omitted more I lies than the former, partly because we have better opportunity to detect their falsehood. Leaving the panegyricks written on the arbitrary monarchs during their own reigns or that of their descendants, by those under the immediate lash of their vengeance, let us examine the portrait of Frederick the Great, such as it is drawn by a sincere admirer, who could no longer be influenced by hope or fear; and let us then ask our own minds whether it be possible for a frail mortal to possess uncontrolled power and not to abuse it.

M. Thiebault arranges his annecdotes into several classes. The first part relates to Frederick as he appeared in his ordinary conversation, his studies, his opinions, and his literary compositions. In short, we have a picture of the man, as he lived and died; the remainder of the volumes is more properly occupied with the sovereign.

M. Thiebault had been recommended by M. d'Alembert to occupy a place in the academy of Berlin. On his first interview with Frederick the embarrassment in which he found himself was at once relieved by the latter coming close up to him, and pouring forth a torrent of questions with respect to his manner of spelling his name, his parentage, the place of his birth, his pursuits in life, &c. &c. with such rapidity that our author could only find room to reply in half phrases, or even one or two words. On adverting to the situation of professor of belles-lettres which M. Thiebault was to occupy in the academy, Frederick learnt that he did not understand German, but that he was resolved to supply this defect as speedily as possible. To his surprise, however, the king instead of commending this resolution, exacted of him a solemn promise never to learn German, from an apprehension that it might destroy the purity of his French.

In the course of this curious conversation, M. T. having been asked, who, in his opinion, were the living authors who wrote the French language with the greatest correctness, and having among others mentioned Rousseau, the king interrupted him with an exclamation that Rousseau was a madman. The cause of this exclamation, as related by our author, affords a curious specimen of the estimation in which Frederick was held by Rousseau.

"Converſing with M. le Catt (the chamberlain) reſpecting the interview I had with the king, I expreſſed my ſurpriſe at the earneſtneſs with which he had ſaid of J. J. Rouſſeau, Oh! he is a madman. 'This earneſtneſs,' replied my conductor, 'is connected with a recent anecdote which I will relate to you. Some months ago my Lord Marſhall, the friend of J. J. Rouſſeau, appearing much diſtreſſed at the perſecutions the philoſopher of Geneva experiences ever in Switzerland and Neufchatel, of which this nobleman is governor, the king ſaid to him, Well, Sir, write to your friend that if he will come to my ſtates, I will enſure him a ſafe aſylum, and a penſion of two thouſand livers. We will give him a comfortable house at Panekow contiguous to the gardens of Schonhauſen—the house ſhall have a garden and a field attached to it, that he may be able to keep a cow and poultry, and cultivate his vegetables. There he may live without inquietude and free from neceſſities; his ſolitude may be complete, and he may wander at pleaſure in the groves of Schonhauſen where the queen inhabits only during a few of the ſummer months."

"My Lord Marshal, delighted with this plan, lost not a moment in writing the proposed letter, which when finished, he brought to the king previous to its departure. The king took up a pen and added these words: Come, dear Rousseau, I offer you a house, a pension, and liberty. A short time produced an answer conceived in the following terms: Your majesty offers me an asylum, and promises me liberty. But you have a sword, and you are a king: you offer a pension to me who never did you a service, but have you bestowed one on each of the brave men who have lost either a leg or an arm in doing you service? You may easily imagine that ever after, when the name of Rousseau came in the king's way, he did not fail to add to it the epithet you have heard, and with which, at the time, this negociation was concluded."

The conduct of the philosopher may in this instance appear petulant in the extreme; but we shall hereafter have occasion to admire his sagacity in keeping out of the lion's den.

Our academician had the penetration to discover Frederick's true character, and the humility to suit his behaviour perfectly to the humour of the king. Frederick, among those whom he admitted to familiarity with him, loved to forget that he was a monarch, but with the reservation that they should never forget this circumstance. He was desirous to engage them in discussions; but then he was impatient of contradiction, and, if thwarted, was ready to break forth into some intolerable sarcasm, or even to cane or kick his antagonists. But his fits of gaiety were most intolerable; he had a great deal of wit and humor, and was remarkably fond of raillery; his old generals and other intimate friends were on these occasions led to bend themselves to his humor, when suddenly the tyrant, as, if he had been meditating malice in the midst of his gaiety, would take occasion to burst forth into a torrent of the most gross and cutting abuse on some particular person, which his unhappy victim could neither account for nor resent, while he was thus degraded in the eyes of all around him. Our author relates some instances in which the learned Guischard, the most intimate companion of Frederick's private hours, was insulted and mortified in this manner.

(To be continued.)

IMPERIAL PARLIAMENT.

HOUSE OF COMMONS.

June 18.

AMERICAN INTERCOURSE BILL.

Lord Temple moved the order of the day for the second reading of the *American Intercourse Bill.*

Mr. Rose said, the persons who are most deeply concerned in the present question, he meant the merchants, ship owners, ship builders, &c. in this kingdom, who had petitioned against the bill, entertained some hope of convincing the right hon. gentleman on the opposite bench, (at a private meeting he indulged them with) of the impolicy of the measure, and of the mischievous consequences it must infallibly be attended with, not only to their interests, but to the general prosperity of the country; unfortunately, however, after listening to them with much patience, he told them plainly, he was not convinced by their statements or arguments, and therefore felt himself obliged to persist in supporting the bill: Mr. Rose owned he had no sanguine expectation of a favorable result of the meeting after the opinion expressed deliberately by the right hon. gentleman in this house; that the admission of foreign ships into the trade between America and the W. Indies was indispensibly necessary in time of war, and that he was much inclined to believe it would be found so likewise in peace; it was too much to expect, that after so public a declaration, he would acknowledge himself mistaken. Assertions of that sort had been made very confidently out of doors for some time past, without attracting much attention; but supported, as they have lately been in both houses of parliament, it was become of importance they should, with all other matters bearing upon the question, be fully & attentively considered. In order to a full investigation of every thing that could affect the interests as well of the petitioners against the bill as the W. India proprietors, he had some weeks ago expressed an anxious desire to have the whole subject referred to a committee above stairs, before whom a full hearing might have been had, and by whom an attentive enquiry might have been made on the allegations and proofs on both sides, it was with a view to such an investigation he should now presume to propose the second reading being delayed for a week, meaning, if he should succeed in that, to move for such a committee, about which he was the more anxious, as the merits of the measure, if now discussed, would be decided on, without even the information called for by his noble friend a fortnight ago, from the committee for trade, although that would throw a great light on the subject, and might have been finished in two or three days with ease. It would be seen how earnest the predecessors of those who now presided in that committee had been to bring back the trade to British ships, and how unfounded the apprehensions of the gentlemen in the W. Indies are. Persons might differ in opinion whether the Americans should be allowed to be the carriers of lumber and provisions from the U. S. to our colonies or not: but no one would be found to deny that it is of importance to secure so valuable a branch of commerce to our own navigation, if that can be done without risk of serious inconvenience to our islands; nor could it be denied that the interest of the British colonies on the continent of America, which must be deeply affected by this question, claim attention and protection. He trusted, therefore, his proposal for inquiry would not be resisted; he desired no more, and would willingly give up all further opposition to the bill if he failed in making out the case of the petitioners, which he would state as briefly as possible: he would also refer to the allegations of the W. India planters and others, whose claims for protection when at all founded, he could not be supposed to be indifferent to, as he and many of his nearest connexions had a large proportion of their property in the W. Indies. Their alarm arose chiefly from an apprehension that they should not be furnished with regular supplies of lumber and provisions on reasonable terms, and that they should not find a sufficient market for their rum, considering the obtaining vessels for the trade to be owned in the W. Indies as perfectly hopeless and visionary. During the American war, there was of course an interruption to all supplies from the colonies, which then separated themselves from the mother country; on the peace, an act passed enabling his majesty in council to regulate the trade between the American states and G. Britain; under the authority whereof a proclamation was issued in Dec. 1783, confining the intercourse between the American states and our islands to British ships. The W. India planters took the alarm at that; and on their petitions to the council an enquiry was entered upon, which occupied the Lords more than two months; and after a full and patient hearing of the parties on both sides, a report was made to his majesty that such unmanufactured goods, the growth and produce of the U. S. as cannot be supplied by G. Britain or Ireland, nor by the British colonies on the continent, shall be permitted to be imported into the islands in British ships, and the produce of the islands to be carried to the American states in British ships; in both cases by British subjects. Thus confirming the practice as regulated by the king's proclamation.—The trade was so carried on accordingly, under the authority thereof, till 1788, when the act of the 28th Geo. 3, c. 6, was passed to establish that mode, to which there was no interruption so long as the peace lasted, during the whole of which period the islands were as abundantly and as cheaply supplied with all the articles of which they were in want, and found as ready a market for their rum, with a most abundant number of small vessels to carry it to America, as will appear by the first statement next following, which exhibits a most rapid increase of colonial shipping.

Owned in and equipped from the West Indies.

	Ships,	*Tons.*	*Men.*
No. 2. 1790	706	86,000	5115
Do. in British continental colonies,	229	40,900	1152
	935	110 900	6567

Let this be compared with the consequence of admitting the American ships:

1800—*owned and equipped from the West Indies and the continental colonies,*	167	19,535	1300
Fallen off in the war	768	91.365	5267

The above are confined to British ships in America and the West Indies, and necessarily do not include the ships at home thrown out of the American trade, which are as under:

No. 3.	Ships.	Tons.	Men.
Inwards in 1792,	191	42,035	22,400
in 1794,	11	2,152	134
	195	39,883	21,266
Outwards in 1792,	223	50.963	2764
in 1795,	10	2,113	150
	213	48,850	2,614

Which falling off of British ships at home was not, however, to be attributed exclusively to the West India suspensions, as other causes certainly contributed to that.

The injury to the British continental colonies will be ascertained by the following statements:

No. 3. Importation into the W. Indies from these colonies.

	Timber. Feet.	Shingles, No.	Staves. No.
In 4 years	4,000,000	2,999 000	458,000
Do. to 1801	1,159,000	965,000	161,000

These were the consequences of British ships being to a certain extent turned out of the trade, on the breaking out of the war, from the want of regular convoys, and the advantages of various kinds to the Americans incident to hostilities, which induced the governors to relax the navigation laws from time to time as the necessity appeared to arise. This practice during the war has furnished the supporters of the bill with an argument that they are not now about to do any new injury to the British shipping interest. Let it be remembered, however, that by transferring the responsibility from the governor to ministers at home (who, not knowing the emergency cannot judge of the necessity of admitting neutral vessels,) the suspending power will be in the hands of those who are relieved from all responsibility; which is not the only evil that will be produced by the bill, as the passing it will have a direct tendency to do away the effect of the unremitting exertions of the committee of privy council for trade in Mr. Pitt's administration, for opening the way to narrowing in the first instance, and finally to putting an end to the suspension of the navigation laws as affecting the American intercourse. It should not, therefore, surely be argued, that from these laws having been relaxed for 13 years, it followed of course they must continue to be infringed, and that the present law would be no injury to the British navigation: The passing such a law without even making some provision to secure a reciprocity of duties on the ships of Great Britain and America in the ports of our colonies and the rates must have the effect of encouraging the American owners, and preventing any subject of this country from attempting to enter into a competition with them; because British vessels from all parts of the world pay what is called the countervailing duty in the ports of the U. S. whereas the Americans pay that duty only in Great-Britain and Ireland; and the severe responsibility under which the governors have hitherto acted, being transferred to the ministers, on whom in truth there will be none at all, the Americans will necessarily have nothing to apprehend from the rivalry of British ships. But if it should be admitted that a supply of lumber and provisions in foreign ships is necessary to our islands in the West Indies, why confine that supply to American ships? Why not let the Danes and Swedes, navigating these seas in abundance, be carriers, and so give the full benefit of competition to the West Indies? In other respects the provisions of the bill now depending, go much beyond what has been pretended to be called for; under these the Americans would be at liberty to send every sort of plantation stores, whether of iron or other articles, and to carry from the islands all their produce, for which there did not exist even a colourable pretence; as the bill passed the other house of Parliament, and is now on the table, the duration is not confined to the present war, but extends to all times of war, the mischief of which would not be much lessened by shortening the time to two years, as was suggested by Mr. Fox; the measure, in truth, is on the whole, as ruinous to our navigation and exclusive trade to our colonies, (secured not only by our own laws, but by the fundamental law of Europe, as stated by Montesquieu and other writers) as could be devised, if the framers of the bill had employed their ingenuity to devise how much harm they could do by the enactment of two sentences. To suppose ministers meant mischievously to the best interests of the country, would be extravagant and unjust; but if they really had such an intention, he was not aware how they could effect it more completely than by the measures they have adopted; the answer in question must, from the superior advantages of the American fisheries necessarily tend to the serious injury of our own. And, in addition to other evils already enumerated, the British manufactures and the East India company must suffer greatly by the facility it would unavoidably give to the introduction by the Americans of German and other linens, and of East India goods imported into America. Mr. Rose then strongly pressed upon the consideration of the House, the importance of maintaining our navigation laws; a system which commenced so early as the 5th of Richard II. was improved through the reigns of his successors to that of Charles II. when it was perfected, since which time but little alterations was made in those laws, till the temporary suspension of them in the late war. Without meaning to blame those which certainly were meant to improve our commerce, it is impossible not to admit that they were injurious to our navigation; they are not nearly so extensive, however, now, as they were: at the same time there was not in the late committee for trade so bigoted an adherence to the old system, as to prevent such a departure from it as appeared to be called for, there being three acts now in force passed in 1802, 3, and 4, to authorise the council to admit, in particular cases, importations in neutrals, which cannot be made in British ships; so far no ground of complaint is afforded to the British ship owner, and the merchant has all the advantage in commerce he can be entitled to. After shewing the wide difference between the former suspensions of the navigation laws and the present proposal, and explaining with what certainty the West-Indies might be supplied by British ships, Mr. Rose enumerated the mischiefs that must follow from the adoption of the latter by British continental colonies, British ship-owners, British fisheries, British manufactures in linen and cotton, and the East India company.—Where interests of such importance were at stake, and there appeared to be so much danger from admitting the principle, he trusted he should prevail that the numerous and highly respectable persons who had petitioned against the bill, might be heard, an indulgence which he believed, had never been refused in such a case and under similar circumstances. Mr. Rose moved for a committee to enquire into the facts alledged by the petitioners; earnestly imploring the House not to turn from their door so highly respectable a set of men without at least hearing them; a favor never refused in his memory since he sat in Parliament.

Lord Temple thought it rather hard, after the subject of this bill had already been so thoroughly debated, and after the House had agreed that the petitioners against the bill should be heard by their counsel this day, that those gentlemen should have no counsel ready, and that those who brought forward the bill should now be called upon to withdraw it, and to let the regulation it proposed stand merely upon the spur of exigency. The complaint urged by ship owners was, that the protection of their rights under the navigation act, should be placed exclusively under the direction of his majesty in council, instead of being left at the discretion of the governors of the West India islands, where it had hitherto in effect remained, and been so repeatedly violated. This was rather an extraordinary complaint; but he would beg to know how those governors could be judges of what was transacting in this country with respect to the supply of those islands, or how they could know what cargoes were shipped, or what convoys were upon the seas from this country for their accommodation, when, upon the slightest appearance of exigency, they should be importuned to throw open their ports to American vessels, for the attainment of ſupplies. Under this bill, it would become the duty of his majeſty's miniſters vigilantly to anticipate and timely to provide for the neceſſities of thoſe iſlands, and it would be time enough for the governors to aſſume the reſponſibility of the Navigation Laws, when the negligence of his Majeſty's miniſters ſhould place them in an emergency that ſhould warrant ſuch an aſſumption. As to the other general topics upon which the bill had already been ſo frequently oppoſed, it appeared to him, that they had been amply refuted, and it was unneceſſary for him to detain the Houſe with offering any further arguments upon the ſubject.

(To be Continued.)

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WASHINGTON CITY.

WEDNESDAY, AUGUST 27.

IN our preceding columns we commence the publication of a review of a new work, giving the life of the *great* Frederick of Prussia, now in the press of the Editor of the United States' Gazette. We invite the particular attention of our readers to this interesting article. It exhibits royalty in its true colours, and shews how difficult, if not impossible it is for a king to be a virtuous or truly great man. Frederick was not only the idol of his day; but is still extolled as among the best and greatest characters who have ever lived. Read this article, which, from its brevity, necessarily exhibits but an imperfect portrait, and acknowledge that the possession of arbitrary power unavoidably chills the best feelings of humanity, and enslaves more despotically its possessor than those on whom it is exercised. Had it been the good fortune of Frederick to have been born the citizen of a republic, he might have been one of the greatest benefactors of mankind. In being consigned to a throne, an artificial direction was given to his feelings and his intellectual powers, which, without conducing to his own happiness, destroyed that of the millions over which he tyrannised.

Extract of a letter from a very respectable merchant in London, dated 21 June, 1806, to his friend in the city of Washington.

"I trust Mr. Pinckney and Mr. Munroe will adjust the differences amicably with this government; I know our present administration are much more favorably inclined than that under Mr. Pitt. The uniform conduct of Mr. Munroe since his residence here has brought him into confidence and estimation. I think when Mr. Pinckney comes here the result of their negociation will terminate favorably to both countries. I am inclined to believe we shall soon make a peace with France; not that I think it will be durable; its continuance now does not rest on any attainable object; we cannot carry on the war forever, and we have only the choice of two evils."

Mr. Monroe, the American Miniſter has taken a houſe for the ſeaſon at Low Leyton.

From England.

Mr. Lyman, paſſenger in the Sarah from London, confirms the information hitherto received of the ſincere deſire of the Britiſh Government to be on amicable terms with America. The ſentiments of Mr Fox were well known. A ſpeedy reſtoration of a good underſtanding was confidently expected. Mr. L. is incredulous as to the report of an approaching peace between Great Britain and France.

DIED.

John Dennis, Eſq. of Somerſett County, (M.) in the 35th year of his age, who for ſeveral years was a Repreſentative in the Congreſs of the United States.

Died—On the 9th inſt. within a few miles of the Sweet Springs, Meriwether Jones, Eſq. commiſſioner of loans.

From the minutes of the Methodiſt Epiſcopal Church in the United States, which have been publiſhed, it appears that in the year 1773 the members conſiſted of only 1160 perſons; in the year 1780 the ſociety had increaſed to 8504 in four years thereafter they were 14 988; in 1791 the members amounted to 76,143; in 1802 to 8[illegible],734; in 1803 they had increaſed 17,336; in 1804 they had a further increaſe of 9,064; in 1805 nearly 7000 were added; and in 1806 the ſociety conſiſts of not leſs than 130,570 perſons.

It is a curious kind of reasoning that we are to profit by experience, and not improve by it. According to the doctrine of the present day, mankind have advanced as far as is possible. They cannot hope to form new theories, or to employ new maxims of government. No new associations are to exist, and no new combinations, or institutions, are to be contemplated. The worst state of human nature and of government, is to be considered as the most natural, & as imposed by necessity. The work of reformation is no longer to be considered but as a project of ambition ending in misery. But they who publish the depravity of mankind as the worst, are not without some hopes, and they who know the worst part of human nature are not the less diligent in educating the world for their purposes. Societies have all the changes of the human constitution. Something may be allowed to youth which is not to be found in old age. Let then the world be encouraged at least to enjoy this difference. Let us not grow old at once. If we must become old, let us check the debility by the best use of our powers. Experience has promised much to youth and vigor. Republics have been in the world, and they have been the nurse of