

European Advices.

LONDON,

OCTOBER 3.

Extract of a letter from an Officer in Vigo-Bay:—"Since our arrival here, we have experienced most violent gales of wind, and have witnessed a scene of distress, that made all our hearts ache. The Stag, Capt. Winthrop, parted her cables, and was driven on shore at a place where we thought not a soul would be saved, as it blew so hard that no boat could go to their relief: we expected the moment she struck, she would have been dashed to pieces; but Providence, that keeps watch for the lives of the good and the brave, ordered it otherwise—for she was driven with her side against a deep cavern in the rocks, which so completely defended her, that a boat could live on the inside of the ship, and the crew landed upon the rocks. It was expected they would have been made prisoners, but soon after it was more moderate, and the boats of the fleet took them from the rocks, and at eight she was on fire. I understand, Captain Winthrop and the First Lieutenant, who set fire to the ship, were very near being lost, owing to the surf rising very high at that time: at ten o'clock she blew up. A cutter belonging to Guernsey went a shore nearly at the time the Stag did, in a Bay about half a mile from her: the people were all saved, kindly treated, and sent off with above 1000l. in their pockets, which they had sold their cargo for to the troops. This generous action reflects great honor upon the Spanish nation. Most of the men of war drove in the gale, and many of the transports drove aboard the ships of war, and were much damaged; four or five were dismantled. The Tartarus bomb was so near the rocks that every body left her, she was afterwards saved. It was distressing to hear the signal guns of distress all night, but no relief could be given. What with our disappointment at Ferrol, and our being detained here for a fair wind, we are most heartily tired—We go from this to Gibraltar."

OCTOBER 4.

We are still without any certain information respecting the nature of the dispatches received by Government from France. It is thought, however, that those which arrived on Wednesday evening contained nothing absolutely decisive of the question of the proposed Armistice; and the explanatory communications on the subject, we believe, have not yet entirely ceased. The difficulties which present themselves on this occasion, must be, indeed, both numerous and serious. It should seem that we are called upon to make no less a sacrifice than the total relinquishment, for a given time, of the proud superiority which, as a maritime power, we now so eminently possess; and to this discouraging consideration we may venture to add our fears, that the jealousies and suspicions which the respective Governments entertain of each others views, are at the present moment of too marked and forcible a description to induce a reasonable hope of the existing differences being brought to a speedy or cordial accommodation.

OCTOBER 6.

Government received this morning dispatches of importance from Paris—They are supposed to contain the final answer of the Chief Consul. The ship which brought them, brought us Paris papers to the 4th inst. the contents of which are of considerable importance.

OCTOBER 8.

On Monday, we have reason to believe, Mr. Otto delivered to our Government the ULTIMATUM of Buonaparte on the long depending subject of a Naval Armistice. We presume, that in consequence, the communication between France and this Country, which has for some weeks been so frequent by means of Flags of Truce, is near a close. We should be happy could we furnish that the ultimate determination of the French Government were favourable to a prospect of a speedy Peace, but we apprehend that every thing we have presumed, from information or inference, to state on this subject, will found to have been correct.—The idea of a Naval Armistice, we are uniformly convinced, was stated by the Chief Consul to serve his own particular purposes in the first instance; and to blind the people of France in the second by an ostensible desire of Peace which in reality he did not feel. The purposes which he had in view, by paralyzing our Naval Opera-

tions, are sufficiently obvious:—among these unquestionably was the relief of MALTA, of EGYPT, and, we may add, of the Combined Fleet in Brest harbour; for, whatever might have been the conditions and stipulations under which the proposed Naval Armistice might have been concluded, we have no reason to suppose that the Chief Consul of France would have scrupled to violate them all, to attain the end which originally induced him to offer such a proposition. We have ever expressed our earnest hope, that our Ministers would not give up, without an adequate equivalent, the advantage, the glory, and the security which our Naval Force, in a state of activity, must ever insure to us—Such an equivalent it was scarcely in the power of the First Consul to offer. To have acceded to his proposition, therefore without the most mature deliberation, and the most perfect conviction of its reciprocal benefits, would have been, in our opinion, voluntarily to lay the honour and safety of the British Empire at the feet of the Corsican Usurper. This is a line of conduct, which we are much rejoiced that our Rulers have been proved incapable of pursuing, as we are certain it would have been repugnant to the feelings of the British Nation had it been pursued. Much as we desire Peace, we are not yet prepared to purchase its semblance (for what else would Peace be, in the present temper and circumstances of France) by National Degradation and voluntary delusion. We hope, that when the proper period arrives, our Ministry will lay before the public the whole of the Correspondence which has taken place. Relying on the probable realization of that hope, we shall not at present offer any further observation on this momentous subject.

One of the objects of the Chief Consul certainly proposed to himself by a Naval Armistice, is defeated by the surrender of Malta, an event which much as he attempts to disguise it, he very sensibly feels. Our possession of Malta must destroy all idea of the ultimate success of his favourite project, the Conquest of Egypt and the permanent establishment there of a French force. It gives us ample command of the whole Mediterranean, affording to our ships a central and secure station, and enabling them with certainty to defeat any advantages which the French may derive from their newly acquired possessions in Italy, as well as diminishing the value of their old established ports in that sea. The importance of the Conquest of Malta by our forces, is sufficient to be appreciated by that which the French themselves attach to it—Buonaparte has been studiously heaping honors on Vaubois, the French Commandant of Malta, and even thought it worth his while to make his War Minister, Carnot, publish the most false and unblushing assertions of the prosperous state of that Garrison.—So much did the French Despot attach to the preservation of Malta, that he was thus desirous of deceiving the people of France respecting its actual situation. For ourselves, we cannot but think its Conquest one of the most fortunate and important Military events in which this Country has participated since the commencement of the war.

JOURNAL of the PROCEEDINGS of Vice-Admiral DICKSON'S Squadron.

Extract of a letter from Yarmouth, dated September 14.

"The return of the Squadron under the command of Vice-Admiral Dickson to Yarmouth Roads, enables me to furnish you, for the information of the Public, with an account of its operations from the time it quitted England to this period.

"I shall begin by informing you, that we sailed from Yarmouth with the ships and vessels named in the margin*, on the 9th day of August, at seven in the morning; we had a fair wind, though but little of it during our passage; nevertheless, by ordering the fast sailing ships to tow the slow sailing ones, we reached the Skaw on the 15th following, having previously dispatched Sir Home Popham in the Romney, to advance as high as to the entrance of the Sound, for the purpose of procuring intelligence of the strength and position of

* Monarch, Glutton, Polyphemus, Ardent, Veteran, Romney, Isis, Waakzaamheid, and Martin: Volcano, Hecla, Sulphur, and Zebra, bombs: Boxer, Furius, Griper, Swinger, and Hough, gun-vessels.

the Danes, and for forwarding such dispatches as he might meet with from Lord Whitworth.

"On the 14th we had received information that three sail of Danish 74 gun ships were moored with springs on their cables, across the narrowest part of the Sound, extending from Cronberg Castle to the Swedish shore; and that the guardship (a frigate of 40 guns), was moored so as to defend that flank of their line next the Castle.

"On the 16th, at four o'clock in the morning, the whole of the Squadron had advanced as high as the Kholt; it blew hard at N. W. which wind is directly through the Sound, and it would appear the Admiral's orders were not to enter it.

"On Saturday the 17th, a Danish 74 gun ship passed through the Squadron, and proceeded to Elsinour, where she took her station in the line: for two days during a hard gale of wind at N. W. did the Squadron continue to beat against it, and by great exertions, nearly held its ground; but it continuing to blow with equal violence on the third day, and the Ardent and Glutton (two bad sailing ships) being in a very dangerous and critical situation, and the Masters, Pilots, and others in the Fleet, having already declared that the Sound afforded no anchorage for the Squadron, the Admiral dispatched a letter to Sir Home Popham in the Romney (who, on account of the gale, had entered the Sound), desiring him to apprise Lord Whitworth and the Danish Commodore, of his intentions to proceed to Elsinour; a situation the Admiral chose for three reasons (I apprehend): First, to afford security and protection to the British Trade in the Baltic;—Secondly, for safety to the Squadron; and, Lastly, by his actual presence, to give weight to the negotiation Lord Whitworth was charged with. With this view the Admiral caused the Squadron to bear up on the 19th for Elsinour: it proceeded accordingly to the Sound, in which it anchored at 3 P. M. and rode in safety, notwithstanding the Pilots had asserted it to be impossible. The Admiral stopped here for the purpose of making his arrangements for passing the Castle and the Danish Squadron, in the event of hostile proceedings on their part; but he had scarcely anchored, before he received a very polite letter from Commodore Leiken, commanding the Danish ships, inviting him, in the name of his King, to come to Elsinour Roads.

"I shall not take upon me to decide, whether this measure was dictated by sincerity, or whether it was an act arising from necessity on the part of the Danish Court; but I fancy it did away a difficulty in the Admiral's orders.—Here Sir Home Popham went on board the flag ship; the Admiral also received dispatches from Lord Whitworth, requesting him to come to Elsinour. He now determined to put his plan into execution; directions were therefore given this evening, accompanied by an order of anchorage, for the ships to weigh separately on the succeeding morning, and passing the fort and Danish line to anchor above them, agreeable to the prescribed order: in the morning the Admiral went on board the Romney, and passing very near the Castle, proceeded about twelve miles up, and anchored off Sophienberg, in expectation of seeing Lord Whitworth; but his Lordship being engaged with the Danish Ministers this day, could not meet him. He went the next, when he met his Lordship, and a plan of co-operation was agreed upon, in consequence of which the Romney advanced to Copenhagen, and four bombs and two gun-vessels occupied the intermediate space between that ship and the Squadron, for the purpose of communication, which, by means of a telegraph established by Sir Home Popham, was both rapid and correct.—Matters being carried thus far by way of demonstration, the Danish Court, which at first treated with ridicule our pretensions, began to see things in a serious point of view: it had inquired, and found that our vessels chosen for communication, were composed of bombs, placed also in a situation to bombard the city of Copenhagen, and the Squadron advanced, so as to be able to protect and cover them in the execution of such service.

"On the 22d the Danish men of war seeing themselves cut off, made a movement, anchored above the British Squadron, and moored up and down the channel leading to Copenhagen: they gave as reason for this movement, that they had anchored on bad holding ground; the Admiral therefore pleaded

the same excuse, and made a counter movement, and placed the Squadron in its relative position to that of the Danish ships; but from our numbers we were much advanced above them, and in a situation to cut them off as effectually as at first, without the fear of being annoyed by the Fort.

"On the 24th, the Danish ships made another movement, which the Admiral intended in the evening to counteract, and weighed for that purpose, but they again got under sail, and ran higher up. As enough had been done (I apprehended), by way of demonstration, I concluded the Admiral intended to let them rest here; but their movements and the several positions they had taken, were merely feints to disguise their real intentions, for the next day they ran up to Copenhagen, passed the Romney, and moored across the harbour. The Danish Court now held a different language, it came into terms, and matters were amicably adjusted.

"It is common in Denmark, during the harvest, to permit the Free-men belonging to the army to assist in getting in the corn; the whole of them on this occasion were called in to join their several Regiments; and all the country round was employed in repairing and strengthening the fortress of Cronberg, and the works around Copenhagen. A great expence has been incurred by Denmark, for which they have levied a tax of 2½ per cent. on all trade to defray."

JACOB S. MOTT,

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