

From the Boston Centinel, of September 15.
TRIAL OF WILSON.
Copies of the trial at Halifax, of one of the men, (Wilson) taken from the Chesapeake, have been received in town.

Letter from the commander of the Leopard, to the commander of the Chesapeake, previous to the attack.

"The captain of his Britannic majesty's ship Leopard, has the honor to enclose the captain of the United States frigate Chesapeake, an order from the hon. vice-admiral Berkeley, commander in chief of his majesty's ships on the North-American station, respecting some deserters from the ships (therein mentioned) under his command, and supposed to be now serving as part of the crew of the Chesapeake.

"The captain of the Leopard will not presume to say any thing in addition to what the commander in chief has stated, more than to express an hope, that every circumstance respecting them may be adjusted, in such a manner, that the harmony subsisting between the two countries, may remain undisturbed."

The boat after an absence of three quarters of an hour returned with the following answer:

"I know of no such men as you describe—the officers that were on the recruiting service for this ship, were particularly instructed by the government, through me, not to enter any deserters from his Britannic majesty's ships; nor do I know of any being here.

"I am also instructed never to permit the crew of any ship that I command, to be mustered by any other but her own officers: it is my disposition to preserve harmony; and I hope this answer to your dispatch will prove satisfactory.

(Signed) JAMES BARRON,
"Commander of the U. S. Ship Chesapeake."

Copy of a letter from Commodore Barron, to Captain Humphreys, after the Chesapeake had struck.

"SIR,
"I consider the frigate Chesapeake as your prize, and am ready to deliver her to any officer authorised to receive her. By the return of the boat I shall expect your answer; and have the honor to be,

"SIR,
"Your most obed't humble serv't,
"JAMES BARRON.
"At Sea, 22d June, 1807."

ANSWER.
His Majesty's ship Leopard, at Sea, June 22d, 1807.

SIR,
"Having, to the utmost of my power, fulfilled the instructions of my commander in chief, I have nothing more to desire; and most in consequence, proceed to join the remainder of the squadron; repeating, that I am ready to give you every assistance in my power, and do most sincerely deplore, that any lives should have been lost in the execution of a service, which might have been adjusted more amicably, not only with respect to ourselves, but to the nations to which we respectively belong.

I have the honor to be,
SIR,
Your most obedient humble servant,
S. P. HUMPHREYS.

Extract from the trial.
"The prisoner was now called upon for his defence: having been told, at the examination of each witness, that he might ask any questions he pleased. After retiring for a short time with the judge advocate, he returned into court and stated—that the evidence brought against him was so strong, there was but little left for him to say in his defence: but that the reason of his hiding in the coal-hole, was for fear of the Americans making him fight against his country, which he declared he would not do on any account; that he, with all the men who deserted from the Halifax, were persuaded by the boatswain to enter for the Chesapeake to protect themselves, which they did. Lt. Sinclair asked them if they had not a second name. About 30 men went with him in the first draft to the Chesapeake, when Capt. Gordon mustered them, & they were mustered again in Hampton Roads by the commodore. He requested leave to call in one evidence again—to ask his officers for a character—and then threw himself on the mercy of the court."

The following is from the observations of the president of the court martial in pronouncing the sentence:

"You have now heard the awful sentence of the court.—You have been found guilty of deserting from the service of your country, which at all times, is highly criminal; if it were possible to make it more so, it is in the present crisis, when Great-Britain is struggling for her very existence.

"Your deserting from the Halifax and entering into the American navy, has been attended with most serious and unfortunate consequences, affecting the peace of both countries."

Extract from remarks subjoined at Halifax to the trial.

"When the Chichester was at the West-Indies, two men, four men—two belonging to Royal Artillery, one of the 15th regiment, and one of the 37th—who had been unwell, but were getting into a state of convalescence, were sent on board her, that in a voyage to the states their recovery might be perfect.—These men deserted from the Chichester, and with their British uniforms on, entered into the American service.—They were seen on shore after they had en-

tered, by the sergeant of marines of the Chichester, and one of them had the impudence to offer to shake hands with him, but he rejected his offer with becoming contempt.

These men were applied for by capt. Douglas, the commanding officer of the squadron in the Chesapeake, and the answer he received was, if any such men had enlisted, they were gone up the country with a detachment. * * * *

The American sloop of war Wasp, which sailed the beginning of June, with the president's objections to the pending treaty, as an additional proof, of friendly intention carried with her three British deserters. * * * *

If doubt can still remain in the mind of any person whether commodore Barron knew that the men who were taken out of his ship were British deserters, we copy the following extracts from their own voluntary confessions:—

John Strachan, after giving an account of his desertion from the Melampus, the first of Feb. in company with Ware, Martin, and Little, says, "that they went to Norfolk, where he, Martin and Ware, entered for the Chesapeake—that he knew the faces of several Englishmen on board the Chesapeake, but did not know their names—that Com. Barron promised to protect him."

William Ware says "that when they came before com. Barron, at the Naval Yard at Washington, he promised to protect them, although they were deserters from a British man of war."

Jenkin Ratford, before his execution, acknowledged, "that he was born in London, and that he voluntarily entered into his majesty's service."

From the New-York Evcn. Post.

Remarks on the Remarker.—The person at Halifax who has reported the trial of John Wilson, Alias Jenkin Ratford, for desertion from his majesty's ship Chichester, and enlisted on board the Chesapeake, has thought proper to add an appendix entitled Remarks, which ought not to pass unnoticed. The object of the writer is to show by the facts deservied in the above trial, first, that "desertions from his majesty's ships in the Chesapeake have been most shamefully encouraged, and that the conduct of the American officers employed in their recruiting services, has been such that they have not only enlisted our men under the very eye of their officers, but when applied to for the delivery of them, their answers have been uniformly evasive and prevaricating."

Second, that commodore Barron has been guilty of a falsehood, and lastly, that the president has been guilty of the same crime. As to the two charges against the president and commodore Barron, it would be indelicate in us to take upon ourselves to make out their justification, when they are provided with so much more able counsel.

We shall therefore leave their cause to be managed by Duane and Smith, in their own way, merely observing, as a sort of hint to those concerned for them, that the charge is not made out against the Commodore, because the proof varies from the accusation: the accusation being, that commodore Barron in answer to captain Humphreys' demand of deserters from certain ships, replied that he knew of no such men, whereas he had one of them on board; but who does not see that one is not five? And as to the president, nearly the same ground may be taken. He asserted that the native citizenship of the men had been ascertained previously to their sailing. And now his veracity is called in question, the Washington official gazette afterwards said the fact was intrain to be verified, and of course could not have been verified then. But it may be answered that the result shows that the president was right, at least as to three of the four seamen, (with the exception of one) and then the law maxim applies omne magis continet in se minus. With these hints to Mr. Jefferson's and the commodore's counsel we dismiss the two last points, and come to the first; which we shall treat in a somewhat different style and manner.

The writer is driven to rely for his proof, in support of his charge against American officers, on the particular case which occurred at Norfolk, between the commandant of the American Fort Nelson and capt. Stopford, commander of his majesty's ship Chichester. It is represented, that on information being given by the commandant of Fort Nelson to captain Stopford that three men had deserted from the Fort and were on board his ship, the latter instantly complied with the request to have them delivered up; that he "sent an order to search the ship, and on its being reported to him that the men could not be found, he went on board himself, had his crew mustered, and the ship so effectually inspected that two of the men were found concealed on board, and the other in a store-house contiguous," all of whom "were immediately delivered up."

This is followed by a very handsome compliment upon capt. Stopford's gentlemanly and honorable conduct, which is contrasted with what is called the shameful treatment he afterwards received from the American government. This shameful treatment consists according to the writer's representation in his losing four men by desertion, who, with their uniforms on, entered into the American service, and when they were afterwards applied for by him the answer he received was that they had gone up the country with a detachment. This is branded as a base transaction, &c. &c.

The first observation that occurs, is, that if any reliance was meant to be placed on this story as evidence, it ought to have been better supported; for both writer and relater are anonymous, nor has it the aid of a document of any kind.

But it happens that this case, like most cases, indeed, in controversy, has two sides to it; we have seen one now let us turn to the other.

Mr. Cowper, the editor of the Norfolk Ledger, informs the public, that he is authorised to make the following statement in answer to the narration given above.

[Mr. Cowper's statement was published in the Federal Gazette on Monday last.—In which the commandant of Fort Nelson denies the charge.]

Here is an account that strips captain Stopford at once of all the laurels his friend has placed on his brow. So far from the boasted instant compliance with the commandant's request to deliver the deserters, he makes a shew of doing so, but leaves the lieutenant at the door while he steps into an adjoining room where he is overheard ordering a boy to run down to the ship, and have the men "stowed away." (By the bye the very phrase of stowing away men, shews this sort of concealment to have been a practice.) After such orders had been given, and the men thus secured, captain Stopford came out and peremptorily and explicitly refused compliance with the request—"Three or four volunteers had entered on board his ship and he should keep them." Thus ended the first interview.

This conduct on the part of capt. Stopford rendered it necessary to apply to the British consul: (a circumstance that completely disproves the Halifax representation.) On the consul's interference, and not before did captain Stopford think of complying, even outwardly, with the request of the commandant. Then, indeed, he promised to "give orders to search for them, which he took good care not to give. After half an hour, however, the commandant proposed to go to the ship, which, after what had passed could not very decently be refused; especially as there had time enough elapsed for stowing the men away; which was done so effectually that after all the search that could be made, word was brought that the men could not be found.—On which the commandant told captain Stopford that he was so well convinced that the men were concealed that he would not leave the ship without them; which determination he gave evidence of persisting in, by remaining two hours longer, when the three men were unstowed and brought up from the ships hold, "dressed in the uniform of the United States, in which they had been received on board."

Now, while this fact stands uncontradicted, let the advocate of Great-Britain on the subject of desertion, and the accuser of America be dumb; let us hear no more clamor about the shameful encouragement to British deserters by the American officers in our recruiting service; and until the "evasive and prevaricating answers" above detailed can be cleared up, we hope to hear no more sneering about the "evasive and prevaricating answers" of the American officers. On the whole we cannot but think that there is as little room for the compliments bestowed on the captain of the Chichester as there is for the obliquity so liberally heaped on the poor Americans.

As to this business of enlisting deserters, though not, as has been sometimes urged, in the face of any known and established law of nations, yet we think it ought always to be discountenanced, as being irreconcilable with courtesy and good policy. On the part of the American government, as we are informed by commodore Barron, it was interdicted. Will any body shew us any such order from the British ministry? If deserters have sometimes entered the American service, deserters from us have likewise entered the British service. We do not go the length of approving the former, but neither can we submit to bitter reproaches for the latter. It is our belief that the encouragement and protection given our seamen to desert, has been at least as great as that which their have received from us. It is not our wish to irritate; but in order to accommodate the difference that subsists on this important point, and restore harmony to the two nations; it is probable that each must yield something. Nothing can be gained by the attempt on either side to put the other altogether in the wrong. We must pave the way for conciliation by impartial discussion, sincerity, and plain dealing, liberal and generous concession. The subject will be resumed, and pursued in our next, under another head.

NEW-YORK, September 24.

Extract of a letter from a gentleman of veracity and honor, to his friend in this city, dated Richmond 17th, Sept. 1807.

"The following facts may be relied on, and embrace nearly all the circumstances of the horrid plot, which had for its object the death of Mr. Duncan, and the ruin of col. Burr's reputation.

"Some time between the 20th and 27th of August, Mr. Duncan, formerly one of General Wilkinson's aids, at New-Orleans, and now a witness here on the part of government, discovered a plot to poison him, by mixing landanum with his porter, of which he usually drank when going to bed. A negro man, the property and servant of Mr. D. was apprehended, committed, and confessed the fact. On further examination before a magistrate, he charged a person, by the name of Kinney, as his accomplice, who he said had excited him to the act by

the promise of a reward of seven hundred dollars, and a horse, if he succeeded. Kinney, however, has never been examined, nor have the magistrates who were present at the examination and confession of the negro, taken any measures to bring him to punishment. This Kinney was brought from New-Orleans by Wilkinson as a witness against Burr, and the circumstance of their being frequently seen together in private and earnest conversation, and their great intimacy caused suspicion to attach to the general.

"About ten days after the discovery of the plot, the grand jury for the body of Richmond summoned Wilkinson before them—but on the receipt of the summons, the general took the alarm, left the city on horseback at night, accompanied by a servant, and both armed with swords and pistols; nor did he return until the jury were discharged. Pressing private business, and the indisposition of some of the members of the jury, prevented them from setting until the could bring this prince of villains before them. And he returned to town the day after they were discharged. Duncan, in the mean time was examined, and was the only material witness, against the negro; without being able however, from any personal knowledge, to connect him with either the general or Kinney, but gave it as his opinion, that Kinney had instigated him to this deed for the purpose of getting possession of his money, of which the negro knew nearly the amount, and where it was deposited. Some of the witnesses who swore to the intimacy between Wilkinson and Kinney, described them as bottle companions; and Kinney himself, as if proud of this distinction, has frequently boasted among his companions, 'that he and the general were on the most intimate and friendly terms, and that they frequently got quite blue together over the bottle.' This intimacy and brotherly affection between them first excited a suspicion against general Wilkinson and made him by construction a partner in the crime. A suspicion which he endeavored to cast upon colonel Burr, but which has recoiled upon himself, and has fastened itself so strong upon him, that he will never be able to shake it off. There is no longer a doubt who is the prime mover in this conspiracy. Wilkinson's absence when the jury were in session, was enough to fix it on him, but a recent and strong circumstance, has confirmed it, and placed it beyond a doubt.

Mr. Duncan became uneasy after this attempt and requested col. Burr to take his affidavit, which he finally did, after Mr. Hay had agreed to admit it in court. In this affidavit Mr. Duncan states: "That he was present at New-Orleans, last winter, when Wilkinson deciphered the letter, said to have been received from Burr; that he saw him erase and alter the original, and then forge a letter which he swore on the Holy Evangelists of Almighty God, and the honor of a soldier, was a true and faithful copy of the original. When he, Duncan, advised and was present at the forgery and perjury." This affidavit col. Burr has now in his possession, and furnishes, among other matter of great interest, a clue to the poisoning scene.

The public will judge for themselves by this detail. The universal opinion here, however, is, that Wilkinson either designed to take Duncan's life to save himself from exposure, or else, by destroying Duncan, to have cast the suspicion of the catastrophe on col. Burr. His honor and his honesty, in this affair, however, have breathed their last.—He has sunk to the lowest depth of degradation and infamy, and the body of his sins, like the corpse of a malefactor, is given over for public dissection."

Arrived,

The brig Two-Brothers, Bray, 35 days from Trinidad, and 25 from St. Thomas, molasses. Left schooner Monongahala Farmer, Osgood, for New-York, in 15 days; sch'r Sanbury, Kelly, do. do.; and a sch'r just arrived from Philadelphia. At St. Thomas, ship Halcyon, Fettyplace, from Mar-seilles, for Boston, to sail in 12 days; sch'r Messenger, just arrived from Philadelphia; brig Charleston Packet, of New-York, to sail for Savannah next day. Sept. 18. lat. 34, long. 72. 39, spoke ship Mary-Ann, Vincent, 55 days from Greenock, for Charleston. — lat. 34, long. 73, spoke brig Margaret, 26 days from New-York for New-Orleans, with his topmasts and some sails gone, then bearing away for Charleston. September 17 spoke sch'r. —, West, 3 days from New-Bedford, on a whaling voyage; next day, spoke a brig 4 days from Portland for Havana.

The sch'r. Mary-Ann, Beattley, 14 days from St. Johns, N. B. plaister of paris and fish. A new brig, and sch'r Argonaut, and Tight-Match, were to sail in 8 days for New-York.

Below last night, two ships, a brig and schooner.

Cleared, ship Jersey, Williams Palermo; brig Amazon, Copp, Savannah; Ann, Ross, Bermuda; Swan, Ross, Boston; sch'r Rebecca, Ferguson, Halifax; brig Maria, Driggs, Madeira.

PHILADELPHIA, September 25.

Arrived, ship Edward and Charles, Drinkwater, St. Petersburg via Portland, Russia goods; brig Clarissa, Claiborn, Lancaster, New-York, 4 days, ballast.

Below, ship Mechanic, Bagley, Amsterdam; and two other ships, names; &c. unknown.

Cleared, sch'r. Mary-Ann, Morse, Laguyra; Isley, Sturdivant, Charleston; William, Sturdivant, do.

British brig Nassau, Gibson, who made

her escape from the Lark sloop of war, was boarded and suffered to proceed. The Lark then made chase, with an intention of taking her, but could not come up the second time.

Brig Meridian, O'Ellers, from Havana, left brig Superior, Hays, for Philadelphia, in 3 days; Minerva, Bainbridge, do. 3; sch'r. Perseverance, Fontain, do. 3; sloop Fly, Dove, do. 6; Hampden and Sidney, do. sailed same day; ship Hope, Lovet, for Portsmouth, same day; sch'r. Endeavor, Anderson, for Baltimore, same day; Havana Packet, Franklin, New-York, same day.

FEDERAL GAZETTE.

SATURDAY, SEPTEMBER 26.

FROM OUR CORRESPONDENT.
"New-York, Sept. 24.

Below at 12 o'clock,
Ship Gold Hunter, Vose, London, short passage
Washington, Liverpool, 90 days
Eliza, do. 38
Charles, Jongham, Amsterdam, 60
Jasen, Salter, Antwerp, 60
Calliope, Guadeloupe, —
Brig Lambert, Cape de Verds, —
Thorn, Bermuda, 10
A brig and three schooners."

BURR. By the last accounts from Richmond it appears, that Burr had declared to the court "that from two letters he had just received, intimating that evidence was coming on to prove that the public and himself had been sacrificed and sold, he wished for delay.

We are authorised to say that Thomas C. Jenkins will serve, if elected to represent this city in the General Assembly of Maryland.

From the Merchants' Coffee-House Books.
September 25.

Arrived, schooner Jane, Jones, 14 days from St. Thomas—ballast—P. A. Guestier. Left ship Mary, McCay, of Baltimore, so much damaged that it was supposed she would be condemned. Capt. Finegan, of Baltimore, sold his schooner, the Punch, and bought a schooner called the Rose and Ann, to sail in a few days; schooner Pilots' Friend, from N. York, arrived 10th inst. The Pilot informs that he saw a schooner, supposed one of the British tenders, off Patuxent, she came to anchor in the middle of the Bay; the boats of the Patriot seeing her, got under way and stood towards her; as soon as she saw them, she up anchor, and stood over to the Eastern Shore, toward Kent-Island, and was then under jib and mainsail; night came on, and they lost sight of her. She appeared to avoid every vessel that came near her.

Also, sch'r. Alexander, Athoe, 90 days from Trieste and 47 from Gibraltar: Licens and glass ware; Lorman and Fulford. Left at Trieste, ship Lewis, Massey, of Boston, for Tonningen in 3 days; sch'r. Fair American, Hoar, of Norfolk, for Messina in 10 days. July 21, off Algiers, spoke brig Joseph, Prior, 41 days from Boston, for Palermo, all well. August 7, at Gibraltar, ship Fair American, Harding, from Baltimore, for Leghorn, ship and cargo condemned; sch'r. Lovely Lucy, Chalmers, from Baltimore, for Leghorn, bro't in, one third of cargo condemned, the remainder cleared; a few others, names unknown: Sept. 11, lat. 33, long. 65, spoke brig Sussex, from New-York for Martinique, out 11 days; 14th lat. 34, long. 66, spoke brig Jane from New-York for Antigua, out 7 days. May 14th the Alexander on her outward passage at the entrance of the Gulf of Venice, was boarded, robbed and plundered, by a Maltese privateer, of 16 guns, under French colors. July 14, off the island of Sicily, was taken by another Maltese privateer, who put on board a prize master and crew, and sent her into Malta. Captain A. was taken on board the privateer and brought into the harbor, the papers of the schooner being examined by the governor. She was discharged after being five days in the hands of the privateer, without expense. Captain A. learned that a great many Americans were detained in Malta, under various pretences, but could not hear any of their names, as he was not permitted to go on shore. The brig Susanna, Franklin, for Baltimore, sailed from Gibraltar 5th August.

Also arrived, ship Bashaw, Peterkin, 75 days from Monte Video. Hides, tallow, and horns—Robert Gilmor & Sons. Left there the 10th of July. The reports there were that the British army consisting of 10,000 men, had landed about 30 miles from Buenos Ayres on the 21st of June, and on the 6th of July were within two leagues of the outskirts, which the Spaniards had thrown up near that city for its defence. Left at Monte Video, waiting for the capture of Buenos Ayres, about 60 sail of British merchant ships principally loaded with British manufactures, for which there was no vent. Left also the following American vessels, uncertain when to sail: ships Palmyra, Whitney, of Providence; Arrow, Fletcher, Boston; Print, Dixey, do. brig Pallace, Rice, for Boston in 10 days; Maria, Correy, of do. Union, Hussey, do. sch'r. Sophrona, Marner, New-York; and six large Danish and Hamburg ships.

Business at Monte Video was in a state of entire stagnation. When capt. P. sailed there were not more than 3 ships loading, and none discharging. What little was done was principally with the English commissary general, chiefly for the supply of the troops with liquors, &c. In fact, it appears