From the (New-York) Daily Advertiser.

SIR,

I have transcribed, and send you enclosed an extract from a late work of professor Browne, on the subject of civil and admiralty law. To the "principles" he has stated as those "adopted by Great-Britain respecting neutral commerce," I have added a few others, that apply more particuly to *American merchants*, with some short notes. If you think this *epitome* of the leading points respecting neut a. commerce, that have been *settled* in the English courts of admiralty, will be useful or acceptable to your mercantile friends, you are at liberty to make them public.

I remain, sir,
Your obedient servant,
S. B.

THE PRINCIPLES
ADOPTED BY GREAT-BRITAIN
RESPECTING
NEUTRAL COMMERCE,
EXTRACTED FROM THE 2D VOLUME OF DR. BROWNE'S TREATISE ON THE LAW OF ADMIRALTY, &c. PAGE 297.

1. That free ships do *not* make free goods; or, in other words, that the property of enemies found on board of the ships of friends is *confiscable*; but this confiscation doth not extend to the carrying ship, which is even entitled to *freight*, except in certain excepted cases *(a)*.

2. That the goods of a friend (if lawful and not contraband) found on board an enemy's ship, are not seizable, but ought to be restored to him (the friend).

3. That contraband goods going to the enemy, even though the property of friends, are seizable as prize, because they enable the enemy the better to carry on the war, the doing of which is a departure from neutrality; and that contraband is not exclusively confined to implements of war *(b)*.

4. That by carrying contraband (articles) the *freight and expences* are forfeited, but *not* the *ship*, unless the contraband belongs to her owner, or there be some particular circumstances of aggravation.

5. That neutral *vessels* breaking a blockade are liable to confiscation, if connusant (knowing) of the blockade, either by *notification* or by *fact*; but not so as to their *cargo*, unless the owners of the cargo were connusant of the blockade, and that the accidental absence of the blockading force doth not remove the blockade *(c)*.

6. That the right of *visiting* and *searching* merchant ships upon the high seas, and not merely their papers, but their cargoes, whatever be the ship, its cargo, or its destination, is an incontestible right of the lawfully commissioned cruisers of every belligerent nation *(d)*.

7. That the sovereign of the neutral country cannot, consistently with the law of nations, oppose this right of search.

8. That the penalty of opposing this right of search is the confiscation of the property so withheld from visitation.

9. That, on the breaking out of a war it is the right of neutrals to carry on their accustomed trade, except in contraband articles, or except they go to places blockaded; but that the coasting or colonial trade cannot be the accustomed trade *(e)*.

10. That though a maritime neutral power should strictly abstain from carrying the trade of a belligerent, or supplying him with contraband; yet, if he opens his ports to his privateers for the purpose of hostile equipment, if he gives him shelter for his prizes, and lends him his courts, or suffers him to erect his own for the purposes of condemnation; this is a breach of neutrality and a cause of war.

11. That before a ship or goods captured can be disposed of by the captor, there must be a regular judicial proceeding for trying the legality of the prize, wherein both parties must be heard.

12. That the proper and regular court for trying the legality of a prize, is the court of that state to which the captor belongs *(f)*.

13. That the court must judge by the *law of nations* and by *treaties*, and according to an established method of determination universally and immemorially received.

Additional—by S. B.

14. The claim set up by Great-Britain, of intercepting all commerce between a neutral country and the colonies of an enemy, *not allowed in time of peace*, is so far relaxed in favor of American citizens trading to the West-Indies, that they may *import* produce of any kind from thence into the United States; but here it must be consumed, sold, or exchanged; it can not be *transshipped* for a foreign market, nor exported in the same vessel on account and risque of the original owners.

15. By the last *general* instructions to the commanders of British ships of war, &c. neutrals are not allowed to carry the produce of any of the colonies belonging to the enemies of Great-Britain, *to any port of Europe*, except to a British port, or to a port of that country to which the neutral belongs. The same principle will most probable be adopted in the *present* war.

16 Property shipped by a neutral, and to remain neutral until it reaches the country of an enemy to Great-Britain, but *then* to belong to such enemy; in the British courts, is considered as enemy's property from the moment of its shipment.

17. Great-Britain allows neutrals to purchase British vessels that have been captured and *regularly condemned*, but the evidence of condemnation, purchase, &c. must all be perfectly clear, and the title must be *indefeasible*. If the ship is to revert to the seller, at the termination of the war, the sale would be considered as fraudulent and void.

18. The *national character* of a merchant and of his property, depends on his *birth* or *residence*, but more particularly on the latter: residing in an enemy's country for the purposes of trade, and having a counting house or domicil there; residing there as a consul, and *carrying on trade*; being concerned in a house in trade for some time after the commencement of hostilities; have been adjudged to be grounds for condemning both vessels and cargoes. The national character of the *master of a vessel* is taken from his general employment and course of trade.

19. If a belligerent takes possession of a neutral vessel and sends her into port for examination, and on her way the master or crew of the neutral vessel *rescues* her from the captors, and she is recaptured by the belligerents, the rescue is held to be a just ground for condemnation.

20. In cases of recapture or rescue of British property from an enemy, by a neutral, they allow him the same salvage as to a subject of Great-Britain. In the course of the late war the high court of admiralty allowed a salvage to English cruizers on the recapture of neutral property from the French, on the ground of the notorious rapacity and lawless conduct of the constituted authorities of revolutionary France. Whether the same rule will be observed in the present war must depend on the conduct of the French government toward neutrals.

NOTES.

(a) As in the case of a false destination, suppression or spoliation of papers by the masters, for whose acts the owners are liable. Freight is also *disallowed* between a colony and the mother country for enemy's goods, found on board of a neutral, so trading between the colony of one, and the parent country of another enemy So in the coasting trade of an enemy But it *is allowed* between the *ports* of one enemy and those of another, because this is a trade allowed in time of peace.

(b) It is the doctrine of the English admiralty, that what is to be considered as contraband, must "ever be fluctuating and depend on the circumstances and *status belli*," (state of war). In general, contraband is fixed by treaty. By the 18th article of the treaty between the United States and Great-Britain, "in order to regulate what is in future to be esteemed contraband of war, it is agreed, that under the said denomination shall be comprised all arms and implements serving for the purposes of war, by land or sea such as cannon, muskets, mortars, petards, bombs, grenades, carcasses, saucisses, carriages for cannon, musket rests, bandoliers, gunpowder, match, salt-petre, ball, pikes, swords, head-pieces, cuirasses, halberts, lances, javelins, horse furniture, holsters, belts, and generally all other implements of war; as also timber for ship-building, tar or rosin, copper in sheets, sails, hemp and cordage, and generally whatever may serve directly to the equipment of vessels unwrought iron and fur planks only accepted; and all the above articles are hereby declared to be just articles of confiscation, whenever they are attempted to be carried to an enemy."

(c) What shall, or shall not amount to *blockade* is now pretty well settled. It cannot be simply by *proclamation*, there must be a force actually investing the port or place. In the case of the Betsy, Murphy, (1 Rob. Rep. 78.) sir W. Scott on this subject says, "three things must be proved —1, the existence of an actual blockade—2, the knowledge of the party—3, some act of violation either by going in, or coming out, with a cargo laden *after* the commencement of the blockade." By the treaty of June, 1801, with Russia, Great-Britain agrees that "the denomination of a *blockaded port*, is to be applied only to one near which ships of war are stationed, and there is evident danger of entering." So far as concerns the United States this point is settled in the 18th article of Mr. Jay's treaty, which is in these words: "And whereas it frequently happens that vessels sail for a port or place belonging to an enemy, without knowing that the same is either besieged, blockaded or invested; it is agreed that every vessel so circumstanced, may be turned away from such port or place, but she shall not be detained, nor her cargo, if not contraband, be confiscated, unless after notice she shall again attempt to enter; but she shall be permitted to go to any other port or place she may think proper: Nor shall any vessel or goods of either party, that may have entered into such port or place, before the same was besieged, blockaded or invested by the other, and be found therein after the reduction or surrender of such place, be liable to confiscation, but shall be restored to the owners or proprietors thereof."

(d) But this right (of all others the most liable to abuse, and the most frequently violated,) is restricted to the re-inspection of the ship's papers, and the examination of the master or mariners at sea; if from these there is any reasonable ground for suspicion, the neutral vessel may be carried to the *next and most convenient* port of the captor for examination, but altogether at his own risque The belligerent, under pretence of "searching for enemy's goods," however, has no right to order the neutral master to leave his vessel with his papers, but should go, or send on board of the neutral. By the last treaty with Russia, this right is subjected to very proper limitations.

(e) This is a new pretension set up by Great-Britain during the late war, but certainly not an *admitted* principle of the law of nations. On the contrary all Europe (Great-Britain excepted) and the United States deny it. On this point, Great-Britain herself is not consistent or uniform In time of war she opens the ports of her colonies for the admission of articles in neutral bottoms, which they are prohibited from carrying in time of peace. By the treaty of 1794 she allowed the United States, *in time of war*, privileges which she had ever before refused; she allowed a trade from the enemies colonies to her *own ports*, and between the United States and her enemies colonies, not *usual* in time of peace. In fact the principle is at once *unsound* and *impolitic*. It is grounded on no admitted *right*, and supported only by *force*. So far as relates to the United States, it is *impolitic*, for while Great-Britain retains her present maritime superiority, her enemies will not trust their property on the ocean in *their own vessels*. If American citizens are not allowed to trade with her enemies' colonies, during war, their produce would perish in the hands of the cultivators; whereas if purchased with American capitals, and transported to Europe, a large proportion of the proceeds would eventually go to the merchants and manufacturers of Great-Britain.

(f) This has long been a settled principle in the British code of maritime jurisprudence As it regards neutrals, however, it is often unequal and injurious. Belligerents will be partial to their own subjects. They are at once judge and party. Under the persuasion of this truth, and willing to accommodate differences with this country, Great-Britain, in the year 1794, consented to wave this claim in favor of those citizens of the United States whose property had been irregularly captured or condemned at the commencement of the late war. Hence under the 7th article of Mr. Jay's treaty, a board of commissioners was constituted, of five individuals belonging to the two nations, whose province it was to review the decisions even of the *high court of appeals*, and to do full and compleat justice to the claimants, if that had not before been done.

(g) No doubt, the rules of decision *ought* to be "the *law of nations* and *treaties*." But in many instances the English courts of admiralty found their decisions and are guided in their proceedings by the *municipal* regulations prescribed by the king, or by parliament, without permitting themselves to enquire whether these are conformable to "the *law of nations* and *treaties*," or not. By the 6th article of the Russian treaty of 1801, Great-Britain stipulates "that the sentences of her admiralty courts shall be agreeable to the *rules of the most rigorous justice and equity*, that they shall be delivered by *faithful judges uninterested in the transaction*, and shall be "*duly and promptly executed*" Such should be the rule of her conduct towards *all* nations.

BY THIS DAY's MAIL.

NEW-YORK, August 9

Arrived yesterday, the brig Minerva, Main, in 50 days from Bordeaux. Passengers, J. Lapeyre, P. Sylvester, P. Derieux. Sailed in company, the ship Pilgrim, Shaddock, for New-Orleans; the next day, in a squall, lost her main-topmast. Left at Bordeaux, ships Amsterdam Packet, Hidelius, for Philadelphia, to sail the 25th June; Aurora, Burnham, for New-York, do. Confidence, Knowles, of Boston, last from S. America; London-Packet, M'Carthy, for Baltimore, 25th June; brigs New-York, Pelor, for New-York, ditto; New-Jersey, ———, of Philadelphia; Schuylkill, ———, do. The ship Three Sisters, Clark, in 33 days from Charleston, arrived in the river the 14th June; and a brig supposed to be the Fame, from Charleston, arrived the 15th. Spoke July 14. lat. 43, 13, long. 32, the schooner Fish-Hawk, Brooks, 25 days from Lisbon for Salem. 30th, in lat. 42, sch'r William, ———, 55 days from Demerara for Boston. August 1, in Boston Bay, ship Lucy, 12 hours out, from Salem for Calcutta.

Same day, the sloop Mary, Chace, of Newburyport, in 27 days from New-Orleans. Left ships Pittsburg; Thomas Chalkley, Gibson, of Philadelphia; New-York, Seaward, and Charles, of ditto; Carlisle, Gibson, of Baltimore; brigs Sally, Norton; Dyett, Sandford; Hunter, Davis, of New-York; Hannah, Stevenson; and Greenwich, Remington, of Philadelphia; Harriet, Baker, of Portland; Susanna, Saunders, of Newburyport; Tryal, Coit, of Norwich; Dove, Parker, of ditto; Pallas, Ingersol, of Stonington; Betsy, Fanning, of Nantucket; schooners Sukey and Polly, Wheeler; Wealthy, Ingraham; Eagle, Wylie; Chrysies, Lewis, all of New-York; Polly, Gifford, of Portland; Betsy, Waterman, of Baltimore; Experiment, Davis, ditto; Dorcus and Sally, of Pittsburg; Amity, of Charleston; William, of Philadelphia; Ann, Pennock, Philadelphia; sloop Betsy, Lewis, of Hingham. There were many vessels in the river, bound up, one of which was the ship Ocean, of New-York.

Same day, the British brig Young William, Lightbourn, from Jamaica, and ten days from Bermuda.

Same day, at quarantine, the schooner Eliza, Harker, in 10 days from Newbern.

Ship True American, Tubner, from Salou. Left at Leghorn, May 14, ship Courtney, Fitzhew, for Norfolk, in 21 days; ship Pyomingo, of New-York, to sail in 6 or 8 days; ship Phœnix, Peterson, of Philadelphia; brig Mentor, Atkins, Boston, in 3 days; brig Hunter, Johnson, for Baltimore, in 20 days; brig Samuel, Stubbs, for Philadelphia, in 14 days; brig Telemachus, Goodwin, of Boston, to sail in 30 days; brig Molly, Salisbury, of Baltimore, uncertain; schooner Mary, Edwards, of Marblehead, in 25 days; schr. Trio, Welman, of Boston, for Naples; schooner Thomas, Stanley, of Beverly, for Alicant, in 10 days; schooner Equality, Burgess, of Salem, for do. in 10 or 12 days;—*At Barcelona*, 17th June, ship Abigail, Williams, for Philadelphia; ship Eliza, Kearney, do. ship Franklin, do. ship Mars, do. ship George, Rice, for Bristol, in 2 days; snow George, Bell, for Belfast, in 7 days; ship Catherine, Mills, of Baltimore. *At Salou*, brig Eliza, ——, of Massachusetts, for England, in 7 days. June 26, in passing Gibraltar, saw a large ship of war at anchor in the Bay, with a French flag under that of the British; six Portuguese men of war were also in the Bay, and one in the Gut; same time saw a large American ship standing in the Bay, deeply laden, supposed to have just arrived. Spoke, on Sunday, long. 72, a Portuguese brig, out 62 days from Oporto, for Philadelphia; supplied him with water and provisions.

Same day, the British sloop Paragon, Howard, in 16 days from Turks Island. Spoke, July 26, in lat. 27, 39, long. 72, 30, brig Oxford, 8 days from Baltimore for Cape-Francois.

The Lady Arabella packet's arrival from New-York, is mentioned in a Halifax paper of the 23d ult. The Cambrian frigate had also arrived there from Grenada. The Lilly and Driver sloops of war, had both arrived at Halifax from New-York.

From the London General Shipping and Commercial List, from the 27th May to the 8th of June.

London, June 2.

Arrived, Martha, Wardell, New-York; Herald, Waite, Virginia; 3, Hazard, Audelot, New-York; Thetis, Rutherford, Charleston. GRAVESEND, May 31---arrived, Ld. Middleton, Hawkins, Savannah; Amphion, Rich, Charleston; Martha, Waddle, New-York; June 1, Hazard, Hand, Charleston; 4. Jupiter, Law, N. York. *Portsmouth, June* 5---arrived, John, Chaytor, New-Orleans. *Liverpool May* 30--arrived, Atlantic, Chew, New-York; Caledonian, Henderson, do. June 2, Planter, Boush, Virginia; 3, Camilla, Hubbert, Philadelphia; Forty-second, Tyrie, do. Logan, Macey, New-York; Aurora, Mathews, do. *Falmouth, June* 3, arrived, Atlantic, Tucker, Baltimore: May 30, Duke of Kent Packet, New-York, via Halifax. *Cowes, June* 3, arrived. Betsy, M'Dougal, New-York. *Hull, June* 2, arrived, Sally, ——, Charleston; Atlas, Wilson, New-York. *Milford, May* 30, arrived, William and Margaret, Bishop, for London, from New-Port. *Bristol, May* 24, arrived, Alexander, M'Intosh, Wilmington; 29, New York Packet, Webb, New-York. *Dover, May* 27, arrived, Ida, Appleby, Rhode-Island; 30, Sally, Le Roux, Charleston; June 6, passed by for London, Fair American, Flowers, New-York.

Havre, May 28.

Arrived, Charleston Packet, ——, America. *Oporto*---Arrived, Smilax, Smith, Baltimore; Liberty, Fillebrown, Salem; Commerce, Baldwin, Alexandria; George and Maria, Gardner, Newcastle; Maria, West, Baltimore.

Lisbon, May 18.

Arrived, Sally, Foster, Philadelphia; Blossom, Shapley, Norfolk; Neptune, Williams, ditto.

Bremen, May 28.

Arrived, Monticello, Ricke, Charleston.

Nantz, May 19.

Arrived, Experiment, Fellows, New-York.

Vlie, May 19.

Arrived, Enterprize, Woodberry, New-York.

The French frigate, captured by the Minotaur and 2 other ships of war, is La Sybil, from St. Domingo.

The Roebuck cutter has detained and sent into Portsmouth the Danish galliot Perlen, Florenefs, from Christiansand to Bordeaux, laden with deals.

The Providence, Wonterson, from Charleston to Ostend, is sent into Portsmouth, by HMS Topaze.

The Swedish ship Naturalization, from Cadiz, with salt, is detained and sent into Plymouth by the Speedwell revenue cutter, for having French property on board.

The Ida, Appleby, of Newport, from Rhode-Island to Amsterdam, is put into Dover harbor with loss of top-mast and anchor.

The Fame, Swasey, from Amsterdam to Boston, is stranded near Dunkirk; cargo saved.

The Mars, Hammond, from Newport to Antwerp, is captured and sent into Dover by the Polecat privateer.

The Swedish brig Gustava, Weden, from Barcelona to Dunkirk, is sent into Plymouth by the Acasto frigate.

The Elizabeth, Rabie, from Norfolk to Dunkirk, has put into Bordeaux, damaged.

The Naturaliste, French ship, returning from a voyage of discovery, which was detained at Portsmouth, has been released by order of government.

Elsineur, May 28.

The downward bound ships have all sailed, excepting a few that arrived late yesterday evening and those of to-day; the upward bound proceed as soon as cleared.

Foreign News.

By the British Packet, from Falmouth, and the brig Minerva, captain Main, from Bordeaux, we have received London papers to the 11th, and Paris to the 7th of June.

The extracts of which we have given from these papers will be found interesting.

A gentleman who arrived in the British packt informs us, that just before they sailed, news had reached Falmouth, that captain Pierson, of the Doris frigate of 44 guns, had an engagement off Brest with two French frigates, which terminated in the capture of one of them. Capt. Pierson lost an arm, and had 28 men killed.

Passengers in the Packet---P. Pederson, esquire, charge d'affaires to the United States from Denmark---Mr. Thomas Martin Palmer and family---Mr. R. Veitch and family---Mr. and Mrs. Jones.

Yesterday arrived here from Salou, the ship True American, captain Tubner.---James M'Evers, esq. merchant, of this city, came home in the True American.

Captain Tubner informs, that he saw, off Cape-de-Gat, a Tripolitan brig of 16 guns—and, as he passed Gibraltar, he saw a French 74 in port, with the English colors flying over those of France.—Markets at Barcelona dull; flour 7 dolls.

The editors of this Gazette, have received a letter from captain Pelor of the brig New-York, dated Bordeaux, June 9, enclosing the French general Mortier's proclamation to the Hanoverians. He observes, "within a few days, several French ships have been taken in the bay of Biscay, and their passengers landed at Rochelle." He adds, that "60,000 French troops have marched to take possession of Portugal-- but Spain has refused them a passage through their country."

LONDON, June 2.

Mr. Lifton, a few days ago, says our Hague correspondent, notified to the Dutch government, that Great-Britain *was willing to consent, upon certain conditions, to the neutrality of Holland.* The Dutch government received the notification with gratitude, but without the slightest expectation that France will permit her to remain neutral. Indeed the first thing the enslaved and enslaving republic of France did when she conquered Holland, was to dictate an offensive and defensive alliance with her. The Dutch government, however, immediately after the receipt of Mr. Lifton's notification, resolved to send three deputies to Paris to explain the situation of Holland, to the first consul, and to prove that neutrality could alone preserve her from ruin.

Our Hague correspondent has furnished us with an afflicting picture of the state of Holland at the present moment. Fettered by a power which treats her as a conquered country, and calls it friendship; pillages her treasures, and assures her it is protection; burthens her with troops, and boasts that it is strengthening her resources; forces her into a war, and talks to her of her independence; cursed and insulted by such an ally, she is rapidly falling to the lowest point of misery and degradation.

All the hostile acts that have been done in Holland against this country, have been at the express order of the French government. It was the French government that commanded the seizure of the two packets at Helvoetsluys, and the imprisonment of the captains, the agent, and the English messenger. The Dutch, it is said, remonstrated; but their remonstrances were treated with contempt and derision.

The French army destined to act against Hanover, is on its march; but there is some reason to suppose that the emperor of Russia will not suffer the peace of the North of Germany to be disturbed. He is fitting out a fleet and assembling troops; indeed it can scarcely be supposed that he will suffer the work which he has so large a share in completing, to be so soon violated and destroyed. Upon what pretence can France seize Hanover and Osnaburg, and shut up the mouths of the Elbe and the Weser? Does she call this preserving the peace of the continent; and making the war a mere maritime war? We wait the decision of the emperor of Russia with impatient anxiety. He can alone check the career of this disturber of the human race upon the continent; and his love of justice, his magnanimity, his talents, and his power, afford us a strong expectation that he will do it.

Admiral De Winter has been ordered to proceed to the Cape of Good Hope with his squadron with all possible expedition.

A Lisbon mail arrived this morning.—The Packet left at Lisbon a British 74 and two frigates.

Official notice has been sent from the Batavian government to our post office, that the communication with this country must be at an end, *as they are no longer permitted* to send the mails.

Accounts from the Hague state the passage of the French troops in Holland across the Waal, on their march towards Hanover, and, that the whole army commanded by general Mortier is 40,000 strong, of which 24,000 are now on their march. The French troops have taken a circuitous route to avoid passing through the Prussian territory of Munster. Considerable preparations are in the mean time making in Hanover, for the defence of that electorate, by the levy *en masse*.

June 6.

The mails from Paris contain the speeches of the representative bodies, by whom the war is unanimously approved. This unanimity has furnished the first consul with a pretext for calling the war popular. When the assemblies themselves shall maintain any connection with the people, we shall subscribe to this declaration. The addresses to Bonaparte are in a stile of gross adulation; they are full of that scholastic pedantry & metamorphoric madness which croud the maiden speeches of our young parliamentary orators.

The ports of Italy are seized upon, and shut against the English, and an attack is meditated upon Hanover: It would have been gratifying if Prussia had been persuaded to guarantee Hanover last year: this power cannot be pleased in having the French such near neighbors—But its seizure can be of no service to Bonaparte, unless he intends it as bribe for the inaction of some other power. This, however, would derange the present balance of the German indemnities, and Russia might probably take offence at the overthrow of a system in which she had so much concern.

As the war will most probably be continental, the seizure of Hanover may, perhaps, pave the way to an immediate alliance with some of the German powers. Austria is weak, but inclination is not wanting to the contest: and Prussia, who has ever been so incurably jealous of the emperor, may now, with good reason, be suspicious of France. The nation is pledged to the most vigorous efforts, and in this term, if the customary signification be meant by it, is included continental alliances and subsidies; for the most distinguished EFFORTS with England have ever been the promptitude with which her loans have been made, and the facility with which she has granted her monied assistance. The war must be a long one; possibly the continent may escape three or four years, but it must join hands at last, and England is always ready.

Our domestic politics are full of importance; the Pitt and Grenville party have put Mr. Addington's popularity to the test, and have been compelled to a mortifying exhibition of their numbers. This is the first open declaration of Mr. Pitt's conduct; for many years he has not known what it was to be in a minority; but, on Friday night he stood at the head of one, and a weaker we have seldom known in a question of such importance. The vindication of ministers is full and satisfactory.

Dispatches were last night received at the admiralty, announcing the capture of the La Pensee, French frigate, of 42 guns, and the L'Impatiente, corvette of 18 guns. The former was intercepted in attempting to enter Brest, on her return from St. Domingo, by the Minotaur and Thunderer, which were detached in pursuit of her by the channel fleet. The latter was taken by the Naiad frigate, on her passage from Senegal to Rochelle.

We are sorry to learn that, from the accounts brought by the officers of the La Pensee, the French fleet at St. Domingo has effected its escape to the Havanna; a harbor whence there is no possibility o