FROM THE BOSTON CHRONICLE.

NAVY—No. IV.

It is generally observed, that the best mode for the republicans to adopt is, to *approve* of whatever the federalists *condemn*, and *disapprove* of whatever they *applaud*. Nine times out of ten this will be found the most correct decision. On the question of the NAVY we shall find, that in no instance have the federalists been more universally united than in recommending a system of *marine* to be adopted by the United States These men are sensible that we are invincible on the land, and therefore wish to entice us on the ocean. What a favourable circumstance to the British would have been, if gen. *Joseph* Warren and his brave troops on Bunkers-hill, had been drawn from the commanding *territorial* heights to contend with the British frigate in Boston harbor. If the tories had been requested to give their advice on this occasion, they would unanimously have recommended to the yeomanry of Massachusetts to decide the great question of AMERICAN INDEPENDENCE below "*low water mark*." The British would be very willing to risk a controversy on the element on which they ride triumphant, and if they can persuade us to relinquish all the advantages we hold on shore, and hazard a naval engagement, they would extol us in rhodomontade as *brave fellows*, but would ridicule our folly and indiscretion. The caricature they would present of us would be the figures of the *frog* and the *ox*; and while they inflated us with pride to swell to the bulk of the latter, they would anticipate the pleasure of seeing us experience the ridiculous catastrophe of the former.

While the English partizans are advocates for a navy, they are equally clamorous in opposition to GUN BOATS.—The most formidable strength we can bring forward in defence of our harbors, is what can be embraced within this kind of marine equipment. The British are cautious and timid with respect to their navy—They never wish to hazard their ships where danger may be lurking unperceived. The gun boat system has always been most violently opposed by them.—They have ever attempted to laugh this mode of warfare out of countenance. But we have reason to suppose that there is no system more dreaded by their friends than this. A British commander we are willing to acknowledge is prepared to meet danger when it is discovered. The British navy is equal to all exigencies when the object of assault is apparent. If the United States had within their respective harbours, or on their coast, two or three 74 gun ships and five or six frigates, the British would feel no apprehensions of danger but would accurately know the force they had to encounter, and would always be prepared to meet it. From sun rise to sunset they would have them in sight, and after the evening made they would go to their "nightly resting places" as composed as the *old roosters during the late eclipse*. But *upon the gun boat system*, if they were to lie within our harbors during the night, the constant apprehension that some of them were floating down the channel and possibly under their stern, would keep them in such continual alarm that even if Nelson was to command in person he would soon become discomfitted in his enterprize.

A gun-boat is like a floating battery, it can move at almost any period, and the damage such a machine may do a first rate man of war on an *unexpected outset*, would keep up such a consternation on board, as to wear down the spirits of a ship's crew, more effectually than a dozen real engagements. The British are particularly cautious in being exposed to accident and surprise. The small forts opened on Dorchester point effectually drove away the British fleet, and relieved Boston from a state of siege.—A few strong well manned gun boats, which could be set in motion with expedition, and by watching the most favorable opportunity, would become more terrific to a British squadron lying within our harbours, that 20 frigates.—The battle of the kegs is descriptive of the general consternation which takes place among the ship's crew, when the danger is lurking in their own visionary apprehensionsions: Every wave would become a gun-boat, and every breeze would be as terrific as the thunder of a 42 pound cannon.

The conclusion therefore to be drawn from the foregoing premises, is, that a *marine force* composed of *line of battle ships, frigates, &c.* would be so inferior to the force they would have to contend with, that no protection whatever would arise to our *commerce* from them; but that our seaports would be more secure from depredations by a judicious arrangement of gun-boats; as the *uncertainty* of their *movements* would keep such a constant alarm among the ship's crew (particularly in the night during *favorable tides and winds*, as would render this force *less expensive, more expeditious, more formidable*, and *more likely to succeed* than any we could bring forward. The capture of a gunboat would but poorly compensate for the risque of *losing a mast* by the fortunate discharge of a cannon, which might take place at an unexpected moment. Timidity is a peculiar trait of an Englishman's character. He is strong in defence, when it depends on enterprize to effect his purposes. But place him in a situation where uncertainty is prevalent, and he becomes the sport of the most visionary apprehensions.—The *Cock-lane* ghost excited a most dreadful turmoil in the public mind; and the paroxysms of a crazy king, (as announced by his physicians) affects the nation more sensible as to their *fears* and *anticipations*, than the defeat of twenty thousand of their allies.—*Uncertainty* is the most powerful weapon that can be wielded against Englishmen. Fulton's torpedo (whether it ever could be carried into operation or not) would forever keep the British from *lying long* within our waters. If the Commodore of the fleet presume to *brave out his courage* by disregarding the project, yet seven-eights of his crew would be momently expecting to ascend in columns of *fire and brimstone* towards the regions, wherein comets and blazing stars perform their portentous evolutions.

We conclude this number by observing, that a *navy of frigates, &c.* would be disastrous to our commerce; but that the system of *Gun-boats* as to *internal* security, ought to be pursued. The wisdom of Jefferson and Madison directed us to the point.

FROM THE ALBANY REGISTER.

NON-INTERCOURSE.

On Wednesday last, Capt. *Van Buren*, one of the Officers of the Custom House in New York, seized a sloop load of British goods, in Troy, & on Thursday morning the same gentleman seized five waggon loads in State street, in that city. These goods were brought in by the way of Canada, and were seized under the non-intercourse law. They have since been claimed by *Frederick Sheldon*, of this city, and *Matthias Bruen*, of New York. From the collector who made the seizures, we have received the following statement, viz.

That the goods in question, were traced by him till a part of them arrived at Troy, where they were shipped on board of a sloop by Mr. *Bruen*: That he, the deputy, seized the goods on board the sloop, on Wednesday: That Mr. Gardner, the owner of the sloop, as well as Mr. Bruen, both professed the utmost respect for the laws, and both assured the deputy, that if he left the sloop, as he had occasion to do, that the goods should not be molested till his return. He did not, however, trust to the assurance of Messrs. Gardner and Bruen, but employed two men to take charge of the sloop and cargo, till he could go and intercept the remaining waggons which he knew were a few miles back on the road, under the care of Mr. Sheldon. By the bye, however, Mr. *Bruen*, immediately after the seizure of the goods in the sloop, left Troy, (before the Collector) and with the avowed intention of bringing the other waggons on to that place, and shipping their loads in the same sloop, confident as he said, that every thing would prove fair in regard to the importation. His sincerity, on this occasion, we leave the reader to test by the fact, that when the deputy arrived at Waterford he met Mr. Bruen returning to Troy, but discovered that the waggons had taken the course to Albany, by the way of the Cohoes Bridge. He followed, intercepted, and came on with them to Mr. Sheldon's store in State street. Here an attempt was made to store them, which he resisted, and taking hold of the reins of the foremast waggon, declared he had seized the goods, upon which Mr. Sheldon cried out to the driver, TO BREAK HIS (THE OFFICER'S) arm! The driver did not comply, nor did the officers resolution forsake him, though threatened by at least one of the croud with tar and feathers! About this time Judge TAYLER, whose intrepidity is well known, came up, and encouraged the officer to persevere in his duty, assuring him that he would see him protected. The deputy persisted & succeeded in the execution of his duty.—It was very early in the morning when these transactions took place.

One of the men employed by the deputy, at Troy, took sick & left the sloop and cargo in the care of his comrade alone. Mr. Bruen returned late in the evening, & together with eight or nine others, took possession of the sloop, in despite of her solitary guard, and proceeded down the river. But their pilot proving ignorant or careless, ran her aground upon one of the islands below Troy, where she was afterwards retaken by the deputy collector, and is now in proper custody. Justice requires us to add, that Mr. Gardner is acquitted by the collector of any improper views or conduct on this occasion. He had no hand in taking off the sloop. The goods have since been sent to N. York under charge of an officer, to await a judicial decision.

These are the facts as we have received them from capt. *Van Buren*, and without offering a single comment upon this statement we shall nevertheless seize the present occasion to impress our readers with the necessity and importance of supporting the laws in general, but particularly the Non-Intercourse law. Smuggling, both in Europe and America, has heretofore had for its object merely to defraud the revenue, and increase the profits of trade, which are every where diminished by the payment of duties. It has never been considered criminal in itself, but is made so merely by positive laws. It may, however, lead to the commission of deeds of the highest criminality, and such has often been the result of this jacobinical and infamous system. The murders of *Drake* and *Ormsby*, by a gang of smugglers in the time of the embargo, affords an awful proof of the horrid atrocity to which the vile practice may frequently lead.

"In those corrupted governments (says *Adam Smith*) where there is at least a general suspicion of much unnecessary expense, and great misapplication of the public revenue the laws which guard it are little respected."—This is undoubtedly true, and hence it is, that in Great Britain, where the public revenues are squandered upon a profligate and hypocritical priesthood, a lazy nobility, and a corrupted parliament and where one Prince of the Blood rewards a prostitute for a few meretricious smiles with what would the salary of an American President for years, while another lavishes upwards of TWO HUNDRED THOUSAND DOLLARS upon a single nocturnal orgie; smuggling has continued to increase, and in those vile perversions of the public treasure, we may certainly find cause to palliate if not to apologize for the crime: Yet even in England, to which our Tories look with equal if not similar superstition to that of the untutored African slave who expects that death will transport its soul to its native clime; even there, where such powerful motives exist for eluding the revenue laws smuggling is made felony without benefit of clergy, and as such is punished, when detected, with merciless severity. If then this practice is made so criminal in a government that supports profligacy and corruption with the hard earnings of its subject, how much more so ought it to be considered in a government like ours, where the revenue is not nominally but in reality the property of the people, and is invariably disposed of with a single eye to their happiness and prosperity. It will be recollected, that we have been speaking here of smuggling in general. But we perceive a wide distinction between ordinary smuggling under the ordinary laws which every government has maintained in that respect, and the evasion, by smuggling, of our present Non-Intercourse law. The crime both in its origin and consequences must be differently viewed, and demands, in our opinion, a far different punishment from that inflicted on ordinary transgressions.

The non-intercourse law was not intended for preserving our revenue, but for protecting our national independence. Great Britain, by her orders in council, distresses & destroys our trade, and we, by our non intercourse, are justified in distressing and destroying, if possible her manufacturing towns, upon which so much of her prosperity depends. In this point of view the Non-Intercourse is a substitute for war: It is a measure of retaliation, which we are justified in having adopted by every sound principle of national policy, and called for by the imperious and irresistible voice of self preservation. The violation of this law, therefore, does not at all involve the mercenary, numerical question of a few paltry pieces of silver more or less in our public coffers; but it involves the great question of the freedom of the seas, without which our national existence may become a curse instead of a blessing: It aids and abets our inveterate enemies in their unceasing efforts to ruin and subjugate us; it palsies the efforts of our own government for our national salvation; it strikes at the root of our independence; it is the substance, without the ordinary forms of treason, and deserves the severest punishment that any human tribunal can inflict.

Such being the nature of this law, where is the honest American who will not stand up in its defence? And where is the vile traitor who will not secretly or openly connive at its violation: The Tories know, that in the language of CHATHAM, "where law ends, tyranny begins," and they therefore oppose it, not only in the hope of seeing tyranny in the abstract, but the revival, finally, of that very Tyranny which their immortal competitors of 1776 banished from this favorite land. But let every man who carries with him the feelings, as well as the professions, of an American republican, consider it as one of the most sacred of duties to detect and expose the violators of this great national measure; let him not be deterred from the performance of this duty by the disapprobation of fools, the sneers of villains, or the clamors and scoffs of traitors and tories. Let him not dread the appellation of Informer—for the character of an Informer is stripped of its odium, when patriotism is the motive, and the salvation of a country the end of his discoveries.

GRAND NATIONAL SENTIMENT.

"I should always consider it as an eternal blot upon my reign, if ever I sanctioned the abandonment of a single Frenchman."

This is the language of Bonaparte, in his answer to the deputation from the Ionian isles. Whatever may be the vices or the crimes of Bonaparte, and if we believe the hirelings of those wretched and contemptible monarchs of Europe, whose thrones he has overturned and is overturning, no greater monster ever existed; yet in the sentiment above expressed, there is so much dignity of soul and so noble a patriotism displayed, that his worst enemies cannot refuse to it the homage of admiration. How must those abandoned wretches who call themselves *Americans*, and yet tamely *acquiesce in the enslavement of our brave tars by the British*—how must they blush at the meanness and depravity of their own souls, if they are capable of blushing, when they view this sentiment of a despot whom they pretend to abhor, and to whom their petty idols in Europe ascribe the commission of every crime that ever blackened the historic page. *Let the American government, if it does not wish to sink into eternal infamy, adopt this sentiment; yes, let them not be ashamed to borrow, even from the tyrant of France, a principle so truly republican*—and hereafter, when a brave American is impressed within sight of our shores, *let the liberty of some British subject be made the price of his immediate ransom*.—Until some such course as this is adopted, we prate in vain of independence, and every real patriot must blush to own himself an American.——[Alb. Reg.

FROM THE MARYLAND REPUBLICAN.

COMMUNICATION.

FRENCH INFLUENCE!!

In viewing the American history, a singular coincidence will be found between the attitude of the British government, and the conduct of our Indian neighbors, with whom their emissaries have any intercourse. The recollection of the horrid massacrees and tortures practised on our frontiers, fomented, encouraged and *paid for* by British subsidies, during our struggle for freedom, is yet fresh in the memory of our citizens—the destruction of Wyoming—the fate of Miss M'Cray, is familiar to every American—St. Clair's defeat, and the subsequent depredations in 1793 were in point of time and character strictly correspondent with the views and language of the British ministry of the same period—the orders of council of June that year—the capture of American shipping, and detention of our frontier posts—the tune was changed in 1794 by general Wayne's victory over the Indians. That gallant officer well understood who fomented those disturbances, who furnish the Indians with arms, paid them for scalps, and whose forts were sought by them as a refuge after defeat. The decision of that contest by the army under his command, and the firmness of Washington, at that time President—the passage of his embargo, and the perpetrations to follow that measure, with more positive assertions of our rights, soon brought us justice from Britain, and peace with the Indians. Now again the steps of Indian folly mark the progress of British influence with them—the strict pace kept by the insidious emissaries on our frontiers, is in time and tune with that of the British enemies on our sea coast. An Indian (we speak only of those over whom the British are known to have controul,) robs our frontiers——the British capture our vessels—an Indian murders and imprisons our inhabitants—the British fire into and impress our citizens—Indians are distributing wompums and unburying the hatchet—the British send 23 000 troops to Canada, and hold great councils on the lakes, to which the Indians croud, and return wheted with new animosities against the Americans—bolder depredations ensue, and more numerous captures are announced from abroad. An emissary is sent here that he may *Foster* his master's friends and able writers—and a Prophet is raised amongst the ignorant aborigines to inspire superstition, where argument and reason would fail. Their simplicity however has discovered what the cunning of the diplomatist would conceal. —*All the force of all the tribes they could engage, were to be concentrated for a final blow in the spring*. This was plainly deducible from the speech of their partizan the prophet's brother at the late council. We were to be coaxed to remain at peace mean time—our injuries "left for future discussion," as was memorably provided once respecting our impressed seamen.—But this procrastination has worn itself threadbare at last;—every one can see that it was thrown on to hide the ugly form of *submission*. Every Western paper brings us intelligence of the determination of government promptly to redress themselves of the depredations committed, and to prevent the repetition of them. Regular troops and volunteers are in motion from Kentucky, Tennessee, Ohio, Indiana, and Illinois. It is said they rendezvous at Vincennes, and will proceed thence to the Wabash to dislodge the hypocritical Prophet, and give an account of the "combination" attempting to be affected "between the northern and southern tribes," which was to be settled by the spring. This we hope is but a precussion of that decision and promptitude so long neglected in the councils of the nation.

A Knoxville paper states, "we have in our possession information which proves beyond doubt, the late disturbances to be owing to the too successful intrigues of British emissaries with the Indians."

SMUGGLING!!

"The *friends of law and disciples of Washington*, at Boston, finding their *Plaister of Paris* would not bear the voyage have fallen upon a new method:—Vessels are laden at Boston with packages, trunks, &c. and duly cleared out as dry goods, hardware, &c. for New-York, Philadelphia, and the southern parts; the clearances are all regular, and the *packages, trunks, casks, &c.* bear all the regular corresponding numbers and marks—these vessels of the *disciples of Washington*, however, through bad weather, or some other cause, are usually driven to Halifax, or some of the neighbouring ports, where the contents of the *trunks, packages, barrels, &c.* are removed in order, no doubt, to lighten the vessel, and goods of another quality are put in, in the place of stones and rubbish;—these goods are brought to the southern parts as the goods originally shipped at Boston. The quantity of British goods brought in this way, is inconceivable—there are agents established in N. York, Philadelphia, &c. to manage these concerns; one of them has taken a house in Philadelphia, were business of this kind is carried on to an enormous amount."——[*Sun*.

FROM THE BOSTON CHRONICLE.

AMERICAN NAVY:

Its augmentation not expedient.

Having observed of late a variety of strictures in the public papers, both for and against the augmentation of the American Navy, I wish to offer a few remarks upon the subject.

It is agreed, I believe, on all sides, that we do not want a navy for foreign conquest. If it be said that it would be useful in *convoying* our merchant vessels, is it not rational to suppose, that our vessels sailing in such numbers to a single port, would completely overstock the market, and destroy their own voyages? It could never be expected that government could send a convoy with every *single ship*—the expence would be greater than the profit of the voyage. American commerce depends almost wholly upon enterprize. By sending our vessels singly, they explore every part of the world. Where they can find the best market, there they sell their cargoes; and it frequently happens they are obliged to go to ten or twelve ports before they can find a profitable market. It also as frequently happens, that a return cargo cannot be purchased to advantage, at the place where the outward cargo is disposed of; the vessel is often compelled to visit a variety of ports for this purpose. The writer of these observations knows the above statement to be correct, from experience in the trade. One remark in addition it may be proper to make. The *manning* of a navy, sufficient to afford any degree of protection to commerce, (admitting for argument's sake, that we could find ports where ten or a dozen American cargoes could be readily sold at the same time, would occasion such a rise in the price of seamen's wages, that merchants would find it very difficult to send their vessels to sea.

The only way *effectually* to resist the British, (unless they desist from capturing our vessels,) is to grant Letters of Marque and Reprisal to American merchants. A YANKEE.

BOSTON, OCTOBER 16.

The ship Laurel, Burnham, master, on her passage from Russia to Boston, has been captured by one of his majesty's ships of war and sent into Halifax. This ship had been convoyed through the Belt by the British. Some few days since, a report was in circulation, that the Laurel had been captured by the Danes, and sent into Norway—on which the editor of the Centinel made the following remark—

☞ As the Laurel belongs to his honor the Lieutenant Governor, it is hoped she will escape the Chronicle denunciation of being "English," and of having forged papers on board.

Centinel.

This we think is the first instance of the capture of a bona fide American vessel from a Russian port—by what new order of council this is done, we have yet to learn. For such cases, however, dates and modes are immaterial. On the same principle, on which the British interrupt our neutral trade with Holland, they may extend their piratic practice to our commerce with Russia, with every other nation, and to our coasting trade from port to port of the U. States. Let those who choose stand forth in her justification. But let us mark the advocates of such enormity.

[Boston Patriot.

Oct. 17.

Captain Hultz, of the Two Betsies, has arrived in town since our last. His vessel and cargo have been CONDEMNED at Newfoundland, without any hope of recovery. Two American *fishing vessels* had also been captured and carried in! Thus, in addition to the other favors which our commerce daily receives at the hands of Great Britain, we have an instance of the capture of a bona fide American vessel from *Russia* and ane