

after to any foreign port or place with which commercial intercourse shall, by virtue of this section, be again permitted, shall give bond to the United States, with approved security, in double the value of the vessel and cargo, that they shall not proceed to any foreign port, nor trade with any country, other than those with which commercial intercourse shall have been thus given.

Sec. 12. *And be it further enacted,* That so much of the act laying an embargo on all ships and vessels in the ports and harbors of the United States, and of the several acts supplementary thereto, as forbids the departure of vessels owned by citizens of the United States, and the exportation of domestic and foreign merchandize to any foreign port or place other than Great-Britain or France, or their colonies or dependencies, or places in the actual possession of either, be, and the same is hereby repealed after the fourth day of March: *Provided,* That all penalties and forfeitures which shall have been previously incurred by virtue of so much of the said acts as is repealed by this act, or which have been or may hereafter be incurred by virtue of the said acts, on account of any infraction of so much of the said acts as is not repealed by this act, shall be recovered and distributed in like manner as if the said acts had continued in full force and virtue.

Sec. 13. *And be it further enacted,* That during the continuance of so much of the act laying an embargo on all ships and vessels in the ports and harbors of the United States, and of the several acts supplementary thereto, as is not repealed by this act, no ship or vessel bound to a foreign port with which commercial intercourse shall, by virtue of this act, be again permitted, shall be allowed to depart for such port unless the owner or owners, consignee or factor of such ship or vessel, shall, with the master, have given bond with one or more sureties to the United States, in a sum double the value of the vessel and cargo, that the vessel shall not leave the port without a clearance, nor shall, when leaving the port, proceed to any port or place in Great-Britain or France, or in the colonies or dependencies of either, or in the actual possession of either, nor be directly or indirectly engaged during the voyage in any trade with such port, nor shall put any article on board of any other vessel, and that the vessel shall return to the United States (reasonable time being allowed for performing the voyage) within the time expressed by the bond: nor unless every other requisite and provision of the second section of the act, intituled "an act to enforce and make more effectual an act, intituled "an act laying an embargo on all ships and vessels in the ports and harbors of the United States," and the several acts supplementary thereto," shall have been complied with. And the party or parties to the above-mentioned bond shall within a reasonable time after the date of the same, to be expressed in the said bond, produce to the collector of the district from which the vessel shall have been cleared a certificate of the landing of the same, in the same manner as is provided by law for the landing of goods exported with the privilege of drawback: on failure whereof, the bond shall be put in suit; and in every such suit, judgment shall be given against the defendant or defendants, unless proof shall be produced of such relanding, or loss at sea.

Sec. 14. *And be it further enacted,* That so much of the act laying an embargo on all ships and vessels in the ports and harbors of the United States, and of the several acts supplementary thereto, as compels vessels licensed for the coasting trade, or boats either not masted, or not decked, to give bond and to load under the inspection of a revenue officer, or renders them liable to detention, merely on account of the nature of their cargo (such provisions excepted as relate to districts adjacent to the territories, colonies or provinces of a foreign nation, or to vessels belonging or bound to such districts,) be, and the same is hereby repealed, from and after the fourth day of March next: *Provided, however,* That all penalties and forfeitures which shall have been previously incurred by any of the said acts, or which may hereafter be incurred by virtue of the said acts, on account of any infraction of so much of the said acts, as is not repealed by this act, shall be recovered and distributed in like manner as if the same had continued in full force and virtue.

Sec. 15. *And be it further enacted,* That during the continuance of so much of the act laying an embargo on all ships and vessels in the ports and harbors of the United States, and of the several acts supplementary thereto, as is not repealed by this act, no vessel, licensed for the coasting trade, shall be allowed to depart from any port of the United States, or shall receive a clearance, nor shall it be lawful to put on board any such vessel any species of goods, wares or merchandize, unless a permit shall have been previously obtained from the proper collector, or from a revenue officer, authorized by the collector to grant such permits; nor unless the owner, consignee, agent or factor shall, with the master, give bond, with one or more sureties, to the United States, in a sum double the value of the vessel and cargo, that the vessel shall not proceed to any foreign port or place, and that the cargo shall be relanded in some port of the United States: *Provided,* That it shall be lawful and sufficient in the case of any such vessel, whose employment has been uniformly confined to rivers, bays and sounds within the jurisdiction of the United States, to give bond in an amount equal to one hundred and fifty dollars, for each ton of said vessel, with condition that such vessel shall not during the time limited in the condition of the bond, proceed to any foreign port or place, or put any article on board of any other vessel, or be employed in any foreign trade.

Sec. 16. *And be it further enacted,* That if any ship or vessel shall, during the continuance of so much of the act laying an embargo on all ships and vessels in the ports and harbors of the United States, and of the several acts supplementary thereto, as is not repealed by this act, depart from any port of the United States without a clearance or permit, or having given bond in the manner provided by law, such ship or vessel, together with her cargo, shall be wholly forfeited; and the owner or owners, agent, freighter or factor, master or commander of such ship or vessel, shall, moreover severally forfeit and pay a sum equal to the value

of the ship or vessel and of the cargo put on board the same.

Sec. 17. *And be it further enacted,* That all penalties and forfeitures arising under or incurred by virtue of this act may be sued for, prosecuted, and recovered with cost of suit, by action of debt, in the name of the United States of America, or by indictment or information, in any court having competent jurisdiction, to try the same; and shall be distributed and accounted for in the manner prescribed by the act intituled "an act to regulate the collection of duties on imports and tonnage," passed the second day of March, one thousand seven hundred and ninety-nine, and such penalties and forfeitures may be examined, mitigated or remitted in like manner, and under the like conditions, regulated and restrictions, as are prescribed, authorized and directed by the act intituled "an act to provide for mitigating or remitting the forfeitures, penalties, and disabilities, accruing in certain cases therein mentioned," passed the third day of March, one thousand seven hundred and ninety-seven, and made perpetual by an act passed the eleventh day of February, one thousand eight hundred.

The bill was read twice and referred to a committee of the whole on Monday next.

LATEST FROM SPAIN.

NEW-YORK, FEBRUARY 16.

By the British brig Matilda, which arrived at this port last evening in 18 days from St. Johns, Antigua, the Editor of the *Mercantile Advertiser* has received London papers to the 13th of December inclusive (ten days later than our former dates) and the Antigua Journal of the 24th January, containing news from Lisbon of the 10th of December, from which we have made the following important extracts.

We learn verbally by a passenger in the brig Matilda, from Antigua, that on the 26th of January a dispatch was received from Admiral Cochrane, stating that Sir John Moore with an army of 36 000 men, had attacked the French army in the environs of Madrid, and completely routed them, with great slaughter on both sides. The English lost 4000 killed.

It is further stated, that a French 50 gun ship with 500 troops and 1700 barrels of Flour, was captured after a severe engagement, going into Guadaloupe, by the British frigates Jason and Cleopatra.

The London papers have contradictory reports about Bonaparte; one day he is said to be at Paris, and the next at Madrid.

BASSETTERE, ST. CHRISTOPHER, JAN. 17.

A few hours previous to this paper going to press, we were politely favoured with the following communication, from a gentleman:—

"The Ring Dove sloop of war, arrived at Barbadoes on the 11th inst. from Lisbon, which port she left on the 10th December and brings the melancholy account of the French army having entered Madrid early in December after completely vanquishing the Spanish army under General Blake and Palafox, and that Sir John Moore, was within a day's march with 36 000 British troops.

A French line of battle ship and two frigates, left France on the 28th November with supplies and troops for Martinique. Sir A. Cochrane, has also positive information of 5 French ships having left France, with troops and supplies, which the Admiral is daily expecting to meet off Martinique.

ST. JOHNS, (Antigua) JAN. 24.

During the last week, melancholy accounts of the affairs in Spain have reached us from various quarters. The sum of these is, that Bonaparte after having annihilated the army of Callanos and vanquished Blake and others of the Spanish leaders, had marched to Madrid, drenching his footsteps in the blood of the Patriots and desolating the whole country around. The only printed account which we have seen, will be found above extracted from the St. Christopher Advertiser of the 17th which was politely handed to us yesterday.

However, by the arrival of the ship City of Edinburgh, Capt. W. Cook, on Wednesday last at Falmouth, we have received accounts varying considerably from the foregoing. This vessel sailed from the Motherbank in company with the rest of our outward bound fleet on the 15th of December, but parted in a gale two days afterwards. Now there is every probability that at the period of Captain C's departure, the event of battles, which from the report of the Ring Dove, could not have been fought later than the end of November, or first days of December, must have been known in England. Indeed, Capt. C. affirms that these actions were known to have taken place, but attaches very different results to them. The conflict between Callanos and the French is represented to have been obstinate and sanguinary beyond description, and at the conclusion stood nearly in equipoise, that the victory could be ascribed to neither party; the Spaniards however, perhaps from partiality, were supposed to have gained some small advantage. General Blake it was acknowledged, had been so roughly handled in two or three encounters, as to be under the necessity of retreating; this however he had performed in the best order.

Since writing the above, our minds have been still further revived from gloomy apprehension. His Majesty's ship Circe, Capt. Collier, arrived last night from off Martinique, and brings the intelligence that Admiral Cochrane had received an Express, (we suppose from some part of Spain or Portugal) informing him that a part of the French army eluding the vigilance of the Spaniards had by a circuitous route taken possession of Madrid. The Spanish troops had not suffered the defeats reported; the conflicts in which they had engaged, had not terminated in such a manner as to depress their courage, but they still remained resolute and hearty in the cause, and sanguine in the expectation of establishing their independence.

In this manoeuvre of Bonaparte, we mean dispatching a division of his troops into the rear of his enemy, we may trace something of the plan which he practised at Jena, with almost unparalleled success. It will be remembered, that, upon the occasion alluded to, General Davoust was detach-

ed at the head of a strong body, with orders to take a compass and post himself about 20 miles in the rear of the left wing of the Prussian army. These orders were no sooner executed than Bonaparte made his attack. The Prussians were defeated, and the fugitives, from the centre and left wing either destroyed or so entirely dispersed, that any attempt afterwards to re-assemble them must have proved altogether fruitless. It may be objected, that there is a vast difference between 20 miles and the distance of Madrid from the scene of action; and that these troops must be too far removed to co-operate with the main army. But may Bonaparte intend, that when his arrangements for a general engagement are complete this corps should retrace their steps and take a position in rear of the Patriots? We know that upon all former occasions, he has been careful to take such previous measures, as should the advantage fall to him in the first instance, to insure the most absolute success. Victory has no brilliancy in his eyes, unless it be complete. He aims not to overthrow, but to annihilate his enemy. But, in the present glorious struggle, we ardently wish, and we trust, that a similar event will not attend his stratagem. It is believed, he has men of caution to deal with.—The Patriotic Generals, among other excellent qualifications, have shown great circumspection, and we hope this virtue will not abandon them in the important crisis.

Captain Collier, in the Circe, has had a brush with a masked battery at St. Pierres, into the road of which place he had been ordered. The battery opened upon the Circe, and in self-defence, the fire was returned, by which the enemy was shortly silenced, and part of their Church and some other buildings destroyed. Captain Collier, and two or three of his crew are slightly wounded. The Circe was so close in shore, that the Frenchmen fired upon her with musquetry.

LONDON, DECEMBER 10.

A cabinet Council was held yesterday, and did not break up till 7 in the evening; after which Mr. Hunter, the Messenger, was ordered to proceed to Spain with dispatches. It is said, the subject was the situation of the British army. It is stated, the British forces are to be stationed in Portugal.—Transports have been ordered to Corunna and Vigo.

A Sunday Paper says, some ministerial changes, are spoken of. The Duke of Portland, Mr. Canning, and Mulgrave, it is said, are to retire. Lord Chatham, it is added, is to be removed to the Treasury, and Lord Melville, has been offered a seat in the Cabinet.

Mr. Shaw, the Messenger, left London the 10th of December, with Dispatches for Paris.

Accounts from Sweden were unfavourable since the rupture of the Armistice, the Russians pushed forward with such an overwhelming superiority of force that all the Gallant efforts of the Swedes have been fruitless.

Private Letters from Holland state, that Bonaparte has ordered a relaxation to take place in the regulations enjoined by his Milan Decree, respecting Neutrals.—By the Decree alluded to it was ordered that all Neutrals which had touched at a British Port, or submitted to be searched by a British cruiser should be confiscated on entering a French Port, or condemned as legal prizes, if captured by a French armed vessel. It is now ordered, that Neutrals shall be admitted into the French Ports, though they have been searched by a British Cruiser, provided they have not touched at a British Port. Bonaparte by relaxing in the Milan Decree probably expects that the American Government will be induced to remove its Embargo, so far at least as respects vessels bound to France.

DECEMBER 13.—Nothing but uncertainty prevails with regard to Spain. We have received no intelligence of the least importance since our last; and the public is obliged to rest upon the imperfect intelligence which we received on Friday. The vague, but positive statement of the defeat of Callanos and the intended retreat of the British forces from Allogra and Salamanca, is all, therefore we have, on which to found our speculations and conjectures.

It is matter of no little anxiety, that we have so little information respecting the ultimate intentions of our own army. We remain of opinion, that the resolution has been taken of embarking our troops with all possible expedition.

BOSTON, FEBRUARY 20.

REFLECTIONS

On the late News from Spain, by the way of Antigua.

[Furnished by an obliging Correspondent.]

The just solicitude, which is felt by all the true friends to the rights and independence of mankind, for the fate of those nations who are now contending for their existence against the arms of the conqueror of Europe, will be a sufficient excuse for our devoting a portion of our paper to the examination and comparison of the unpleasant and distressing rumours.

Perhaps no period of the late eventful war in Europe, ever excited, or more justly interested the feelings of the nations yet unsubdued.

And it may be added, that among the other important effects of this contest, one of the most valuable to our country, is the discrimination which it affords between the two parties, into which we have unhappily been divided.

While one part of our citizens, true to the principles of civil liberty, which they have always cherished, have beheld the cause of Spain and Portugal as essentially connected with their own independence, and with that of the world at large. Another portion, who have professed themselves the champions of the rights of man, but who have united their interests with those of France, and who have equally rejoiced in her successes, under whatever form of government, and under whatever pretences she may have attacked the rights of other nations, have uniformly approved and applauded her conduct, and gloried in her triumphs, as if they were their own.

In the early part of the Spanish struggle against oppression, they affected a sort of coyness in expressing their opinions, and while they contented themselves with imputing their fears, that Spain must fall, and while Mr. Jefferson ventured even further to suggest it was a mere struggle for