

THE POLITICS OF EUROPE.

THE reconciliation of this country with the Northern Powers, joined to the continuance of our naval triumphs, has given the finishing blow to the Cabinet of the Tuilleries. All the hostile machinations of Bonaparte are now defeated, his best hopes disappointed, and his resources, as appears from the late mutiny at Turin, nearly exhausted.—There cannot be a more striking proof of the derangement that prevails in the Consular measures than the mimic apparatus on the coast of France. Menaces, in general, are a weapon placed into the hands of those against whom they are directed; a political truth, which seems to have escaped the sagacity of the Chief Consul. No subject can certainly look on the insidious intention of our foes with indifference; but at the same time, far from feeling any symptom of alarm, every true British heart must swell with joy on the occasion, it being a palpable proof that France is reduced in means, indigent in devices, and literally at her last shift. The idea of invading this country with impunity, in the existing circumstances, cannot appear less ridiculous to the French people than it is to ourselves. Though the scheme of crossing the water in air balloons may well suit the genius of a volatile nation, we would not advise the Chief Consul to ground the hopes of his success on his aerial basis. It would be much better to borrow the ring of Gyges, that rendered objects invisible, or to find out the plant called Elythrops, which is supposed to have the same effect; the invaders would then be sure to come to London without impediment. Or let the French Government provide ten thousand whales, the French grenadiers may lie snug in their guts concealed, along with the gun-boats and all the whole train of artillery. There is another plan, perhaps not quite so romantic as the others: it is, to make the French walk at the bottom of the sea, by means of the secret of Drebbelius, which enable men to breathe under water. Of this arcanum it is said that Charles the Second was in possession; but it died with that Monarch, and unless the First Consul can raise Charles from the dead, or in some manner or other recover the famous secret of the German philosopher, he must drive from his mind every thought of invading Great-Britain.

We are not to know that France, by the bombastic parade of her preparations, means only to keep us in a state of alarm, and swell the national expenditure: but even in this particular she will find herself the dupe of her own artifice. The incomparable gallantry of the Hero of the Nile, has already given her an important lesson at Boulogne, by the destruction of the gun-boats and shipping. Nor can the triumph of our resentment end in that place. While this island is defended by her brave sailors, we may boast of a palladium superior to that of Greece and Rome; and we take here an opportunity of suggesting an expedient, which we shall leave to the consideration of the reader:—We propose to encircle the island with a certain number of small towers, every one of which shall contain a gun, to be fired occasionally, for the purpose of transmitting intelligence. It is worth remarking, that a single gun, by repeated explosions, may communicate distinct words, lines, and pages, without any variety at all in the report or sound. The process by which this desideratum may be obtained is not abstruse, and may be carried into execution without the least difficulty; so that, according to this plan, Government in a few minutes will have an opportunity of receiving distinct intelligence, of any length, from the most distant part of the island, in any season and at all times. It is needless to observe, that the telegraphs now in use are insufficient, being of no service at night, besides the numerous variations in the atmosphere, that render it a precarious and equivocal engine. The Chinese have from time immemorial been in the practice of transmitting intelligence by signals to any part of their vast empire, for the service of their Government; but their method has no refinement, their signals do not express different words, nor can they form any regular discourse; while the gun which we propose will be fit to communicate the contents of a letter without missing one single word, and even with the punctuation, notwith-

standing that, we observed before, the sound shall always be the same. We have another to suggest—which is, to mine several places on the shore where it is probable that the enemy may attempt a landing. This might be adopted in Ireland as well as in England, and at a very moderate expence. The shore being thus mined in several secret directions, it would terrify a Frenchman even more than our great guns, and we should never hear any more of invasion. Our idea is totally unconnected with the quondam fortifications of his Grace of Richmond. It implies a simple operation attended with little trouble.

As to Bonaparte, he has too much judgment not to be convinced that this country is absolutely invulnerable from any French attack; but imperious necessity compels him to act a farce. It is reported that he has just made an alliance with Austria. The Emperor is certainly disgusted with us, imputing the ill fate of the battle of Marengo, and his humiliation, to the contempt with which our late Cabinet treated the offers of Bonaparte; yet it is absolutely impossible for the Emperor and the first Consul to shake hands with any degree of cordial sincerity. The enormous aggrandizement of France, and her gigantic pretensions, invite the jealousy of every power incomparably more than what may spring from our commercial prosperity; the consular establishment being absolutely incompatible with the dignity as well as the welfare of all the European Potentates; a circumstance which leads us to think that Bonaparte will soon see the necessity of subscribing to our own terms.

The vigorous exertions of the present Minister, his prudent moderation, his conduct, free from apishness, intemperance, and equivocation, cannot but determine the First Consul in favour of this country. Notwithstanding the gaffconades relative to Menou and Gantheaume, we think that the French resistance in Egypt is at the last gasp, and Bonaparte must be sensible of it.

FRENCH OFFICIAL ACCOUNT.

Defeat of the Spanish Squadron.
MINISTRY OF THE MARINE.

Letter from Rear-Admiral Linois, commanding a French Division, to the Minister of Marine.

"On the 9th of July, a Spanish division consisting of six sail of the line and three frigates, arrived at Algeziras from Cadiz, under the command of his Excellency, Lieut. Gen. Moreno, in order to raise the blockade of four sail of the line and one frigate, which were under my orders, and to favor their escape to Cadiz. That officer accordingly gave me every assistance in his power, in order to put my ships in a condition to put to sea, and to tow them out in order to enable them to set sail. Our labour was continued day and night.—Gen. Moreno made his Squadron anchor in a line N. E. and S. W. to be ready to bring his broad sides to bear, with springs on his cables. On the 12th there was a tolerable fresh east wind, and it was determined to set sail at one o'clock in the afternoon, on account of the tide. The signal was given at that hour, and the ship at the head of the line, in getting under way with a single anchor, which she left, as did all the other vessels for the sake of expedition, hauled upon the starboard tack, and then the larboard, to clear the bay. She was followed in her movement by all the other vessels in succession, so that the order of battle naturally formed itself to windward of the French ships, which then got under weigh. The manoeuvre of the Spanish division was as ably executed as conceived. The frigate L'Indienne towed the Hannibal, which we were sorry to perceive made very little way. The calm which we experienced under Gibraltar, necessarily deranged the regularity of our order; while the enemy having a brisk gale at east, sailed from Gibraltar with five sail of the line, a frigate, a brig, and a Portuguese frigate, and formed in order of battle. As soon as the English Admiral had doubled Europa point, he made a signal, and immediately we saw to windward six sail, of which two had three masts. I was then with M. de Moreno, on board the Sabine frigate. At sun-set the two last ships of our line with difficulty doubled Cape Carnero. There only remained the Hannibal, which was under jury-masts, and which consequently could not carry much sail,

though towed by the frigate Indienne. Night was coming on, and it was necessary to determine to return to our anchorage, which might afford the enemy an opportunity of attacking us before we took a position. At all events, every delay was dangerous; for the reinforcements which the enemy expected might arrive every moment. The breeze from the east becoming stronger, we were assured of a wind during the night. We determined to send the Hannibal back to Algeziras, and to pass the Strait with the combined Squadron. We then lay too to windward of the enemy a league distance, so as to facilitate the rallying of two of our vessels, which had dropped astern in consequence of the calm. The three French vessels, which failed better than could have been expected, were in the van, and in that order it was proposed to pass the Strait.—At eight o'clock the enemy lay too, and shewed a disposition to attack us. The line being formed, the ships passed abreast of each other for the Straits, the frigate of the General ahead of the line, with her fore and main-mast lowered, and even braced to the yards.—At nine we heard the reports of three cannon, and at the same time we saw fires at a considerable distance behind us. We presumed it might be some of the enemy's vessels making signals of their arrival. We congratulated ourselves upon seeing our Squadron so well collected together, and sailing so well, which made us confident that the plan of the enemy would not succeed. At half past eleven the wind was considerably increased. The night was very dark; we heard a smart cannonade in E. N. E. and soon after we saw a conflagration, which made us apprehensive that some of our vessels, in firing their stern guns, had taken fire in consequence of the force of the wind. We thought also that they might be fire-ships belonging to the enemy. We put about for a moment; but the vessel on fire approached us, we continued on our way, having constantly a light at our main-top-mast head, as a signal for rallying. It could no longer be doubted but that the enemy, in passing the Strait, and sailing twice as fast as we did, on account of our vessels being damaged, would pour their broadsides into us, the wind being too violent to continue an action. The cannonade became general, and her mizen-top-mast clud' up, three top lanterns lighted, and a light at the head of her mast. We received several shots on board the frigate, which killed one man and wounded five. Several balls passed through the sails. We took down the light we had at our mast-head, for fear the enemy should fall upon us. It was afterwards hoisted to collect our ships. We made sail, directing to coast to W. N. W. not choosing to go more before the wind, which was very strong, lest it should carry away our masts. We passed the night in suspense, not knowing whether the vessels which were in sight were not enemies. At length the day dissipated part of our fears, and we found ourselves in the midst of our fleet, with the exception of two ships of three decks, viz. the Hermangilda and the Royal Charles; the Formidable and the St. Antoine. The wind having fallen, it became impossible to go in search of the vessels which had separated. We were then six leagues W. of Cadiz. At half past four o'clock, the Desaix made a signal that she had sprung a leak, and the water had gained upon her 36 inches an hour, and demanded assistance, which was granted. At five o'clock we heard an action in the east, and perceived a smoke. The wind being from the S. E. we made the signal for the line of battle to be formed as quick as possible, without regard to places, in order to assist the vessel which was engaged. At half past six the action ceased, and the most perfect calm succeeded. At eleven the wind rising again, we perceived in the south, four vessels at a considerable distance from one another. We flattered ourselves at first, that they were our ships, but we soon found by their manoeuvres, that they were enemies. We also distinguished the Formidable close under the land making the best of her way to Cadiz. We stood for that port, from which a Felucca brought me a letter from the captain of the Formidable, which had then anchored in the road of Cadiz, stating that he had in the morning engaged two English ships of the line and a frigate, and that one of the English ships had been completely

disrupted; she was seen to be towed away by a frigate, near cape St. Roch. We then anchored in Cadiz, uncertain of the situation of the St. Antoine, and the two Spanish three deckers.

"I must acknowledge the consummate experience and talents of Gen. Moreno, as well as the zeal and care which he displayed for the success of his mission. If separations have taken place, it must be attributed to the darkness of the night, and to the necessity which there was of getting away from the vessels which were on fire. That officer, upon hearing at Cadiz, of the destruction of two ships of his Squadron, the Hermangilda, and the Royal Charles, was justly struck with grief upon the occasion. He had, by his wife instructions, provided against almost every possible case.

"I have since been informed that the two Spanish vessels, the morning the enemy appeared, cannonaded and run foul of one another, each supposing the other to be an enemy. The violence of the wind made it extremely dangerous to fire to windward.

"Dated in Cadiz harbour, the 15th of July, on board the Formidable.
(Signed) "Rear Admiral LINOIS."

SAINT JOHN, SATURDAY, OCTOBER 17, 1801.

From HALIFAX, October 8.

Tuesday arrived here from Liverpool, the ship Matilda, Capt. Wilkie. The Matilda left Liverpool the 18th of August, and nothing material occurred till Wednesday the 23d of Sept. when they were in lat. 46. o. N. long. 45. 15. W. At 9 A. M. they encountered a sudden squall from N. accompanied with rain and hail, which obliged them to steer before the wind all night, under a close reefed main-top-sail. The 24th, at 7 A. M. a heavy sea broke in, over the stern, which stove in the quarter deck, from the taffrel to the mizen-mast, and carried away the jolly boat, hen-coop, binnacle, quarter boards, broke the tiller and most of the stanchions on the starboard side. Three men were washed overboard from the helm, one of which got on board again. The sea which stove in the quarter deck, filled the ship between decks with water, so as to unfasten the water casks in the fore-castle. Supposing the ship to be sinking Capt. Wilkie's first object was to clear the long boat. Both pumps were then rigged, and after working them 14 hours, they began to suck. The starboard guns were thrown overboard, and finding the ship to heel much to starboard, a number of hands were employed for several hours in heaving the salt overboard. The sea which stove the quarter deck, broke down all the state rooms, closet cabins, chests, trunks, chairs, table, &c. All the ship's provisions were destroyed, except beef, pork, two baskets of potatoes, and some cheese. This obliged them to go to an allowance of three potatoes a man per day. After 24 hours, the extreme violence of the gale abated, and on the 27th, Capt. Wilkie repaired a compass to as to steer by it. The 1st of October, spoke the schooner Success, Capt. Joseph Dinmore, of Marblehead, who humanely supplied them with bread, flour, tea, sugar, rum and fire-wood.—This supply rendered their situation comfortable, till their arrival here on the 6th instant.

Distressing as the state of Capt. Wilkie and his ship's company must appear from this short narrative, those who examine the ship, will find that it conveys but a very faint description of their perilous situation, and providential deliverance.

In the Matilda came passengers, Mr. and Mrs. Barry, and Mrs. Rawlin.

T O L E T,

CONVENIENT ROOMS for the accommodation of a small family, or a single Gentleman, in an eligible part of the City.—Enquire at this Office.
St. John, 17th October, 1801.

NOTICE.

ALL Persons are forbid trespassing in any manner on Lots No. 7 and 8, on the Kennebeck River, Hawser's first Survey, formerly the property of Dr. John Gemmill, as they will be prosecuted therefor.—Said Lots are to be Sold or Rented.—Inquire of
ANDREW CROOKSHANK.
St. John, 29th August, 1801. 6w