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FURTHER EXTRACTS FROM THE NEW-YORK PAPERS.

Foreign Intelligence.

MADRID, September 28.

Circular letter to the Ambassadors and Foreign Ministers to the Court of Spain.

SIR,

I have the honor to communicate to you a copy of the memorial which the King my master, has ordered me to send to his Minister at Stockholm, in order to be transmitted to the Ministry of his Swedish Majesty.

The principles which are established in it, and the event which has given rise to it, are of a nature to interest all the commercial nations of Europe, particularly the neutral powers.

His Majesty is persuaded that your government will see the affair in the same point of view, and he flatters himself that it will concur in effacing, as much as possible, from the annals of this war, an attack so destructive of the confidence and hospitality, of which neutral and friendly flags enjoy.

I repeat the assurances of my consideration and esteem, and am, sir, &c.

(Signed)

CHEVALIER D'URQUIJO.

St. Ildephonso, Sept. 17, 1800.

Letter of the Minister of the Foreign Affairs of the King of Sweden.

SIR,

The King my master, has seen with the greatest indignation, by a report which the Consul of his Swedish Majesty at Barcelona has transmitted to the Capt. General Catalonia, containing the declaration of Capt. Rudhardt of the Swedish galliot the *Hoffnung*, that on the 4th of September last, in the afternoon, two English ships of the line and a frigate forced the said captain, after having examined and found his papers according to rule, to take on board English officers and a considerable number of sailors, and to suffer himself to be towed at nightfall by several English chalops to the harbour of Barcelona, and under the cannon of its batteries.

That the English having reduced the said captain and his crew to silence by holding a pistol at his breast, got possession of the helm and made at 9 P. M. by means of the galliot and the chalops surrounding it, an attack upon two frigates under the Spanish flag who were there at anchor, who not suspecting that this friendly and neutral ship concealed enemies on board, and could be made use of for the most—attack, were taken almost by surprise and forced to surrender.

I refer you for the other particulars, and for the violence committed by the English on the Swedish ship, to the declaration of the captain hereunto annexed.

The king my master could not consider that event but as interesting the rights, and wounding the interests of all the powers of Europe without excepting England; and above all, as the heaviest insult to the flag of his Swedish Majesty.

In fact it is evident that the belligerent powers, by admitting neutral ships into their harbours and ports, wished to soften the scourge of war, and to preserve those commercial relations between the people of different nations which their mutual wants require.

Every thing therefore that tends to render the navigation suspected and dangerous, injures in an equal degree the rights and interest of all nations.

But in the present case, the rights and honour of the Swedish flag have been violated in so outrageous a manner, that few examples of such a violation can be found in the naval history of Europe.

The attack if it were to remain unpunished, would tend to embroil two friendly powers, annihilate their com-

mercial relations, and cause the flag which should suffer it to be considered as the secret auxiliary of the enemy's power, and would thus force Spain to take such measures as the interest of his vessels and the security of his ports should command.

Yet the King, my master, wishes still to believe that the Swedish Captain has not been guilty of the least connivance with the English, and that he yielded only to their force and their great number.

Under this supposition, The King has ordered me to lay before his Swedish Majesty, this grievous insult committed against his flag; and not doubting the resentment which he will feel at a procedure equally low and disloyal on the part of some officers of the British navy, he expects that the Court of Stockholm will make to the English Ministry, the most serious representations, in order that the officers who have rendered themselves culpable upon this occasion, be punished severely, and that the two Spanish frigates surprised and carried off from the harbour of Barcelona by a stratagem equally contrary to the rights of nations and the rules of war, be immediately restored with their cargoes, as having been illegally surprised by means of a neutral ship, which served as an instrument to the assailants.

His Catholic Majesty thinks himself so much the more entitled to consider the success of this reclamation as certain, as the English Government even cannot dissimble that its enemies, by following a similar example, might themselves also make use of neutral vessels to infest its harbours, and do in its ports all possible damage.

But if, contrary to all expectation, the steps of his Swedish Majesty, at the Court of London, to obtain reparation for the injury done to his flag, as well as the restitution of the two Spanish frigates, should not have the desired success before the end of this year, his Majesty will be obliged, though with much regret, to adopt towards the Swedish flag measures of precaution which shall in future shelter his harbours and ports from an abuse as dangerous and revolting, as that which the English have just committed.

I have the honour to be, &c.

(Signed)

CHEVALIER D'URQUIJO.

St. Ildephonso, Sept. 19, 1800.

NOTE.—The declaration of the Swedish Captain gives an historical recital of the transaction.

From the LONDON GAZETTE.

Admiralty-Office, Sept. 13. 1800.

Copy of a Letter from Rear-Admiral Sir John Borlase Warren, to Earl St. Vincent, K. B.

Renown, Vigo Bay, Sept. 2.

My Lord,

I beg leave to inform you that, on having ordered Capt. Hood of the *Courageux*, to put into this bay, I received a letter from him on the same evening, and immediately ordered two boats from this ship, the *Impetueux* and *London*, and refer your Lordship to a letter which accompanies this, for the account of a gallant action performed by the boats of Capt. Hood's detachment under Lieut. Burk's orders, whose merit upon this as well as upon former occasions will, I trust, induce your Lordship to recommend him to the favour of the Lords Commissioners of the Admiralty, more especially as he has been severely wounded in the service.

(Signed)

J. WARREN.

His Majesty's ship *Courageux*,
Vigo Bay, Aug. 30.

SIR,

Perceiving yesterday afternoon the French privateer in the harbour had removed for security near the narrows of Redondella, close to the batteries, where I thought there was a probability of her

being attacked with success; I ordered two boats from each ship named in the margin, with those of the *Renown*, *Impetueux*, and *London*, you sent me, and four from the *Courageux*, commanded by Lieutenants, volunteering their services to be ready at nine o'clock, and placed them under the direction of Lieut. Burke, of the *Renown*, whose gallant conduct has so often merited your commendation. About 40 minutes past 12 they attacked her with the greatest bravery, meeting with desperate resistance, her commander having laid the hatches over to prevent her people giving way, and cheered as the boats advanced, but notwithstanding this determined opposition, she was carried in 15 minutes. I am sorry to add, Lieut. Burke has received a severe wound, but I hope not dangerous.

Our loss has been as per enclosed list, the greater part occasioned by the desperate conduct of her commander, who was mortally wounded. Too much praise cannot be given to those deserving officers and men who so gallantly supported Lieut. Burke, and towed her out with so much coolness through the fire of the enemies' batteries. I need not, sir, comment on the ability and courage of the commanding Lieutenant, his former services having gained your esteem; and I have no doubt the sufferings of his wound will be alleviated by that well known attention shown to officers who so gallantly distinguished themselves, for which I beg leave to offer my strongest recommendation.—The privateer is a very fine ship, named *la Guine*, of Bourdeaux, with a flush deck, 300 tons, pierced for 22 guns, carrying 189 pounds, and 161 men, commanded by Citoyenne Dupan, stored and provisioned in the completest manner for four months. She had 25 killed and 40 wounded.

(Signed) SAMUEL HOOD.

A report of the killed, wounded, and missing.

Lieutenant Henry Burke, of the *Renown*, wounded.

Lieutenant John Henry Holmes and James Nourse, to the *Courageux*, slightly wounded.

Three seamen and one marine killed. Three officers, twelve seamen, and five marines, wounded.

One seaman missing.
(Signed) SAMUEL HOOD.

LONDON, SEPTEMBER 15.

By accounts received from the armament under the command of Sir James Pulteney, and Rear-Admiral Sir J. B. Warren, of the date of the 2d instant, we learn that the troops were to proceed to the Mediterranean, under convoy of the Gibraltar and Ajax line of battle ships, and that the Rear-Admiral and the remainder of the Squadron were to return to rejoin the grand fleet under the Earl St. Vincent. We believe accounts have been received of that Squadron having actually rejoined.

The report of this morning, in consequence of dispatches having been received yesterday from Lord Keith, in the Mediterranean, is, that a revolt of the French army in Egypt has taken place since the death of General Kleber, and that a deputation has been sent to the English Admiral from the majority, proposing to evacuate the country on the terms originally signed at El Arisch. We cannot speak with much confidence to the truth of the statement.

Lord Londonderry lies dangerously ill at Lord Castlereagh's house in Cleveland-row, where a consultation of the Faculty was yesterday held.

It is said in one of the papers that many of the women who took a share in the London riots, had little or no CLOTHING. The writer does not surely mean to insinuate that they were PERSONS OF FASHION! The description however is very vague and liable to misconstruction!

TRADE OF GREAT-BRITAIN.

The value of goods imported into Great-Britain from all parts—

In the year 1786, was 15,786,072 7 5
In the year 1792, — 19,659,358 6 7
In the year 1798, — 27,857,889 8 8

The value of British produce and manufactures exported from Great-Britain:

In the year 1786, was 11,830,372 18 11
In the year 1792, — 18,336,851 6 11
And in the year 1799, 24,084,088 15 10

The value of foreign merchandize exported from Great-Britain, was—

In the year 1786, 4,475,493 9 9
In the year 1792, 6,508,326 10 6
And in the year 1799, 11,901,608 3 11

The above are only the accounts of what is called the official value. But as the convoy act passed in the 38th of the King, obliges all exporters to declare the real value of the goods exported, which are liable to pay a duty; and as the Inspector-General has calculated the real value of those exports which pay no duty, and of which the value is not required to be declared; he has estimated the value of the whole of the British manufactures exported from Great-Britain, to have amounted to—

In the year 1798, 33,148,682 0 0
And in the year 1799, 33,942,493 0 0

The number of vessels built in the several ports of the British Empire, in the year 1789, was 327: whole tonnage amounted to 71,090. In the year 1799—352: whole tonnage was 97,825.

The number of vessels belonging to the several ports of the British Empire, in 1787, was 14,310.—The number of men and boys employed in navigating the same 108,962. The number of vessels in the year 1798—17,295. Number of men and boys 129,546.

The number of British ships which entered inwards in the year 1789, was 11,907. The number outwards 13,508. The number of foreign ships which entered inwards in the same year—1542. The number outwards—891.

The number of British ships entered inwards in 1799—10,557. The number outwards—11,085. The number of foreign entered inwards in the same year 3012. Number of ditto outwards—2392.

The total amounts of the wealth of England and Wales, consisting of land, houses, shipping, cattle, gold and silver coin, wares, merchandize, plate, furniture, &c. according to Sir William Perry, in the year 1664, was computed to amount to two hundred and fifty millions. The total amount of the articles above enumerated are calculated, by a late ingenious writer on political arithmetic, to amount to one thousand two hundred and ninety-eight million six hundred and seven thousand.—From this statement it appears, that since the year 1664, the national wealth of Great-Britain has received an increase of the immense sum of one thousand and forty-eight millions six hundred and seven thousand pounds!

Extract of a letter from an Officer on board the —, of 74 guns, one of Earl St. Vincent's Fleet, dated Wednesday last, off Brest.

"We stand closer in shore than ever. The Blockade has been very strict for these three months past, and all sorts of provisions, &c. have been prevented from entering Brest for the fleets. The flying or lookout squadron of frigates keep so close into the Road, as to be frequently within reach of the batteries.—This they do to prevent a fleet of transports, at St. Maloes, laden with naval stores and provisions, from escaping into Brest. Buonaparte has sent orders to that fleet of transports to spare no efforts to reach Brest; and he has also sent orders to the French and Spanish fleets in Brest, that to sea they must go, at every hazard."