

vessel. I was on deck and saw the gun on the fore-castle of the *Moselle*, levelled directly at the *Vixen*, and was not more than three feet from the place where the shot struck the boom. The insolence of this transaction is not more remarkable than the meanness displayed by the British commander, in forging excuses for his conduct."

[The *Aurora* has a copy of the above letter, dated *Havana*, June 30, with this addition—"The Fever prevails in this place among foreigners, and there is but little demand for Flour or other articles imported from the United States."

It is laughable enough to find our democrats mourning at the fate of the embargo. Finding that their Corsican master disapproves the non-intercourse, they are full of wrath at the 10th and 11th Congress, for venturing to give up the embargo, which he liked, and to substitute the non-intercourse without his consent. This is the secret of all the calumnies heaped upon Congress. Duane and Irvine do not dislike the 10th and 11th Congress, merely because the majority were, according to their own *deceit* language, blockheads or something worse; but because they have had the courage to take a step which his Imperial and Royal Majesty growls at. Let the Majority only steer their course according to his sovereign will and pleasure, and they will never be charged with the sin of ignorance or stupidity. In that case the more folly and knavery the better.—*Corn. Mir.*

The documents first published in the *National Intelligencer*, and copied into the *American*, appear to be a link in the chain of papers relating to Mr. Erskine's arrangement, laid before the house of lords; and which have until now, never found their way into the English or American newspapers."—From the date of Mr. Gallatin's exculpatory letter, they appear to have been in his possession since the middle of April last; but to give them publicity was not his object, until the surmises of the press coerced him, rather too late for credit, to perform an act which duty imposed on him. We have been told, that the pamphlet containing these documents were loaned to the Secretary, from whom they could not be recovered; that when called for, the usual apology was said to be, "that the secretary had not done reading them." By this exculpatory letter, the Secretary places his word in opposition to that of Mr. Erskine; whose word, from courtesy to our own public officers, is not entitled to equal credence with the former. Thus the affair must stand for the present.—[*Baltimore American, Demo. Paper.*]

The correspondence between Mr. Erskine and Mr. Canning unveils much yet leaves us all in the dark. Why was not this correspondence published before? Or why is it published now? The *Intelligencer* says it was printed but not published in any of the London papers. What policy would require secrecy? Printed secrets too. The communication of Mr. Gallatin is dated three months ago, a communication for the *Intelligencer*. Government therefore must have been in possession of these documents at that time, at least Mr. Gallatin must have had them. Was it thought impudent in the administration to publish them here while congress was in session? Or did they intend never to publish them? Has the knowledge of their existence now compelled a publicity of what has hoped would forever be concealed from the nation's eye?

Mr. Erskine says, Mr. Gallatin "distinctly informed me that he had uniformly endeavoured to persuade the president to place the conduct of Great Britain and France towards the United States in a fair light." Mr. Gallatin says Mr. Erskine once and only once hinted that the president had not placed the conduct of Great Britain in a fair light and he "immediately repelled the charge." New between them there does not appear to be a misunderstanding but a direct untruth; and the public are left to give credence to which it pleases.

Mr. Erskine says, "I could clearly collect from his manner and some slight insinuations, that he thought the president had acted with partiality towards France." All this Mr. Gallatin unequivocally denies; denies that he ever so insinuated, or thought so. Can it be possible that Mr. Gallatin thought so? It is a most severe impeachment of his understanding. WHO WILL BELIEVE HIM?

Mr. Erskine declares that "Mr. Gallatin turned the conversation immediately to Mr. Madison, and said that he could not be accused of having such a bias towards France" as Mr. Jefferson. This is a direct assertion of what Mr. Gallatin said; and Mr. Gallatin declares he never uttered such a sentiment, but that he believed between Mr. Jefferson and Mr. Madison there was a coincidence of sentiment respecting France.

"These observations he made at that

time for the purpose of contrasting the sentiments of Mr. Madison with those of the President." All this Mr. Gallatin absolutely denies. It appears evident that Mr. Erskine asserts that the tenor of Mr. Gallatin's remarks went to show that Mr. Madison's sentiments towards Great Britain were more favourable and more just than Jefferson's, and that consequently on his coming to the presidency, there would be a greater chance of an adjustment of existing differences. Mr. Erskine's declarations are unequivocal; he could not have been in a mistake; he did not so understand Mr. Gallatin says Mr. Erskine misunderstood him. We do not believe a word of it. There are three ways by which to account for these contradictions.

Either Mr. Gallatin expressed himself in an ambiguous manner, with an intention that Mr. Erskine should understand him in the manner he did; with an expectation that the conversation never would become public, or if ever made public, that he could justify what he said, or deny it on the plea of misunderstanding; no direct affirmation having perhaps been used.

Or, Mr. Gallatin did utter such sentiments, or use expressions intended to convey such sentiments; and now denies what he said:

Or, Mr. Erskine has been guilty of fabricating the whole.

Not a mere misunderstanding, but a *solite falsehood*, must rest on the shoulders of one party.—The public will judge for itself. One not to be misunderstood honest and capable politician, like Pickering, would be of more service to this country's honor and prosperity than all the cunning, equivocal, shuffling, fribbling, intriguing, dark, dishonest and dishonorable measures of the administration and their legislative co-adjutors these ten years past.

Mr. Gallatin says, "Mr. Erskine might have mistaken my assent to the existence of surmises of partiality to Mr. Jefferson towards France for an acquiescence in the truth of them;" yet directly after he declares, "So far from having, even by *any* silence, acquiesced in insinuations of that nature, I immediately repelled the charge." Yet Mr. Erskine mistook the repelling of the charge for an acquiescence in the truth of it.—Is Mr. Erskine a fool, that he could not understand Mr. Gallatin? Or did he, in the discharge of the solemn duties of his office, send to his government an ill fabricated lie: (Harsh word, but there must be lying somewhere;) or did Mr. Gallatin express himself in such terms that "no such thing" was misunderstood for "to be sure it is so?" Or did he directly utter— [Ind. American.]

LATEST FROM LISBON.—Captain Davis, of the schooner *General Johnson*, arrived at Boston last Sunday from Lisbon. Capt. Davis left Lisbon the 11th of June, and informs that there had been several skirmishes between the outposts of the combined English and Portuguese, and French armies, but no important battle had taken place, though it was hourly expected. No apprehensions were entertained that the French would get possession of Lisbon for the present. Letters received by the above arrival state, "That cargoes of American produce can be sent here to a good market, and with perfect safety, at least to the end of the present year." The last accounts received at Lisbon, from Cadiz, mention that they were under no apprehension from the French—Flour was sold at 24 dollars. On the 29th of June, in lat 40, 15, long 44, Capt. in Davis fell in with the small boat belonging to the ship *Margaret*, of Salem, Captain Fairfield, foundered at sea on the 20th of May last, the melancholy account of which was published in this paper some time since. The boat had three men in his viz. Capt. H. Larcom, of Beverly, Mr. Irwin of Salem—Mr. Treadwell of Ipswich, and Mr. G. Leith, died on board the boat.—The above mentioned persons taken from the boat, were landed at Cape Ann.—They had been in the boat 37 days, after having staid by the ship 17 days, from her being upset.—The whole number left on the wreck was 31, including the boats crew; 10 only of whom remained alive when they left her; and those in such a deplorable situation having nothing to subsist on, as to be incapable of sustaining life much longer if not relieved.

Capt Davis understood from the persons whom he had thus fortunately relieved, that when they left the ship, she had nearly gone to pieces, and that unless the crew were soon relieved from their deplorable situation, they must inevitably perish.

FROM SWEDEN.
Extract of a letter from Capt. S. Trevitt, of this town, to Messrs. J. & S. D. Harrise, merchants, dated

GOTTENBERG, May 27.
"About the 22d inst. the British consul here, received an official note from admiral Saumarez (who has arrived in the lower roads with a squadron) informing that

no vessels could leave this port without having a British license. At the request of several merchants, the consul wrote the admiral to know if the restriction extended to all vessels, and if Americans carrying their own produce, either direct from America, or hence, likewise required such licenses. To which the admiral replied, "I have to inform you that I consider the regulations as meant to include all vessels indiscriminately, and that Americans should be provided with licenses."

(Signed) J. SAUMAREZ.
"Yesterday several American masters went on board the admiral's ship, to know if they could leave here for the Baltic with the cargoes they had brought into port. Answer was sent them from the admiral by his captain, "If you go out of this port to any port where his majesty's flag is not allowed, without a British license, you are liable to be captured by his majesty's ships—and even your own ports are restricted."

The admiral has said, that the moment he hears that our non-intercourse is raised with the English, these restrictions will be removed, and our vessels may proceed up the Baltic, &c.

"The Swedes are not allowed to sail coastwise without a British license. Here are several Americans for the Baltic. What the result of this business will be, time only will determine. This has given a total stagnation to all business here."

BOSTON, July 28.

VERY LATE FROM SPAIN

Last evening captain Vinal, in the brig *Enterprise*, arrived here from Algeziras (Spain). He furnishes a detailed account of the seizure by a military force, and sale, without from or trial, but in the name of the French imperial government, at Malaga, of the brig *Two Marias*, Doane, of Boston with fish; schr *Four Brothers*, Grozier, of Provincetown; and schr *Hope*, Noble, of Portsmouth, with cocoa, logwood, &c put into Malaga in distress.

The French were in possession of Malaga the 13th June. King Jo. had visited it, but had gone to Granada.

Capt. V. left Algeziras the 19th June. On the 18th, 5000 Spanish troops, under gen Laci arrived there in English transports from Cadiz. Their object was said to be an attack on the rear of the French invaders of Cadiz. Two privateers were ready for sea at Malaga, and two others fitting out.

We have accounts from Cadiz down to the 11th June. The isle continued to be defended with vigour and skill; and the shot of the French were returned with spirit. The allied defenders were not in want of anything. The city was crowded, and some of the useless mouths had been shipped off. No fears of the subjugation of the city for many months were entertained. The old Marshal Duke of Dantzic [LEFEBRE a most excellent engineer] commanded in front of Cadiz.

FROM PORTUGAL.

Our Gloucester correspondent yesterday furnished us with Lisbon Gazette to 12th June. They do not state any change of position in the hostile armies.—No battle had been fought; and the spirit as well as the discipline of the nation appeared increasing. Ciudad Rodrigo was invested the 1st June.

EXTRACT OF A LETTER.

"HAVANNA, July 12.
"Two Spanish men of war have arrived here from Cadiz, full of passengers." [The arrival of these vessels in the W. Indies has given rise to curious and ridiculous reports. We have conversed with a gentleman who sailed in co. with them from Cadiz. The British ship *Bulwark*, of 74 guns, captain Fleming sailed with them, bound to Vera Cruz after money. They landed French prisoners at Teneriffe, and then sailed for Havanna. The passengers were generally old men, priests, women and children, deemed useless mouths at Cadiz. A letter from Havanna mentions, that a high marine officer was also on board, sent out by the regency to superintend the construction of men of war at Havanna.

Boston Centinel.

London papers mention it as an extraordinary circumstance that two high officers, in two different nations, should be summoned about the same time to appear before an impartial tribunal to answer for alleged abuses of power. The ex-president of the United States being thus cited by Mr. Livingston; and the speaker of the British house of commons by sir Francis Burdett. [The circumstance is rather odd; but there is this difference; that the "Monarchist" the speaker, pays all due respect to the summons of the Judiciary; while the "Republican" ex-president has been advised by his "republican" upholders to treat the precept of the Judiciary with contempt, and set its authority at defiance. If this be true, can it be a mat-

ter of astonishment, that *Republicanism* should grow out of fashion? Centinel.

Highly Important News!

LONDON, JUNE 6.

"Yesterday I wrote a few lines via Liverpool, explaining the misconception of Orders on the part of Admiral Saumarez.—It seems he was directed to enforce the Order in Council of January, 1807, and was guided by the letter of it. Lord Bathurst, President of the Board of Trade, yesterday informed a gentleman who told me, he had seen him,—that instructions would be given Saumarez, not to molest Americans bound up the Baltic, direct from the United States, or having touched elsewhere, with their original cargoes on board."

The news of the expiration of the Non-Intercourse reached England 7th June, and excited great joy.

SALEM, July 24.

More of the *Margaret's* people saved.—On Sunday last this town was animated with a report, that a number of the people from the wreck of the ship *Margaret*, (whose unhappy fate is strongly impressed upon the public mind) had been taken up and brought home. It proved to be true, though not to the extent our hopes had anticipated. Captain Henry Larcom, of Beverly, and Messrs. E. A. Irvine, and John Very, of Salem, have been providentially saved and restored, as from the dead, to their rejoicing families, while most of their suffering companions have been left miserably to perish. Irvine and Very are both extremely weak and emaciated; but captain Larcom is much restored, and has given us some particulars of the melancholy occurrences in their forlorn condition.

The long boat (as has been heretofore published) quitted the *Margaret* with 31 souls remaining upon her, on Monday the 21st of May, at noon. The yawl was left adrift, having before been attached to the stern of the longboat; but was recovered by one of the sailors, who cast himself in the sea, swam to it, and brought to it the wreck, where they fastened her shattered parts together in the best manner they could. The people on board then proceeded to establish some order, to give the more efficiency to their exertions for self preservation. Under the direction of capt. Larcom, whom they appointed to act as their head, a scaffold with a covering was erected on the quarter rails, and provision and water secured and dealt out. The first week they had plenty of salt meat, pork, hams, flour, water, &c. They also caught a turtle, and having found a tinder box in a chest, kindled a fire and made soup, which gave them all a good warm dinner—but the last they ever cooked; for in a gale of wind on Sunday the 27th May, the upper deck of the ship was ripped up by the violence of the sea, the stern broken off, and their provisions and water all swept away. On this capt. Larcom and four others took to the yawl, crazy as she was, keeping a painter fast to the wreck; the other 26 went forward to the bowsprit, with two gallons of wine and a little salt beef; and another stage was raised upon the bows to live upon.

After the upper deck and the stern were gone, the vessel rose considerably, so that the water was only about knee deep on the lower deck.—They were able with a boat hook to collect from below, hams, &c. but for the want of the water these were of very little benefit. The wine above mentioned was all the drink they had for seven days; they then with great labour procured a pipe of brandy from the lower hold, which proved immediately fatal to many of them; for their great thirst prompted them to drink too freely of it, and 14 perished the succeeding night, among whom were Mr. Carpenter, and Mr. Prince, too much lamented young gentlemen of this town. One (a black man) had perished two days before, of hunger and thirst, and another died the day after.

During their lying in this wretched situation, their miseries were aggravated by seeing no less than four sail of vessels pass at distances too great to observe the wreck; the first of these was on the third day after the long-boat had left them, and was so near that the yawl was dispatched to intercept her; the vessel was becalmed, and the boat gained so far upon her as to see the men moving upon deck;—but at this critical moment of hope and fear, a breeze sprang up, which soon carried her beyond their reach, and they were obliged to return unsuccessful to the wreck, from which they had been so far as to lose sight of her.

Seventeen days had now passed away, without relief, and little hope remained of much longer preserving their existence.—Captain Larcom then suggested the chance of moving with the boat further northward, as being more in the track of vessels; there were only three on board the wreck who were in a situation to take any interest in it, and these thought their chance as good