you can justify by no other precedent or custom, except that of the black savages of Guinea. We are your lordships most obedient humble servants, B. Franklin, S. Deane.——Lord Viscount Stormont." To the above letter the following reply was made:——"The king's ambassador receives no letters from rebels, except when they come to ask mercy." At that time the event of the war was undecided; it was not in the power of Congress to prevent that cruel inhuman practice; not so at this time, it is now in our power—Shall we suffer that nation, after acknowledging our independence, to continue the same arbitrary and tyrannical cruelty over our seamen, sailing under protection of our own flag; that they did at that time, when they insolently stiled us rebels? I hope we shall not.

(Mr. Sloan's speech to be continued.)

Foreign Intelligence.

New York, May 21.

The ship Mary Ann left Bordeaux on the 20th of April; Paris papers to the 12th, and a regular file of Bordeaux papers to the 16th of that month inclusive, are received at the office of the Mercantile Advertiser. Notwithstanding gigantic projects of aggrandisement are forming, and although the continent of Europe is undergoing an important revolution, these papers are wholly destitute of interest.

We learn verbally that Prussia has declared war against Sweden; that the French were marching large armies towards European Turkey, from which quarter news of hostilities having commenced, was shortly expected—and that scarcely a doubt existed that Prussia had joined France in the war against England, or would do so shortly.

On the 6th of April the guard ship in the harbour of Bordeaux, mounting 28 twelve pounders and 110 men, (on board of which were the papers of the brig Orient of N. Y.) was cut out and captured by the boats of the British frigate Iris. After the British had taken possession of her, she was attacked by a French man of war brig, but without success—the latter was beaten off with the loss of several men.

A British squadron was blockading Rochefort.

An embargo of ten days continuance was raised at Bordeaux on the 19th, the day before capt. Burke sailed.

A decree had been issued from the custom house at Bordeaux, in which it was ordered: 1. That the importation of painted and white cotton cloths, muslins and cotton yarn be prohibited. 2. That the importation of raw cotton be subject to a duty of 60 francs decimal quintal, and spun cotton to 7 francs per kilogramme. 3. That spun cotton be admitted only through the offices at Antwerp, Cologne, Mayence, Strasburg, Bourglibre and Versoix. 4. That a drawback of 58 cents decimal quintal be allowed on cloths, hosiery, and other wrought cottons, exported, on proof of their being French manufacture, and that the raw cotton has paid the stipulated duty.

From Paris and Bordeaux papers to the 18th of April, received at the office of the Mercantile Advertiser.

MADRID, *March 7.*

In the night of the 26th Feb. the 4 French frigates and 2 brigs which were in the port of Cadiz, set sail, and contrived to deceive the vigilance of the English fleet, which is cruizing off that port. As they have provisions on board for six months, it is presumed they have a distant destination.

Government has received advices within these few days, that a conspiracy has been discovered at Caraccas [on the continent of America] the central point of which was the city of Paz. Seventeen of the principal conspirators, among whom were some functionaries of the state, were seized and executed.—The wise measures which were taken, stifled in its birth a plot which might have been attended with the worst consequences.

LEIPSICK, *March 28.*

The vague reports which have been spread upon the formation of a kingdom of Saxony seem to take more consistency. It is thought that the different Ducal Houses of Saxony, all issuing from the Ernestine line, would willingly acknowledge the sovereignty of the Elector of Saxony or of the Albertine line, reserving to themselves the full and entire enjoyment of the revenues which they now draw from their respective possessions. The Counts of Reuss, of Schuomburg and of Schwarzburg, who are already in the dependance either of the Elector or of the Dukes of Saxony, not only from the position of their principalities, but even by different feudal ties, would gladly exchange a precarious dependence against the advantage of seeing their possessions better secured. In fine, Prussia would cede the territory of Erfort against the districts contiguous to the great mass of the Prussian monarchy.

The new kingdom of Saxony would thus comprize the following states:——Electorate of Saxony with Lusace, &c. 1994 sq. leagues, 2,150,000 inhabitants—Saxe Gotha, 144 sq. leagues, 165,000 inhabitants—Saxe Weymar, 99 sq. leagues, 114,000 inhabitants—Saxe Cobourg, 50 sq. leagues, 61,000 inhabitants—Saxe Mainingen, 57 sq. leagues, 52,000 inhabitants—county of Schwartzbourg, 120 sq. leagues, 100,000 inhabitants—county of Reuss, 58 sq. leagues, 70,000 inhabitants—county of Schoenbrun, 56 sq. leagues, 52,000 inhabitants—territory of Erfort, 30 sq. leagues, 42,000 inhabitants. All this would form a total mass of 2,850,000 inhabitants, upon an extent of 2,618 sq. leagues.

HAMBURGH, *April 1.*

The circumstance of the English consul and the vessels of his nation having so suddenly quitted this port is now explained. These measures were taken in consequence of the proclamation made at Hanover on the 28th ult. by the Prussian minister, count Von Schulenburgh, which prohibits the entrance of the Weser, the Elbe, and all the ports in the North sea, to English vessels.

April 2.

It is already announced that four English ships form the blockade of the Elbe. There is not a single vessel of that nation in our port or in that of Altona.

The Prussian general, count de Schulenburg, published, the 28th at Hanover, what follows:

"It has been stipulated in a treaty concluded between his Prussian majesty, my most gracious master, and his majesty the emperor of the French and King of Italy, that the ports of the North Sea, and also the mouths of the rivers which empty themselves into it, should be shut to English navigation and commerce, as they were during the time that the French troops occupied the states of Hanover. I publish the pretext by orders of my august sovereign, to serve as a rule to all those whom it may concern. It has been enjoined the troops of the king my master, to refuse entrance to all English ships which should present themselves in the said ports and rivers, and to hinder the introduction of English merchandise.

(Signed)
Count SCHULENBURG KEHNERT,
General of cavalry in the service of his Prussian majesty & commander of the army in Hanover."

A letter from Amsterdam, dated 10th April, received by the ship True American, says, "Every day affords something new. The papers of this morning allude to new troubles on the continent. It is said that Russian troops are marching into Prussian Poland. Business, generally speaking is brisk, and prices steady. Coffee scarce."

Capt. Bartlett, from Bayonne, informs that LOUIS BONAPARTE has been declared Sovereign of Holland by a decree of the government.

Philadelphia, May 22.

Last evening arrived the ship Temperance, capt. Burrough, 40 days from Hamburgh. By her we received papers and shipping lists to the 5th of April, which we have put into the hands of our translator, though at too late an hour last night for this day——should they afford any thing worth translating it shall appear to morrow.

Capt. B. confirms the accounts we have had of the sailing of all the British vessels from Hamburg, for fear of a rupture between Prussia and England, that the Hamburghers were in daily expectation of their port being blockaded by the British, and that they were demolishing all their fortifications, least any foreign power should take possession of them to their disadvantage.

Capt. B. further informs, that the intercourse between Hamburg and England had entirely ceased, said to be in consequence of an express sent by the king of Prussia to the Senate of Hamburg, ordering them to shut their ports against all vessels of Great Britain, and to prohibit the importation of British manufactures. On the receipt of this intelligence, the English minister at Hamburgh ordered all the vessels of his country to leave the port in 12 hours, and they departed with the greatest precipitation.

The Prussians are in possession of every part of Hanover, and were erecting strong batteries at Cuxhaven, which they have garrisoned with a formidable force. They however did not interfere in the civil affairs of that place, which were still under the direction of the governor, appointed by the Senate of Hamburg.

The English are now taking all Prussian ships and property, but he did not learn that war was actually declared. It was supposed at Hamburgh, that Denmark would be compelled by France and Prussia to shut the Eyder against the English, in which case it is probable that that river would be blockaded also.

LONDON, MARCH 31.

MEDITATED ASSASSINATION OF BONAPARTE.

On Monday night last, the 24th inst. a strict search was made by the magistracy of Hamburgh, assisted by the French Minister and all the French inhabitants, throughout the whole of that city and its environs. Every hotel, inn, and public house was inspected with the most pointed scrutiny. At an inn of the second sort, a French officer was seized, whose appearance accorded strictly with the description in the hands of the Police. On his being arrested, he immediately exclaimed, "take me, and do with me what you please: I have deserved to suffer more than you can inflict for my aukwardness." He then confessed that he had twice fired at Bonaparte on the evening succeeding the battle of Austerlitz, but unfortunately missed him—On the affair taking wind he had deserted, and had got to Hamburgh, whence he intended to have sailed for England. He was immediately sent off by the quickest conveyance to Paris, where his inevitable fate awaits him. A most respectable native of France, who came over in the last Hamburgh mail, was very nearly stopped at the same time, under suspicion of being implicated in this affair, but had the good fortune to be suffered to proceed on his voyage.

The same evening Altona experienced a similar diligence of search, as it was supposed the party might have crossed the river.

No circumstance is more strange throughout the whole of this extraordinary affair, than the profound oblivion it has been buried in for such a length of time. It shews, however, how much the channels of communication throughout the Continent are governed by Bonaparte; and we have little doubt, but the fate of this unfortunate person will be equally mysterious.

From the London Gazette of April 5.

At the court at the Queen's Palace the 5th of April, 1806, present, the king's most excellent majesty in council.

Whereas his majesty has received advice that his majesty the king of Prussia has taken possession of various parts of the electorate of Hanover, and other dominions belonging to his majesty, in a forcible and hostile manner; and has also notified that all British ships shall be excluded from the ports of the Prussian dominions, and from certain other ports in the North of Europe, and not suffered to enter or trade therewith, in violation of the just rights and interests of his majesty and his dominions, and contrary to the established law and practice of nations in amity with each other; his majesty, with the advice of his privy council, is thereupon pleased to order, and it is hereby ordered, that no ships or vessels belonging to any of his majesty's subjects be permitted to enter and clear out for any of the ports of Prussia until further orders. And his majesty is further pleased to order, that a general embargo or stop be made of all Prussian ships and vessels whatsoever, now within, or which hereafter shall come into any of the ports, harbors, or roads within the united kingdom of Great Britain and Ireland, together with all persons and effects on board the said ships and vessels; but that the utmost care be taken for the preservation of all and every part of the cargoes on board any of the said ships and vessels, so that no damage or embezzlement whatever be sustained: And the right honorable the lords commissioners of his majesty's treasury, the lords commissioners of the admiralty, and the lord warden of the Cinque Ports, are to give the necessary directions herein, as to them may respectively appertain.

STEPHEN COTTRELL.

Extract of a letter from an American gentleman at the Cape of Good Hope dated, March 10th, 1806.

"All the American vessels that put in at this place since its capture by the British, underwent a long and tedious examination, before the several Commanders of the different ships of war, composing his Britannic Majesty's squadron in the Bay, who, by appointment of the commandant, Sir Home Popham, formed themselves into a *committee of enquiry, or prize committee.* These characters, being apparently unacquainted with mercantile laws and customs, were totally unqualified for the task of investigating commercial transactions, & discharged the trust in the most awkward manner, utterly void of every species of regularity and with a supercilious indifference, whereby many Americans suffered infamous insults and abuse. The interrogatories put to several masters and supercargoes of American vessels, were preposterous and insignificant, and their impertinence is in many instances insufferable. The pocket-book was taken from the pocket of a supercargo from Philadelphia; the captain of whose vessel, for independently speaking in behalf of his property was abruptly told that "THE AMERICANS WERE ALL A SET OF WORTHLESS DAMNED RASCALS." Officers were sent on board some of the American vessels, with orders from their commander to take charge, without consulting or giving any information to the agents of the property, why or wherefore; upon application to the committee, no satisfaction was given; one saying, for instance, the ship was to be sent to England for adjudication, the other contradicting it, turning to some frivolous subject, going out of the room and leaving the enquirer alone amazed at their fastidious impudence. In this trifling manner, many of the Americans have been rediculously treated; their property left in the most dangerous state of suspense, to encounter the impetuosity of the eastern gales that daily threatened the ships with imminent danger, without being looked after either by the owners or captains, and as though 2 or 300 thousand dollars was not worth their notice; by representing this precarious situation, the sufferer runs a hazard of being egregiously insulted with the most approbious language. An elderly master of a ship, of Philadelphia, whose apparent age alone commanded respect, when complaining of the perilous situation of his ship, was harshly told to *go to hell.* No redress for their grievances could be obtained; the squadron was frequently absent, and the secretary to the committee, who was left on shore, acknowledged he knew nothing!! The ship Union of Philadelphia, immediately on her arrival was taken possession of by order of the commander of his majesty's ships, and an officer stationed on board; Mr. Robinson, the supercargo, repeatedly applied for the plea of this proceeding, obtained no satisfactory answer, he waited on the commandant, as the creator of this committee, who replied "*you might as well ask the King a question regarding the court of Admiralty!*" After which he addressed a note to the committee, demanding a determined and decisive answer, whether the ship was to go to England, and upon what pretext; a few days after the secretary informed Mr. R. officially, that the ship was to sent to England for adjudication. The only supposed cause of the detention of the ship, is, her having sailed from Amsterdam to Batavia. In this scandalous and unwarrantable style, many Americans have been trifled with; in such cases where the nature of the business was too evidently clear to bear inspection, they assumed the meanness of scoffing and animadverting upon the form and shape of persons before them, with the utmost indecency and disrespect, who, owing to their then dependent circumstances were obliged to submit to the offence."

A letter to the editor, dated London, March 28, says: "It is a circumstance worth mentioning, that the collections for the widows of seamen, &c. at the churches and chapels, made on the thanksgiving day throughout England, amount to 144,000l. This is exclusive of the general subscription of the country.

Baltimore, May 21.

MORE VILLAINY!

On the 17th inst. the COASTING schooner Susan and William, capt A. Luce bound from Boston to this port, was boarded by "his majesty's" frigate, CLEOPATRA, and *Thomas White*, belonging to Portsmouth, N. H. was violently impressed and carried off to "serve the king." At the time this outrage was committed, the land was in sight, cape Henry bearing north, distant 25 miles!

Lancaster, May 20.

On Saturday last, about 1 o'clock, a large and respectable meeting of Republican citizens, of this and the neighboring counties, assembled at the prison, in this borough; and, after escorting the editor of this paper to his own house, adjourned till 3 o'clock, to meet at the House of Mr. John Whiteside, on county business.

The citizens met, agreeably to adjournment, called William Boyd, esq. to the chair, appointed major James Patterson, secretary, recommended the election of a committee of vigilance for each township, and unanimously adopted an excellent address.

Norfolk, May 20.

The French admiral LINOIS taken.—Saturday arrived in Hampton Roads his Britannic Majesty's frigate Tartar, captain Hawker, from Bermuda. Three days since boarded the American ship Hunter from Lisbon bound to Alexandria. On the 16th of April in lat. 25, lon. 33, the Hunter was boarded by His Majesty's brig Raven, from the squadron, under the command of sir John Borlase Warren, then in sight, with the French ship Marengo, admiral Linois, of 84 guns, and the frigate Belle Poule of 40 guns, captured by sir John, on their passage from India to France, about the middle of March. The squadron consisted of 13 sail, including the two captured ships.

Linois was returning, laden with the spoils of a three years successful cruize. The Hunter went up the bay yesterday.

Thirty Dollars Reward,

FOR apprehending and securing in jail negro JACOB. who is a few well made fellow, bout 25 years of age, complexion rather black, tho' not deep, has a pleasant countenance, is stout made about the shoulders and breast with small legs, has a stoppage in his speech and cannot make a quick reply, when spoken to without shutting his eyes or being in motion, which is very observable, his clothing was blue negro cotton jacket and overalls, oznaburg shirt, and wool hat, though they are subject to change, he was late the property of Richard B. Beall of Fauquier county, Virginia, and eloped about the 6th of November last. The constable, and others of the city of Washington, George Town, Alexandria, Baltimore, Philadelphia and Norfolk are requested to look out for the said runaway slave, as he above reward will be immediately paid them on the terms specified by

JOHN KEDGLIE.

City of Washington, Dec. 16—2awtf

WASHINGTON CITY.

MONDAY, MAY 26.

SUBSCRIBERS in arrears, or who have not made the necessary advance, are requested, without delay, to forward their dues.

Extract of a letter from lieut. James Biddle (commanding gun boat No. 1.) to the Secretary of the Navy, dated

CHARLESTON, S. C. May 14th, 1806.

"IT has been mentioned in several of the prints of this city, that a French privateer schooner has been and still continues cruising off this bar, to the annoyance of the commerce of the U. States. The report, however, is, I believe, incorrect. I have myself been out to sea at two different times, purposely to gain a sight of her; and after having spoken a number of vessels, bound into Charleston from the various ports of the U. States; as also others, approaching the coast directly in for sea, neither of which had seen or heard any thing of a privateer, I returned hither this morning, convinced that the report was without foundation."

Notwithstanding the extraordinary exertions made by the federalists of Massachusetts, there is a strong prospect that a considerable majority of the members of the House of Representatives will be republican. The Democrat, of Boston, says that so far as returns have been received, the net republican gain in that body is seventy-five. The Centinel, a federal print, allows it to be fifty-six, and adds that the federal majority the last year was twenty-three. The republican compleation of both the branches of the legislature will more than balance the choice of a federal governor, should Mr. Strong prove to be elected by a small majority.

Notice was given on the 8th of April to the Neutral Ministers in London, by the British government, that the entrance of the *Trave, Elbe, Weser,* and *Ems* are in a state of blockade.

We have received the London Morning Chronicle to the 9th of April inclusive. This print, probably, expresses with tolerable accuracy the general impression produced on the new administration by the recent conduct of Prussia. By the extracts, which we subjoin, it will be seen that the rupture of Britain with that power is viewed as an event of the utmost consequence; and that the hopes entertained of an early peace with France are scouted as visionary. Can it be that the British administration will, under these circumstances, hesitate to accede to measures of fair reciprocity with the United States? Under the extreme pressure which she must now feel, politically as well as commercially, we might claim, were we guided by the ordinary policy of nations, commercial advantages from Britain beyond those we conferred; for, while her power to injure us is extremely limited, ours to injure her is incalculable. And could we condescend to build our prosperity on the depression or ruin of others, and to make interest our exclusive guide, we should undoubtedly seize this as the favorable moment for striking a deep, if not a mortal blow. But, it is our pride that we desire nothing which strict justice does not warrant. The greatness we covet is shielded by honor. Can Britain be insensible to these suggestions? Can an administration, composed of men, high minded and virtuous as we should hope, put into place to repair the evils committed by men of a far different stamp, hesitate to seize the auspicious moment for adopting measures which shall ensure a lasting friendship between the two greatest commercial nations in the world? Her councils must be irretrievably abandoned to error, if our hopes on this point are not realised.

The paper of the 7th says—"It is reported that the whole of the corps commanded by marshal Augereau is on its march from the neighborhood of Frankfort towards the Elbe. It is even said that not only Swedish Pomerania is to be occupied, but Holstein, and every port or place within the reach of French and Prussian troops through which British manufactures could be introduced to the continent, and with which British vessels could trade.

"These speculations, gloomy and disagreeable as they are, cannot be considered very improbable after what we have already seen. If the king of Prussia is compelled to be the agent of Bonaparte's hostility, why should Denmark be spared?

"Such is the state of affairs which lord Castlereagh, with an assurance the most insulting, not only to the new ministry, but the whole country, described as a bed of roses.

"That the course which Prussia has been so far degraded, as to adopt by the direction of Bonaparte, will embarrass our commerce considerably, there can be no doubt. But we trust that the enterprize of our merchants will be able to elude this unheard of armed confederacy against our trade. If the ports of Denmark were left to us, the attempt would soon be defeated; but we see little reason to hope that Bonaparte will suffer so direct a facility of thwarting his views to remain; and it is to be feared that Denmark must do what Prussia is forced to do; for to the latter we cannot ascribe a hostile mind.