

Late Foreign News.

The fast sailing ship Sanson, Capt. Stevens, arrived below at a late hour last evening, in 36 days from Plymouth, in England. She left there on the 5th of October; and to Capt. Stevens and Capt. Doane, passengers, the Editor of the Mercantile Advertiser is indebted for Bristol papers to the 4th of October, Liverpool papers to the 1st, and London papers to the 30th of September, and a number of valuable marine articles.

Capt. Doane informs us, that he left London on the 2nd of October, at which time the United States schooner Revenge had arrived at Portsmouth from Falmouth, to take on board M. Monroe, who was expected there in a few days, and whose baggage had been packed up a week before. It was rumoured, Capt. Doane adds, that the right of search as it was called, would not be relinquished by the British government, either as it respected merchant vessels or ships of war; and that the prospect of an accommodation between Great Britain and the United States was gloomy. The former had issued orders to detain all American vessels bound to or from the ports of an enemy; and had raised the blockade of the Ems, Weser and Elbe, about the 20th of September. He states also, that the expedition to Madeira had not sailed, but was renounced off Cork; and that another expedition, to consist of 20,000 troops, was fitting out, destined, as was supposed, for South America.

The latter conjecture is in a great measure confirmed by an article in the London Star of the 28th Sept. which notices the meeting of a cabinet council on the Friday preceding, which continued in close conference till three o'clock in the morning. The proceedings had been concealed with great care; but it was rumoured, that among other measures decided upon, was the re-capture of Buenos Ayres, as indispensably requisite to wipe off the stigma brought upon the British arms by the surrender and evacuation of their conquest in that quarter. For this purpose the expedition mentioned by Capt. Doane was fitting out, that the conquest might not be attended by procrastination.

Mr. Hawker, a merchant of London, writes to Capt. Stevens, under date of the 18th Sept. "although Mr. Monroe's departure for America may look like hostility, yet this is not the case; Mr. Pinkey will act in his stead. I learn that this government have determined to search all neutral ships for British seamen; and it is said a proclamation will be issued to that effect." This proclamation, however, had not appeared on the 30th.

"We are informed," says the Star of the 28th, "and we believe our information is correct, that our government has resolved to retaliate on France by a proclamation, exactly on the model of the French decree of blockade. Not only on the coasts of France and Italy, but of every European state, under the influence and controul of Napoleon—as also all foreign dependencies so circumstanced, will be declared in a state of blockade, and all vessels going to or coming from any of them, will be declared legal prizes.

This will settle at once the clamours of the Americans respecting their right to trade with the French colonies—carrying or pretending to carry their produce to an American port; and afterwards to re-ship the same to Bourdeaux and other French ports.

"We understand that the definitive answer given by Ministers to Mr. Monroe, (who has not yet taken his departure) was exactly conformable to the principles that are about to be adopted: Mr. Monroe, it seems, was instructed to declare, that should the British government refuse to concede the points demanded by America, the Non Importation Act would immediately be enforced. The reply was, "I am commanded by his majesty to inform you, that the issue of such an order from the American government will be considered and held as a declaration of war."

"On the points respecting the right of search, "Mr. Monroe

was informed, that this country will maintain its rights not only respecting goods but seamen—not even excepting American ships of war."

In addition to the information in the papers, a Capt. Doane, informally, that he saw and conversed with Mr. Monroe the day before his departure, that Mr. Monroe told him, that his return was not to be considered as evidence that negotiation was entirely broken off, yet Mr. D. concluded from what was said, that "all hopes of an amicable accommodation were now at an end."

Copenhagen surrendered to its invaders on the 7th of Sept. The articles of capitulation surrendered the whole of the Danish ships, and vessels of war of every description, and the possession of the dock yards and the store-houses, to the forces of his Britannic majesty; within six weeks from the date of the capitulation, or sooner if possible, the citadel of Copenhagen and the island of Zealand were to be evacuated; and the prisoners taken on both sides to be unconditionally restored. The loss of the Danes in killed and wounded, it is said, exceed 6000 persons; the prisoners, at the time of the surrender of the city, amounted to 3006; and the number of the houses destroyed, 250.

The Dey of Algiers has ceded the Coral Fishery on the coast of Barbary to the English.

It was reported at Gottenburg that a serious misunderstanding had arisen between the Russian Emperor and his Senate, on the subject of the treaty of Tilsit; and that the Senate had not ratified that instrument.

The Dutch government have interdicted all intercourse with England. The regulations are drawn up with that severity which characterise every proceeding of Napoleon in matters relative to British commerce.

A rupture between Russia and Sweden is stated as probable.

The island of Rugen, including all the Swedish islands on the German coast of the Baltic, have capitulated to the French.

The Portuguese government, it is said, refused to comply with the demand made by the French, to be paid the sum of £.500,000; and has expressed a determination to embark for the Brazils, if they persist in the demand.

Congress.

HOUSE OF REPRESENTATIVES.

Monday, Nov. 9. Mr. Parke offered the following resolution which was adopted, and a committee of five appointed accordingly:

Resolved, That a committee be appointed to enquire whether any, and if any, what alterations ought to be made in the law fixing the salaries of the Secretaries of the Mississippi, Indiana, Louisiana territories, and that they have leave to report by bill or otherwise.

Mr. Boyle presented the petition of the witnesses who attended on the part of the United States at the late trial at Richmond, stating that the pay allowed to witnesses attending that court was by no means adequate to the expences which they necessarily incurred during their attendance; and praying for additional compensation. Referred to the committee of claims.

Mr. Randolph said, that at the last session, or the session before, a bill had been passed to defray certain expences arising from the impeachment of Samuel Chase: that bill had provided compensation for witnesses only. There were several persons, other than witnesses, whom it was incumbent on the house to compensate, as marshals who served process, issuing from the Senate, for which there was no provision by law; there were also, some services of a minor nature, which the managers had thought necessary, and which should be compensated. He therefore moved that the committee of Ways and Means be instructed to enquire what further appropriations are necessary to defray the expences arising from the impeachment of Samuel Chase. Agreed.

Agreeably to the order of the day the House went into a committee of the whole, Mr. Masters in the chair, on the bill making an appropriation for the further support of the Navy Establishment during the year 1807.

On motion of Mr. G. W. Campbell, the blanks in the bill were filled up in the following manner:

Table with 2 columns: Item and Amount. Items include: For pay and subsistence of officers & seamen, Provisions, Repairs of vessels, Pay and subsistence of the marine corps, Clothing for the same, Medicines and hospital stores, Ordnance and military stores, Timber for the Navy.

The bill being gone through, a motion was made for the committee to rise, when

Mr. Quincy proposed several questions to the Chairman of the Committee of Ways and Means, as he stated, for information, the principal of which was, whether the money now called for, had actually been expended and paid, or only contracted to be paid; if paid, from what fund the money had been taken. These questions gave rise to a considerable debate, though no motion was properly before the committee, except the ordinary one for the rising of the committee. The course taken by the President was justified by Messrs. Campbell, Eppes, Smith, Newton, Fisk, &c. but it was condemned by Mr. Randolph, who insisted that the President ought to have convened Congress immediately after the attack on the Chesapeake, that they might have taken the proper steps, instead of expending the public money without authority. He voted, nevertheless, for the appropriation; but with the same reluctance. He said, that he would pay a gambling debt.

Tuesday, November 10.

Mr. Van Home presented a petition from sundry inhabitants of the city of Washington, representing that a law had been passed by Congress enabling them to open a canal, which was to have been completed in five years; that sufficient subscriptions were not obtained within the time allowed by law, which has expired. The petitioners pray for an incorporation of a company to carry the contemplated plan into effect. Referred to a select committee.

The bill making further appropriation for the support of the navy of the U. States during the year 1807, was read the third time, and on the question "shall the bill pass," a debate ensued which was prolonged to half past 2 o'clock, in which Messrs. J. Montgomery, Randolph, Quincy, Aston, Chandler, Fisk, U. Mason, Sloan, D. R. Williams, Eppes, Love, Cook, Dana, Lyon, Garnier took part. When the question was taken on the passage of the bill by yeas & nays, which were—yeas 124, nays 2.

Wednesday, November 11.

Mr. Porter presented the petition of Oliver Evans, stating, that by a late decision in the circuit court of the U. States, the patent issued to the petitioner for improvements in the art of manufacturing flour and meal, had been declared insufficient & void; and praying that the Department of State may be authorized to grant him a new patent. Referred to Mr. Jer. Morrow offered the following resolution:

Resolved, That a committee be appointed to enquire into the expediency of selling to the individual states or territories, who may wish to purchase any arms or ordnance issued by the U. States, and which may be paraded without injury to the public; and that they report by bill or otherwise. Referred to the committee relative to military establishments.

Mr. Randolph said, that at the last session of Congress an act had been passed prohibiting the imporation of slaves into any port or place in the U. States after the first day of January next. One of the sections of that act contained a principle, in his opinion, totally subversive of the right of property in slave holders. He had wished the subject to have been considered at the last session; but from the late period at which it had been brought forward, the House had declined acting upon it. He would say no more upon the subject at this time, but wished a bill to be brought in for amending the act, for which purpose he moved a resolution, which was agreed to.

A message was received from the Senate, by Mr. Otis, their secretary, informing the House that they had chosen the Rev. Mr. McCormick a Chaplain on their part, in place of Dr. Gantt, who declines accepting his appointment.

Agreeably to the order of the day, the House went into a committee of the whole. Mr. Pitkin in the chair, on the bill for erecting a bridge across the Potomac; and on a motion made by Mr. Nelson to strike out the first section of the bill, a debate arose, which occupied the remainder of the day.

The motion was supported by Messrs. Nelson and Key; and op-

posed by Mr. Lewis, when about 3 o'clock the committee rose, reported progress, and obtained leave to sit again.

Thursday, Nov. 12.

After the presentation of various petitions, and the receiving of several reports, all of which were either of a private nature, or of subordinate importance, the House resolved itself into a committee of the whole. Mr. Basset in the chair, on the report of the committee of Elections on the contested election of William M'Creery, when a long and interesting debate ensued, which was continued until the usual hour of adjournment.

Messrs. Finley, Sturges, Smilie, J. Clay and Fisk advocated, and Messrs. Sawyer, Randolph and D. R. Williams opposed the report, which is in favour of the sitting member.

The committee rose, reported progress, and obtained leave to sit again.

"We have received three or four days later Congressional proceedings; but as there is nothing material in them, we shall defer their publication, as well as a Debate which took place on the passage of the bill making further appropriations for the Navy, until our next."

COMMODORE BARRON.

The Secretary of the Navy has laid before a Committee of Congress, a detailed statement of the circumstances attending the outrage committed on the Chesapeake. The following is the opinion of the Court of Enquiry (composed of Capt. Alex. Murray, President, and Captains Isaac Hull and Isaac Chauncey, members thereof) on the conduct of Commodore Barron, which has been transmitted to the Secretary of the Navy.

1. It appears to the court, that the U. S. ship Chesapeake, then under the command of Jas. Barron, Esq. a captain in the navy of the U. States, sailed from Hampton Roads, on an intended cruise in the Mediterranean sea, on the morning of the 22d of June last, having on board a crew consisting of more than 370 men, and completely equipped with every thing necessary for such a ship of war, sailing on such a cruise.

2. That Capt. Barron was appointed commodore of the ships and vessels assigned for the Mediterranean service on the 15th of May last, and hoisted his broad pendant on board the Chesapeake, the first time he came on board of her after her arrival in Hampton Roads, to wit, on or about the 26th day of April last.

3. That Commodore Barron visited the Chesapeake only twice during the cruise she remained in Hampton Roads, and before he came on board, on several occasions, did he examine particularly into her state and condition.

4. That the guns of the Chesapeake were never exercised before she proceeded to sea; that her crew were quartered but a few days previous to that time, & had never been tied to quarters more than three times previous to her sailing.

5. That the ship was reported to Commodore Barron to be ready for sea on the 17th of June, that he came on board on the 21st, and that the ship sailed on the morning of the 22d of June last.

6. It appears to the court, that antecedent to the sailing of the Chesapeake, there had been received on board fifteen deserters who had been claimed by the B. government, as deserters from their service, but who were not ordered to be delivered up by the American officers.—That there was also a report in circulation, and generally known on board the Chesapeake, that a threat had been issued by the Captain of the British ship of war Menapous, to take these men from the Chesapeake.—That Commodore Barron had full knowledge of the facts that such men were on board his ship, that they had been demanded by the British government, and had not been delivered up, the court are perfectly satisfied; but no positive evidence has been adduced to prove, that the report of the threat above mentioned was communicated to him, before his ship sailed.

7. That the Chesapeake in proceeding from Hampton Roads to sea, passed a British squadron at anchor in Lynhaven Bay, who at the time of her passing them were making signals to each other, which was not only reported to Commodore Barron by one of his officers, but actually observed by himself.

8. That the British ship of war Leopard of 50 guns, one of the squadron then at anchor within the limits of the U. S. weighed immediately after those signals were thrown out, and stood to sea.

9. It does not appear to the court, that at this time there was any vessel in sight, or any other object to induce her to go to sea, but the Chesapeake.

10. That at the time the Leopard got under weigh, the wind was at S. S. W. and therefore fair for her

to proceed to sea; but the first of availing herself of this to clear land, she hauled by the wind, close round Cape Henry, and stood to the southward under easy sail; thereby shewing that it was her intention to get off the land speedily.

11. That after this the wind became light and baffling and likely to shift, and came out from the eastward; that when this happened the Leopard shortened sail and stood to the eastward.

12. That after this the wind did come out from about S. S. W. and that the Leopard having thus got the weather-gauge preserved, by being in shore when the Chesapeake did so in order to get off her anchor, and after the Chesapeake got under way, she bore down for her.

13. It appears to the court, that when the Leopard took the wind in shore, on the same tack with the Chesapeake, that her lower deck ports were all triced up.

14. That when the Leopard ran down for the Chesapeake, she ranged to on her starboard quarter, and to windward of her, and that at this time her topmasts were cut off her guns.

15. That Commodore Barron was upon deck, observing the Leopard during the time these manoeuvres were practised, and these appearances exhibited.

16. That the circumstances above stated were in themselves suspicious, as to have formed sufficient warning to a prudent, discreet and attentive officer, of the probability of a ship of war conducted in that way, and ought to have induced Commodore Barron to have prepared his ship for action, especially with the information he possessed of the situation of the crew generally of the U. S. who had been demanded by the British government, particularly, and of the general state of the ship at that time.

17. That Commodore Barron never, less did not order his ship to be in action, and that he did not call his main quarters.

18. That when a vessel came along side of the Chesapeake, an officer was sent from her with a communication from Capt. Humphreys, the Captain of the Leopard, to Commodore Barron, which officer could not and did not transmit at very correctly concluded to be a demand with which he ought not and could not comply, and one which, if refused, would be entirely justifiable.

19. That although such was the position and press of Commodore Barron at this time, yet that he did not call his main quarters to be prepared for action, although ample time was allowed for that purpose, the British officer being on board the Chesapeake from 25 to 35 minutes.

20. The court is of opinion, that the neglect of Commodore Barron in preparing his ship for action under such circumstances, is a direct breach of the 4th article of the rules and regulations for the government of the Navy of the U. States, as prescribed by an act of the Congress of the U. States.

21. That after the British officer left the Chesapeake bearing a positive order from Commodore Barron to the demand which had been made by Capt. Humphreys, and after Commodore Barron was so satisfied that an attack upon his ship would be made, he did not take prompt, necessary and efficient means to prepare his ship for action.—That his first order was merely to call his main quarters, and the second was to get the main quarters ready, which he did not do, but that he sent a crew as he had on board, and in such a situation as the ship then was it was not to be expected that such orders could be effectually obeyed.

22. That the conduct of Commodore Barron during the attack of the Leopard, manifested great indecision, and a disposition to negotiate, rather than to determine bravely to defend his ship.—That he repeatedly hailed the Leopard and gave her attack upon him.—That he drew his main quarters from their gun, to lowering down boats to send on board the Chesapeake, and that he ordered his first Lieutenant from his quarters during the attack, to carry a message on board of the Leopard, at that time being upon him.

23. That during the attack, Commodore Barron used language in the presence of his men, calculated to dispirit his crew, by ordering them to keep down, that they need all be run to pieces.

24. That Commodore Barron ordered the colours of the Chesapeake to be struck, and that they were struck, before a single gun of any kind was fired in her, and that at the time they were so struck, her main deck battery was in a situation which would have enabled the return of a broadside in a very short time.

25. The court is therefore of opinion that the Chesapeake was prematurely surrendered, at a time when she was well prepared for battle, and was not only surrendered, either on the ship or deck, did not make such a surrender, necessarily; and that for this Commodore Barron is under a part of the 6th article of the rules and regulations for the government of the navy of the U. States.

26. That although the conduct of Commodore Barron, before and during the attack of the Leopard, evinced great inattention to his duty and want of decision, yet that during that attack he exposed his person, and did not manifest either by his orders or actions, any personal fear or want of courage.

27. That although the Chesapeake might and ought to have been better defended than she was, yet that she was not in a situation at the time of the attack made upon her, to have enabled so gallant a defence to be made as might be expected, some of her guns were not securely mounted in their carriages, some of her spigons and masts were too large, but few of her ports