

WILMINGTON GAZETTE.

PUBLISHED (WEEKLY) BY ALLMAND HALL—TUESDAY, APRIL 1, 1806.

No. 492.

WASHINGTON CITY, March 4, 1806.

SIR,
As the representative of a free and intelligent people, who are fond of correct information I think it my duty at this time to lay before you a sketch of those congressional proceedings, in which you may feel interested, although the state of the most important business of the nation, appears to preclude a hope of sudden adjournment.

The causes of my delay in North-Carolina are not unknown to have arisen from the successful intrigues and evasive artifices of my malignant opponents. I, however, did, on the 10th day of February, take my seat in the House of Representatives, before any important national business had been decided on, as will appear by a reference to the journals and news-papers.

On my arrival I found the Legislature engaged in devising measures for the release of our impressed seamen, and preparing such arrangements as might tend to restrain the British government, from such lawless depredations as appear to be daily committed by the armed vessels belonging to that nation, under the colour of a new and forced construction of the law of nations, modified for the express purpose of curbing the growing influence of the United States, by a total destruction of our Commerce.

Several resolutions have been introduced with a view to give weight to another attempt to obtain, by negotiation, an amicable adjustment of our existing differences with that nation. One of these proposes to prohibit, after a certain day, the importation of all British manufactures; if prior to that day our differences are not adjusted by negotiation; and others contemplate the prohibition of certain specified articles only.

An opinion prevails amongst such members as I have had the pleasure to converse with on this important subject, that some decisive measures ought to be taken to obtain redress of those grievances, and our tables are covered with memorials and resolutions forwarded to the Executive, from our populous towns and other corporations, expressing a readiness and ardent zeal to support the government in whatever measures should be deemed most advisable in the present situation of affairs. The merits of these resolutions remain still undiscussed. Such delays may appear strange to those who are impatient to find out the closed door secrets, and anxious to hear a decision, and to such as do seriously view the insults and injuries exercised by the British towards our citizens, as a degradation inconsistent with the dignity of a free and independent people. Yet they will certainly allow that in the discussion of measures which, in the opinion of good men, may lead to war, that it is prudent to proceed with coolness and deliberation.

You may have seen by the President's message at the opening of Congress, that the Spaniards had committed several acts of piracy and violence, besides their encroachments in Louisiana, and have peremptorily refused, to surrender that part which they call West Florida. Measures have been taken by our government, which afford a favourable prospect of an amicable adjustment of all differences with that country, and the Spanish Ambassador, Marquis de Yrujo, who had improperly interfered with the concerns of the government of the U. States, has been ordered home.

Several treaties with Indians have lately been ratified, viz. one with the Delawares, one with the Chickasaws, one with the Cherokees, one with the Creeks, and two with the Wyandots. By these six treaties we have extinguished the Indian title to several millions of acres of valuable lands and navigable rivers. The treaty with the Choctaws, for the lands which separate the Tombigby settlements from the Natchez, has not yet been ratified.

The plans of defence, reported by a committee of our house, are to fortify our ports and harbours, and more naval preparations by building gun-boats and six seventy-fours. None of these plans have, as yet, been carried into effect.

The public bills which have been introduced are:—A bill for the encouragement of the shipping and navigation of the United States.—A Bill making further provision for extinguishing the debts due from the United States.—A Bill prohibiting, for a limited time the exportation of Arms and Ammunition from the United States.—A Bill to suspend the commercial intercourse between the United States and certain parts of the Island of St. Domingo.—A Bill for the protection and indemnification of American seamen.—A Bill to establish a national academy.—A Bill for establishing trading-houses with the Indian tribes.—A Bill for establishing rules and articles for the government of the armies of the United States.—A Bill for the punishment of counterfeiting the current coin of the United States.—A Bill for altering the time of holding the circuit court of the state of North-Carolina.—A Bill declaring the assent of Congress to an act of the General Assembly of the State of North-Carolina, authorizing the State of Tennessee to perfect titles, &c.

A bill authorizing the Secretary of the Treasury to cause the coast of North-Carolina, between Cape Hatteras and Cape-Fear, to be surveyed, I do sincerely hope will pass into a law, as it contemplates to discover the practicability of erecting a lighthouse, or lighted beacon or buoys on or near the extreme point of these shoals. This plan carried into effect will certainly prove of utility to the commercial interest of the United States, and to North-Carolina in particular.

A report of a select committee authorizing the President to appoint Commissioners to act with such Commissioners as will be appointed by the states of North-Carolina and Georgia, to establish a dividing line between the two states where some disputes have arisen, rest amongst the files on the table.

I cannot conclude without noticing the unmanly manner in which some of those enemies to the rights of man (whose serpentine venom for many years has been heaped upon me) did, from or near the town of Sneadshorough, send a budget of calumny (in hopes to prejudice the public mind, and spread the infamy of their invidious and diabolical schemes,) to the Frederick Town Herald, the Editor of which, on the 22d ultimo, did, from his prostituted press, make known the contents, and artfully attempted to revive Major Purviance's *Ribaldray*, long since disregarded by all, except a few envious and malicious Aristocrats, whose malignance and hatred to every thing that is honest, just, and decent, has prompted them to support the speculative views of their monarchical partisans, whose discernment in the selection of materials to injure and destroy the reputation of others has entitled them to a place in the dark pages of Porcupine's Medley.

I have always disapproved entering into a serious refutation of any charges which are published by any anonymous writer, as I never could imagine it possible that any considerable portion of the American people are made of such materials as to be the dupes of calumny and misrepresentation, and as I do believe the opinion of men, composed of such materials, can be of little consequence, for their esteem could confer no honour, nor their censure can be no disgrace, as all such are liable to the controul and artifice of a few designing men.

At the close of the session it is my intention to give you a correct detail of its further proceedings in another letter, and I do cherish a hope on my return amongst my constituents, to be able to satisfy them that I have understood and duly attended to their interest with assiduity and integrity, and with the zeal of a faithful servant.

DUNCAN MAC FARLAND.

N. B. Please to communicate the contents to your neighbours.

From the National Intelligencer.

Our readers must have noticed, for some time past strong animadversions in several of the public prints, on the conduct of general Armstrong, our minister in France, in the case of the New-Jersey, which has likewise produced a remonstrance to the President from the Insurance Company of New-York. Of the communication of this remonstrance, Dr. Mitchell, of the senate of the United States, was some time since made the organ. An answer was made through him at an early day, by the President, expressive of confidence in the integrity of our minister, and intimating that as soon as information had been received on the opinion ascribed to him, a letter disapproving it had been written to him, the reply to which, it was expected, would comprise the necessary explanations. The President added, that having no doubt of the right of insurers to stand in the place of the insured, that right would be asserted and maintained on every proper occasion.

An explanatory letter having been since received from general Armstrong, and communicated to Dr. Mitchell, is now published, with the view of elucidating a subject which has excited so much sensation among mercantile men.

Extract of a letter from General Armstrong, Minister Plenipotentiary of the United States, at Paris, to the Secretary of State, dated Paris, November 26, 1805.

"I had the honor, within the last week, of receiving your letter of the 25th of August, expressing the solicitude of the parties interested in the ship New-Jersey and cargo, 'least their claim should be rejected on the idea, that the rights of the insured did not pass to the insurers;' and communicating also the opinion of the President that 'American underwriters who had paid the loss to the original owners, citizens of the United States, were entitled to the benefits of the treaty of 1803.'"

"In my next dispatches I shall furnish you with documents from which you will see, that the difficulties in this case, have in no stage of it, arisen from the causes to which they have been ascribed; that its admission by the American board was long suspended under col. Mercer's objections, that 'no evidence had been produced of the insolvency of the

captors,' that its rejection, by the council general of liquidation, proceeded from the belief, that 'the ship and cargo were partially, or altogether British property; and from certain other causes'—and that when this belief concerning the national character of the property was done away by the production of certain policies of insurance, which had been effected in different parts of the United States (but which till then had been carefully kept out of sight) the claim so far from being opposed on the principle that 'the rights of the insured did not vest in the insurers,' or indeed on any other principle, was on my suggestion sent back to the council, relieved from the first and apparently the principal objection, and left the subject only to the 'other causes' mentioned in the rejecting arrete of the 28th of Primaire.—These 'other causes' are fully exhibited in the report of the Directory of the 4th division, dated on the 15th Germinal, and may be digested into the following heads:—

"1st. That the judgment of the 17th Prairial, year 6, pronouncing the confiscation of the New-Jersey and cargo, is still subsisting, inasmuch, as it has not been annulled by the decree of the council of prizes, which directs only, the restitution of the sum deposited by the owner with general Hedonville.

"2d. That the claimants having neglected to prosecute their appeal within six years after the capture, were precluded, by the laws of France, from a right of appealing.

"3d. That the New-Jersey not having a role d'equipage, as provided by the treaty of 1778, was excluded from the provisions of the 4th article of the treaty of 1800.

"4th. That the captain and agent of the privateer not having been heard in their defence, nor even summoned to appear before the tribunal, the decree of the council of prizes was illegal.

"5th. That no evidence having been produced of the abandonment of the ship and cargo to the underwriters, and the agents having even denied the right of their government to question them with regard to an abandonment of the property, and having besides acknowledged that the original owners, or a part of them, had acquired the New-Jersey by a new title; by yielding to the underwriters, 'un droit convenable de reprise dans le depot' it may be fairly inferred, that the loss never was paid by the insurers and that the receipts (which by the way do not correspond in number with the policies) are merely fictitious, and

"6th. That were it in proof that the owners had abandoned, and that the underwriters had paid, still the claim of the latter could not be admitted inasmuch as it could not now be liquidated under the rules prescribed by the treaty—the American commission having no longer an existence.

"You will readily perceive that in all this there is not a single syllable pointed at the rights of insurers, 'who have paid the loss of the original owners.' It only remains for me, therefore to shew, that in no after act either of the council or of Mr. Marbois and myself, was the broad principle which has given so much alarm to our underwriting citizens, or even the qualified one to be found in the President's opinion, adapted or applied to the case of the New-Jersey.—The report of which I have already given you the substance, not having been agreed to by all the members of the council, and the liquidator general not choosing to decide the differences, transmitted the case a second time to the treasury, with a wish that Mr. Marbois and myself might determine it.—We complied with this wish—we did determine it, and admitted it for its full proportion of the marginal fund. It is true that Mr. Marbois and I differed somewhat concerning this proportion. He would have given 333,000 francs, whereas I thought that 300,000 were quite as many as fell to its share; and that you will think as I did, I have no doubt, when I inform you, that there are claims amounting to more than three millions, as sound in point of principle, less objectionable in point of form, and better recommended by the pecuniary circumstances of the claimants, for which I have not yet got a single sou."

CHARLESTON, March 14.

The Rochefort Squadron returned into that port on the 23d December. They are said to have made 39 prizes during their cruise.

The Senate have disagreed to the bill, introduced by Gen. S. Smith, for a new organization of the militia on the principle of classing them.

The senate we understand, were yesterday engaged on the bill brought in by Mr. Wright, relative to the impressment of our seamen, after some discussion, the whole was struck out except the words, 'Be it enacted; that a new bill was then reported in its room, which met with a similar fate.—Wash. Fed.

March 17.

The President of the United States approved and signed the act for stopping the inter-

course with certain parts of the island of St Domingo, on the 28th ult.

A STATEMENT

Exhibiting the cost of each armed ship or other vessels built or purchased on account of the United States, for the Navy, viz.

Frigate	United States	\$	299,336 56
Constitution			302,718 84
Constellation			314,212 15
Congress			196,246 81
President			220,910 08
Chesapeake			220,677 80
Philadelphia			179,349
New-York			159,639 60
Essex			139,362 53
John Adams			113,505 72
Adams			76,622 27
George Washington			69,024 92
Boston			119,570 04
General Greene			105,492 32
Insurgent			96,640 29
Ganges			80,665 21
Porsmouth			39,561 52
Merrimack			46,170 20
Connecticut			57,260 65
Baltimore			56,277 67
Delaware			59,563 01
Maryland			70,249 83
Petapco			73,104 40
Herald			47,780 77
Trumbull			58,494 91
Warren			34,702 01
Montezuma			55,732 13
Norfolk			18,720 55
Richmond			27,896 87
Augusta			16,294 29
Pickering			32,126 06
Siren			32,521 77
Argus			57,428 29
Hornet, the accounts for building this vessel have not been exhibited, the advances on account amount to			52,603

Schooner Enterprise			16,240 52
Experiment			16,689 15
Vixen			20,872 73
Nautilus			18,763 51
Galley			5,146 54
South-Carolina			5,190 04
Charleston			5,036 53
Beaufort			5,575 11
St. Marys			8,228 69
Savannah			4,443 69
Protector			4,387 45
Mars			3,125 09
Governor Davie			3,211 34
Governor Williams			10,210 65
Gun-Boat No. 1 built at Washington			11,599 95
2 Hampton			11,737 48
3 Philadelphia			11,930 50
4 Washington			12,293 87
5 Baltimore			13,790
6 New-York			12,729 50
7 Ditto			13,090 97
8 Boston			12,072 64
9 Charleston			12,792 46
10 Washington			17,307 83
Bomb Ketch Spitfire			18,143 24
Vengeance			

Note. The frigates, United States, Constitution and Constellation, were built before the establishment of the navy department, and their costs ascertained from data obtained from the treasury and war departments.

Navy Department, Accountant's Office, Feb. 6, 1806.

THOMAS TURNER, Accountant.

A STATEMENT

Exhibiting the amount of money expended in the purchase and improvement of each navy yard belonging to the United States, viz.

Navy yard at Washington	\$	180,920 15
Boston		80,521 94
Portsmouth, N. H.		33,249 07
New-York		89,555 50
Philadelphia		41,180 84
Norfolk		52,799 78

Navy Department, Accountant's Office, Feb. 6, 1806.

THOMAS TURNER, Accountant.

Sheriff's Sale.

WILL be sold, without reserve, on the 4th day of April next, the Mill Seat, on Holly Shelter, which has been advertised some time past by Robert Dorsey.
R. SEAGROVE, D'y. Shff.
March 25, 1806.—2w.

INSURANCE

Against Loss or Damage by Fire, JOHN MAYNARD DAVIS, Agent for the Phoenix Company of London, continues to make Insurance on Buildings, Merchandize, Furniture and Ships and Cargoes in port against loss or damage by Fire, at his Office, No. 36, East-Bay, Charleston, South-Carolina. For particulars enquire of John London, Esq. Wilmington.

Jno. M. DAVIS, Agent, &c. Charleston, 1st March, 1806.

N. B. Letters to the Agent [post paid] duly answered, and on receipt of Premium policies will be executed and forwarded as directed, without delay.