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*From the New York Evening Post.*

### AMERICANS IN FRANCE.

Under this head I formerly furnished the public with statements of Captain Palmer, of one or two more American captains, taken from their own lips, shewing with what insupportable cruelty and insolence our countrymen are treated by the French, both by sea and land, from the emperor down to the lowest slave in his train. I now add another story, which, like the former, is taken from the sufferer's own mouth, first verbally and afterwards reduced by him to writing. It will be seen that it was written about two months ago, and an explanation may be expected why it has not appeared before. The truth is, that it happened to be shewn to a Democratic merchant of this city, just after it was finished, and he took unwearied pains to induce it to be suppressed; for which purpose he all but promised Captain Folger a ship, and the advice of friends prevailed with him at the moment to request its postponement. The election took place; the story did not appear, but the ship has not been heard of since. Captain Folger is now absent, and I presume have in my power to ask his permission to give it publicity at this time; but I receive that the Jefferson party in congress propose to remove the non-intercourse as to France, and admit her ships freely into our waters, in the face of our own repeated denunciations at the last session, I cannot reconcile it with my duty to withhold it any longer. I hope the public will read it with emotions becoming every man who calls himself an American. If the country is to be sunk into the depth of degradation; if we are to be the degraded, despised vassals of Bonaparte; if we are to be treated like the brute that spurs us, at least let the blame rest where it ought, and let it be known abroad that the Federalists are not chargeable with such treason. But I detain a reader too long from the story.

*To the Editor of the Evening Post.*

Boston, March 20.

Sir—I feel it to be a duty to give to my country, to give publicity to the following facts, the accuracy of which I hold myself responsible: I therefore take the liberty of addressing you, and request you to insert in your paper a detail that I presume will not be read by any Americans without participating in some measure in the feelings of him who has so severely suffered by the French, Berlin and Milan decrees. On the 4th of February, 1806, I sailed from Boston as master and part owner of the American ship Acorn, on a voyage to Lisbon, thence to St. Petersburg, in Russia, and thence to Cadix. I arrived safe at Lisbon, and also at St. Petersburg; but I was obliged on my return to put into North Bergen, in Normandy, and stay there eleven weeks; the voyage was of course considerably lengthened. After leaving North Bergen, I met with nothing particular until I arrived in the British channel, west of the Isle of Wight, where I was seized by the French Josephine privateer, the captain's name I cannot recollect. He immediately had seals put on all the trunks, chests, &c. After which he began using the most abusive language, and ordered every man to be searched to the skin, under pretence of discovering papers. He then put a prize crew of eight men on board, and ordered me for St. Maloes, alledging that such was the orders of his government, but, said he, it is merely formality." I enquired with anxiety whether France and America were at war. He said they were not in actual war, but asked him why Americans were treated in this manner? "Oh, sir, (replied he) it is mere formality; it is to retaliate on de English."—I endeavored in vain to dissuade him from his purpose; I told him it was not only a violation of neutrality, but of a treaty.—He was deaf, and we were sent to St. Maloes. On my arrival in the harbor of St. Maloes, we were boarded by a large barge with the commissary of marine, the commissary of health, and the director of the board of health. These gentlemen assured me, upon their honor, that I was brought in for mere formality, and that they had no doubt that after I had gone through the interrogations, I should be set free. "Captain you must excuse us," said some of them "but you must go on shore and have two gens d'arms—it is mere formality." I was then conducted by the soldiers to the Douane Imperial, (custom house) and placed in the centre of the directors and judges, in a room in number.—They inquired by an interpreter whether I could speak French, and I intimated I did not, the interpreter communicated the questions and answers.—The gist of my voyage was then particularly inquired into, and I was asked if I did not know of the French decrees? I answered that I did not, and supposed that such decrees had been passed since I left America. They then particularly examined me whether I had been boarded by a British cruiser? and they appeared to know the names of English vessels on the northern sta-

tion, they mentioned several of them to me. I positively denied having been boarded by a British cruiser, for I never had been. After some conversation among themselves, I was offered one third of the vessel and cargo, if I would confess that I had been boarded, assuring me at the same time, that every respect and attention should then be paid to my person and property—I was stung with indignation at the offer to bribe me, and replied that though I was deeply interested in the vessel and cargo, I could not sacrifice my honor to retain it.—They again earnestly urged me to make a confession.—The Berlin decree was then read to me, and the chief director observed, that I had better at once confess, as the liberal offers made by his imperial majesty would prevail with some one of the crew to swear to the fact of being visited, and I should then lose the bounty, besides being imprisoned—I imprudently told the directors, I did not before know that any government would offer a bribe to a witness to tell a falsehood. After their exertions by many ingenious cross questions to entrap me, and finding it fruitless, I was committed to prison, and my door guarded by two gens d'arms, which I was again told was "mere formality"—My chief mate, George Thaxter, was then called before the directors, and, as he afterwards informed me, they put the same questions to him as they had to me, respecting his name, country, &c. After his denying any knowledge of the French decree, he was asked how much wages was then due from the ship? He answered about one hundred dollars. "We are sorry for your loss," said the chief director, but we will make it up to you; your captain has deposed that your ship was boarded by a British cruiser, and here (showing him a pretended deposition in French, which the mate could not read) here is the written confession; the mate answered, that if the captain had declared to a lie he should not, & denied positively that the ship had been boarded by a British cruiser.—The interpreter then read the Berlin\* decree to him, and shewed him what Thaxter was told was a declaration, assuring him if he would sign it, he should not suffer any of the penalties of that decree, and should receive all the wages due him besides. This he refused.—The chief director then used the most threatening language. He told him he should, "in case he persisted in a refusal be sent to prison, and kept there, and would perhaps starve—for your government added he, will not relieve you. But if you will make one confession, you shall have one third of the vessel and cargo, and go where you please." Thaxter still persisted in what he had said, and was brought by the guards to the same prison with myself—all communication between us and the rest of the crew was cut off. My cook, James Welsh, was then examined, and after the usual question, the chief director told him that the captain (meaning me) and mate had both attested that the ship had been frequently boarded by a British cruiser, and added, as "you are also an honest looking man, no doubt you will confess the same." Welsh denied the knowledge of any such a fact. The director then told him he should receive 3,000 livres to make the same confession.—Welsh assured them if any British cruiser had boarded them he had no knowledge of it, and believed that such an event could not have taken place without his knowing it.—After various threats of imprisonment, promises of liberation, and reward, &c. &c. to all which he remained inflexible, he was also sent to our prison. The second mate, James Gilky, was then arraigned before the tribunal. They made use of every artifice to obtain from him the necessary proof for condemnation, promises of great reward, and threats of a long and dreary imprisonment were alternately made use of to induce him to pervert the truth. They told him that all those who had been examined had separately made "the confession," and charged him to "beware of telling a lie," as he would then be publicly shot by soldiers." Gilky however persisted in asserting that our ship had not been boarded by any English vessel, and was then committed to prison, amid the scornful sneers and reproaches of the tribunal and the soldiers who accompanied him. Here any further examination was suspended for the present.—The next thing that took place, I was marched on foot, in company with four Swedish and three Englishmen, prisoners of war to Verden, 300 miles from St. Maloes—in the course of which I suffered every thing that a human being could undergo and survive. We were guarded by six gens d'arms on horse back. When we arrived, we were put into close prison, and after some days, a correspondent at Nantz agreed to make some advances in money for me; and also became my bail in the sum of forty thousand francs, of which the condition was, that I should not leave the country without permission of the government. I was then permitted to return on foot to St. Maloes,

\*It is presumed Capt. Folger means the Milan decree. —Ed. E. Post.

and allowed to walk the streets, and four sous (equal to four cents) a day was given me by the government, for my subsistence!! One day in walking the streets of Saint Maloes, I met with Thomas Todd, master of the American ship Catherine, owned by Mr. Clifford of Philadelphia, and knew him—he had been brought in about a week before myself and under the same decree. Captain Todd I found was destitute of clothing and even food. The privateersmen "from mere formality" had robbed him of every thing. Having some little credit myself, I gave him a temporary relief, but I understand he still remains a prisoner, together with his mate Mr. Stevens, and crew, all in confinement at Saint Maloes. I mention this circumstance to inform his and their friends and relations in this country of their present destitute & deplorable situation. But to return to my own case. I was not permitted to have the least communication with any of my crew. At length the tribunal again assembled and the examination proceeded. The next witness was a poor ignorant seaman, by the name of James Simpson; he had been some time in prison and had suffered much from fear and confinement. They began by assuming him that all the others who had been examined had confessed that the ship had been boarded by an English cruiser, then offered him the same bribes that the others had refused. The glittering reward held out to him of his freedom, and one third of the vessel and cargo besides, overcame him, and they obtained their purposes. He basely and falsely affirmed that my ship had been boarded by a cruiser, but he did not know of what nation. This however was seized upon as sufficient by the plaudering tribunal, and on his single loose testimony only, contradicted by all the rest of the officers and crew, was the act of sequestration issued against the vessel and cargo. The latter was invoiced at St. Petersburg at 41,380 dollars, the ship was worth at least 10,000 dollars making in the whole 51,380 dollars. Shortly after the sequestration I obtained permission to go to Paris to see the American minister; where I arrived in the early part of June, 1808. I immediately called on Mr. Skipwith the American consul, who patiently and politely heard a history of all my sufferings and advised me to relate my case to Gen. Armstrong, who would doubtless assist me. I accordingly waited on the minister and repeated to him an account of my voyage, capture, &c. After hearing all the history of my suffering through, he observed to me that the government of the United States had laid an embargo on all shipping, and he therefore considered that American vessels now navigating the ocean were prosecuting an unlawful commerce, consequently they were not intitled to his interposition in their favor. I replied that I knew nothing of such an embargo, having left America prior to its existence, and having since been in countries where such information had not been communicated to me. But he gave himself no further trouble to answer me and I departed—after this however, I had several conferences with Gen. Armstrong on the subject. On one occasion we walked together at his request in the Luxembourg Gardens.—Captain Folger, said he, I can obtain the liberation of your vessel in ballast on one condition. What is that condition I eagerly exclaimed?—"That you will take a French gentleman and his baggage to the Havanna." I was astonished and replied that I must decline it, as the voyage was illegal, and moreover was contrary to the intentions of those concerned in the property, and would deprive them of their policy. Gen. Armstrong then insisted on my taking this French gentleman and his baggage to the Havanna, and said he would privately indemnify me against any hazard that might arise from the voyage.—I expressed my extreme surprise at this offer, and told the minister plainly, that after what I had lately heard of his conduct, relative to the ship New Jersey and other circumstances, I could not repose sufficient confidence in him to place the least reliance on any guarantee he could make me. "If you refuse (said he in a passionate tone of voice) I will not consider you under my protection, and will denounce you.—I will not even sanction your having a passport." I told him I should adhere to my resolution at all hazards; upon this we parted. I proceeded to Mr. Skipwith's where I found Mr. Vail of the consulate department at L'Orient, and Mr. Bonaud consul at Havre-de-Grace, to whom I related what had passed between General Armstrong and myself. They advised me to protest against him and declared their belief that Mr. Armstrong was not friendly to the American interest, and stated that an American ship commanded, I think, by Captain Waterman, had been lately burnt at sea, and the captain and crew had passed near Paris, on their way to Verden or Arras, and that Gen. Armstrong had refused to afford them the least assistance.—Finding I was not likely to get any thing by any longer residence in Paris, I again returned to St. Maloes, where I remained till September. On

the 26th of that month Mons. Petit, commissary of police, sent a Gens d'Arms who commanded me to follow and took me before him. He demanded my passport, and told me that the emperor had ordered all the Americans taken under the Berlin or Milan decrees to be denationalised, and put in prison, after which I was dismissed. Soon after an actual order for my departure for the prison of Verden, 300 miles from St. Maloes, was made out and signed. There I should probably have remained to this day, had my wretched life been spared, had I not effected my escape by a stratagem. At that critical period three generous friends, whose zeal and services I shall always remember with a gratitude I cannot describe, enabled me to escape from the fangs of these marauding, unfeeling barbarians.—By their assistance a small boat was procured, and four men took me from St. Maloes the night preceding my intended fatal march for Verden, and after many disasters, landed me the next day at 6 o'clock P. M. on the English island of Guernsey, where I was hospitably received, and whence I proceeded to London, thence to Liverpool, where I embarked for America, and once more landed on my native shore, in the month of December last. Thus I returned after an absence of near two years; during nine months of which time I had wrongfully been a prisoner in France, and been robbed of a considerable property which I had long and arduously toiled for to support a young, growing and beloved family.—Yes; I have returned to them in a state of indigence and wretched health occasioned by my long confinement in French prisons, and after sufferings of mind which no tongue can tell. I feel humbled sir, as an American, to think that this simple tale is but a link in the long catalogue of indignities which Americans have of late and still do receive from France; it is sufficient to be known there as an American to be treated with the utmost scorn and disdain by all classes of people.—There are now a great number of American prisoners in France, including six of my own crew, who could not suffer more if the two countries were in an actual state of warfare. This recital, sir, conveys but a faint sketch of what I underwent in France; but, slight as it is, I defy any of those whose names I have mentioned to contradict it in any material particulars.

L. FOLGER.

From the Hudson Whig.

Let every democrat as well as federalist give the letter of capt. Folger a candid and attentive perusal; for it contains facts which none dare dispute. Capt. Folger, since his escape from France, has made it his city, partially, his place of residence; and he is now on a visit to the Springs in the northern part of this state, for the recovery of his health, destroyed by the hardships and cruelties inflicted upon him by the magnanimous government of France! as our democrats sometimes delight to express themselves. As a citizen Capt. F. is universally esteemed; as a man of industry and enterprize, previous to the loss of his health, he was perhaps surpassed by none; and now, deprived both of property and of health, the prospect before him must be gloomy; he has, however, a proud and virtuous consolation left, in witnessing the indignation of his fellow-citizens, at the injuries which he has sustained.

Foreign News.

BOSTON, June 29.

LATEST FROM LISBON

By the arrival yesterday, of the brig Favorite, Stacey, 37 days from Lisbon, we have been favoured with papers of that city to the 16th May. They speak favourably of the combined English and Portuguese troops, that they had been so greatly increased and disciplined as to afford the strongest assurance of safety to the inhabitants;—that business had revived; and the public houses again opened for the amusement and accommodation of the people,—that the Theatre was opened, on the 14th May, for the first time since the departure of the Prince Regent. Of the military operations of the armies, and other information, the following sketch from the latest date, will furnish examples:—

Lisbon, May 16, 1809.

"Authentic letters from Lamego, of the date of the 9th current (May) affirm that the Portuguese have rendered themselves masters of the passage of Regoa, and of other strong positions on the opposite side of the Douero, and that our troops in consequence have a free passage to the other side of the river. The French have not yet given us battle.

"By a vessel, which sailed from Oporto for the Brazils, and which has been obliged to enter the Tagus, we are assured, that the French have retired from Amaranta, to take a position on the Douero. In a few days, we expect to give the details of an action, which cannot fail to take place.

"The captain of the same ship reports, that the province of Galicia had recovered its liberty