

THE WAR.

"LET THE RALLYING WORD, THROUGH ALL THE DAY, BE "LIBERTY OR DEATH."

VOL. I.

NEW-YORK.....TUESDAY, MAY 11, 1813.

No. 47.

THE WAR,

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JOHN T. LEWIS, esq. Post-Master at Pendleton C. H. (S. C.) is agent for this paper for all Subscribers in Pendleton District, S. C.

Late and Important Intelligence from England.

By the arrival at Newport of the cartel ship Robinson, captain Potter, in 27 days from Dartmouth, England, London papers to the first of April are received, which contain much important matter. The Robinson brought out 265 masters, mates, supercargoes, and seamen, of American vessels. Upwards of 1500 Americans were prisoners in England when capt. P. sailed; 1000 of them were at Chatham, confined, and in a very unhealthy situation. Each man on parole was allowed 15d. sterling per day for his subsistence, which was paid weekly. The rations of those confined in prison-ships were furnished at 7 1-2d. per day, and from the high price of provisions, were extremely bad. The captains and the supercargoes of American vessels were sent into the interior of the country. Provisions of every kind were scarce and dear in England—beef from 9d. to 1s. sterling per pound.

The Report of the Congressional Committee of Foreign Relations, with the accompanying bill for the exclusion of foreign seamen from our employ, was published in London on the 22d March, with comments. The bill is considered in England as a conciliatory step on our part. The people of England, although highly elated by the recent events in Europe, were not less desirous of peace with this country—and their papers seem to consider the differences between the two countries as reduced to a very narrow point.

Orders were given by the British government on the 27th March for the disembarkation of all the troops destined for America. The object of this measure was generally supposed to be in consequence of a determination in the British government to send an expedition to Hamburg and Hanover, to aid the operations of the Russians, who are now in possession of those places.

New-York, and several ports to the southward, were declared in a state of blockade on the 30th March. See the official article, in another column.

The Chancellor of the Exchequer, in the House of Commons, March 31, in proposing what he called "some war taxes," said—"The only remaining duty he had to propose, was one which depended on different principles of extensive policy; it was on the importation of American Cotton Wool. Certainly the blockade must greatly prevent the supply of the raw material, so far as America was concerned. But he had reason to believe, that if encouragement were given to import from other quarters, that deficiency might be made good. It was true, that uncertainty might attend the merchant in bringing goods from a very distant country; but not long ago, when an embargo was laid in America, and a consequent stoppage of trade took place, encouragement was given

for the importation of East India cotton, which unfortunately came too late, as the American ports had been re-opened. There was a quality of this wool (the Sea Island) from Georgia, particularly fine, and very important for superior articles; but in the Isle of Bourbon there was some equal to it; and as in the East Indies fine articles were produced, there might be an object in procuring a fixed supply of them from thence; coarser kinds were to be had in the Brazils and other places. He believed that the stock now on hand would be sufficient till the supplies should arrive. He might also indulge, perhaps, in the probability of an intercourse being re-established with America in sufficient time. He should propose an additional duty of three halfpence per pound, which would not be prohibitory, though it might be protective; but if imported in neutral ships, he should propose to raise it to sixpence per pound. Our consumption was about 80 millions pounds per annum, of which 30 millions came from America. The Brazils, and the East and West Indies made up the rest; the total amount, however, had frequently exceeded 120 millions. This might increase the price of the raw material, but in home consumption it would be but by a fraction. This duty, he thought, might produce about 250,000l."

The Bonne Citoyenne arrived in England on the 24th of March from Brazils, with 1,500,000 dollars, for British merchants.

The British ship Captain, of 74 guns, the ship which Lord Nelson commanded in the action off Cape St. Vincent, was totally destroyed by fire on the night of the 22d of March.

Orders have been given by the British admiralty for exercising their seamen at the guns, at least once every day.

The American account of the capture of the Java was published in London the 20th March, and caused much speculation and irritation. The editor of the Courier, (a violent ministerial paper) remarking on the American captures, in the bitterness of his heart exclaims—"What and where is the loss of national glory or naval renown? Three of our frigates have been captured by—what!—Frigates! They are called so by the Americans and the opposition, but they deserve to be called frigates just as much as a boy deserves to be called a man; they are line of battle ships, equal in size and in weight of metal!"

We here present our readers with a few extracts from the London papers on the subject of the capture of the Java, which show how deep an impression our naval successes have made on the minds of Englishmen.

From the London Pilot of March 20.

CAPTURE OF THE JAVA.

We lament most deeply to have to state, that another British frigate, the Java, has been taken by the American frigate Constitution. The Java was on her passage to the East-Indies, having on board lieutenant Hislop, who was going out as commander in chief to Bombay, together with his suite, and a number of recruits and passengers, including some additional lieutenants of the navy—insomuch, that there appears not, on this occasion, that deficiency in point of numbers which, in prior instances, passed for the principal cause of the success of the Americans. The action was obstinately maintained; and the immense proportion of loss on our part, while it consoles us with the assurance of the unimpaired state of the characteristic bravery of our seamen, affords an additional reason to lament the unhappy result that we have announced, and an additional ground to reflect and to enquire seriously into the strange causes which have rendered our relative circumstances, with respect to this new enemy, so different from what they have had hitherto to contend with. We have not room to enter on this important subject to-day. But the mourning of our hearts, which commenced on the first capture of a British ship by an American, and has been rendered deeper and more melancholy by every successive instance, and most deep by this last affecting event, can never be laid aside, till the honor

of the British flag shall be redeemed, by establishing the same triumphant superiority over the Americans, that we have ever heretofore had over all the nations that traverse the seas.

From the London Times of March 20.

The public will learn, with sentiments which we shall not presume to anticipate, that a third British frigate has struck to an American. This is an occurrence that calls for serious reflection—this, and the fact stated in our paper of yesterday, that Lloyd's List contains notices of upwards of five hundred British vessels captured in 7 months by the Americans. Five hundred merchantmen and three frigates! [Ay, and three sloops of war!]

Can the statements be true; and can the English people hear them unmoved? Any one who had predicted such a result of an American war, this time last year, would have been treated as a madman or a traitor. He would have been told, if his opponents had condescended to argue with him, that long ere seven months had elapsed, the American flag would be swept from the seas, the contemptible navy of the United States annihilated, and their maritime arsenals rendered a heap of ruins. Yet down to this moment, not a single American frigate has struck her flag. They insult and laugh at our want of enterprise and vigor. They leave their ports when they please, and return to them when it suits their convenience; they traverse the Atlantic; they beset the West-India islands; they advance to the very chops of the channel; they parade along the coasts of South America; nothing chases, nothing intercepts, nothing engages them, but to yield them triumph.

From the London Star of March 20.

It is our painful duty to record another humiliating sacrifice to the Americans, in the capture of the Java, one of the finest British frigates which was ever launched!

While we lament this additional misfortune, it is some satisfaction to know, that the brave men who composed the crew of the Java did their duty. Her colors were not struck until her bowsprit and masts were literally blown out of her. She was a fine French built ship, 7 or 8 years old, and was captured after a gallant action, from the French, in the East-Indies, about two years and a half ago.

The subject has been promptly taken up in parliament. Lord Darnley last night gave notice of a motion, which will probably have the effect, if not of explaining where the blame lies, at least of quickening those operations by which the American navy is to be kept in check in future.

The British frigate Amelia, which engaged the French frigate Arethuse off the coast of Africa, had arrived in England. By the British captain's official account, their loss was 51 killed, 16 dangerously, and 35 slightly wounded. The British editors lament the result of this action almost as much as they do the capture of their frigates by ours. They are alarmed with fear that the British navy is on the decline, and say it is a melancholy fact, that they are falling back, and their enemies advancing in naval power.

BLOCKADE OF THE AMERICAN COAST.

Foreign Office, London, March 30, 1813.

His Royal Highness the Prince Regent has been pleased in the name and on the behalf of his majesty, to cause it to be signified by Viscount Castlereagh, his majesty's principal secretary of state for foreign affairs, to the ministers of friendly and neutral powers residing at this court, that the necessary measures have been taken, by the command of his Royal Highness, for the blockade of the ports and harbors of New-York, Charleston, Port Royal, Savannah, and of the river Mississippi, in the U. S. of America; and that, from this time, all the measures authorised by the law of na-

tions will be adopted and executed with respect to all vessels which may attempt to violate the said blockade.

Halifax, March 26.

A case containing twenty-one *paintings* and fifty-two *prints*, shipped on board the *Marquis De Sonderuelos* by a Mr. J. A. Smith, as a present to the Academy of Fine Arts in Philadelphia, was, on the petition of the hon. J. Black, restored by a decree of the judge of the court of vice-admiralty, a few days since, in a most liberal and handsome manner, with the "sincerest wishes for the success and prosperity" of that infant society.

Capt. Barclay, Pring, and Fannis, to command the British vessels of war on the lakes, in Canada, arrived at Halifax on the 21st ult.

Bermuda, March 3.

His excellency sir James Cockburn, may be expected here very soon, as he is to leave England in the present month, for this island. Lady Cockburn, lady Warren, and the lady of admiral Cockburn, we understand, will come out in the same ship.

By recent accounts from Turks-Island, it is ascertained that the inhabitants of that place are in great distress, for want of means of purchasing the common necessaries of life; and it is thought a duty to apprise the public of their situation, in order that prompt relief may be afforded them.

It is well known, that the majority of the people of Turks-Island are persons in low circumstances, who have emigrated from Bermuda; and that their sole dependance for a livelihood has been on the salt raked from the ponds, and sold to Americans. For a long time there has been no sale for this salt; so that the people have been every day reduced to greater difficulties; till at length some are absolutely on the verge of famine! several families having been obliged to sell their very beds to procure bread.

A subscription is on foot for raising some supplies, to be shipped for the most necessitous, by a vessel about to sail; and it is hoped such contributions will be made as humanity points out.

Norfolk, April 30.

The British lieutenant and seamen who were left in charge of the French ship *Tamerlane*, (captured in the Chesapeake, on the 12th Jan. by the *Tartarus* sloop of war) and who were compelled by stress of weather to abandon their prize, and surrender themselves prisoners of war at this place, were, on Sunday last, sent on board one of their blockading ships, without any previous stipulation for the release of an equal number of Americans, our government not having considered them prisoners of war, because they were in distress when taken! Then, in the name of all that is whimsical and odd, who are prisoners of war! Not the crews of the *Guerriere* and *Java*, for if they had not been taken on board the *Constitution*, they would inevitably have gone to the bottom; they were, therefore, *in distress*. Not the *Peacock*, by any means; they were in deep distress, for it required the utmost exertions of our brave tars to save them from a watery grave. To be serious, it is impossible for the most humane mind to approve of such overstrained moderation in actual war. It will not be copied by the enemy, depend on it; witness the American ship *Allegany*, having been freed to take refuge in the harbor of Gib-

raltar, she was considered a good prize, and her crew sent to England as prisoners of war. With as good a coloring of reason might our government give up the goods saved from the wreck of the *Tamerlane*, to the captors, as to give up the captors themselves, whose greatest distress was, in fact, in not being able to secure their plunder.

Eight transports, having on board between six and seven hundred troops, from the counties of Jefferson, Berkeley, Hampshire, Frederick, and Loudoun, arrived yesterday from Richmond.

We are ignorant of the precise number of troops at present here, and if we knew, should deem it imprudent to state it; but we can confidently assert, that it is every way sufficient for the protection of this and the neighboring towns. The fortifications and out-works near this place are well planned and constructed; strong pickets are stationed at all the passes, videts on the roads, guards of light-horsemen on the beach, and every other precaution which the strictest prudence could recommend, is used. The troops continue healthy, and bear the toils of the camp with the greatest cheerfulness.

From the New-London Gazette, of May 5.

Mr. Alfred Carpenter, an aged and respectable citizen of Norwich, having been informed by some American prisoners, who had been put on shore from H. B. M. ship *Ramilies*, that his son, John Carpenter, was detained by impressment on board that ship, he came to this city to solicit the means of rescuing his son from bondage. A smack was accordingly procured for that purpose, and captain Oliver Champlin volunteered his services in taking charge of her. They left this port with a flag on the 29th ultimo, with Mr. Carpenter on board; same day fell in with the *Ramilies* and *Orpheus*, 7 leagues to the southward of Block Island. As soon as the flag was discovered by the *Ramilies*, she made sail and stood for the smack; sent a boat with a lieutenant who took on board capt. C. and Mr. Carpenter, where the captain, sir T. M. Hardy, received them with his characteristic politeness. Having made known their business to him, he readily consented to discharge the young man, and said, if he were convinced there were any other Americans on board, he would discharge them with pleasure. John Carpenter had been held in British service upwards of five years; and had wages due to him amounting to upwards of 300 dollars, and more than 2000 dollars of prize money. Captain Hardy gave him the certificate necessary to enable him to procure the money, which in due time he will undoubtedly do. Carpenter speaks with great respect of sir Thomas, and says he has been uniformly treated well on board the different ships in which he has served. The meeting between the father and son was truly affecting.

Carpenter informs, that there are four impressed Americans remaining on board the *Ramilies*, viz. Edward Ried, of Nantucket, 13 years in the service; William Banks, of Hampton, Virginia, about 5 years do.; John Clements, of Nantucket, or New-York; and John Nichols, of New-York. We also learn that there is an impressed American, named Job Macomber, of Dartmouth, (Mass.) on board the *Orpheus*, 3 years in the service.

In the flag came the following letter, open, written in reply to a letter from J. Stewart, esq. agent for American prisoners in New-London, soliciting the discharge of John Carpenter.

(COPY.)

"H. M. SHIP RAMILIES,

Off Block Island, April 29, 1813.

"Sir—I have the honor to acknowledge the receipt of your letter of yesterday's date, and in reply I beg leave to say, that it is far from the wish of the commander in chief on this station, to keep any subject belonging to the United States, on board any of our ships of war. I have therefore sent by the bearer of this, John Carpenter, and if I thought there was another citizen of the United States on board the ship I have the honor to command, he should be sent by the same conveyance. I have directed the *Orpheus* to land all the prisoners she has on board, by getting proper receipts for them, and if the government of America do not think proper to send back the few men who have

unfortunately fallen into their hands, I shall acquit myself of having done every thing in my power to lessen the hardships attached to the fortune of war; and shall (though with much reluctance) in future be under the necessity of sending all the prisoners to Halifax or Bermuda. I have sent by the flag of truce captain Hudson, who was captured by the *Ramilies* a few days ago; may I beg of you to send a receipt for him, with the other prisoners?

I have the honor to be, yours most faithfully,

T. M. HARDY.

To James Stewart, esq. agent for British prisoners, &c.

Agreeably to the tenor of the foregoing letter, on Sunday last the *Orpheus*, capt. Pagot, arrived off this harbor, and sent up a flag. The deputy marshal received the officer, lieutenant Dance, on board the revenue cutter *Eagle*, captain Lee. A packet was sent down to the frigate to receive the prisoners, but capt. Pagot declined sending them unless a previous receipt was given for them. In consequence of which the deputy marshal went on board the frigate, gave the receipts, and brought up the prisoners, in all 38, among whom were captains Hosmer, of Norwich, Hathaway, of Newport, and Swift, of Providence.

Wilmington, April 24.

THE GENERAL ARMSTRONG

In our last we mentioned the arrival of the privateer ship *General Armstrong*. The day after her arrival, captain Sinclair, who was also half owner, and who had been confined to the cabin for 28 days by the crew was liberated. He laid his complaint before T. N. Gantier, commandant on this station, charging the crew, with mutiny, &c. demanding their arrest for trial. These was some difficulty in getting them to consent to surrender themselves. A request was made to the captains of the volunteer companies to call out their men in aid of the officers of the United States, which was done with great promptness. A general and considerable alarm was excited, but fortunately it was not necessary to board the ship to compel the crew to submit to the authority of the law; they at last yielded, and are now in confinement on board the gun boats, awaiting the court martial which must decide on their conduct. Subsequent to their arrest of the captain, two prizes were taken, which may possibly raise a question involving piracy. The above is but a brief summary.

Adjutant-General's Office, Frankfurt, April 16.

GENERAL ORDERS.

General Harrison, commander in chief of the North-Western Army, having by his letter of the 9th instant made a requisition on the governor of Kentucky, for reinforcements for the purpose of assisting in the defence of the posts under his immediate command, lieutenant-colonel-commandants Samuel Caldwell and James Cox, with the militia detached under a law of the last session of the legislature, and composing their regiments, are ordered to rendezvous at Georgetown, on Monday the 2d day of May next, in perfect readiness to march to their place of destination. The colonels will respectively give the necessary orders without delay, to those under their command.

P. BUTLER, Adj. Gen.

Milledgeville, (G.) April 21.

Copy of a letter from brigadier-general Thomas Flournoy, to his excellency governor Mitchell, dated *Creek Agency, 15th April, 1813.*

Sir—I find on my arrival at this place, that many of the reports respecting Indian hostility, are totally unfounded, and those founded in truth much exaggerated.

The chiefs of the tribes are in council, on the subjects of the late outrages, and it is expected that the offenders will be brought to justice.

Colonel Hawkins is decidedly of opinion that there is no danger to be apprehended in passing on to Fort Stoddart, to which place I shall proceed in the morning. I have the honor to be, your excellency's obedient servant, (Signed) THO. FLOURNOY.

His excellency D. B. Mitchell.

Boston, April 21.

Closing scene of the *Tripe Plot*.

The vessel called the *Marstrand*, which was seized in this port some time since, with her assigned cargo of provisions, has been condemned in the district court of the United States, holden at Boston, before his honor judge Davis. The *Marstrand* was ostensibly bound to Fajal, but intended for Halifax, as the evidence shew-

dantly proved to the satisfaction of the court. This is the vessel which was arrested by Mr. Lee, in the lower harbor, on board of which the *Jug* and *Tripe* were found, which excited so much sport in one part of the community, and so much chagrin in the other.

We mention this instance of condemnation with peculiar pleasure, because we have heard so much about treason in other quarters, and so much seeming relaxance in the execution of the laws, that we were fearful it might have ended in *smoke*.

THE WAR.

NEW-YORK:

TUESDAY MORNING, MAY 11, 1813.

The Office of 'The War' is removed to No. 60 Vesey-street. Subscribers are requested to give notice of any omissions. Those in arrears (city subscribers) will be waited on, if it is not convenient to call. Subscribers in the country who have not complied with our terms, are requested to transmit us the amount of their arrearages.

GLORIOUS VICTORY.

It is with inexpressible pleasure and pride we record the auspicious result of the expedition from Sacket's Harbor under the command of commodore Chauncey and generals Dearborn and Pike, in the capture of Little York, the capital of Upper Canada. The judicious plan of attack, and the bravery and skill with which it was executed, reflect the highest honor on the American arms. But our satisfaction at the brilliant success of this enterprise, is in a great measure damped by the unfortunate and untimely death of the brave general Pike, in whose character the qualities of the soldier and the man of science were so happily blended. He died in the arms of victory—a victory which will render his name immortal—but his loss at this juncture will be severely felt by the army, of which he was the pride and the boast.

The following, from the Buffalo Gazette Extra, received on Sunday by the steam-boat, is the most particular account we have seen. In our next we hope to be able to present our readers with an official statement.

Capture of Little York—and Death of General Pike.

BUFFALO, May 2, 1813.

On the 22d ult. commodore Chauncey hoisted sail and left Sacket's Harbor, with eight vessels of war. Gen. Dearborn, gen. Pike, and between 2 and 3000 choice troops on board. He took the direction of Little York, and on the 27th made that port. He entered port with four of his largest vessels in the early part of the day. A bombardment now commenced between the ships and the fortifications, which continued between two and three hours, in which commodore Chauncey sustained a loss of perhaps 30 killed and wounded, among whom 2 or 3 midshipmen. During this affair, generals Dearborn and Pike, with the land forces, made a landing, and were met on shore by a large force of Indians, which was soon disposed of. Gen. Sheaffe then advanced with all his forces, consisting of regulars and militia; he was driven back with loss. A capitulation was then proposed—and while the necessary stipulations were entering into, General Sheaffe, with nearly all the regular forces, made good his retreat. The fortifications were then carried at the point of the bayonet. At this moment, when our troops were within about 60 yards of their depot of military stores, the

magazine was blown up! The explosion was terrible! Dreadful havoc was made among our troops, as well as those of the enemy. Gen. Z. M. Pike, a brave and accomplished officer, who has long been in the service of his country, we lament to say, was killed by a stone falling on him from the magazine—nearly two hundred of our troops were killed, a part must have been most awfully mangled. About 70 or 80 of the enemy also perished. Gen. Dearborn then proceeded to secure his prisoners, the number unknown; the skeleton of a new 32 gun ship was burned; two small vessels were all destroyed.

Gen. Dearborn declared gen. Sheaffe a prisoner of war, and if taken would be dealt with as such. Whether the sailors landed or remained on board when the batteries were carried, we do not know. A great number of Indians were killed, and a few taken prisoners.

It does not appear, that the British were apprized of the intended attack. An immense quantity of military stores and Indian supplies were deposited at York. The town must have been considerably damaged from our fleet and the blowing up of the magazine. The Prince Regent escaped from York a short time previous to the entrance of Chauncey, and has probably got to Kingston in safety. The route general Sheaffe took is not known; in all probability he is making the best of his way for Kingston, where most unquestionably the British are in strong force.

The above sketch we have gleaned from several sources, which we confidently believe will prove correct in every essential particular. The moment we can obtain any more direct information we will give it.

This surprise and defeat of the enemy must disconcert their movements very much. The loss of their ammunition, military stores, &c. must weaken them very considerably; and we are convinced that this brilliant affair is but the prelude to more important military operations. An express is gone to gen. Harrison, communicating the intelligence.

The sailors at Black Rock have repaired to Niagara to join commodore Chauncey, under lieutenant Petegruet.

NORTH-WESTERN ARMY.

We are happy to have it in our power to contradict the report in our last, of the massacre of gen. Harrison and 250 men, on their way from Fort Defiance to Fort Meigs. Gen. Harrison has arrived safe at the latter place with his escort. The utmost efforts are making at Fort Meigs, the head-quarters of the army, to repel an apprehended attack from the British and savages; and powerful reinforcements are hastening to their relief from Kentucky and Ohio. We hope shortly to hear of offensive operations against the enemy in that quarter.

LATEST FROM FORT MEIGS.

Extract of a letter from an officer in the army to his friend in Zanesville, Ohio, dated Camp Meigs, April 15th, 1813.

We suffered excessively from cold and wet in descending the river to this place from Amanda. We rushed on over rocks and sand bars, upsetting some of our crafts, and arrived here, fearful lest the garrison might be attacked before our arrival, and which we yet daily look for. Our spies have come in and state that 300 British and Indians are encamped 18 miles below this, and we are working late and early in the garrison, entrenching, raising batteries, &c. A part of the Pennsylvania militia volunteered for 15 days un-

til we should arrive here. Now their time is out, and when they depart we shall be as badly off as they were before we came. We have not men enough as yet to defend the garrison safely if we should be attacked, but will do as well as we can in that event.

From the same to the same, dated the 19th.

We daily expect an attack from the British, and continue working almost night and day preparing to give them a hot reception.

BRITISH DEPREDATIONS.

The British to the number of five or six hundred, landed at Havre-de-Grace on Monday, the 3d inst. They burnt twenty-four of the best houses in the town, and plundered the remainder. They then proceeded further up the river, and burnt a warehouse belonging to a Mr. Stump, and the furnace belonging to Mr. Hughes at Princippi. A small party of militia were stationed at Havre-de-Grace, who, on the approach of the enemy, retired, after a slight resistance. The British evacuated Havre-de-Grace on the following morning. Reinforcements from Washington and Frederick have been ordered to the aid of the citizens in that quarter.

Havre-de-Grace is a flourishing little village on the Susquehannah, consisting of about 100 houses, much scattered.

The British have burnt Frederick and George Town, two villages in Kent county, (Md.) "Be ye also ready," not to suffer but to resist, and not merely to resist but inflict. We must retaliate. All the means which God has put in our power must be put in requisition. *Press.*

THE ATTACK ON HAVRE-DE-GRACE

Was unquestionably one of the most wanton and unjustifiable outrages ever practised in modern warfare. The town, it appears, was not wholly destroyed, but partially burnt and generally plundered in a manner that would have disgraced a band of pirates. This destruction of private property was without any possible object. The United States had done no act for which it could be a retaliation; there were no public works in the place inviting assault—on no ground can it be justified; and it can be considered in no other light than as a base, dishonorable violation of the law of nations and of honorable or civilized warfare. Let the object have been what it might, the destruction of the iron works, or the stoppage of the mails, which we allow to have been legitimate objects, neither of these, nor any other pretence can palliate the unnecessary depredations which have taken place. Private property is respected in war, unless where retaliation justifies its destruction; or where it is destroyed inevitably in an attack on the fortifications, public or private armaments, or public works; or where its destruction is necessary to the attainment of a great public object. The bombardment and conflagration of towns has long been ranked among the barbarisms of our forefathers, and exploded in war as disgraceful and dishonorable. It has remained for the British nation, "the bulwark of our religion," which boasts of its magnanimity and generosity to its foes, to revive the savage war against women and children, and the wanton devastation of private property on our seaboard; and to excite a war of murder and pillage by their Indian allies, "regulars and militia," in the interior. The effect of these repeated outrages will unquestionably be to aggravate the hostility towards Great Britain already pervading the country; and to

throw impediments in the way of a conclusion of an honorable peace. A few more such affairs as the massacre at the river Raisin, the bombardment of Lewis, and the conflagration of Frenchtown and Havre-de-Grace, and there will no longer be any difference of sentiment in the nation.

Nat. Int.

Extract of a letter from Baltimore, dated May 6th.

We were yesterday all under arms, owing to an alarm being given that the British had landed at North Point. Fortunately for them, the alarm was false. In less than an hour we had from 5 to 6000 men under arms.

From the Baltimore American of Thursday.

The alarm, which yesterday summoned our citizens to arms, was in a short time discovered to have been groundless. From what source it originated, is not material; nor was it unfortunate that it was given. It may have a tendency to render us more vigilant, and to accustom those on whom the city relies for defence to promptitude in turning out whenever occasion may demand. We know not at what moment of the day or night we may be assailed. The enemy has given sufficient proof of his disposition to seek his vengeance on us whenever an opportunity of success shall present itself. The best way to ensure our safety, is never to permit such an opportunity to occur, but to be always on the alert and prepared to repel him with vigor. The hour of danger alone can test our energy and firmness; and in this view of the subject, the alarms which have at times been given are useful, because they show us on what numbers we can really calculate for efficient service.

Mr. Lloyd, a gentleman from Frederick, last evening informed us that five companies of infantry from Washington and Frederick, and captain Stile's excellent corps of artillery, of the latter, marched from Fredericktown yesterday morning, on their way to aid in the defence of this city. They were all armed and equipped in every respect, and amounted in number to upwards of 500. They will probably reach here this evening, or in the morning at farthest.

Charlestown was not burnt yesterday morning. Hughes's furnace and Stump's warehouse, were certainly destroyed. Mr. Pinkney, son of the attorney-general, states, that in the attack on Havre-de-Grace, three of the enemy were killed and two wounded. One American was killed by a rocket. An Irishman, naturalized, was taken off by the British.

The men stationed at Havre-de-Grace for its defence fled—a letter states, on the approach of the enemy, the officers were the first to desert. O'Neal, the Irishman taken prisoner, fought bravely, with his musket, and was dragged off in the act of loading.

The damage done by the enemy has not been fully ascertained. Several bay craft were destroyed. Foster's house was damaged; Stokes's house, stable, and stables; Mrs. Sears's house and stables; Mansfield's, Mill's, and Barnes's; Phillips's and Bartlett's; Mrs. Rodgers's, and those of 8 or 10 other persons burnt. Mr. Webster was killed by a rocket 400 yards from the shore.

THE SQUADRON.

A gentleman in this town (says the Boston Patriot) who went out with commodore Rodgers, took leave of him at half past five o'clock on Friday evening, about 20 miles east of Cape Ann. The British frigates Shannon and Tenedos, who have been sailing in and

out of the lower harbor for a number of weeks past, and occasionally sending in by licensed vessels and pilot-boats, to let commodore Rodgers know that they were nearly tired waiting for him, and who must have seen the President and Congress at anchor, with the wind ahead, have taken themselves off as soon as ever the wind came fair.

The moment the wind came round, our commodore weighed anchor, and sailed out to seek these gasconading Englishmen, but they were not to be found. But now, when he is gone clear off the coast, they have appeared again, although their tender, which got under way the minute the commodore did, must have informed them of his sailing. While our ships were dismantled and under repairs, they were every day to be seen with their colors flying in sight of the town. This courageous conduct brings to our mind the story of the ass who came and kicked the sick lion; but when the noble animal got well enough to stand on his legs again, you saw no more of the long-eared gentleman.

SUMMARY.

It was reported when this paper went to press that the frigate United States and brig Argus had put to sea on a cruise.

We understand that Commodore Decatur has reduced the number of his guns on board the U. S. frigate United States, to 48, in consequence of his ship hitherto having a disposition to hog. The U. States formerly carried 54 guns.

From the length of time elapsed since intelligence has been received of the frigate Essex, serious fears are entertained that she has foundered at sea.

The Cartel ship Neptune, capt. Jones, for St. Petersburg, sailed from Philadelphia on Friday morning. The Commissioners, Messrs. Bayard & Gallatin, embark at New Castle.

The London Courier of March 18, says, "The troops and vessels for Quebec sailed yesterday."

The ship Wilhelmina, capt. Wood, has arrived at Alexandria from Cadiz. On the 3d of April was boarded from the privateer Globe, capt. Moon, of Baltimore, and was informed by the surgeon of the Globe of her having had an engagement with an Algerine sloop of war, off the Burlings, (coast of Portugal) mounting 8 long 9s, 4 24s, and 2 12s, with about 75 men. The Globe lay by the Algerine 3 hours within pistol-shot. The Globe then hauled off to refit, having three feet water in her hold, and rigging much cut to pieces. The Algerine kept on her course, not wishing to have any thing more to do with the Globe. The damage sustained by the Globe was 27 shot through the squaresail, 15 through the jib, 7 through the flying jib, 12 through the foresail, 17 through the mainsail, 2 through the maintopsail, 2 into the main boom, and one 9 pound shot in the starboard bow between wind and water. None killed; but 2 wounded, viz. Wm. Dixon and Peter Sanlave, dangerously. The Globe had taken 7 prizes, 2 or 3 of which were sunk, the rest ordered for America.

Compliments to valor. A dinner was given on Thursday last to the crew of the Hornet, by the corporation of this city, in Washington-Hall. In the evening the gallant tars were treated to a seat in the pit of the theatre, by the managers, and warmed the house with their jollity and applauses, during the performance. The representations were adapted to suit the taste of the visitors and gratify the patriotic enthusiasm of the audience. Capt. Lawrence, with gen. Van Rensselaer, gen. Morton, and a number of other official characters, filled one of the side-boxes, and made the house ring

with huzzas on their appearance. The theatre was handsomely filled.

The goods destroyed by the British at Frenchtown, it is said, were 32 waggon-loads, consisting of 3 loads of copperas, 30 bales of flannel, 5 hogsheads of military clothing, 30 cases of books, and several packages of merchandize. The chief part of the goods belonged to government.

Lieut. Moore, of the 9th regt. U. S. infantry, has been arrested at Boston, on a charge of holding a correspondence with the enemy. Capt. Snelling, with a guard, has conducted him to the head-quarters of the army.

It is said that three Englishmen, who broke their parole of honor by stealing a small schooner out of the harbor of Boston, in which they escaped to Halifax, have been arrested by the commandant there.

The privateer Paul Jones, of this port, was spoken on the 16th April, within three days sail of St Marys, having in company the British ship Lord Sidmouth, her prize, with a valuable cargo, and 80,000 dollars in specie.

Arrived at Salem, on Sunday last, the British brig Carlotta, from the coast of Africa, for England, captured 18th ult. by the privateer brig Montgomery, of Salem. She has a cargo of rice, camwood, &c.

Also arrived at Salem, the privateer sloop Wasp, capt. Erwin, from a cruise, having taken an English schooner, with lumber, and sent her into Machias, and recaptured an American vessel. We are informed that one of the Wasp's men was shot dead by the lieut. in the boat, and in the act of desertion, near the eastern shore. The man shot was the same tried and punished for mutiny on board the privateer America—an Englishman. The lieut. it is said, is brought home in irons for trial.

The English privateer Crown, of one large gun and about 20 men, was captured on Thursday the 30 ult. off Waldoborough, by a sloop fitted out from that place, manned with about 20 volunteers, and commanded by capt. Tucker, an old naval officer of the revolution.

The ship William and Henry, capt. Hudson, arrived at Newport from Lisbon, was boarded off Block Island by the Orpheus frigate, and informed by the boarding officer that in the first boat which attempted to board the Whampoa, (ran ashore in the West Passage) the first lieutenant and five men were killed, and several wounded. The remains of the lieutenant and men were buried at Block Island on Thursday last.

The sch. Ruby, from Philadelphia to Boston, taken by the British, and a midshipman and four men put on board, and ordered for Halifax, has been piloted into Machias by her former capt. who was left on board.

Capt. Weems, of the sch. Expedition, arrived at Newport from France, informs, that the American privateer True Blooded Yankee, capt. Haley, fitted out of Rochelle, had taken six English prizes. One of them had arrived at Brest, worth, it was said, upwards of two millions of francs; and another, loaded with dry goods and Irish linens, she had ordered to a port in the United States.

Liverpool packet. This evil genius of our coasting trade has again made her appearance off Cape Cod, and captured a number of coasters. A brig manned with volunteers from the town of Gloucester went in pursuit of her, and got within a mile and a half, when it falling calm, the privateer escaped with her sweeps. Several of our privateers have cruised for her, but she has always found means to elude them.