

MR. MOTT,
By inserting these few lines, you will oblige.
A CORRESPONDENT,
Being composed by a Boy of 10 years of age.
JANUARY, 1806.

OUR great immortal Hero
Has bravely met his end,
And to Deaths conquering hand
We all alike must bend.

How bravely he fought and fell,
How undaunted and bold,
From ages to ages,
Shall for ever be told.

Success to Admiral Collingwood,
Admiral Calder and those,
Hozza for Old England,
And confusion to her foes.

LONDON, November 6.

THE DISPUTE WITH AMERICA.

We have already had reason to notice that a very general and vehement indignation prevails in the United States against the conduct of our cruizers, and the decisions of our Admiralty Court; and that the Ambassador from the United States has presented a memorial upon the subject to our government. We are told even by some among ourselves, that the complaints of the Americans are but two well founded; and that indeed such has been our hasty violence, that the Americans may be driven to measures of reprisal. Upon a matter so important and serious, it cannot be unreasonable to consider the nature of the allegations against us, and which form the perpetual theme of the American declaimers in all their haunts and companies in this country, where, by the habit of long intercourse, mutual language, familiarity of manners, and former relationship, they find themselves so much at home, that they are regarded as a part of our own community, and are permitted to exercise an influence over both our political and mercantile affairs, which neither their wisdom nor disinterestedness entitle them to possess.

The States of America are obviously placed so far beyond the immediate effects of European politics, that the American citizens are enabled to reap advantages in trade from the confusion that prevails among the kingdoms of Europe. And our naval superiority having compelled our enemies to keep their vessels at home, the carrying trade of their foreign establishments is conducted almost entirely by neutrals, of whom the greatest number are Americans. This system has, therefore, obliged us to adopt a very rigid scrutiny of American vessels; and it is from the exercise of it that the complaints against our cruizers originate. But before we assert the justice and expediency of the measure, let us consider the fact on which it is founded.

The produce of the enemies colonies is carried by American vessels, with dissimulated papers, to the United States; it is there landed, and again shipped for Europe in American vessels with dissimulated papers. The original interest in the property remains unchanged, and is, during all this circuitous route, still the enemy's. This is a notorious fact, and is as well known in London, as that an immense arrear of debt is due by the citizens of the United States to the merchants and manufacturers of Britain. Indeed it is a trade which we ourselves practise; and till very lately hough not at present (for reasons which shall be afterwards mentioned) the greatest part of our Mediterranean commerce was managed under neutral flags, and especially under the American.

Now, with this indisputable statement of a fact so public, in what consists the injustice of ordering our cruizers to be vigilant towards neutrals, and strict in the investigation of American cargoes? The scrutiny which we practise, and which our enemies would also practise, if they had the power, and which they do practise whenever an opportunity occurs, is nothing more in its consequence than an inconvenience attached to the nature and employment of neutrals by belligerents, and which, instead of being a subject of diplomacy, ought to be considered by the American in the rates of his freights. If it be true, that the American government has actually been so impolitic as to interfere in practical matters of trade, and the American Ambassador has actually addressed a memorial to our Ministry we must prepare ourselves for a revival of the old discussion about neutral bottoms, interlarded with all the insidious stuff and quibble of Talleyrand and his moral fraternity. The doctrine of neutral bottoms is founded on some sort of analogy which is supposed to exist between a ship and a state; and because belligerent nations, (except indeed, by those restorers of barbarism, the French) have always respected the persons and property of the opponents resident in neutral countries, it is asserted that the same respect should be extended to what may happen to be in the machines that bear the heraldic symbol of those countries upon the seas. But the respect paid by belligerents to each other in neutral countries, it is asserted that the same respect should be extended to what may happen to be in the machines that bear the heraldic symbol of those countries upon the seas. But the respect paid by belligerents to each other in neutral territory, is not a matter of right, but expediency, a thing of immemorial custom, and no more related to justice than the popish sanctuary that protects criminals; and its opposite on the seas is intitled for the same reason to the same difference. Situation only cannot affect the intrinsic quality of things; custom alone is the preserver of privileges. The property of a British or a French subject remains as intrinsically British or French in a neutral vessel, as in the British or French dominions; and the customs that protect it in the one case has no better foundation than the practice which seizes it in the other. But this is deviating from the point more immediately in view: the complaint of the Americans against us, which, if at all to be the subject of discussion between the two governments, since we have shewn that it necessarily arises out of the nature of the case and immemorial usage, must be answered with a complaint by us against the Ame-

ricans; and whichever of the two nations shews the greatest reason for its recrimination, let the other make atonement.

We have no doubt, independently of numerous equivocations, both with respect to the fulfilment of the Treaties of Amity and commerce, and the conduct of the American Government and Citizens, with respect to the political interests of this country, that a stronger case of commercial injury might be made out by us.

With reference to the influence American citizens have in this country, it ought to be borne in mind, that the insurance of the world centres in London, and that in the community at Lloyd's the Americans exercise no inconsiderable part of that influence to which we allude. They are there daily in the habit of effecting insurances, and have hitherto persuaded many of the Underwriters to cover their risks, although a proof of property being insured in Britain is admitted by the enemy as authentication of it being British property. Understanding by the decision of Sir William Scott in the case of the *Essex*, that our cruizers were authorized to be vigilant and rigid in the scrutiny of American vessels, the American Brokers have inserted in their policies a clause, by which the Underwriters are simple enough to bind themselves to settle for a total loss in the event of detention or seizure by British cruizers. Thus making the policy verbally obligatory, but really illegal, it is to be hoped, that the Underwriters will take an early opportunity of ascertaining the point in a Court of Law. The insertion of this clause, where the property insured is not warranted American, is equivalent to a confession that it is the enemy's, which cannot by statute authority be lawfully insured in this kingdom. It would, perhaps, puzzle a clearer head than even Sir William Scott possesses, to say what should be justly done with a cargo originally French, but insured by the clause referred to, and detained by any of our cruizers; for the property, by the insurance, becomes British, and belongs to the Underwriters. However, as these points are only touched to shew what use the influence of the Americans is applied to in this country, let us see what are the consequences that have arisen from it, and whether they may not furnish our Government with as many reasons to accuse the American Ship-Masters of deliberate treachery and perfidy, as the Government of the United States can allege against the hasty violence and tyranny of the British Officers. If the irascibility of two or three Commanders of Frigates be matter of complaint against the one, why may not the profligacy of the Commanders of merchant ships be retorted by the other?

It was mentioned that till lately we managed a considerable part of the Mediterranean trade under neutral colours, and particularly under the American. The American is now universally rejected, because during the last spring and summer almost every one of the American ships, loaded by our merchants, or insured by our Underwriters, fell into the hands of the enemy; so unparalleled was the bad fortune of the American ships in the Mediterranean trade that a suspicion began to spring up, at first as to the integrity of the destination of the voyage, but at last, as circumstances unfolded, it came out that a strong motive was offered to the American Ship-Masters not to keep too far from the enemy's coast, and the events proved how little their honesty was to resist the temptation. Whenever an American vessel, insured or loaded by British subjects, was carried in by the enemies cruizers, she was quickly unloaded, the Ship-Master paid his full freight, and his vessel allowed to pass unmolested wherever he desired to go.

As the freight was all he cared about, it was good policy to get so soon and so well rid of a cargo without the freight, for which he was chartered to proceed to Italy or Malta. The losses which both our Underwriters and merchants sustained by this perfidious trafficking have been ten times greater than all the aggressions that all the British cruizers have ever wantonly committed on the American trade.

Our government certainly shewed great forbearance in not making an effort to obtain sufficient evidence of the part which some of the American ship-masters played, in order to demand investigation from the American government, and the persons of the offenders, as pirates.

Surely, however, it did not fail to communicate to the American ambassador a copy of Admiral Collingwood's letter on this subject. Since the communication of it to Lloyd's, many of the brokers who hold the policies on those vessels who ran into the enemies ports, have hesitated to call for payment of the loss. When so great a cause of recrimination as this exists, let us not be damned and pestered with the afflictions which the innocent unoffending Americans endure from our cruizers—let us act openly and firmly, and before we presume to be generous to others, learn to be just to ourselves.

THE EMPEROR OF THE FRENCH, AND THE EMPEROR OF THE HAYTIANS.

By the Author of the *Revolutionary Platarch*, and *Memoirs of C. M. Talleyrand*.

Napoleon the First, and Jacques the First, are both foreigners of those States which their usurpation makes wretched, and their tyranny oppresses. The one, born in Corsica, was sent at an early age to France, there to cultivate his understanding; and the other, born on the coast of Guinea, was in his youth transported to St. Domingo, there to cultivate the lands of others. The one, when a student at college, poisoned his own mistress; the other, when a servant on a plantation, poisoned his own master. The natural and early propensities of both were equally vicious; their hands were equally stained with blood; both were criminals before they were men.

By the murder of twelve hundred Toulonese, and eight thousand men, women and children, in the streets of Paris, Napoleon as a Commander under Barras, made himself, for the first time dreadfully notorious, Jacques became first shockingly notorious, when, as a Commander, under Blasson, he over-ran, like a torrent, the most fertile and populous part of St. Domingo, where death marched in his train, and presented itself under the most terrific forms. The African Chief like his Corsican rival, respected neither sex, age, nor rank.—Policy then prevented the latter from

using the torture employed by the former; but he made up in number what was deficient in cruelty.

Blasson by appointing Dessalines a Commander of a separate corps, pillaging the northern parts of St. Domingo, laid the first foundation of his present elevation; the appointment of Bonaparte by Barras, to the command of an army ravaging the southern part of Europe, was the first footsteps of his present Imperial Throne. Both owed their advancement to similar causes: the Black African accepted for a partner the cast-off Creole mistress of Blasson, born at Hispaniola; and the yellow Corsican adopted for a wife the cast-off Creole mistress of Barras, born at Martinico; both their commands were the wages of the prostitution of their wives, and their marriage portions; both married strumpets, and both have made their strumpets Empresses.

Stimulated by cupidity, Dessalines resolved to secure the future good will of Blasson by a flagrant act of atrocity.—During his superior's absence, he one day advanced rapidly, with a torch in his hand, towards a part of the Island where insurrection had not yet extended its horrors; he succeeded in taking 300 prisoners, most of whom were women, children, and old men, whom he conducted in chains to the camp, where he caused them to be massacred, and their heads fixed on the pickets surrounding the court of the habitation of Blasson.

Bonaparte, equally incited by avarice and ambition, determined to secure the fruits of his former crimes by daring and bold deeds of injustice and barbarity. When his intrigues had succeeded, and he was certain that Austria would sign the preliminaries of peace at Leoben, he caused some partial insurrections to break out in the Venetian States, that he might have an excuse for a general devastation. By forced marches, he returned from Carinthia, preceded by Military Tribunes, and Military Executioners; by Revolutionary robbers, and Revolutionary incendiaries; and in three weeks a Republic of twelve centuries was annihilated by his banditti, and the wealth of ages was shared between him and his Gallic accomplices. Sixteen thousand were counted, the number of victims of all ages and sexes, who perished on this occasion, but thrice that number were reduced to beggary, and their dwellings to ashes.

With troops disciplined by Pichegrue, and with succours sent him by Moreau, Bonaparte was enabled to enter the plains of Italy, to contend with Austrian veterans, to extend the horrors of the French Revolution to countries hitherto preserved from its curse; and to claim the honour of victories he owed to the talents and generosity of his rivals, and to the inferiority of the number of his enemies. With the divisions organized by Blasson, Jean Francois, and Toussaint Louverture, Dessalines was first put in a situation to spread terror into the Spanish part of the Island of St. Domingo, and gain popularity among the negroes, by means furnished him by superiors whom he hated, because he was obliged to them.

In gratitude for the services rendered him by Pichegru, Moreau, and Barras, Napoleon the First caused the one to be strangled in his gaol, and the other two he disgraced and condemned to exile. Jacques the First, in return for the assistance of Blasson, and for the support of Toussaint Louverture, delivered the latter up to Leclerc, to be poisoned by Bonaparte in his dungeon of France, and sent the other degraded into exile to a distant plantation in St. Domingo, where he died broken hearted. Both were indebted for their present power to persons whom, from envy, jealousy, and malice, they have ungratefully ill-used, or from depravity and cruelty, treacherously destroyed.—Of these two great criminals, Dessalines is, however, the less ambitious, the less barbarous, and the less guilty.

From the (London) STAR.

BRITISH AND AMERICAN TRADE.

To the Editor,

SIR.—In a commercial country it is expedient that the ear of Government should be open to the solicitations or remonstrances of merchants; and it is natural for the leading men in trade to form a sort of society, watching over the interests of the line in which they are more particularly engaged. Hence we see, that Committees of various classes confer with the minister, as often as any question is agitated which can affect their interests.

There exists only one body of merchants who seem not to understand the incalculable value of this privilege; or rather, whole concerns being more minute, cannot dedicate a portion of their time to enquiry after subjects of a general tendency, and whose landed or parliamentary influence being comparatively small, do not feel sufficiently bold to stand forward, even on the best grounds.—I allude to the Merchants trading with Germany, Holland, and France.

The importance of their commerce seems to have been overlooked, as often as it came into competition with any other object; and it seems forgotten that upon them and their prosperity hinges chiefly the welfare of our whole commercial and manufacturing system. They are the sole purchasers of most of the manufactures imported by the East-India Company, and of more than one half of its raw commodities.

They are almost the only buyers of the coffee, besides a very large proportion of the sugar, and other articles brought from the West-Indies. They are the chief encouragers of the sugar refineries, and contribute in no contemptible degree, to the prosperity of our manufacturing towns. The Custom-house entries prove sufficiently these assertions: in corroboration of which it may be remarked, that any flag-nation or bankruptcy among this class of merchants is an unerring forerunner of an universal decline in all the prices of all articles, as the experience of the year 1799 amply shews. The importance of their trade, is still more increased, as it is that through which our national industry diffuses itself over France and Holland, and brings back specie in return; thus producing the twofold effect of enriching us, and impoverishing our enemy.

The most dangerous rivals that these merchants have ever met with are the Americans; that nation navigates cheaper than we can: its situation and produce are peculiarly adapted to the West-India trade, from whence it obtains colonial articles and bullion, with the latter of which it engages in very advantageous operations to the East-Indies. By