National Intelligencer.

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NATIONAL INTELLIGENCER.

Extracts from evidence on the British Orders, delivered before the English Parliament.

MARCH 22.

Mr. Thomas Martin.

What were the premiums on American risks in summer from Liverpool to America, in the summer of 1806? Two guineas per cent. and two and a half per cent. in the summer of 1806.

In the winter?—In the winter three guineas per cent. and sometimes four.

And in 1807 what were the same premiums?—They were much the same as in 1806; the summer were two and a half, and the winter three and sometimes four guineas.

When did the news of the Berlin decree of the 21st November, 1806, reach Liverpool?—On or before the 11th December, 1806.

Do you remember to have effected an insurance to America on the 13th of that month?—Yes; my house effected an insurance on an American risk on the 13th of that month, that was from America to Liverpool.

At what premium did you effect that insurance? At three guineas per cent.

So that there was an immediate or temporary rise after the knowledge of the Berlin decree came to Liverpool? There was.

How long did this rise continue? In January following an insurance was effected on a vessel to America at five guineas per cent. but this was to a small amount, and on the 13th of February following an insurance was effected on the same vessel at three guineas per cent.

Being the same premium as in the former year before the Berlin decree? Yes, it was.

What is the general difference in almost all years between premiums on American voyages in summer risks? The difference is one or one and a half per cent.

The falling off of the manufactures from Liverpool, at the spring shipments, is in your opinion owing to the orders in council only? It is in my opinion principally owing to the orders in council.

Will you state whether the shipments in the fall of 1807, had not fallen off considerably, as compared with the fall shipment in 1806? Certainly not; and I doubt whether they were not very nearly, if not quite as much as those of 1806; but if they had fallen off, it was by no means considerably.

When you state those reasons which would prevent your shipping goods to America, do you not take into your consideration at all, that a merchant exporting goods from this country would look for his return for those goods from America; and do not you think that the embargo in America might operate to prevent his shipping them there? If I am desired to give an opinion on that subject, it is precisely this: we know as matter of fact that the embargo was laid in December; the question for a merchant in this country, shipping goods to America, is, how long it is probable that embargo will continue; if it is likely to continue for a great length of time, he will be the less induced to send goods, and if for a short time, he will be induced to send out goods; the orders in council having taken place, I conceive that an effectual bar is put to sending goods, for he will infer (at least that is the case with myself) that the embargo will be prolonged by the orders in council.

You conceive that, though you know the embargo was laid on without any knowledge of the orders in council? I conceive it was known in America for nine or ten days before the laying on of the embargo, that provisions equivalent to the orders of council were intended and determined upon by the British government nine or ten days.

What is your source of knowledge upon that subject? On the 12th of November I wrote a circular letter to my American correspondents, which letter was received out on the 12th or 13th of December; but I believe the 12th of December, in which I stated, "It is strongly reported, that it is the intention of our government to extend the system of blockade to France and the respective states on the continent under her influence, prohibiting from entrance into any of their ports all vessels whatever, except such as have last cleared from Great Britain or her dependencies." I have received advice, that one of the vessels by which this circular letter went, arrived on the 12th, or not later than the 13th of December.

Shakespear Philips called in again.

Had you any occasion to insure goods to America, in the way of your business, in January 1807? I had.

Was that early in January? I cannot exactly state; I should rather think about the middle of January.

What premium did you pay for that insurance? Five guineas per cent.

Did you consider that an increased premium? Certainly.

Increased how much? The usual winter premium from England to the United States is three guineas per cent: two to three.

And the summer premium? The summer premium two guineas.

How long did this increase of premium from three guineas to five guineas per cent last? A very short time.

A fortnight? I should rather think not a week.

So that before the end of the month of January, 1807, the premium had fallen back to its usual rate? Yes, we effected insurances at three guineas, in, I should think, less than a fortnight after we had effected that at five guineas.

In the same year did you effect any insurances in August? Yes.

At what premium? Two guineas per cent.

What were the premiums in July and August, 1806? I conceive two guineas; but I cannot precisely answer that question, it is so long since.

You do not conceive that in July and August, 1807, you paid higher than the ordinary premium? Certainly not. I never knew it lower to the United States.

Since July and August 1807, have you had occasion to effect any insurances in the year 1807? Yes, I effected some small insurances in the year 1807, from the U. States to England, and they were, I believe at two per cent.

Mr. Wm. Bell called in again.

Had you any occasion to know of or to effect an insurance here of any vessel from Virginia to any port in Sept. 1805? I rather think I had.

At what premium did you effect the insurance? At four guineas per cent. to any port in Europe, with liberty to call for orders.

In July, 1806, had you occasion to effect an insurance from Virginia to any market? I had.

At what premium? At five guineas per cent. to return two per cent. if she discharged in Great Britain, and one per cent. if at any port out of the Baltic, which came to the same thing.

In January, 1807, and after the Berlin decree, had you occasion to effect any insurance from Virginia to Nantes or Bordeaux? On the 21st of January, 1807.

At what premium? At four guineas per cent. to Bordeaux or Nantes, with liberty to call at the isle of Rhe for orders.

On the first of January, or early in January, 1808, from Virginia to Nantes, what was the premium? I paid fifteen guineas; but in about six days from that time, it would have cost, I believe, about thirty; I think that was what they told me; and that same ship was warned into Falmouth, and is now discharging her cargo in the port of London.

What do you conceive to be the premium at this time from America to France, if a British clause were added, and cargo American? I do not imagine it could be done at any price, not at ninety per cent. provided you are determined to send the ship on.

Have you lately had any letters from your correspondents in Holland, containing information respecting the execution of the French decree in that country? On the 17th of Sept. I had a letter, dated the 7th of Sept. from our friends in Rotterdam, saying "We are able to assure you, the late decree does not affect Americans that may have called in England, provided they have not loaded in England, and that they declare the last port they came from."

Have you had any letter subsequent to that from Holland? On the 22d of Sept. received on the 17th of October, I had one from the same house, saying, "we repeat, ships touching in England, are admitted here as before."

Have you any letter dated late in October? I have one dated Rotterdam, 29th of October, and saying, "prices mean time seem at their level, without some new difficulty or broils," if nothing new had occurred.

Suppose that the embargo in America were removed altogether, both as far as it respects the continent and as it affects this country, and suppose that in this case the orders in council were continued; would you resume your shipments? No, I should no .

For what reason would you not resume your shipments, since you could receive shipments from America here in such cases? I conceive I answered that question before; I have already stated that I do not conceive that this country consumes more than one third of American produce; I mean that the American produce consumed in this country does not amount in value to more than one third of the exports from this country to America; therefore I should certainly not execute that proportion, was that to be the case.

Do you conceive that you should ship the whole of that one-third, notwithstanding the continuance of the Orders in Council, and the prohibition of the exportation of manufactures in cotton to the continent? If it is to be supposed that America would submit to the orders in council, I should; if the thing was to remain as it does, in uncertainty, conceiving that it would lead to war, I certainly should ship nothing; supposing America to submit, I certainly should

You did insurances in September, 1807, from America to the continent of Europe? I did.

Did you do no insurances in October or the month of November? I did but one, I think, in October, a further insurance on the Phœnix to Bordeaux; but from the general tenor of those letters I have received from Holland, I have no doubt, I could have done them on the same terms as in August.

Do you not know that in point of fact, a much higher premium was given in October, 1807? No, I do not know it.

Does it come within your knowledge, whether any American ships which had commenced their voyage prior to the orders in council, and had been warned to discontinue their voyage to a restricted port, had been warned to proceed to a port not within those restrictions? I have heard of ships which have been warned into British ports having proceeded, and 25 or 30 per cent paid upon them.

Do you know whether vessels which have been warned not to proceed to ports included, have proceeded to a port not included, Sweden for instance? They have generally come to Great-Britain, I believe; I understand that the notice which has been given is this, "You may go home or go to Great Britain;" that they have an option of returning or coming to Great Britain; I never heard of Sweden.

That they had no other option? So I understood.

Mr. Alexander White.

Did it happen to you in the month of January, 1807, to charter two American ships for Amsterdam? In January one, and in March another.

Two American ships?

With what were those ships laden? Chiefly cotton, produced by America and the West-Indies.

Did you hear of the success of those voyages? Yes.

Did the ships arrive safe in Amsterdam? Yes.

Did they discharge and sell their cargoes? I know nothing of their sale, but I know of their discharge, and that the ships were paid for their labor.

Did you receive your commission as ship and insurance broker? Yes.

Do you recollect the premiums at which you insured? Yes, it was six guineas per cent. against all risks, I have the policy in my pocket.

Did you effect any other insurance, during the same year on a similar voyage, on Americans sailing from this country to Amsterdam? Yes.

At what premium and times? None later than March, and at the same premium.

Six guineas per cent? Yes.

Where did those ships, which cleared out from this country with the intention of sailing to Amsterdam, clear to nominally; what papers had they? That is a question I beg leave to decline answering.

At what rate could you effect a similar insurance at present, on the same voyage? In the month of February last, I had occasion for two ships to go on similar voyages, and I tried to get an insurance done on their cargoes and ships for 30 guineas or 35 guineas, and I could not.

Do you mean that you attempted last February to effect insurances on ships from this country to the continent with similar papers, and could not do it? Yes.

How much did you offer from this country? Thirty-five guineas.

And no one would underwrite? Some few, but not sufficient to make up a cargo.

Do you know of any means of getting English cargoes into the continent, previous to the orders in council, which have been cut off by the issuing of the orders in council? There have been means such as cannot be explained.

Can you, without specifying what those means were which are now cut off by the orders in council, state the reason why they have been cut off? I must submit that question to this honorable house to determine.

Do the means to which you have alluded no longer exist? I conceive not.

What is the reason, in your opinion, why those means no longer exist of sending British goods from this country to the continent? The reason in my opinion is, because there is no longer any connection between the U. States and the continent direct.

Prior to last November, do you know that American ships used to clear out regularly from this country to the continent, and there land their cargoes? Yes.

Do you know more particularly that in the months of September and October, several American vessels went on those voyages and landed their cargoes? I was not immediately connected with any myself, therefore I cannot pretend to speak to that point.

Do you know that since the month of November last, any American vessels have gone upon this voyage, with cargoes from this country for the continent? Not that I am particularly acquainted with.

Do you know of any American vessels, since November last having touched at this country, discharged their cargoes, and gone in ballast to the continent? Yes.

But none with cargoes? None that I am particularly acquainted with.

Do you know that considerable quantities of West India produce have been taken in American vessels to the continent since the Berlin decree in the month of Nov. 1806? Yes.

Do you know of any such cargoes having been taken to the continent since the month of Nov. 1807? No.

Abraham Mann.

Did the French decrees up to Nov. last, affect your shipments to America? They did not.

Was the reason of this that you could still receive remittances from the continent? Before the appearance of the orders in council, we considered that the course of our remittances was very little interrupted, therefore we had no objection to continue the general line of business, making shipments to America.

Have you made any spring shipments this year? We have made none.

On what account have you made none? On account of the orders in council conceiving that they may issue in a war between this country and the United States; we have on that account abstained from making any shipments.

Is there any other way in which the orders in council prevent your shipments, in case they should not lead to a rupture? The consignment of American produce being made to the continent, from which we receive remittances.

The whole of your extensive trade is stopped up by the orders in council? Totally so far as respects our disposition to proceed.

I am also to understand you, that in so far as respects what has actually taken place, the shipments, for the spring season, being half your annual shipments, have been totally stopped by the orders in council? Totally so; for we have not made any spring shipments nor do we intend it.

This is a matter of fact? Yes.

Previous to the 11th of November, was it pretty well known among mercantile men in the city that such a measure was intended? It was a general subject of conversation among persons concerned in the American trade.

Had they a definite knowledge of the nature of the orders in council? They appeared to be pretty much of the nature that was expected.

Do you recollect a current expression that you heard on change? Yes, I do recollect an expression I heard on change for some days that government had a rod in pickle for the Americans; which was considered as a harsh measure on their commerce.

Did you communicate to your correspondents in America this rumor you heard about the orders in council? Generally as postscripts to commercial letters.

Do you recollect the dates of those letters? Early in November, probably towards the middle of November, certainly before the orders in council appeared.

You say you suspended your shipments to America in consequence of the orders in council; had you no other reason for suspending those shipments but the orders in council? None whatever.

Had you heard of the embargo in America? We heard that as a matter of course.

Did not that operate with you to suspend your shipments? I viewed it at as a precautionary measure of the Americans to keep their property from the effects of the English orders in council, believing that the Americans had an intimation that such orders were in contemplation on behalf of the British government.

Was the non-importation law in America no inducement to you to suspend your operations? Certainly in some small degree we considered it as a measure which carried with it some hostility, and therefore would curtail our shipments in some degree, but that would not altogether have induced us to relinquish our shipments, had not the retaliating measures of the British government taken effect.

Do you conclude that the embargo was in some measure owing to the orders in council? I have no doubt of it.

Is it your opinion, that the embargo in America was not a measure directed against France, or any measure taken by France, but solely against this country? I conceive against them both; that the Americans seeing their property exposed by the measures, which were taking place by the two great belligerents of Europe, month after month, and that the risks were becoming so imminent, took precautions to protect their property, as much against the French iedets as the English orders in council.

Did you not, before the month of February, hear of a decree of the French, called the Milan decree? Certainly.

Would that have had no share in preventing your expectation of the repeal of the American embargo? I conceive it would, but that measure was viewed as a measure consequent on the British orders in council.

Did you not know that in the month of August last, a great many American vessels were seized and embargoed in the ports of Holland and France? A great many were seized condemned, but none that I heard of & embargoed under what is called the Berlin decree.

Have you no conception that that proceeding on the part of France had influenced the American embargo? I conceive it was owing to what are termed by the Americans, aggressions proceeding from both France & England.

Do you know when the orders of council were printed so as to reach Cowes, from whence Mr. Monroe embarked? No, I do not; but the substance of them was in a paper sup-