

juries; if frauds in relation to foreign trusts, are not more frequent in this country than in Great-Britain; and if no government is able wholly to prevent them: then our conclusion in the present, as in all other cases, ought to be deduced from general facts, and not from particular exceptions. This conclusion is, that the American commerce is one of the great links which connect those interests of civilized nations, which wars ought not to disturb; that to break this link, will be to destroy all commerce; and therefore, that a serious misunderstanding with Great-Britain would prove fatal to the most important interests of both countries.

This view of the subject, while it excites our anxiety, furnishes also a resource for our hopes. We wish only for justice, and believing that a commercial nation, which disregards justice, thereby undermining the citadel of her power, we rely on the effect of mutual interests and wishes in promoting a cordial explanation, and fair adjustment of every cause of misunderstanding: in particular, we rely on the government of our country, that our rights will not be abandoned, and that no argument in favour of an usurpation will ever be derived from our acquiescence.

If our personal interests and local attachments have not greatly misdirected our opinions, the defenceless situation of the port of New-York, ought to excite the anxious solicitude of every friend of his country. Our river is the only commercial avenue to a fertile and populous country, which is rapidly rising into importance. It is here, that one third of the revenue of the Union is collected; and this proportion is understood to be relatively increasing. But while we are grateful for these distinguished advantages of nature, our satisfaction is diminished, by reflecting on their insecurity; for in proportion as the resources of our country accumulate to this point is the hazard, that they may present a temptation to rapacity, and become the prize of violence. Without recurring to the experience of past times for proofs, that no nation can long maintain an extensive commerce, without well defended sea-ports, and an efficient military marine, we are admonished by the new and portentous aspect of Europe, and the alarming prevalence of piracy in the West-Indies, that energetic measures of defence have become indispensably necessary.

We presume not to express any opinion respecting the degree of force, of which the permanent navy ought to consist; and being sensible that delays must attend the construction of suitable defences for our port, we shall rest satisfied, when we perceive that these measures are commenced in a manner, and upon a scale, which will assure to us an efficient completion.

Such however, is the present organized force of the United States, that we should consider it inconsistent with the honour, interests, or security of our country, to parley with the pirates of the West-Indies, whose conduct being inconsistent with any known rules of lawful warfare, cannot have been authorized by any civilized nation towards another nation, in a state of peace. Our vessels, while pursuing a lawful trade, have been brutally seized, their cargoes have been forcibly taken away and distributed, without even the form of a trial; the vessels in many instances sunk and destroyed, and the crews stripped of all their property; all these outrages have been exercised upon innocent and defenceless men, aggravated by unprecedented circumstances of insult, oppression, and barbarity. Some of these violences have been committed on vessels, which were captured within sight of our harbours; and the great scene of these unparalleled enormities is the island of Cuba, which commands the only avenue by which we preserve a commercial connexion with our brethren of the Western States: a connexion which we cherish with ardour, as a source of mutual advantage, and a bond of permanent union.

But it is not on account of our pecuniary losses alone, that we complain. The constancy and valour of the seamen of the United States, are justly themes of patriotic exultation. From their connexion with us, we consider their cause as our cause, their rights as our rights, and their interests as our interests; our feelings are indignant at the recital of their wrongs; and we request, in addition to the protection of a naval force, that, at least in the American seas, our brave countrymen may be permitted to display their energy in their own defence.

Your memorialists conclude with remarking that they deem the present situation of public affairs to be peculiarly critical and perilous, and such as requires all the prudence, the wisdom, and energy of Government, supported by the co-operation of all good citizens. By mutual exertions, under the benign influence of Providence, upon this hitherto favored nation, we hope the clouds which threaten to obscure its prosperity, may be dispelled; and we pledge our united support in favour of all measures adopted to vindicate and secure the just rights of our country.

And your Memorialists, as in duty bound, will ever pray, &c.

Signed by the unanimous order, and on behalf of a general meeting of the Merchants of the city of New-York, convened on the 25th December 1805.

JOHN BROOME, Chairman.  
Oliver Wolcott, John Franklin, William Edgar, Isaac Lawrence, Thomas Carpenter, Henry I. Wyckoff, John Taylor, Thomas Farmer, George M. Woolsey, David M. Clarkson, Robert Lenox, Gould Hoyt, E.

lisha Coit, John B. Murray, Leffert Lefferts, Samuel A. Lawrence, Samuel Russell, Joseph Blackwell, John Murray, M. Clarkson, John B. Coles, Archibald Gracie, Wm. W. Woolsey, Benjamin Minurn, William Bayard, Gulian Ludlow, Ebenezer Stevens, Ranselaer Havens, Wm. Lovett, George Griswold, Henry Post, jun. John R. Living, Daniel Ludlow, Wm. Henderson, James Arden, John P. Munford, Benjamin Barley, Wyant Van Zant, jun. John De Peyster, Isaac Clason, Edmund Seaman, Peter Schermerhorne, James Scott, Charles M'Evors, jun. John Kane, John Clendinning, Wm. Codman—  
Committee.

**NEW-YORK Jan. 11.**  
By the ship Cato, arrived this morning from Liverpool, we have papers of Nov. the 27th—London news to the 26th—9 days later than by any former arrival. The troops sent from England had been landed at Cuxhaven in good health and spirits, and were to be joined by Hanoverians. A second expedition was on the eve of sailing for the continent.—The Breff fleet was still in port, watched by Cornwallis—250,000 Prussians were assembled and ready to march.—The court of Berlin had offered terms of peace to Buonaparte, in case of acceptance, a general suspension of arms was to take place.—Buonaparte has acknowledged the neutrality Etruria and Naples.—A new levy of 120,000 Austrians had been made. The Duke of York is appointed commander in chief of all the troops on the continent, and the Duke of Cambridge is to command the cavalry, and were to embark in a few days. 3000 troops were expected in the Downs from Scotland, to be joined by others from Ireland.—The British Admiralty were about to send out frigates and smaller vessels to intercept the prizes sent into Gaudaloupe. [This Summary shall be succeeded by details in our next Gazette; but there appears to have been no recent battles either in Germany or Italy.]

**CHARLESTON, January 10.**  
CHARLES PINCKNEY, Esq. late Minister Plenipotentiary from the United States to the Court of Madrid, came passenger in the *Henrius IV.*, from Lisbon.

**WILMINGTON,**  
TUESDAY, JANUARY 28, 1806.

The "affairs of the nation" are now conducted with such secrecy, that it is impossible to find out what our Legislators are doing.—For 5 or 6 days successively, the doors of Congress have been closed, and the galleries cleared. Some measure of vast importance, we presume, must be in agitation, which will no doubt be disclosed at a proper time.  
*Petersburgh Intelligencer.*

*Great and Glorious News.*

**Boston, January 4.**  
We are indebted to Mr. Ezra Davis, of this town, for the following highly important and very agreeable information.—Mr. Davis left the Vineyard on Wednesday evening the 1st inst. and says, that all our differences with the Spanish government were amicably settled to Mr. Pinckney's entire satisfaction. This most pleasing intelligence was bro't to the Vineyard by the ship Resolution, Captain D. Rogers, of Gloucester, Cape-Ann, who left Lisbon the 20th of November last, and arrived at the Vineyard after a passage of forty days. Mr. Davis took the precaution to make his minutes from the verbal communication of the Capt. at the moment of his arrival.

Capt. Rogers frequently saw Mr. Pinckney at Lisbon, who had sailed five days before Capt. R. left that place, in a Swedish vessel bound for Charleston, S. C. Mr. Pinckney told Capt. R. that the Spanish Court had agreed to pay for all ships, cargoes, and freights, according to their late stipulations with the American government. It is understood also, that all our territorial disputes with Spain are happily settled; and that the general aspect of our diplomatic concerns in that quarter, was auspicious and flattering in a high degree.

Capt. Rogers also acquainted Mr. Davis, that the combined fleets had lost but five ships in the late action off Cadiz, the other sixteen having drifted into the bay in the gale, and that the Spaniards were so impressed with this unexpected preservation of so many crippled vessels in that harbor, after the action, which they had despaired of ever seeing again, that they gave a loose to their joy by a general illumination, as an event which they believed providential.

From the **NORFOLK PUBLIC LEDGER** OF January 17.

An editorial article in a Baltimore paper, upon the authority of the New-York Commercial Advertiser, states that dispatches have arrived at New-York from Mr. Munroe, to the Secretary of State, and which have been sent on to Washington. These dispatches it is stated, contain the agreeable information, that an explanation has taken place between the British government and Mr. Munroe, and that the differences between the two countries have been amicably adjusted. Further it is stated, that the representations of Mr. Munroe, received great consideration from a spirited remonstrance of the mer-

chants of London. We are not of opinion that there could have been any concert in action between the London merchants and Mr. Munroe, because we cannot suppose any thing so indecent in the conduct of either. But we can very readily suppose, that Mr. Pitt would attend to the representations of so respectable a body of men as the merchants of London, and avail himself of their information. Those men, like the mercantile men of this country, well know the evils which both countries would experience, by any serious misunderstanding. It will afford us singular satisfaction, when we have it in our power to present our readers with a more authentick account of this agreeable information.

**SAVANNAH, January 11.**  
Arrived sch'r Joseph, capt. Conn, Cape-Francois, via New-Providence, 4 days from the latter. Capt. Conn was taken by three English men of war, and carried into New-Providence; after a detention of 15 days, was permitted to depart, on paying 700 dollars cost of court.  
Capt. Conn corroborates the account under the Nassau head—he says that he saw at Nassau, capt. Riley, direct from Teneriffe, which place he left about the 7th Dec. who informed him that the Rochfort squadron, under the command of Mons. Le Almane, consisting of 5 sail of the line, 2 frigates, a brig and a cutter, had put into Santa Cruz, in said island, to water, several days prior to his sailing, bringing with them the Calcutta, English 50 gun-ship, and 6 English India merchant ships, taken on their homeward bound passage—an embargo was immediately laid. On the 5th, the squadron again put to sea—on the 7th, the day which capt. Riley sailed, he fell in with the squadron then in sight of Teneriffe, and saw them capturing the outward bound Cork fleet, consisting of about 40 sail, one of which being a fast sailer, escaped, spoke capt. R. and informed him that it was probable the most of them would fall into the hands of the French.

**NASSAU, JANUARY 1.**  
Extracts from the Journal kept by capt. RILEY, of the brig *Eliza & Mary*.  
Sailed from New-York the 16th of September, and arrived at Teneriffe the 5th of Nov. where he learnt the following intelligence. That the Rochfort squadron, consisting of five sail of the line, three frigates, and two brigs of war, with the Calcutta, English 50 gun-ship, and 6 English merchant ships, prizes to the squadron, had arrived at Santa Cruz on the 3d ult. which caused an embargo to be laid on all vessels directly, which was to continue while the Squadron was in port. They had sunk several English ships that had very valuable cargoes, on account of their bad sailing, not being able to keep up with the Squadron—that they had uniformly sunk or burned all neutral vessels they fell in with at sea, that were either bound to or along the coasts of Europe, to prevent intelligence getting to the English fleets—that they had taken out their crews, and told them they must go with them to France, and should be paid by the Government, the full amount with damage, &c. that among the Neutrals, were the following American vessels, viz. brig *Minerva*, Salter, of New-York, brig *Two Friends*, Fenwick, of Charleston, with valuable cargoes, were both burned; schooner —, Tucker, of Boston, Schooner —, Sargeant, of ditto—The number of neutral vessels, taken and destroyed by the Squadron, amounted to 26, the captains of which, during the day, were allowed the liberty of going on shore, but the same privilege was not extended to their officers or crew. The commander in Chief Monsieur Le Almane, had taken all their papers, and given to each a certificate, stating he had destroyed their vessels and cargoes, and that they must apply to the Minister at Paris, for a remuneration.

From the *London Gazette*, of November 16.  
**THE THIRD VICTORY.**  
*Weekly Messenger Office,*  
Monday, 1 o'clock.

We just learn that an express has arrived at the admiralty, with the important intelligence that admiral Louis had fallen in with the Rochfort squadron, and that after a smart action, SIX MORE OF THE ENEMY'S SHIPS OF THE LINE STRUCK THEIR COLOURS.

Extract of a letter from Bourdeaux, dated 24th November.

"They speak of a congress which is to assemble shortly, Mr. Talleyrand, lord Harrowby, and the minister of the two Emperors are to repair there—our Emperor is to be there."

**PRICES CURRENT—WILMINGTON.**

	Dls.	Cts.	Dts.	Cts.
BACON per 100 lbs.	9	—	10	
Coffee per lb.		55	—	36
Corn per bushel,		60	—	65
Meal do.		70	—	75
Flour per barrel, new	7			
Ditto per half barrel, new	4			
Lumber per M.	16		—	17
W. o. hhd. staves,	28		—	30
R. o. do. do. do.	13		—	14
W. o. bl. do. rough	12		—	15
Shingles per 1000,	2	25	—	50
Molasses per gallon	37	—		40
Rum, W. I. pr. g. 3d p.	80			
—Jamaica do. 4th p.	1			
—N. E. do.	50			52
Tar per barrel,	1	40		
Turpentine,	—	75		
Tobacco per cwt.	4	—	50	

**DIED**  
On Saturday last, after a lingering illness of several months, Mrs. ELIZABETH CALLENDER, the amiable consort of Thomas Calender, Esq. of this town.

**PORT OF WILMINGTON.**  
ENTERED.  
Jan. 21. Ship *Belvidera*, Hathaway, Liverpool cargo, salt, coal and tin, to John Lord and Hooper & Mitchell.  
Brig *Eliza*, Culver, St. Croix cargo, sugar and rum, to Willings, Scott & Co.  
Schooner *Ocean*, Mountfort, Trinidad cargo, sugar and coffee, to order.  
Jan. 22. Brig *Sally*, Trott, Dighton, Mass. Brig *Paulina*, Williams, St. Vincents cargo, rum and molasses, to order.  
Jan. 23. Brig *Matilda*, Lee, Grenada Brig *Margaret*, McIntosh, St. Vincents cargo, rum and molasses, to order.  
Jan. 25. Brig *Oliver*, Bourn, Grenada cargo, rum and molasses, to order.  
Schooner *Humphrey*, Chandler, St. Croix cargo, rum, to T. N. Gautier.  
Brig *Nancy*, Moody, Basseterre, Gaud. cargo, sugar and coffee, to order.  
Schooner *Edward Preble*, Farwell, St. Croix Brig *Amazon*, Brown, Port Royal, Martinique cargo, sugar, coffee, and molasses, to T. N. Gautier.  
Jan. 27. Sch'r *Temperance*, Wellman, Salem Schooner *Nancy*, Jenkins, Boston Maria, Collins, Martinique cargo, sugar and molasses, to Anderson & Jones.  
Brig *Argus*, Holden, St. Croix Schooner *Hiram*, Pepper, Charleston Regulator, M'Ilhenny, do.  
Ship *Active*, Osterberg, Plymouth, Eng. to Giles & Burgwin  
Brig *Camillus*, Harrold, St. Vincents cargo, rum molasses & fruit, to R. Langdon.  
Ship *Cape Fear*, Allen, Basseterre, Gaud. cargo, sugar coffee, molasses and fruit to Joshua Potts.

**CLEARED.**  
Jan. 21. Schooner *James Henry*, St. Croix Brig *Orange*, Pelham, Kingston, Jamaica Jan. 22. Sch'r *Ailey Ann*, Jones, Charleston Sch'r *Farmer*, Millikin, Barbadoes Jan. 23. Sch'r *William Davis*, Churchill, do. Jan. 27. Sch'r *Ann*, White, Point Petre, (G)  
Capt. Moody, left at Basseterre, Jan. 4th, Ship *Dammascotta*, Doekendorff, of Bristol, (Majne) to sail for Savannah in 3 days; —Ship *Four Friends*—Hucklotts, of and for Bremen, to sail in 20 days; —Sch'r *Dover*, Gilbert, of and for Cape Ann, to sail in ten days.  
On the 16th inst. off Cape Hatteras, Capt. Lee spoke the Ship *Neutrality*, Capt. Reynolds, 39 days from the Havana, bound to Charleston.  
On the 2d inst. in lat. 31 4 N. long. 73 50, Capt. Chandler spoke the Sch'r *Hetty*, 48 hours from Savannah.  
The brig *Mary* and *Rachael*, capt. Booth; was to sail from Barbadoes for this port, on the 7th instant.

For Dublin, (Ireland)  
The fine new SHIP *BELVIDERA*,  
Captain Hathaway—  
To sail in about fifteen days.  
For freight of twenty or thirty Bales of Cotton on Deck, apply to the Captain on board or to  
**HOOPER & MITCHELL.**  
January 27.

**TO RENT.**  
THE upper part of a brick House corner of Front and Duck-Street, with a Kitchen and Yard to it. For terms apply to the subscriber.  
**THOMAS JENNINGS.**  
Wilmington, Jan. 28.

THE subscriber is now opening at the store of Mr. James Dickson (Front-Street) the following goods which having purchased for ready money he will sell wholesale on the lowest terms—viz.  
One bale anchor Doulas,  
Two small boxes 4-4 superfine Irish Linens,  
A few pieces Plains,  
Do. white Flannel,  
Do. Cotton Bagging,  
Do. Boxes Claret,  
Two Chests young Hyson Tea,  
**GEORGE M'BRIDE.**  
Wilmington, Dec. 31, 1805.

In addition to the above, the subscriber has now opened

A more general assortment,  
as follows:  
**SUPERFINE** Cloths, Common do. Swansdowns, Velvevets, Superfine Calicoe, Common do. Half bleached Irish Linens, Brown do. Pocket Handkerchiefs, Madras and silk do. Cotton Braces, Gloves, &c. &c.  
All of which he will sell for approved Notes at 90 days, or in Barter for Produce.  
**GEORGE M'BRIDE.**  
Wilmington, January 20, 1806.

**Liverpool Salt.**  
THE Cargo of the Barque *Mary*, consisting of LIVERPOOL SALT, a few TONS COAL and BOXES TOBACCO PIPES for sale by  
**GILES & BURGWIN.**  
Wilmington, Dec. 31, 1805.