

DIFFERENT OPINIONS

Are formed by different persons, on the subject of recent transactions in Baltimore. Some have said we were like war, and did not advert with sufficient severity on any part of the proceedings; others are of opinion that more was said than was necessary. Perhaps we adopted a correct medium. The following specimen of what distant editors think and publish, is from the Frederick Town Herald.

The last mail from Baltimore brought us the following spirited communication.— In the midst of the disgraceful ferment which has lately prevailed there, while the power of the civil magistrate is set at open defiance, the public peace scandalously outraged, the safety of individuals threatened, and the press itself either overpowered by violence or awing and participating in the guilt, in the midst of all this, we are pleased to find that a proper sense of the indignity and scorn which Baltimore has incurred, and a spirit not too tame to trace and stigmatize these monstrous and execrable abuses.

For the *Frederick Town Herald*.
That Mr. Jefferson has evinced an impatient solicitude for the conviction of Aaron Burr, and would have triumphed in his destruction in defiance of testimony, law and the constitution, has been all along manifest through the whole course and conduct of the prosecution, and every proceeding of the government connected with it. But that he would officially have avowed himself a warm and offended partisan in the trial, none could have anticipated who have observed the extreme caution and chicanery with which the President conducts himself when the eyes of his fellow-citizens are down upon him.

The late message at the opening of congress had been expected with unusual anxiety, from the involved and perilous state of our foreign affairs, and had excited various predictions as to the spirit in which it would be conceived, and the terms in which it would be couched. When beheld the political prodigy worthy of preservation in the archives of state curiosities is ushered forth, fraught with blood and slaughter, militia, gunboats, volunteers and armed ports, and not a distinct and decided opinion ventured upon any one of the many interesting topics it purports to embrace, saying the *trial of Aaron Burr*.

Against this prominent part of the president's address, volumes of the severest stricture may and ought to be written; for a deeper wound has never been attempted upon the national character. Here are the words of Mr. Jefferson—written it is presumed with the most deliberate design. "I shall think it my duty to lay before you the proceedings and the evidence publicly exhibited in the arraignment of the principal offenders before the district court of Virginia. You will be enabled to judge whether the defect was in the testimony, the law, or the administration of the law and wherever it shall be found the legislature alone can apply or originate the remedy. However alarming or abominable the doctrine, that the legislature shall both *ius dare* and *ius dicere*, and assume the right to controul the judiciary, one of the co-ordinate powers, the only legal expounders of the law, in the upright and conscientious exposition of the constitution, we are here prodigally compensated for all the mischief which may be entailed upon us, by hearing the president for once in his protracted political life gallantly advance a surmise, which can admit of no double meaning, that a guilty traitor has escaped a dignified punishment from a defect in the criminal code or the corrupt contrivance and official perjury of the judge who presided at the trial. This most malicious and false insinuation is thrown out against the integrity of the court, as a signal to direct his newspaper minions, and tide waiters and his whole pack of newspaper libellers in their furious pursuit to hunt down the honest fame of a man, whose no single official act was ever tarnished by the slightest semblance of partiality. By implication, strong as the most positive and unequivocal mandate he boldly recommends an impeachment, or what can be called by no other name a legislative enquiry into the conduct of the chief justice, because he has dared not to sacrifice even the arch traitor Burr in defiance of the principles of justice, and the total failure of his prosecutors by legal proof to establish the charges exhibited against him.

Is it then come to this? shall the president of the U. S. by the most daring and dangerous stretch of power attempt to controul the judiciary wisely intended by the constitution to be a separate and independent co-ordinate branch of the government by holding a fearful rod over the heads of the judges and pointing them out to congress as fit objects of vengeance because they have firmness enough not to yield to the torrent of public prejudice, and have only discharged their duty in interpreting the law as shield between an arraigned fellow citizen and an infuriated mob. led on and encouraged by the first magistrate of the country. The blindest adherents of administration must reprobate this officious and unconstitutional interference of the executive, & must at once perceive that the only object is to destroy the independence of the judicial tribunals and to gratify the prevailing party by removing the brightest support and ornament of the bench, who has too much wisdom, truth and patriotism to lend himself to the base purposes of a mortified and disappointed faction.

But judge Marshal is to be sacrificed! a victim like Cicero to appease the wrath and reckless ambition of the profligate Anthony; and with him age to fall the withering reputation and honour of his degraded country. Yes! the executive has given a signal which has been most implicitly obeyed; and scarcely was it heard beyond the borders of Columbia before the popular fury was aroused, and most shameful insults that ma-

levolence could devise publicly offered against the character of a judge, whom England herself in her best and most enlightened days might have been proud to possess.

The rich and populous city of Baltimore is made the scene of the most riotous and factious proceeding, and even open rebellion against the laws. The American uniform is stained and disgraced by commissioned officers and their companies, who in their military capacities have violated the laws and set themselves in open opposition to the civil authority. The effigy of the chief justice of the U. S. is drawn on a hurdle through the streets, huddled and ignominiously burnt. The civil power trampled under foot, judge Dorsey's property and person threatened and beset, and the worthy and respectable mayor himself abused and insulted for his mild interference to preserve the harmony and peace of the city, and all these consequences it is plain to the meanest understanding, have been produced by the intemperate and mischievous hint of no other than the president of the United States.

A REPUBLICAN.

[OMITTED FOR WANT OF ROOM] REPORT.

(In part) of the committee on the part of the message of the president of the United States, which relates to the defence of our sea-port towns and harbours.

In Senate of the United States.

November 20, 1807.

Mr. Mitchel, from the committee on that part of the message of the president of the United States, which relates to the defence of our sea port towns and harbours reported, in part, the following letter from the secretary of the navy:—also a bill to appropriate money for the construction of an additional number of gun boats.

NAVY DEPARTMENT,

SIR, 18th November, 1807.

In answer to your letter of the 16th inst. in which you ask for such information in relation to the defence of our sea port towns and harbours, and the further provision to be made for their security, as the navy department may possess: I have the honor to state, that in aid of the fixed fortifications, which will be submitted by the secretary of war, it is presumed that there will be required at the ports and harbours mentioned below, the number of gun boats annexed to them respectively, viz.

At New-Orleans,	16
At Savannah,	8
At St. Mary's,	4
At Charleston, S. C.	10
At Georgetown, do.	1
At Egg harbor N. J.	1
At Amboy,	2
At New-York,	50
At Long-Island,	4
At New-London,	6
At Connecticut shore,	12
At New-Port, R. I.	6
At Tiverton,	1
At Boston,	12
At Salem and Newburyport,	6
At Portland,	6
At New-Bedford,	4
At Marblehead and Cape Ann,	2
At York, Kennebec and Saco,	2
At Kennebec, Sheepscot, Damariscotta, Broad Bay, St. George's,	5
At Penobscot,	3
Frenchman's Bay,	2
Passamaquoddy Bay,	3
At Portsmouth, N. H.	4
At Wilmington, N. C.	3
At Ocracoke,	4
At Albemarle Sound,	1
At Norfolk,	60
At Alexandria,	2
At Baltimore,	3
At Philadelphia,	4
Delaware bay and river,	10

Making all 257
Of which we have at this time provided, 69

Would leave to be provided 188

The building of these gun boats is estimated on an average, at 5000 dolls. each. 188 gun boats, at 5000 dolls. make 940,000

Deduct the amount of timber contracted for, as stated in the exhibit of extraordinary expenses incurred by the navy department since the 22d June last, 87,500

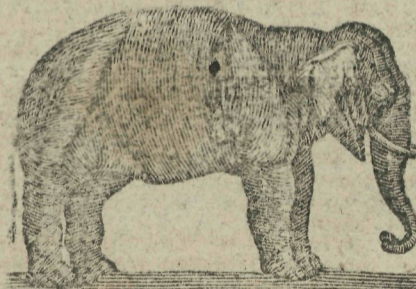
Would leave to be appropriated for the building of 188 gun boats, 852,500

Respectfully submitted, R. SMITH.

HON. SAMUEL L. MITCHELL.

Chairman of a Committee of the Senate.

Now or Never.



The ELEPHANT

Will be exhibited at the City Hotel in Gay-street, one door from the corner of Market-street, for one week only, ending on Saturday the 5th December. Those who wish to gratify their curiosity by seeing this astonishing Animal, will do well by calling previous to that time as she positively will be removed the next morning. Admittance 25 Cents Children 12 1-2. November 28. dojt

BOSTON, Nov. 24.

Arrived, ship *Pilgrim*, Allen, from Baltimore; 15 days, flour. Left the Vineyard on Saturday, 14th inst in co. with brig *Federal* George Field, from Baltimore, for Boston. [returned back and was here on Tuesday.]

The schr. *Regulator*, Newton, from Charleston; brig —, captain Hendrick, from Cadiz, both for Boston; and several small vessels supposed to be coasters, were at Helm's Hole, (Vineyard) on Tuesday last.

On the 10th instant the schr. *Abigail*, captain Hill, of Saco, with a cargo of dry goods, &c, estimated at 15,000 dollars, on her passage from Boston to Saco was stranded on Bon-Island—the vessel stove to pieces and the greater part of the cargo lost.

Captain Paul of the ship *Two-Brothers*, of Kittery, writes from Plymouth England, 2d October, that he had just arrived from London, where his ship and cargo had been cleared on his paying £100 charges—that while at London he was at the trial of a number of American vessels, which were restored ships and cargoes, claimants paying charges. The ship *Orizembo* of Portsmouth had been condemned.

NEW-YORK, Nov. 27.

Arrived the ship *Victress*, Maddox, in 22 days from Bordeaux (through the Sound) got down yesterday morning. Oct. 18 was boarded by the letter of marque ship *Tartar*, capt. Mitchell, of Liverpool who had spoken on the 10th Oct. the ship *Isabella*, Higgins, of New York, from Bordeaux for Dublin Cork harbour bearing N. E. distance 9 leagues. Oct. 18th, lat. 47. 40, long. 18, 28, spoke brig *Huron*, from New-York for Bordeaux. Nov. 1, lat. 43. 47, long. 50, 30, spoke the ship *Henrietta* Nichols, 24 days from Liverpool for Baltimore. 2d, lat. 43. 48, spoke the brig *Henry*, 18 days from New-York for Amsterdam, with the loss of her fore top mast. 15th, lat 39, long. 72, spoke the schooner *Betsy*, 22 days from Tortola, for New-York had lost some sails.

Cleared, ships *Ocean*, Dodge, Algeiras; *Cados*, Bunker, Marseilles; brig *Paul* Sherman, Paxton, C. yenne; *Eleanor*, Thimson, St. Croix; schr. *Trimmer*, Smart, Bermuda; *Union*, Wells, Trinidad.

The ship *Liberty*, Young, from New-York for Amsterdam, has been cleared and sailed from the Downs, on the 7th of Oct.

November 28.

Arrived, ship *Remittance*, Law, from London, 39 days from the land, dry goods. Nov. 2, lat. 48, long. 83, spoke the ship *Hyades*, Savage, of Saco, 17 days from Charleston, for Cowes. 6th, lat. 43, long. 61, spoke ship —, Davis, from Amsterdam, for Philadelphia.

Brig *Theris*, M'Donald, 18 days from N. Orleans, with tobacco, cotton, logwood and specie. The brigs *Charles*, Field; *Venus*, Denmore; and ship *Mary* and *Nancy*, Slaughter, were to sail for New York, in 10 or 15 days. Met above the English *Turn*, of the ship *South-Carolina*, from New York. Off the Balize, ship *Pyraming*, Walsh, from New-York; brig *Triton*, of Philadelphia last from Havana; brig *Agenor*, from Baltimore. Off the Bar ship *Thomas* J. Gifford, from Liverpool. The schooner *Three Sisters*, Gordon, was to sail for Baltimore, in 5 or 6 days.

Brig *Melantho*, Fowler, 20 days from St. Thomas. The brig *Richmond*, Gilman, for Portsmouth, N. H. sailed in co. but was sent back by the blockading squadron. Left schr. *Ranger*, Hoyt, of Philadelphia; ship *Catharine*, Harrison, of New Orleans; brig *Alligator*, of Philadelphia.

British schr. *Speedwell*, Collins, 16 days from Halifax, fish. Ten days ago, spoke ship *Commodore* Preble, from Leith for New York, with passengers.

Schr. *Delight*, Brooks, 10 days from Fredericksburg, wheat and flour.

The schr. *Urania*, Allen, 6 days from Wilmington, N. C. apt. Allen saw 2 ships and 8 brigs in the Offing standing in.

Schr. *Jane*, Earl, from Plymouth, N. Carolina, naval stores.

There were many vessels in the Offing yesterday; but the weather was so thick they did not venture in. Several schooners came up last evening, but we could not board them on account of the violence of the wind.

Arrived last night, the schr. *Harmony*, Reid, 22 days from Basseterre, Guad. sugar and coffee. Left schr. *Dover*, of Cape Ann, to sail in 6 days; schr. *Hope*, Noble, for Portsmouth, in 4 days; brig *Enterprise*, Rogers, of Wilmington, for Newburyport, in 2 weeks. There had been an embargo of 30 days at Dominique, which was taken off the 1st November. Nov. 4, off Basseterre, spoke schr. *Dorchester*, of Baltimore, 8 days from Dominique for St. Bartholomew.

Nov. 14, lat. 28, 28, long. 68, 30, spoke brig *Three Friends*, 21 days from Surinam for New York.

Cleared, ships *Halcyon*, Tew, Jamaica; *Calliope*, Taylor, Bordeaux; *Triton*, Appleton, Madeira; brigs *Amazon*, Coffin, City of St. Domingo; *Dean*, Edgar, Savannah; schrs. *Commerce*, Haight, Digby, Minerva, Bird, Philadelphia; sloop *Patriot*, Robinson, New-Province.

The ship *Ocean*, Pinder, said to have been seized at Amsterdam, for carrying passengers, is erroneous. She was merely detained until the consignee could give security that the papers were genuine.

At Amsterdam, the *Liberty*, from New-York.

Letters from Amsterdam mention that the new regulations against England had not been enforced—and that American vessels would be permitted to an entry, notwithstanding their having touched in England or been carried there.

They also mention, that in a violent gale of wind in the Texel on the 7th of October, 10 out of 13 American vessels were driven on shore. Among the number was the Boston *Banker*, of N. York, materially damaged.

By the *Melantho*, Fowler, arrived yesterday, we learn that St. Thomas, was closely blockaded by a part of Admiral

Cochrane's squadron. The *Melantho* was boarded off the port by the frigate *Ethalion*, and detained 2 days. No vessels were suffered to go in or come out. A schooner from Philadelphia was amongst those that were ordered off.

FROM FRANCE.

A gentleman of this city has favored us with a letter from a friend at Marblehead, who came out in the schr. *Spring-Bird* from Nantz, which place she left about the 12th of October. This letter states—that there was to be another levy of 200,000 men in France—that Bonaparte intended to march an army of 70,000 men through Persia to India, and the king of Persia was to furnish all the necessary supplies for the French army—that Russia and Germany were to be mediators for a general peace—That the King of Denmark had furnished men to man nine French ships of war that were at Flushing, and that legionary honors had been conferred on gen. Linniers for his able defence of Buenos-Ayres. This is the latest news from France, and coming from a respectable source, is entitled to consideration.

LYON'S LIST—complete to the 9th Oct.

Oct. 9.—Detained at Ramsgate, the *Peggy*, of Philadelphia, from Flushing to Bordeaux. The *Poculus*, Robinson, from the Baltic to London, captured by a French Privateer, recaptured and sent to Yarmouth. The *Rebeca*, Perkins, from Philadelphia, detained at Plymouth. The *Cotton Planter*, from Liverpool to America, has put back to Liverpool with her bowsprit sprung. At Gravesend, Pennsylvania, Thomas, from N. York; *Mary*, Richards, do. At Plymouth, *Galen*, Steadman, Wilmington. At Liverpool, *Octavia*, Boyd, Wiscasset. At Whitehaven, *Portland*, Wiscasset. At Dover, *Mercury*, Rogers, Charleston. Remains at Deal, *Eniza-Ann*, Williams, for Philadelphia.

PHILADELPHIA, November 28.

Arrived, ship *Columbus*, Place, Bordeaux, 63 days, wine, brandy, &c.; *Dispatch*, Benness, Leghorn, 55, wines, oil, &c.; *Helvetius*, Bowen, Amsterdam, 44; *Eliza-Ann*, Williams, London 39; *Four Friends*, Phillips, Liverpool, 35; *Liberty*, Singleton, St. Sebastians, 34; *Bainbridge*, Neal, Rotterdam, 37; *Rosseau*, M'Levan, Amsterdam, 64; brigs *Susannah*, Thurston, Havana, 25, sugars; *Mary* Pike, Webber, Newburyport, 18, gin; brig *Saunders*, Singleton, Madeira, 49, wines; schooner *Eliza*, Tice, Savannah, 7; adventure, *Town*, Richmond, 8, flour; *Fanny* & *Maria*, Bear, New Orleans via Charleston, 14, woods; *Rose* in Bloom, Burr, Rhode Island, 10, barley; *Dolphin*, Baum, North Carolina, 14, wheat; *Buteprize*, Cutter, Portsmouth, 5, oil and fish; *Eliza*, Benjamin, New-York, 4; *Betsy*, Merryman, Portland, 13, plaster; *Mariner*, Ireland, Richmond, 8, coals; *Renown* Allen, Rhode Island, 14, plaster; schr. *Hazard*, Burton, Bristol, 39; *Friends*, Evans, Havana, sugars; *Rbecca*, aboone, Matanzas, 23, sugars; sloop *Rhoda* and *Sally*, Patrick, Richmond, 14, coals; *Unity*, Hand, Alexandria, 14, flour.

Cleared, brig *William* & *Martha*, Chandler, Boston; schr. *Jersey*, Cooper, Charleston, John Vampelt, ditto; *Resolution*, Fulford, North Carolina.

northern ship below, said to be from Jamaica. The brig *Union*, Johnson, of and for Philadelphia, sailed from Havana, 5 days before the schr. *Friends*.

The ship *Mississippi*, Hewes, of New-Orleans, has arrived at Amsterdam, from New-York ship *Holland*, Nichol, at Cowes, from New-York.

The brig *William* and *Henry*, Norris of Portland, bound for Havana, was cast away on the Berry-Islands about the 8th ult. The captain and crew were saved, together with a principal part of the cargo.

Brig *Neptune*, Kennedy, 28 days from Philadelphia, bound to Havana, was spoke of Nassau on the 29th ult.

Yesterday arrived ship *Eliza Ann*, Williams, from London. Sailed from Cowes, the 14th of October, and left there the United States schr. *Revenge*, capt. Reed, to sail next day for Brest. Off Flushing, spoke the ship *Union*, Jacobs, from Philadelphia, to Antwerp, detained and sent in by a British cruiser. Capt. W. informs, that it was understood at the time of his sailing that Mr. Munroe would spend the winter in England.

The passengers in the *Eliza-Ann*, all speak in terms of confidence that our differences with England will be amicably accommodated.

FROM ENGLAND.

Arrived this morning schr. *Hazard*, capt. Burton, in 39 days from Bristol. E. Captain Burton sailed from Bristol the 19th October; his London dates are to the 16th—being but 4 days later than our previous accounts—nothing more on the subject of our relations with England is received by this arrival. Although captain Burton informs that Monroe had sailed 10 days previous to his leaving Bristol, we are inclined to believe that he has been misinformed.

Captain Burton also reiterates the report, that the court of Great-Britain insisted on the right of searching public as well as private vessels.

Ship *Eliza-Ann*, Joseph W. Williams, master 33 days from Landsend. Left London 18th September, brings papers to the 10th October! All vessels bound for Hamburg, Amsterdam, Rotterdam, &c. were stoped by the English and sent into port. The voice of the people when captain Williams left London was peace with America.

Ship *Dispatch*, Benness, 55 days from Leghorn. Left there, ship *Connecticut*, McClure of Philadelphia; brig *Hibernia*, Stewart, do.; *Drummond*, Butler, do; ship *Richmond*, Bartlett, Baltimore; *Spartan*, do.; schr. *Fair American*, —, schr. —, from Baltimore and Gibraltar, released after 3 months; ship *Aldebaran*, Fitch, New-York, Bulah, Aitkinson, Boston; brig *Enza* and *Daniel*, —, do; *Dispatch*,

Jones, do.; —, De Champ, do.; *Ruthy*; *Hammond*, Marblehead; ship *Alexander* Hodgson, Lovet, Salem; *Argo*, Field, do.; brig said to be the *Hibernia*, of Boston, from Messina; brig *Rebecca*, of Norfolk from Palermo, loading for Barbary; brig *Alexander*, Laughton of Norfolk from England captured in January and released; ship *Hetty*, Day, of Alexandria, from England captured in January, expected to be released daily; ship *Alknomac*, Brake, & schr. *Antelope*, Blake of Boston, sailed from Sicily the 31st Aug. Ship *Opree*, Cazneau, from Leghorn for London, cleared for Copenhagen, was carried into Gibraltar.

On the 20th Sept. was boarded off Toulon by the British frigate *Sirius*, few days from Palermo and treated very civilly, she informed capt. Benness, that the evening before the whole French fleet were safe in Toulon. On the 2d Oct. off cape Paissy spoke the brig *America*, Houston, from Baltimore, 33 days, bound for Malta. Oct. 6, Gibraltar bearing W. 8 miles, was boarded by the British M. W. gun-brg *Dextrous*, Lt. Tomlinson and treated very politely; shortly after was brought on in the Gut by a Spanish gun-boat privateer, several others being in sight, they behaved also more civilly than usual. Oct. 7, Cape Spartel bearing S. E. 6 or 7 leagues, was again boarded by the British man of war brig *Redwing*, and treated with uncommon civility, who mentioned that they had orders to escort through the Straights all American vessels bound to a British port or settlement; the same evening was brought too by a British armed ship, a frigate in sight and after inquiring her flag, allowed the dispatch to proceed; these repeated instances of uncommon civility makes it appear evident that orders must have been given from England to king's ships to alter their conduct towards the American flag, as not one of those vessels even looked at the protections of the crew when offered to them. Schr. *Richard* and *Mary* Higby, from Edenton, in distress, had lost foremast, a cable and anchor, but saved all her sails and rigging; captain Benness spared her a topmast, but the latter was too rough to assist her *et alia* visio before night; the wind having been moderate ever since, capt. Higby may be expected in port shortly. Ship *Amelia*, of Boston, for Naples, arrived at Trieste, Naples being blockaded; brig *Two Brothers*, Chandler, from Tuais for Leghorn, was carried into Malta; brig *Fitzwilliam*, from Leghorn for Naples, cleared for Messina, was captured and condemned at Naples by the French for that assimilated clearance; brig *Thomas* Jefferson, Van Beuren, of Baltimore, captured by the Russians at Messina, was cleared, but deserted by mate and crew.

Schr. *Volunteer*, Turner, 13 days from St. Jago, put in on Nassau in distress on the 16th ult. She was originally from post Antonio, bound to Norfolk, but had been captured by a French Privateer and sent into St. Jago. Oct. 12 in the British channel was boarded from the British frigate *Resistance*, the officer of which informed, that the French privateers were capturing all American ships they fall in with, bound to or from English ports—treated politely. Nov. 12, lat. 39, 20, long. 67, 24, W. spoke brig *Eliza*, of and for New-York, Danl. T. Jouet 108 days from Sicily, in distress having lost his main-top-mast, the head of themain mast, in want of provisions, supplied him with beef, bread, water &c. He intended to make the first port.

To the President, Senate, and House of Representatives of the United States—
THE MEMORIAL
OF THE MERCHANTS AND TRADERS OF THE CITY OF PHILADELPHIA,
Respectfully Represents,

THAT a strong confidence in the neutral position and character of their country, and in the pacific policy of its government, has encouraged and induced many of your memorialists to embark their property extensively in foreign commerce—and to adventure a large proportion of their wealth upon distant voyages—that recent and unexpected events so far affect the security of their enterprises, as to impel them to make known their sentiments and wishes to Congress.

Your memorialists cannot but view with extreme solicitude, the apparent state of the negotiation between their country & Great Britain, upon the events of which, the safety of their property so materially depend—Their alarm and anxiety, increased by reports (perhaps ungrounded) of the nature and extent of the demands made by the government of the United States cannot but be great; while they are wholly destitute of information from official sources, calculated to direct their conduct—They mean not however to intimate a wish for disclosure incompatible with the due reserve of government, but candidly to present to its view their difficulties and embarrassments.

In common with their fellow-citizens, your memorialists entertain the strongest sense of the necessity of supporting the honor and independence of their country—they feel that the national interest is inseparably connected with such support; and although in the event of war, as individuals, they must be deeply affected, they have not a wish that considerations of private interest should induce a sacrifice of national honor and independence—But, from the wisdom and patriotism of the national legislature, they conceive the expectation well founded that the commercial interests of the United States, with which the common welfare is inseparably connected, will not be committed by an unyielding adherence to doubtful or unessential principles. They therefore, with confidence, submit their hopes that, while every-