be advised to impose upon them; and also inasmuch as they direct that the goods laden in such vessels shall not be cleared again from such ports, without having been, in some cases, previously entered and landed; nor in other cases, without having obtained from his majesty's officers licences to depart, which licences such officers are not, by any known law of this realm, authorised to grant.

WILMINGTON,

TUESDAY, JUNE 28, 1836.

Anniversary of American Independence.

On Thursday last at a meeting of REPUBLICAN subscribers for the celebration of the 4th July, the following gentlemen were appointed a committee of arrangement: *Nathan Cochrane, A. H. Macneill, Wm. Giles, Thomas F. Davis, Owen K. Keane, A. Hall, A. Lazarus, James Fleming, and C. Dudley, Junr.* There will be a dinner at the celebration precisely at 3 o'clock. Those who may wish to subscribe are informed that the subscription paper is left with C. Dudley, Junr.

On Tuesday last, the schooner "Hiram," owned by Mr. Thomas S. S. of this town, and commanded by Thomas M. O'Connell, escaped from this port in contravention of the Embargo Law. It is reported she is bound to the West-Indies with a cargo of Rice and Flour.

We understand that Mr. Sneed disclaims all knowledge of or participation in the voyage, and says that he chartered his schooner to Co. by during the continuance of the Embargo. We are not disposed to doubt the veracity of Mr. Sneed, who is a native of this state, and to whom eternal infamy and disgrace would attach for a crime so heinous as that of furnishing the enemy with supplies in violation of the laws of his country; on the contrary we are willing to believe him innocent, and sincerely wish he may be able to prove incontrovertibly that he is so. It is well known that Cochrane was in possession of funds sufficient to defray his ordinary expenses, and that he kept himself concealed for several days previous to the sailing of the "Hiram," to avoid the pursuit of a vessel for a few days. His debts not exceeding thirty dollars. Hence it cannot be supposed that he could have chartered the schooner and loaded her with provisions on his own account; but must have been employed by some unprincipled wretch, whose obsequiousness protects him from that chastisement which the law and an indignant community would inflict.

Washington City, June 16.

The PRESIDENT of the UNITED STATES arrived in this City on Friday last from Monticello. We are gratified in stating that he is in good health.

The Secretary of State arrived on Saturday.

The information, received from England, is in several respects interesting. Mr. Rose reached London on 23d of April, when a cabinet council was immediately called. The promptness of this proceeding, as far it goes, favorable. Mr. Nourse, the bearer of dispatches from our government, arrived in London on the 25th day of April. As the latest London dates do not extend beyond the 24th, time had not elapsed to learn the impression of our measures on the British cabinet. The next arrivals may be expected to bring something interesting. The information from France, stating the departure of Mr. Armstrong from Paris, is too vague and general to be entitled either to much credit, or to throw much light on our affairs with that country. Neither the date or causes of his departure, or the place of his destination, are mentioned. It is possible that it may have arisen from the imperial confirmation of the seizures at Hamburg, stated in the subjoined article; or it may have arisen in consequence of the receipt of dispatches posterior to the departure of the Emperor from Paris, which may have induced Mr. Armstrong to follow him. These are, however, mere conjectures, which, with a thousand others, may be indulged on the occasion. It may not, however, be useless to state, as evidence of the high improbability of some recent articles in the federal press, representing Mr. Armstrong to have been treated in a contumelious manner by Napoleon, that that gentleman has heretofore been invariably treated with respect. Indeed those acquainted with his character know that he would not brook any other treatment.

The delay of the Osage in France still remains unaccounted for. The instructions given were to land Mr. Lewis at L'Orient, and then to carry Mr. Nourse without delay to one of the out ports of England; and on the latter receiving Mr. Pinckney's dispatches, to return to L'Orient, and take on board Mr. Lewis with general Armstrong's dispatches, and thence forthwith to repair to the U. States. There is one circumstance that renders it somewhat probable, that she may have remained at L'Orient under the apprehension of being prohibited to return to France after having touched at England. This is the recent treatment of a vessel, having on board the family of the Prussian minister, which, in consequence of having touched at England, was sent back from France without permission having been given to the family to land, although attached to the minister of a friendly nation.

The British Parliament was to meet on the 1st of May.

Intelligent passengers arrived in the Jane say, that the present British ministry certainly never relax in the late orders of council, until Bonaparte recedes from practising on the principles avowed in his Berlin and Milan decrees; in retaliation of which the British orders were ostensibly issued. As Bonaparte no doubt will hold the same language with regard to England, the termination of the present disastrous state of things is beyond all ordinary calculation.

The Jane from London, brings dispatches from Mr. Pinckney, for the Secretary of State.

The expedition which sailed from England, about the 27th April, it was said, had for its first object a visit to Flushing, for the destruction of several ships of war equipping in that port.

Admiral Berkeley, on his return to England, had a public audience with the King at his levee.—Capt. Humphreys, of the Leopard, had sailed from England for the East-India station.

The accounts from the West-Indies are of the most distressing nature.—At Martinique the price of flour is SIXTY DOLLARS a barrel and scarcely any to be had—no beef or pork at market. The military had broken open three merchants' stores and took out the provisions by force—a revolt of the inhabitants was hourly expected.—At Dominique flour is Fifty Dollars. N. Y. Gazette.

By an arrival at New-York in 43 days from Madaira, we learn that a few days before the vessel sailed, that Island had been restored by the British to the Portuguese. The English colours were super-

ceded by the Portuguese; and Gen. Boscawen was about to embark on board a frigate, that was supposed, to proceed immediately to the Brazils.

There are 67 vessels belonging to the United States and valued at eight millions of dollars, carried into British ports under the late orders of council. Messrs. Dains, Bridge and Brown of London, are agents for the far greater part of this immense American property.—And yet, strange to tell, those gentlemen signed the petition to the British House of Commons in favor of those very orders in council.

Demo. Press.

The Intendant of Havannah has issued an order, demanding that the merchants who hold American produce shall furnish for the use of government, 6744 barrels of flour, 1007 barrels pork, 1351 barrels beef, 62,627 wt. of good beans, and 92,813 wt. ordinary, 6236 jars oil, and 81 barrels of vinegar; which if not delivered in ten days he will take measures for obtaining by force, for the use of his Catholic Majesty's troops.

MONTEAL, May 23.

The boats of the Michilimackinac Company, under the sanction of the permanent articles of the treaty of 1794, and the special provisions of a late act of Congress respecting Indian trade, were proceeding to their ulterior destination by the accustomed route along the shore of the Ontario, when, as they were doubling the point to cross over to the British side, as usual with cargoes here laden for the Indian trade, the Collector at Niagara, aided by the troops of the garrison, fired upon the boats, brought them back, seized the goods and turned the crews adrift without provisions. Some of the bullets even reached British Niagara.

A representation of the outrage has been forwarded to the government of the United States by express.

The governor of the Island of St. Croix on the 30th of April issued the following Proclamation.

Whereas it is highly expedient and necessary under the present scarcity of provisions and lumber within this island and its dependencies, not only to encourage by all possible means the importation and supply thereof, but to the same end to prohibit the exportation of colonial produce in all Foreign ships and vessels, exceeding in such as shall be wholly or partly laden with provisions or lumber for sale within the said Island or its dependencies, or for the use or supply of any of the inhabitants thereof—I do hereby direct and order that no sugar, rum, or colonial produce whatever be shipped or exported in any foreign ships and vessels whatever, save and except such as are before excepted, and then only to the amount of the value of the cargoes imported.

Government has chartered the brig Hamlet, of this port, to carry dispatches to the Portuguese government at Brazils; She will sail in eight or ten days.

U. S. paper.

Captain Le Gros, of the British schooner Success, from Jamaica, arrived at this port yesterday, touched at Cape Nicholas Mole on the 12th inst. for water, and was informed there, that General Petion and Christophe had a very bloody battle 3 or 4 days before, within ten miles of Cape Francois, and that Christophe was defeated, with the loss of 1000 men killed, and a great number wounded.

PORT OF WILMINGTON

ENTERED

23d. Sch'y Betty, Girdler, 20 days from Philadelphia, Rum, Brandy, Dry Goods, &c. to H. Kelly.

Sch'y Milly, Malloy, 2 days from Charleston, to H. A. Watson.

4th. Sch'y New Bethiah, Hall, 4 days from Baltimore, to Mester.

Brig Exchange, Nichols, of Philadelphia, 5 days from Wilmington Delaware, Coffee, Pepper, Sugar, &c. to J. Fleming.

25th. Brig Union, Stevenson, 7 days from Philadelphia, in ballast, to master.

Sloop Patty & Lydia, Sutton, 3 days from Charleston in ballast.

Spoke on 22d, near Flying Fan shoals, the Barque Patriot, of and from Baltimore, out 3 days, for Charleston.