

TO THE MEMORY OF SIR JOHN MOORE.
FREEDOM, thou pride of BRITON'S favour'd land,
Where all thy bliss is felt! at thy command
Her warlike sons go forth—for thee maintain
The unequal fight, to spread thy blest'd domain
For thee they conquer, or for thee they die,
Glorious alike in death or victory.

Happy the Heroes who so bravely fell,
For thee contending nobly! They now dwell
In blessedness supreme.—O valiant Moore!
Thy race of Glory run, thy battles o'er
Now sleep in peace.—Tho' early gone to rest
Thy name shall ever live in BRITON'S breast.

What British heart but feels the warlike flame
Of Liberty! But spurns the hateful name
Of slavery! That bane of human joy!
That worst of Gallic plagues! Which to destroy
May Spanish zeal, by British aid succeed,
Till captive Europe from its chains be freed!

WASHINGTON, TUESDAY, MAY 23, 1809.
PRESIDENT'S MESSAGE.

At twelve o'clock: Mr. Graham, the private Secretary of the President, delivered to the House the following MESSAGE:—

Fellow-Citizens of the Senate,
and of the House of Representatives,

On this first occasion of meeting you, it affords me much satisfaction, to be able to communicate the commencement of a favourable change in our foreign relations; the critical state of which, induced a session of Congress at this early period.

In consequence of the provisions of the act interdicting commercial intercourse with Great-Britain and France, our ministers at London and Paris were, without delay, instructed to let it be understood by the French and British governments, that the authority vested in the executive, to renew commercial intercourse with their respective nations, would be exercised in the case specified by that act.

Soon after these instructions were dispatched, it was found that the British government, anticipating, from the early proceedings of Congress at their last session, the state of our laws, which has had the effect of placing the two belligerent powers on a footing of equal restrictions, and relying on the conciliatory disposition of the United States, had transmitted to their legation here, provisional instructions, not only to offer satisfaction for the attack on the frigate *Chesapeake*, and to make known the determination of his Britannic Majesty, to send an envoy extraordinary with powers to conclude a treaty on all points between the two countries; but moreover, to signify his willingness, in the mean time, to withdraw his orders in council in the persuasion that the intercourse with Great-Britain would be renewed on the part of the United States.

The steps of the British government led to the correspondence and the proclamation now laid before you: by virtue of which the commerce between the two countries will be renewable after the tenth day of June next.

While I take pleasure in doing justice to the councils of his Britannic Majesty, which no longer adhering to the policy which made an abandonment by France, of her decrees, a pre-requisite to a revocation of the British orders, have substituted the amicable course which has issued thus happily; I cannot do less than refer to the proposal heretofore made on the part of the United States, embracing a like restoration of the suspended commerce as a proof of the spirit of accommodation which has at no time been intermitted, and to the result which now calls for our congratulations, as corroborating the principles, by which the public councils have been guided during a period of the most trying embarrassments.

The discontinuance of the British orders, as they respect the United States, having been thus arranged, a communication of the event has been forwarded in one of our public vessels to our Minister Plenipotentiary at Paris, with instructions to avail himself of the important addition thereby made to the considerations which press on the justice of the French government a revocation of its decrees, or such a modification of them as they shall cease to violate the neutral commerce of the United States.

The revision of commercial laws, proper to adapt them to the arrangement which has taken place with Great-Britain, will doubtless engage the early attention of Congress. It will be worthy at the same time of their just and provident care, to make such further alterations in the laws as will more especially protect and foster the several branches of manufacture which have been recently instituted or extended by the laudable exertions of our citizens.

Under the existing aspect of our affairs, I have thought it not inconsistent with a just precaution, to have the gun-boats, with the exception of those at New-Orleans, placed in a situation, incurring no expence beyond that requisite for their preservation, and convenience for future service; and to have the crews of those at New-Orleans reduced to the number required for their navigation and safety.

I have thought also, that our citizens detached in quotas of militia, amounting to one hundred thousand, under the act of March, 1808, might not, improperly, be relieved from the state in which they were held for immediate service. A discharge of them has accordingly been directed.

The progress made in raising and organizing the additional military force, for which provision was made by the act of April, 1808, together with the disposition of the troops, will appear by a report which the Secretary of War is preparing, and which will be laid before you.

Of the additional frigates required by an act of the last session, to be fitted for actual service, two are in readiness, one nearly so, and the fourth is expected to be ready in the month of July. A report, which the Secretary of the Navy is preparing on the subject, to be laid before Congress, will show at the same time, the progress made in officering and manning these ships. It will show also the degree in which the provisions of the act, relating to the other public armed vessels, have been carried into execution.

It will rest with the judgment of congress to decide how far the change in our external prospects may authorize any modifications of the laws relating to the army and navy establishments.

The works of defence for our seaport towns and harbours have proceeded with as much activity, as the season of the year, and other circumstances would admit. It is necessary, however, to state that the appropriations hitherto made, being found to be deficient, a further provision will claim the early consideration of Congress.

The whole of the eight per cent stock remaining due by the United States, amounting to five millions three hundred thousand dollars had been reimbursed on the last day of the year 1808. And on the first day of April last, the sum in the treasury exceeded nine and an half millions of dollars.—This together with the receipt of the current year, on account of former revenue bonds, will probably be nearly, if not altogether sufficient to defray the expences of the year. But the suspension of export, and the consequent decrease of importations, during the last twelve months will necessarily cause a great diminution in the receipt of the year 1810. After that year, should our foreign relations be undisturbed, the revenue will again be more than commensurate to all the expenditures.

Aware of the inconvenience of a protracted session at the present season of the year, I forbear to call the attention of the Legislature to any matters nor particularly urgent. It remains therefore only to assure you of the fidelity and alacrity with which I shall co-operate for the welfare and happiness of our country: and to pray that it may experience a continuance of the divine blessings, by which it has been so signally favoured.

JAMES MADISON.

IMPORTANT BILL.

The following Bill was submitted to the Senate of the United States on the 29th inst. by Mr. Giles.

A Bill to amend and continue in force the act, entitled "An act to interdict the commercial intercourse between the United States and Great-Britain and France, and their dependencies, and for other purposes."

Be it enacted by the Senate and House of Representatives, of the United States of America in Congress assembled, That the act laying an embargo on all ships and vessels in the ports and harbours of the United States and the several acts supplementary thereto, and the act to enforce and make more effectual, an act entitled, an act laying an embargo on all ships and vessels in the ports and harbours of the United States; and also the thirteenth, fifteenth and sixteenth sections of the act to interdict the commercial intercourse between the United States and Great-Britain and France and their dependencies, and for other purposes, be, and the same are hereby repealed. *Provided, however,* That all penalties and forfeitures, which have been incurred on account of any infraction of any of the said acts or sections, shall be recovered and distributed in like manner as if the said acts and sections had continued in full force and virtue.

Sec. 2. And be it further enacted, That so much of the act to interdict the commercial intercourse between the United States and Great-Britain and France, and their dependencies, as is not repealed by this act, shall continue in force until the end of the next session of Congress: *Provided,* That nothing therein contained shall be construed to prohibit any trade or commercial intercourse which has been or may be permitted in conformity with the provisions of the eleventh section of the said act.

Sec. 3. And be it further enacted, That during the continuance of this act, no ship or vessel shall be permitted to depart for any foreign port or place with which commercial intercourse has not been or may not be permitted by virtue of the last mentioned act: And no ship or vessel, bound to a foreign port or place with which commercial intercourse has been or may be permitted by virtue of the said act, shall be allowed to depart, 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 proceed to any port or place with which commercial intercourse is not permitted by virtue of the said act, nor be directly or indirectly engaged, during the voyage, in any trade with such port or place, nor shall put any article on board of any other vessel destined for such port or place: And if any ship or vessel shall, contrary to the provisions of this section, proceed to any such prohibited port or place, or be directly or indirectly engaged in any trade with such port or place, or shall depart from any port of the United States without clearance or having given bond in the manner above mentioned; such ship or vessel, together with her cargo, shall be wholly forfeited, and the owner or owners, agent, freighter or factors, 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. *Provided always,* That the provisions of the eleventh section of the last mentioned act, shall extend to the prohibitions imposed by this section; which prohibition shall cease to operate in the manner and under the limitations prescribed by the eleventh section aforesaid, in relation to any nation with which commercial intercourse may hereafter be permitted in conformity with the provisions of the eleventh section aforesaid.

Sec. 4. And be it further enacted, That all penalties and forfeitures arising under, or incurred by virtue of this act, shall be recovered and distributed, and may be remitted or mitigated in the manner prescribed by the act to interdict the commercial intercourse between the United States and Great-Britain and France and their dependencies and for other purposes.

Sec. 5. And be it further enacted, That all the vessels which may have arrived at any port or place within the United States, from Great-Britain, her colonies and dependencies, since the twentieth day of May, one thousand eight hundred and nine, or which may arrive before the tenth of June next, shall be exempted from all the forfeitures and penalties incurred in consequence of any violation of any of the provisions of the said act to interdict the commercial intercourse between the United States and Great-Britain and France and their dependencies.

BOSTON, JUNE 5.
LATEST FROM LISBON.

Yesterday arrived the brig *Julian*, Capt. Williams, 40 days from Lisbon. The French had not made any movements towards Lisbon.—Sir David Baird had just arrived with 7000 troops from England, which increased the British forces on that station to 25,000—the Portuguese army was 30,000 strong, well equipped, and in high spirits.—The combined forces had got possession of all the heights and passes for 25 miles round, completely fortified, and were determined to make a stand against the French, if they approached.

Capt. W. confirms the report of the capture of *Vigo* by the English.—Also, the capture of *Oporto* by the French. After the surrender of *Oporto* it was given up to the troops for plunder during three days, wherein the most horrid excesses were committed.

The accounts from Spain were contradictory; and but little dependence relied on them.

Extract of a Letter from Lisbon, dated April 22, 1809.
"Our political situation seems to be strengthening daily, as reinforcements are arriving, and no means spared to defend this place; the enemy seems shy of making advances, which is descriptive of weakness in numbers on his part.—The rise or fall in value of produce from your country materially depends upon the turn of army affairs."

Another extract of the same date.

"Trade promises assuming a great degree of activity in this port if the French are kept out of the country, which we have now great hopes of, as we have had important reinforcements from England."

LONDON, APRIL 14.
FRENCH FLEET.

The reports respecting the combined squadrons of the enemy, lately in Basque Roads, are various, but interesting at the present moment.

The Captain of a vessel arrived at Plymouth from Charante, has sent letters to town, stating that the French fleet from Brest, &c. after anchoring in Basque Roads, had, from the insecurity of its situation, and the apparent preparations made by the British Admiral for its destruction, weighed anchor, and proceeded to Rochefort through the Charante Roads. This undertaken was commenced on the 4th inst. and when the signal to unmoor was made by the French Admiral the utmost confusion ensued. Their offing was so narrowed by the station of the British fleet, that the French had not sufficient sea-room, and naturally run foul of each other in various directions. Not one of them is stated to have got in without serious damage. Some are said to have run ashore, and were in danger of being totally lost; others threw their guns overboard, and most of them were dismasted, and rendered unfit for service.

Our own letters from Plymouth Dock, received this morning, state that the *Betsy* cutter has brought home accounts, that the British fleet was preparing to attack the French; and our Plymouth letter reports, that the *Betsy* left our fleet bombarding that of the enemy. The following are the letters to which we allude:

PLYMOUTH DOCK, APRIL 12.

"The *Betsy* cutter, which arrived here yesterday evening from Rochefort, reports that every preparation was making for an immediate attack on the French Squadron in Basque Roads."

PLYMOUTH, APRIL 12.

"Last evening arrived the *Betsy* cutter, from off Rochefort; among the many reports in circulation, one is, that the British Squadron were left bombarding the French fleet in Basque Roads, but this we do not vouch for."

On these letters we have only to remark, that neither of them are inconsistent with the account transmitted by the Captain from Charante; for it cannot be supposed that the British fleet would not do every thing in its power to prevent the enemy's movement.

On this subject the following paragraphs appear in the Exeter papers:

EXETER, APRIL 12.

"A Naval Officer, passed through this city at six o'clock this evening, in a chaise and four, express for London. It is said, he is the bearer of important dispatches, no less than the destruction of the French fleet in Basque Roads."

EXETER, APRIL 12, Half past Seven, P. M.

"A Captain of the Royal Navy passed express through this city in a chaise and four, from Falmouth, with the utmost expedition for London, undoubtedly the bearer of some very important intelligence, either from Admiral Duckworth or Admiral Stoddard's Squadron, no particulars of which were communicated; all that transpired was as follows: "That he was the bearer of *Good News, a Sinking Business, and a very Hot one*—and said that we might prepare our Bell-ropes for Ringing."

"He changed horses at Land's New London Inn, and enquired the shortest possible time he could reach town? the answer was 24 hours, but, by sending horses forward he might gain two hours; he therefore hoped to be there in 19 hours."—*Woolmer's Exeter and Plymouth Gazette.*

We have thought it our duty to lay the above statements before our readers, the various reports in circulation having excited considerable interest; but it is proper we should at the same time mention, that our Falmouth letter of the 11th mentions, that "an American ship, supposed to be the *Pacific*, with dispatches from New-York, had arrived in the Offing; that the Consul's boat had gone off for the ship, and that a post-chaise was in waiting to proceed with the bearer of the dispatches for London." We call the attention of our Readers to this circumstance, as the post-chaise alluded to in the Exeter Newspapers, may prove to have been the one now mentioned; though it is possible that another vessel might also arrive at Falmouth after the departure of the Mail.

SPAIN.

Since writing the above, we have learnt that Government has received official advices from Spain, containing intelligence highly satisfactory; but not a syllable of the contents had transpired when this Paper was put to press.