SENATE *of the* UNITED STATES.

Speech of Gen. S. Smith on British affairs.

[CONCLUDED.]

Pending the last war between G. Britain and France, the latter ordered her cruizers to seize all goods, the manufacture of G. Britain, found on board the ships of neutrals. Great-Britain made this a pretext for levying a convoy duty of one half per cent. on goods exported from Great-Britain to the nations of Europe, and one per cent. on similar goods when exported to the United States. We asked not their convoy, and seldom expected it. If convoys however were given and accepted, there was some reason why we should pay double as much as was paid by the Europeans, because the voyage was twice as long. We had every reason to expect that we should be relieved from this imposition on a peace. We were disappointed. In 1802, the year of peace, in was changed by act of parliament from a convoy duty, to a duty of exports, and thus was imposed upon us without any assignable reason, double the duty payable by any other nation. Great-Britain finding that we tamely submitted to this injury, did, in 1803 by act of parliament, levy a new duty on exports, in which she imposed on her goods exported to Europe, a duty of one per cent. and on goods exported to the United States, three per cent. By the first act we are charged double the duty paid by other nations, and by the second we are compelled to pay three times the amount of duty paid by other powers. It appears by the report of the secretary of state (now before me) this tax raised a revenue from the United States of 552,727 dollars. I had stated on a former occasion that it amounted to a much greater sum; but I had calculated that the duty had been charged on every article exported. The secretary's report says, it is not, and yet I do believe that our merchants pay on the amount of their invoices. On this subject I may be mistaken, and therefore take the secretary's report for my guide.

[It may here be proper to remark that Ireland remonstrated against this export duty, and it was immediately taken off her linen. Ireland will complain loudly if you pass this resolution, and she will be heard.]

On whom, Mr. Prisident, does this half million fall? Not on the merchant. No, sir; he puts it on the goods, and adds a reasonable profit thereto. The people of the U. States are thus taxed to an amount that would have caused a revolt, had G. Britain imposed it when we were colonies.

Independent—we fold our arms and tamely submit. Had no new grievances occurred, I intended to have proposed at this session, the very measure now before the senate, and therefore did call at the last session for the reports of the secretaries of state and treasury which I have referred to. This unwarrantable conduct I had considered of itself sufficient to induce a recrimination, similar to the resolution now under consideration. But to this, Great-Britain has added other and more serious injuries, such as we have declared in our first resolution to be a "*violation of our neutral rights and an encroachment on our national independence.*" She has assumed the principle that *neutrals have no right to a trade with her enemies in times of war, not permitted to them in times of peace.* The senate have *unanimously* declared that this principle is unjust and contrary to the law of nations. I have therefore no occasion to enter into the consideration of this novel doctrine; it may however be proper to state some facts: In 1801, a decision was had in an inferior court bottomed on this doctrine; an appeal to the superior court brought the case to the knowledge of our minister, Mr. King; he immediately remonstrated against it, and after discussion, it was admitted *that it was not lawful to carry the doctrine to the extent claimed.* Such was the written opinion of the attorney-general of Great-Britain. In that opinion it was emphatically stated—*that neutrals were authorised to trade freely from their own country to a belligerent's colony (although such trade was not permitted in time of peace) and from such colony back to such neutral country, where the goods must be landed and the duties paid, or secured to be paid, agreeably to law—that this act neutralised the property, and the goods might be re-shipped in the same vessel in which they were imported, or in any other ship to any country.* This opinion of the attorney-general was considered by the merchants of the United States, as if it had been the act of a convention between the two nations. *It was their polar star,* by which they conducted their commerce and regulated their conduct. A year of peace, 1802, ensued. On the recommencement of hostilities in 1803, orders were issued to the commanders of the British ships of war, varying from those under which they had acted in 1801, unknown to our merchants, perhaps not understood by the officers to whom they were directed, & not put in execution for two years, which authorised the capture of our vessels altho' trading in exact conformity with the opinion of the British attorney-general, delivered in 1801, and under the sanction whereof our ships were (as was conceived) navigating the seas in perfect security. What shall we call such conduct? May we not say that it was conduct wholly unworthy of a great and powerful nation? Is it such conduct as can be approved by a people so just as the people of Great-Britain? No, sir; It has been reprobated in England, in terms so strong, and language so just and proper, that it probably alarmed the government. The book I hold in my hand, called "War in Disguise," was published immediately; a book, Mr. President, eminently calculated to seduce and deceive the good people of England; a book written in a style so seductive that you are hurried along, and have scarcely time to examine or detect the mistatements it contains: It addresses itself to the prejudices and feelings of the English nation, and may have had its effect there---nay, even here I find some gentlemen have taken for truth assumed facts, and have attended perhaps too much, without examining the facts, to the reasoning adduced therefrom. And yet, Mr. President, the American reader has full warning; for in the 37th page we are gravely told, that *the frugal citizens of America make molasses for the most part their substitute for sugar, and have learnt from habit to prefer it to that more costly article.* A story so palpably false and foolish ought to induce the reader to be cautious of placing much confidence in other assertions of the writer, especially where those assertions are calculated to injure the interest and honor of our country. The writer appears to have believed that our revenue laws and those of Great-Britain were similar, and he has drawn his arguments of course from false premises. In page 59 he says---"On the arrival of a cargo destined for exportation, they were allowed to land the goods and even put them in private warehouses, without paying any part of the duties, and without any farther trouble than that of giving a bond *with condition that if the goods should not be re-exported, the duties should be paid.* Now, sir, every body knows this to be mistated. In England, the merchant can enter his goods for exportation and land the same; *in the United States he cannot.* If landed at all, they must pay or secure the payment of the duties, in the same manner as all importations are conducted. There are not two modes of entering goods that are to be landed in the United States.

In page 61, the writer in the case of the Essex, Orne, says, "in this case was found an affidavit of the owner, stating that the goods had been laden on board from stores at Salem, and that the duties were secured or paid according to law. Yet it afterwards appeared on his own admission, that he had only given the usual bond on the entry of the cargo from Barcelona; which we have seen, is a security to re-export rather than to pay duties on the cargo, and which had accordingly been cancelled on the re-exportation." No, sir; we have seen no such thing, no such bond could be taken under our laws, no such bond I will venture to assert has ever been taken, and this the writer might have known, for a certified extract of our law on that particular case of our practice under the law was sent from the department of state to Great-Britain to meet this very case. In page 62, he proceeds with the same error, thus—"When it was found that the duties had been secured, not in a way applicable to goods meant to be sold in America, but in a mode devised for the special convenice of importers intending re-exportation, the suspicion that the claimant originally meant to continue the voyage, as he eventually did, was obviously strengthened, if not absolutely confirmed." It is not true *Mr. President, that any new mode has been devised for the special convenience of importers intending a re-exportation.* The mode practiced *now* is the same that has been *invariably* practiced in the custom houses. *I never have known any other.* I will state the pratice under the laws for the information of gentlemen who may not have turned their attention to the subject. On the arrival of a vessel in any of the ports of the United States the master presents himself at the custom house, and delivers to the collector a manifest of his cargo; in that manifest *if the cargo is intended for re-exportation,* it is so declared, in which case an inspector remains on board such vessel until she departs, no part of the cargo, *so declared for exportation can be landed,* no bond for duties is taken nor any other bond except one conditioned, that no part of such cargo shall be landed within the U. S. Few vessels make use (in times of war) of this privilege, except those which come from a neutral country, or from the possessions of Great-Britain. Those merchants who are acquainted with the British system, and whose vessels arrive in our ports from the country of an enemy of Great-Britain, always discharge their cargoes, secure or pay the duty, and sell or reship the same agreeably to our laws; their own interest compels them to it; for if they do not discharge such cargoes, they cannot procure insurance, under three, four or five times the usual premium, of course no man would be so devoid of common sense as to pay thousands of dollars for insurance, when the same number of hundreds would pay all expences of landing, and the transit duties of three and an half per cent. on the amount of the duty to the United States. It is therefore idle to suppose, (as charged by this writer and as believed by the ignorant) that any evasions in this way would be attempted. The merchant understands his interest too well, to commit such an act of folly. I think it however not improbable that a few vessels, that had sailed in the year of peace, 1802, and returned in 1803, might have proceeded to Europe without landing their cargoes. But, Mr. President, when a cargo arrives which is intended for sale, or to be landed for any other purpose, there is but *one mode of acting.* The owner enters his goods at the custom-house, and gives bond with sufficient security, or pays the duties agreeably to law, and puts the goods into his own stores—if he sells them to a person who means to export, or intends to export them himself, a declaration thereof is made at the custom-house, and the goods are shipped under the inspection of the proper officers. When on board, the owner and master give bond that such goods shall not be relanded within the United States, which bond is cancelled on certificates being produced from our consuls at the port of delivery, that such cargo has been landed in such port. Debentures for drawback of duties on goods so exported, are granted by the collector, made payable on the same days on which the bonds given for the duty inward shall become due, which debentures are transferable, but are not payable until the bonds on which they are issued shall be paid. This has been our uniform law and practice, *and not made for a convenience to answer present purposes.* The writer of "War in Diguise," as already observed, has taken his premises from English law, and not from our laws; he has therefore reasoned on false premises, has probably deceived himself and certainly has deceived others. The book, Mr President, is filled with mistatements of our laws and practices under them; but I cannot presume on the patience of the senate to take up their time in detecting every error. The writer has assumed for fact, that there must be a great deal of Dutch, French and Spanish property collusively covered by the American merchants—for he says. "Where can America have found a capital or a credit, adequate to the vast magnitude of her present investments, by what means could these new merchants of the United States be able to purchase all the costly exports of the Spanish colonies, &c. &c. &c." Nay, Mr. President, I have heard a gentleman in another body triumphantly ask, where have *these* merchants found capital to carry on the trade of the world? Mr. President, a stranger travelling in South-Carolina & Georgia, might, with equal propriety ask, whence has arisen the immense wealth I now see? But a few years past and your planters were not more rich than their neighbors. Now they abound in wealth. The answer would be easy. We have adopted a new article of agriculture; our climate and soil is found proper for cotton, we cultivate that valuable article, and it has yielded great profit. The merchant has *his* answer as ready, to wit: there has been a war of more than 12 years in Europe, our country has been neutral, which has given us new seas to navigate and new sources of commerce to pursue; we have pursued them with effect, and our capital has kept pace with our views, thus extended by our peculiarly fortunate situation. But, sir, how is our commerce carried on? Whence our means? It is conducted, Mr. president, (with few exceptions) not more than a drop in the ocean, by American citizens, for their account only, and not on account of foreigners. In addition to the capital of the merchants, there is a bank capital in the United States, of at least fifty millions of dollars, very little of which is owned by the active and enterprising merchants, from which they derive great advantages. But, sir, this trade to the Spanish and French colonies in the West-Indies and on the main, is carried on with very little American capital. The German merchants export to the U. S. annually, to the amount of seven millions, in goods peculiarly adapted to the trade and taste of the colonies of Spain and France.---These goods are generally sold at six months and at eight months credit, cargoes proper for those markets are made up principally of such goods, assorted with large quantities of British manufactures, purchased at a similar credit, some claret, flour and salted provisions; the returns for such cargoes are made in sugar and coffee, which may fairly be expected to arrive in three, four, or five months, of course in full time to meet the payment of the goods purchased on a credit. It will bee seen, Mr. president, by this view, and it is correct that the West India trade may be, and in most cases actually is carried on, with very little of the active capital of our merchants. The trade to the Isle of France is carried on also, in part, by a credit obtained on English goods which is found to have answered that maket. I have known one cargo go to that island of British manufactures, which cost in London 10,000 pounds sterling, and which was sold immediately. Cargoes of such goods, assorted with flour, salted provisions, French wines and some specie, enable your merchants to bring back cargoes of coffee in time to meet the payment of the goods bought on credit; and therefore does not require all that capital that might be supposed by those who are unacquainted with commerce. The trade to Batavia is carried on with British goods, to a considerable amount, obtained also on long credit; flour, wines, opium, bar iron, coal & dollars. This trade, which has been considerable, does not require active capital, which those merchants employed in it, are well known to be sufficiently wealthy to supply. I do not believe that one dollar of Dutch, Spanish, or French capital is employed therein. Our commerce to Madras, Muscat, China, and other native countries in the East, require capital. But, Mr President, to what does this trade amount, for the conducting of which, it is asserted at home and abroad, the American merchants cannot find capital. Why, sir, only *twenty eight millions of dollars.* Let gentlemen judge for themselves. I pray them to look at the treasury report; it will be there seen that our exports to all the world is sixty-eight millions: of which amount twenty-eight millions only are articles of foreign produce and manufacture. It is then twenty-eight million of commerce beyond our own produce and consumption, that we are asked, *where do these merchants find capital to carry on?* Gracious God! Mr. President, where can that man have lived in America who would ask such a question? Let gentlemen look at the report of the tonnage of the United States now laid on your table, they will find (with a small addition for unregistered vessels not included) that the citizens of the United States own 1,200,000 ton of shipping. Allow each ton to be worth fifty dollars, (and this is less than the value) and the vessels of the United States may be estimated at sixty millions of dollars; admit that each owner has only capital equal to the value of his ship; (and surely no person will deny us this); and there would be the active capital in the hands of the ship owners alone, nearly equal, to the whole amount of the annual export trade of the United States, without the aid of the fifty millions of bank capital, or the other facilities I have mentioned. The truth is, Mr. President, that where there is collusive trade, it will be found almost invariably to be for the account of British subjects, and not for the account of their enemies, but unimportant in either case; the amount not worth mentioning. The charge of Americans covering of property is a mere pretext made by the British for condemning our vessels. From this view of our commerce, it will be seen that our merchants vend large quantities of the manufactures of G. Britain to her enemies, I believe to the amount of four millions, and they receive in payment coffee and sugar; that in the transportation thereof to Europe, to raise the means to pay for those very goods, she authorises the seisure thereof by her cruisers, and thus plunder our merchants whilst in a trade, *declared fair and lawful by her own government in* 1801.

Suppose, Mr. President, that we should submit to this new principle of G. Britain; will not France assume the same. *It must certainly be expected.* Great-Britain does not in times of peace permit American vessels to trade to her West-India islands. France may say (as Great-Britain does) *nor will I permit it in time of war.* What would be the consequence? We should be prevented from supplying the British islands with our produce to the annual amount of 6,000,000 of dollars. Great-Britain would lose the sale of their rum to us, to the amount of 2,440,000 dollars, and her colonies would suffer greatly for want of a regular and cheap supply. I am confident, sir, that Great-Britain would suffer more, were both nations to enforce this new principle, than France. The latter has but two small islands to supply. England has all her own vast possessions, and all the important Dutch colonies which they would have to provide for; if our cheap and easy manner of supplying them was prevented.

But, sir, it is asked what advantage is this neutral trade to the nation? It gives, Mr. President, employment to an immense number of vessels; it employs a large capital, it gives wealth (of course strength) to the nation, and *it gives* 850,000 *dollars of a nett revenue to the treasury,* as stated by the secretary, being the only part of our revenue system which is not paid by the people of the U. S. *they pay no part thereof;* for myself I am convinced that the neutral trade of the U. S. pays one and a half millions into the treasury, and this I verily believe will be proved by the difference of revenue on the return of peace, when other nations can trade as well as we can.

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March 31. eots§

BY THIS DAY's MAILS.

NEW-YORK, March 31.

Capt. Gage informs that there were 2 privateers lying in Havana, ready for sea, with positive orders to carry into effect the decree of Talleyrand, and which the captains of the privateers have shown in Havana. He also informs, that there were two privateer schooners at Havana, one mounting 12 and the other 8 guns, ready for sea.

The British sloop of war Driver sailed yesterday morning from Sandy-Hook, for Bermuda.

The U. S. brig Hornet, capt. Dent, sailed from this port for France on Saturday morning. Fulwar Skipwith, esq. went passenger in her, with dispatches from government.

Arrived, ship Liverpool Packet, Waite, Liverpool; Eliza, Cowman, Ganton; Plato, Howland, Guadaloupe; Fair American, Hazard, Savannah; brigs Rising States, Jenks, Norfolk; Hope, Copp, Savannah; Mary-Ann, Wortley, George-Town; schs. Ann, Hemstead, St. Vincents; Buck, Terrett, Philadelphia; Harmony, Roberts, Alexandria; Experiment, Ellis, Richmond; Amazon, Harvey, Charleston; sloops John Upshire, Bevans, Folly Landing; Rebecca, Churchhill, Baltimore; Morning Starr, Hill, Delaware; Union, Percy, Washington.

Below last night, the ship Young Factor, Gardner, in 39 days from Liverpool.

Cleared, ships Liberty, Chew, Liverpool; Horatio, Berryman, Honduras; brig Neptune, Abeel, Jamaica; schs. Rising Sun, Folger, Martinique; Nancy, Ransom, Bermuda; Fame, Dangerfield, Alexandria.

Captain Smith from Havana informs, that the schr. Amicus, Jackson, arrived at Havana on the 11th instant from New-York—on the passage, off Abacoa, was boarded by a French privateer, which a few days before had boarded the ship Hare, from New-York for Havana, very leaky, having been ashore on Abacoa reef. The ship Willing Maid, from Norfolk, for Campeachy, was lost on one of the Keys. The captain and supercargo had taken passage for America, and the crew had arrived at Havana from St. Thomas. The 2 French frigates that escaped from the British at St. Domingo, captured off Abacoa, a British brig from Philadelphia, with provisions, and put the crew on board captain Lord's schooner, from Boston, for Havana, where she arrived the 12th instant.

The ship Magnet, Burger, arrived at Port-Antonio in the short passage of 13 days from this port, after having 3 of her men impressed by the British schooner Flying-Fish.

PHILADELPHIA, April 1.

During the last week, an indictment against several journeymen shoe-makers for a conspiracy to raise their wages and exact them from their employers, and preventing other journeymen from working at less rates, than had been fixed by the society of journeymen, was tried before the mayor's court of this city. The evidence fully substantiaed the charges; but wether the indictment was maintainable in this state or no, was the question in dispute. It was fully proved, that the journeymen shoe-makers had formed themselves into a society, and adopted a constitution and rules for their government; that they bound themselves by this constitution and these rules to turn out for wages whenever the majority decreed it; that every stranger coming here, and every apprentice out of his time, was to be compelled to join the society and abide by their rules, and in case of refusal, their condition was to be rendered as miserable as possible; that the members of the society should neither speak, eat, drink, board nor work with those who refused to join the society" or abide by its rules. The non-conformists were denominated *scabs,* and if any master shoe-maker should dare to employ any of those *scabs,* his shop was *scabbed* and deserted by the members of the society. Testimony was given of the rates in New-York and Baltimore to prove, that the wages were higher there than in this city, and thus justify the journeymen in their proceedings. It was also proved that the wages in some particulars had increased so much since the year 1795 that the price of a certain kind of boots had been doubled in consequence of this. So the public have had to bear the burden, and *not* the masters!

The prosecution was conducted by Messrs. Hopkinson and Ingersoll, and opposed by Messrs. Franklin and Rodney, and occupied the time of the court for three days. We should be very happy to give a sketch of the arguments of the counsel, but not having had the pleasure to hear the whole of them, we are not able to do them justice. We observed that Lloyd, the stenographer, was engaged in taking down the trial, and we hope the public will *some time or other* be favored with a full and *accurate* report of it.

The recorder, Moses Levy, esq. in a very clear, forcible and eloquent address to the jury, expounded the law, and detailed the evidence. He declared it to be the unanimous opinion of the court that all the charges in the indictment were maintainable by the laws of this state, and that it was indictable for *any set of men* to conspire to raise their wages, or to influence or compel others to come into their measures. His charge was direct and decisive against the defendants. The jury returned a verdict of Guilty, and each of the defendants was fined eight dollars, and the costs. The court, in passing sentence, observed, that the fine was small, in consequence of their believing the defendants acted from an idea that they had a right so to do, and supposed they were not violating any rule or principle of law, but that *now* the law was fixed, and every citizen must take notice.

This trial has established a principle of the utmost importance to the manufacturing interest of this flourishing city. Journeymen as well as masters will now be on their guard how they combine to establish prices & compel the public to pay for them.

Arrived, ship Thomas Chalkley, Newcomb, St. Jago de Cuba, 25 days; brig Susanna, Morgan, St. Martins, 32; snow Fanny, Lewis, Mariel; brig Mercury, Dolby, Havana, 23; brig Matilda, Remington, Point Petre, 44; sch'r Ann Pennock, Maddox, Gonaives, 40; sch'r Liberty, Chase, Havana.

Cleared, snow Venus, Ward, St. Johns, N. B.; brigs Hope, Lake, St. Thomas; Tryphenia, Myers, Barbados; sch'r Farmer, Kennedy, Porto-Rico; Nancy, Grafton, St. Jago de Cuba.

The sloop Experiment, Kitchen, from hence to St. Jago de Cuba is cast away on the East bank.

Yesterday arrived ship Thomas Chalkley, Newcomb, 26 days from St. Jago de Cuba; sailed from thence 1st ult. and left there, brigs Hiram, Kitchen, of Philadelphia; Jefferson, Lewis, do.; *Two Brothers, Chase Baltimore; sch's Sally, Watts, do.;* Betsy, Tuttle, Philadelphia; John, Dickinson, to sail for do. in a few days; Little Edward, Johnson, N. York; Mary, Spring, Boston; Five Sisters, Brown, as a prize, brought in the 28th January for adjudication & cleared, captain paying expences; brig Eliza & Sarah, Clark, for adjudication. March 20, spoke brig Stetson, Taylor, from St. Jago, and left her in lat. 33, 40, long. 74, 30—Same day, spoke sch'r Woodbridge, Haskel, 109 days from Marseilles, and 65 from Gibraltar, bound to Boston, was blown off the coast—March 27, spoke schooner Two Friends, 6 days from Charleston, in sight of Chincoteague. The brig Brandy-Wine, Miller, Callaghan, bound to Jamaica, is lost on the N. E. reef of Great Heneaga.

Same day, the brig Susanna, Morgan, 32 days from St. Martins, and left there, schr. Eunice, Eldridge, of this port, and the *schr. John and Alice, Moffat, of and for Baltimore.*

Same day, arrived the schooner Ann Pennock, captain Maddocks, 44 days from Cognaives, and left there, *ship John and James, Langford, and brig Hero, Thompson, both belonging to Baltimore, to sail for Port-au-Paix, in 8 days.*

Schooner Jefferson, Goff, from Basseterre, (whose arrival we mentioned yesterday) left there February 24, schr Betsy and Polly, Beard, of New Haven, to sail in 8 days; schr. Mides, Philips, of Boston, in 8 days; schr. Fly, M'Farlane, of Philadelphia, in 10 days; *schooner Experiment, Cotton, of Baltimore, in 10 days;* brig Eliza, Dole, of Boston, in 20 days; and schooner Polly, Norris, of Savannah, in 2 days.

Captain Webb, in the schooner Isabella, of this port, arrived at St. Pierres, Martinque, on the 9th February, from the coast of Cayenne, where an embargo was laid on all American vessels.

Captain E. Ford, late master of the ship *Washington, of Baltimore,* taken on his way from St. Jago, and bound to Baltimore, captured by the English, and carried into Jamaica, and condemned, has arrived at Havana, on his way to Baltimore.

Arrived, ship Eliza, Risberg, from Hamburg At Cuxhaven, the ship Pittsburg, Brown, and Temperance, Burrows, from Philadelphia for Hamburg. Left the Elbe January 29, in co with the ship Northern Liberties, Pollard, for Charleston At Cowes, Feb. 3, Nancy, Jennings, of Norfolk, for Bremen, under repair; Aurora, Stevens, for Boston, under repair; Alexander, Laughton, of Norfolk, for orders; Hercules, Bradford, of Philadelphia, for Antwerp, under repairs. The Julius Cæsar, Hall, from Charleston and Cowes, for Rotterdam, said to be lost at Catwyk, 11th Jan was well at Flushing, by letters from James Crawford and Co. dated the 17th.

NORFOLK, March 27.

Arrived in Hampton-Roads, brig Mount-Vernon, Owens, from Antwerp, last from Flushing, in 48 days. Left there, ships Ariel, Corran; and Hope, Hammond, of Nantucket, to sail in a few days for this port.

LONDON, Feb. 12.

Letters from Holland report, that the court of Berlin has declared itself the protector of the freedom of commerce in all the northern ports of Germany.

A memoir has been published, which has produced a very great sensation in the north of Germany. From the attacks which are continually made in the French press, upon the principles by which the commerce of the Hanse Towns is regulated, it is plain, that Bonaparte looks with an evil eye upon the privileges which they enjoy, and that he meditates their subversion. He has conceived an idea that he has only to shut the ports of Hamburg, Bremen, and a few other places against the introduction of English manufactures, to put a speedy termination to our commercial importance.

The report of Mr. Fox's intention to propose an immediate negociation for peace may probably have arisen from the circumstance of Mr. T. Grenville not having yet received any appointment in the ministry. We have heard some private reports on this subject, which prudence, at present, forbids us to publish.

The new ministry hold daily consultations upon the subject of the measures to be adopted by them. What these measures are we cannot at present venture to state; but in a day or two we hope to be able to make an interesting communication upon the subject. For the present, we wish to caution the public against the reports of peace, which in certain quarters, there appears so strong an inclination to propagate. Whatever the sentiments of Mr. Fox may be, in this respect, we fully acquit him of any wish to prostrate the country at the foot of the Gallic Colossus, or to include such a peace as would oblige us to keep ourselves in milatery posture, no less expensive than that in which the country is at present placed. Should an idea of peace exist on either side, we hope and trust that our government will rather await the the overture from Bonaparte, than make any hasty or humiliating proposal to him; and in this expectation we are not a little encouraged, from the circumstance of its being in the immediate contemplation of the new ministers to propose an immense augmentation to our regular force.

We understand that the new ministry have it in comtemplation to propose an immense augmentation of the regular army---an augmentation of not less than 90,000 men.

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Notice,

THE Subscribers, Administrators, of the estate of Samuel Cleland, *deceased,* will proceed to the payment of a further Dividend on said estate, at the counting house of William Matthews, on Monday the 14th day of April next.

WM MATTHEWS,
HENRY PAYSON.

March 28. d14A