kind. The treasury receive this paper at par every where that its legal circulation extends, only because the treasury makes no distinction between the said paper and specie.

I have even caused it to be received very far from Paris, every time that, in the account which has been rendered me, I have not seen in the payments made to the treasury, an intention of speculating in order to obtain an unlawful profit.

I say with entire confidence, that the holder of the bank note, can in no case, lose a single centime.

I have been informed that those who are concerned in stock-jobbing endeavor to excite apprehensions that the bank paper will be forced. The solidity of this establishment renders such apprehensions absolutely vain; and, besides one must be completely ignorant of the principles which govern us, ever to suppose the forced circulation of a bank note or any other paper.

BARBE MARBOIS,
Minister of the public treasury.

FIRST BULLETIN
OF THE GRAND NAVAL ARMY.

[FROM THE MONITEUR.]

BATTLE OF TRAFALGAR.

Head Quarters, CADIZ, *Oct.* 25.

The operations of the grand naval army second in the Atlantic those of the grand Imperial army in Germany. The English fleet is annihilated. NELSON is no more. Indignant at being inactive in port, whilst our brave brethren in arms were gaining laurels in Germany, Admirals Villeneuve and Gravina resolved to put to sea, and give the English battle. They were superior in number, forty-five to our thirty-three; but what is superiority in numbers to men determined to conquer; Admiral Nelson did every thing to avoid a battle; he attempted to get into the Mediterranean, but we pursued and came up with him off Trafalgar. The French and Spanish vied with each other who should first get into action. Admirals Villeneuve and Gravina were both anxious to lay their ships alongside the Victory, the English admiral's ship. Fortune, so constant always to the emperor, did not favour either of them—the Santissima Trinidad was the fortunate ship. In vain did the English admiral try to evade an action: The Spanish admiral Olivia prevented his escape, and lashed his vessel to the British Admiral's. The English ship one of 136 guns; the Santissima Trinidad was but a 74. Lord Nelson adopted a new system; afraid of combating us in the old way, in which he knows we have a superiority of skill, as was proved by our victory over Sir Robert Calder, he attempted a new mode of fighting, for a short time it disconcerted us; but what can long disconcert his Imperial Majesty's arms? We fought yard arm to yard arm, gun to gun—Three hours did we fight in this manner: the English began to be dismayed—they found it impossible to resist us; but our brave sailors were tired of this slow means of gaining a victory; they wished to board; the cry was, "*a Labordage.*" Their impetuosity was irresistible. At that moment two ships, one French and Spanish, boarded the Temeraire: The English fell back in astonisment and affright—we rushed to the flag staff—struck the colors—and all were so anxious to be the bearer of the intelligence to their own ship that *they jumped overboard*, and the English ship, by the unfortunate impetuosity of our brave sailors and their allies, was able, by the assistance of two more ships that came to her assistance, to make her escape in a sinking state. Meanwhile Nelson still resisted us. It was now who should first board, and have the honor of taking him, French or Spaniard. Two Admirals on each side disputed the honor: They boarded his ship at the same moment.—Villeneuve flew to the quarter deck, with the usual *generosity* of the French, he carried a brace of pistols in his hands, for he knew the admiral had lost his arm, and could not use his sword—he offered one to Nelson; they fought and at the second fire Nelson fell; he was immediately carried below.—Olivia, Gravina, & Villeneuve attended him with the accustomed French humanity. Meanwhile, fifteen English ships of the line had struck—four more were obliged to follow their example—another blew up. Our victory was now complete, and we prepared to take possession of our prizes; but the elements were this time unfavorable to us; a dreadful storm came on, Gravina made his escape to his own ship at the beginning of it—the commander in chief Villeneuve, and a Spanish Admiral, were unable, *and remained on board the* Victory; the storm was long and dreadful; our ships being so well manoeuvred road out the gale; the English being so much more damaged were driven ashore, and many of them wrecked. At length, when the gale abated, thirteen sail of the French and Spanish line got safe to Cadiz; the other twenty have no doubt, *gone to some other port, and will soon be heard of.* We shall repair our damage as speedily as possible, go again in pursuit of the enemy, and afford them another proof of our determination to wrest from them the Empire of the seas, and to comply with his Imperial Majesty's demand of Ships, Colonies and Commerce. Our loss was trifling, that of the English was immense. We have, however, to lament the absence of Admiral Villeneuve, whose ardour carried him beyond the strict bounds of prudence, and, by compelling him to board the English Admiral's ship, prevented him from returning to his own. After having acquired so decisive a victory, we wait with patience the Emperor's order to sail to the enemy's shore, annihilate the rest of his navy, and thus complete the triumphant work we have so brilliantly begun.

COURT OF ADMIRALTY.

DOCTOR'S COMMONS.

Wednesday, Sept. 18, 1805.

MARIA, JACKSON, Master.

Before the right honorable Sir WM. SCOTT.

SENTENCE.

COURT.

This question arises from the voyage of a vessel that went from the Havanna to Providence and landed her cargo, was there refitted, and after taking on board part of the same cargo which she took in at the Havanna, came on for the port of Amsterdam.

There are two questions in this case, *first*, whether the goods so carried were not liable to confiscation? whether the ship which had been employed in such a voyage is not liable to such a penalty? It is certainly held that a continued voyage from the colony of the enemy to the mother country would, under his majesty's instructions, subject the cargo to confiscation. The question then is whether it is a continued voyage or not, which in some cases are very difficult to determine; it is a question of fact which must depend upon circumstantial evidence upon which the court is to judge with great caution, and to give no more than the proper weight due to it. The first case which turned upon the colonial principle was the Essex, Orne, which is not novel. It is a settled principle in law that a chain unbroken merely making that sort of importation into the neutral country, does not alter the nature of the voyage; it leaves it a voyage to the part to which it was originally intended to be carried and there sold: what does not incorporate the goods into the commerce of the enemy does not alter the nature of the thing; the principle is old. The first case which met the observation of the court, was the Essex, Orne; it is not immaterial to state the substance of that case; it was a ship belonging to an American, with an intention of coming to Europe, not to be destined to Spain at all, but the cargo was meant to be sold at Lisbon, but the markets were dull and the vessel proceeded to Barcelona, there sold her cargo and another cargo was put on board, the produce of Spain; she then came to Salem for further orders, and from thence went on to the Havanna, which voyage was adopted by the owner himself. It appeared clearly that the original instructions from the owner to the master, were that the vessel was to go to the Havanna. The lords considered this a continued voyage, in the intention of the person, with full powers. Here was clear evidence of a continued voyage, and done with the knowledge of the owner, who is bound by his agent's act. There are other cases which have come on in this court, and they have been determined upon their own particular merits, as such cases should be; because, it is evidence of intention, and that may be slighter or stronger, according to the circumstances of the case.

The first case was the Enoch, Doane, in which appeared that broad fact of intention namely, a direct charter party; that she should go from Boston, to the port of the enemy, when there was that original engagement, there was no reason to doubt; because the charter party describes it. Therefore it is a conclusive fact, and requires no hesitation or caution in the court, in its determination.

The next case was the Rowena, which case I did not distinguish in effect from the Enoch; but it was determined on its own facts; it wanted the decisive fact of the charter party. But there were other strong circumstances in this case, It appeared clearly, that the vessel's habit of trade, had been in this way, viz. going backwards and forwards to the colony of the enemy, and coming on to the country of the enemy in Europe. There was one circumstance which appeared that the whole cargo was brought from the colony of the enemy, and carried on to the mother country; and that scarcely time was allowed at New York to land the cargo, and put it on board again. under these circumstances the court held that they were purposes of a similar nature, and that the intention of sending this cargo from the colony of the enemy, to the mother country in Europe, was an original intention.

In the case of the ———, that came on afterwards, it did appear, that there was but a short time between the landing of the goods in America, and carryrying them to Europe; but, there was a suggestion on oath, that these goods which composed the greater part of the cargo, had been intended for sale in America, and the court thought it was bound to support the averment on oath, which the parties had made, and that it would take them out of the rules. These are cases which have occurred.

The present case comes now to be considered on its own facts, and it is necessary for the court to see whether it is to be considered as a continued voyage or not. In the first place, there are no letters on board the ship to shew an intention, as in the Essex, Orne, directed to the Havanna; therefore, it differs certainly from that case. In the next place, there is no charter party as occurred in the Enoch, Doane. How is it distinguished from the case of the Rowena? I cannot but think it differs in two or three circumstances, and it is upon circumstances alone, that the court can construct its judgement. I think in this case that no habit of trade of this kind appears, this was proved against the others and therefore will act favorably towards this case in that respect. And it is favorably distinguished in another respect; it is not going to the mother country of the colony from whence it is brought, but to another country. I think the effect would be the same, but it breaks a little into the effect of evidence as to the intention; but where it is not going to the mother country of the colony but to a great place of trade, the emporium of Europe, that is a circumstance which ought not to be dismissed from my views. There is another circumstance of evidence, namely, that it is not the whole of the cargo, but the great part of an assorted cargo; where there is a whole cargo brought on from the colony of the enemy to the mother country, as in the case of the Rowena, it is different from that which composes a miscellaneous cargo, picked up at different parts for different persons; where the whole is carried it shews more original intention than where the cargo is broken, and only a part carried. Upon these grounds, therefore, I am of opinion that this case is substantially distinguished from those which have occurred. I think there are circumstances and facts to shew in all probability, that it might have been the party's intention to have sold these goods in America, and finding the markets bad, he took up the resolution of sending these goods to another market in Europe. I am not to be supposed to abandon the principle in any degree, but I think I am bound to permit the claimant to support the averment, that in the first instance it was his intention to have disposed of these goods in America. I shall give him the opportunity to do that.

[Further proof ordered of an intention to dispose of the goods in America.]

Philadelphia, Jan. 11.

The subsequent document is published in the Kingston (Jamaica) Chronicle, of December 3:—

ST. JAGO DE LA VEGA, Nov. 31.

The following is a summary of the imports and exports to and from this island, from the 30th September, 1804, to the 30th September, 1805, agreeably to the naval officer's return, presented to the honorable house of assembly on the 19th inst.

IMPORTS.

To Kingston—1143 horses, 114 mules, 476 asses, 227 horned cattle.

To the outports—325 horses, 807 mules, 1117 horned cattle.

Herrings from Great Britain.

To Kingston—7,208 bbls.

To the out ports—17,552 do.

Provisions and Lumber from the United States in American Vessels.

To Kingston—42,629 bbls. of meal and flour; 15,451 bags, 2,398 bbls. 2161 kegs of bread; 876 tierces of rice; 455 hhds. 4,929 bbls. 630 kegs, 1,137 boxes 93 quintals fish; 2,025 bbls. beef, 3,031 bbls. pork, 461 firkins butter, 606 casks, 16,079 bushels corn and beans; 2,833, 190 feet of lumber, 3,386,560 staves and heading; 4,863,160 shingles.

To the out ports—3,914, bbls. meal and flour. 1,592 bbls. bread, 267 tierces rice, 1,038 hhds. 5,078 bbls. 82 kegs, 1,192 boxes fish; 2,170 bbls. beef, 2,611 bbls. pork, 738 firkins butter, 12,053 bushels corn and beans, 3,631,000 feet of lumber, 5,999,500 staves and heading, 3,849,500 shingles.

Total in American vessels—46,543 bls. of meal and flour, 15,451 bags, 3,999 bbls. 2,161 kegs of bread; 1,143 tierces of rice; 1,493 hhds. 10,007 bbls. 735 kegs 2,319 boxes, 9 quintals of fish; 4,195 bbls. beef; 5,642 bbls. pork, 1,199 firkins of butter; 606 casks, 28,132 bushels of corn and beans; 6,465,190 ft. of lumber, 8,386,060 staves and heading, 8,712,060 shingles.

In British vessels.

To Kingston—9,444 bbls. meal and flour; 493 bbls. 140 kegs of bread; 28 tierces of rice; 40 hhds. 70 bbls. 20 kegs, 90 boxes of fish; 148 bbls. pork; 45,800 ft. of lumber; 182,100 staves & heading, 75,900 shingles.

To out ports—170 bbls. of fish, 29 bbls. of beef, 81 bbls. pork, 50 firkins of butter, 34,000 staves and heading.

Total in British vessels—9,444 bbls. of meal and flour, 493 bbls. 140 kegs of bread; 48 tierces of rice; 40 hhds. 240 bbls. 20 kegs, 90 boxes of fish; 213 bbls. of beef, 396 bbls. of pork, 50 firkins butter, 45,800 ft. of lumber, 216,100 staves and heading, 75,900 shingles.

Grand total—55,987 bbls. of meal & flour; 15,451 bags, 4,483 bbls. 2,201 kegs of bread; 1,191 tierces rice; 1,533 hhds. 10,247 bbls. 755 kegs, 2,419 boxes, 93 quintals fish; 4,408 bbls. beef; 6,038 bbls. pork; 1,249 firkins butter; 606 casks, 28,132 bushels corn & beans; 6,510,990 ft. of timber; 9,602,160 staves and heading; 8,788,500 shingles.

Provisions and lumber from the British plantations.

To Kingston—58 bbls. flour, 535 bbls. bread, 1,931 hhds. 14,982 bbls. 224 kegs, 687 boxes 90 quintals fish; 171 bbls. of beef, 101 bbls. pork, 24 firkins of butter, 1,346 bushels corn, 270,424 ft. of lumber, 90,718 staves and heading, 113,525 shingles.

To out ports—625 hhds. 1,382 bbls. of pork, 256,000 ft. of lumber, 13,000 staves and heading, 39,000 shingles.

Total from British plantations—58 bbls. flour, 535 bbls. bread, 2,562 hhds. 16,364 bbls. 224 kegs, 762 boxes, 90 quintals fish; 186 bbls. beef, 111 bbls. of pork, 24 firkins butter, 1,347 bushels of corn, 526,124 ft. lumber, 104,318 staves and heading, 152,325 shingles.

EXPORTS.

From Kingston, to Great-Britain—53,141 hhds. 5,732 trs. 464 bbls. of sugar; 10,724 phns. 368 hhds. rum; 482 bags, 182 casks ginger; 1,970 bags, 84 casks pimento; 16,253,333 lbs. coffee.

To Ireland—2,070 hhds. 524 trs. 481 bbls. sugar; 587 phns. 228 hhds. rum; 269 bags, 78 casks ginger; 47 bags, 10 casks pimenta; 132,232 lbs. of coffee.

To British Plantations—711 hhds. 27 trs. 1,237 bbls. sugar; 3,361 phns. 293 hhds. rum; 108 casks molasses, 2 bags pimento, 94,893 lbs. coffee.

To the United States—469 hhds. 87 trs. 79 qrs. sugar, 2,910 phns. rum; 7 casks molasses, 12 bags of ginger, 404 bags, 38 casks pimento, 984,582 lbs. coffee.

Total from Kingston—56,791 hhds. 6,370 trs. 2,261 bbls. of sugar; 17,870 phns. 922 hhds. 133 bbls. 167 kegs of rum; 115 casks molasses; 773 bags, 260 casks ginger; 2,423 bags, 132 casks, pimento; 17,465,040 lbs. coffee.

From the out ports.

To Great Britain—80,916 hhds. 11,510 trs. 1,401 bbls. sugar; 20,336 phns. 345 hhds. rum; 12 casks molasses; 1,309 bags, 55 casks of ginger; 4,734 bags, 141 casks of pimento; 6,644,209 lbs. coffee.

To Ireland—152 phns. 2 hhds. rum, 17,147 lbs. coffee.

To British Plantations—141 hhds. 74 trs. 18 bbls. sugar; 441 phns. 59 hhds. rum, 15 casks molasses, 4,581 lbs. of coffee.

To the United States—58 hhds. 23 trs. 9 bbls. sugar; 14,405 phns. rum; 329 casks molasses; 46 bags of ginger; 15 casks pimento; 6,416 lbs. coffee.

Total from out ports—81,115 hhds. 11,607 trs. 4,428 bbls. of sugar; 35,341 phns. 506 hhds. rum; 366 casks of molasses; 1,355 bags 55 casks ginger; 3,734 bags, 156 casks pimento; 6,672,353 lbs. coffee.

Grand total—127,906 hhds. 17,977 trs. 5,689 bbls. of sugar; 53,211 phns. 1,328 hhds. 133 bbls. 167 kegs of rum; 471 casks of molasses; 2,128 bags, 315 casks ginger; 7,157 bags, 288 casks of pimento; 24,137,393 lbs. of coffee.

Increase, 34,191 hhds. 5,385 trs. 1,465 bbls. of sugar; 2,073,403 lbs. coffee.

Decrease about 8000 phns. rum, 466 casks molasses, 1,500 bags ginger, 44,738 bags, 1,261 casks pimento.

An inspection of the imports from the British colonies during the last year we think is a sufficient proof that they are not adequate to supply the West-indies with provisions and lumber.

New-York, Jan. 8.

Extract of a letter from a very respectable house in London, dated 6th Nov. 1805.

"By this vessel (the British Packet) we send you a pamphlet, which has excited much attention here, entitled, "War in disguise, or the frauds of the neutral flags." It is supposed to be written under the auspices and to speak the sentiments of government; and if so, we think it will shortly be impossible to send with safety any colonial produce from your shores. We already doubt the prudence of so doing in the present usettled state of the great questions in agitation between your government and ours, for such produce is daily hung up for further proof in our admiralty court, and yesterday the *Young Cornelia*, from New-York to Amsterdam, was with great part of her cargo absolutely condemned, and the judge said he was astonished that any surprise was excited by the late decisions, as there was nothing new in the principle of them!!

"Under all circumstances, we would advise shipments to be made with the greatest precautions, to avoid the imputation of continuity of voyage from any of the enemies colonies, to any of the belligerent countries in Europe; and we really think it adviseable that every vessel should touch at Falmouth or Cowes for orders, whilst the present system lasts."

Jan. 10.

A letter, we understand, was received in this city yesterday from St. Croix, which states that the Rochefort squadron, consisting of four sail of the line and six frigates, has arrived at Martinique; and that a considerable reinforcement was hourly expected.

FROM THE LONDON MORNING CHRONICLE OF NOV. 15.

It appears that the numerous armies assembled in the North of Germany, where the last harvest was uncommonly bad, has created a scarcity of the most distressing kind. By the letters received yesterday from Hamburgh, the price of corn has risen to an excessive degree. Our ministers have wisely sent stores of biscuit for the maintenance of gen. Don's army; but it would be well if steps were instantly taken to send a supply of corn, which we can very well spare. The wheat which has been imported from the very countries which now want it, cannot find a market in this country at the price at which it was consigned; and yet not being entered for re-exportation, it cannot be sent back. Policy, as well as good neighborhood, demand, that we should relax from the law to serve them in their extremity.

Letters by the Volunteer, Wells, dated the 5th ult. to a respectable house in this city, announce that an order had the preceding week been issued at Laguira and Porto-Cavello, totally prohibiting the further exportation of coffee, cocoa and hides.

Thirty Dollars Reward,

FOR apprehending and ſecuring in jail negro J. COB. who is a low well made fellow, about 25 years of age, complexion rather black, tho' not deep, has a pleaſant countenance, is ſtout made about the ſhoulders and breaſt with ſmall legs, has a ſtoppage in his ſpeech and cannot make a quick reply, when ſpoken to without ſhutting his eyes or being in motion, which is very obſervable, his clothing was blue negro cotton jacket and overalls, oznaburg ſhirt, and wool hat, though they are ſubject to change, he was late the property of Richard E. Beall of Fauquier county, Virginia, and eloped about the 6th of November laſt. The conſtables and others of the city of Waſhington George Town, Alexandria, Baltimore, Philadelphia and Norfolk are requeſted to look out for the ſaid runaway ſlave, as the above reward will be immediately paid them on the terms ſpecified by

JOH KEDGLIE.

City of Waſhington, Dec 16—2awtf

WASHINGTON CITY.

WEDNESDAY, JANUARY

Col. *Burr* has arrived in this city.

IN animadverting on that part of the message of the President that relates to the condition of the aborigines of the country, we promised our readers some interesting details relative to the measures pursued towards their civilization, and the effects which have flowed from them. We now, in part, comply with our promise. We present a scene unparalleled, as we believe, in the history of nations; a scene honorable to humanity, honorable to the American character, honorable to the administration, and particularly honorable to the man, the best part of whose life has been exclusively devoted to ameliorating the condition of the savage state. Col. Hawkins was a few years since translated from the Senate of the U. S. by the discriminating judgment of Gen. Washington to the station of Superintendant of Indian Affairs. The duties of this station, which could have had no charms for a common mind, were undertaken by col. Hawkins with an enthusiasm and vigor, which have vanquished every difficulty, and crowned his exertions with a success, unexpected by others, if not by himself. To these same duties his life is still assiduously devoted. And so completely successful has his plan proved, that no man among the Creeks commands so large a portion of their respect and affection. He is emphatically denominated by them the *beloved man*, a title which blazes with a purer and brighter lustre than can be conferred by the imperial diadem. While our columns are filled with the sanguinary scenes of transatlantic ferocity, which would seem to urge with an impetuous hand the return of the savage state to the seats of science and civilization, we take peculiar pleasure in holding up to contrast the virtuous, though more humble efforts made by a just government, to elevate the native race of our soil to that dignity of character for which nature has so well fitted them.

SKETCH OF THE STATE OF THE CREEK COUNTRY.

VILLAGES.

For several years the agent recommended to the Creeks to move out from their old towns and settle on fresh lands, for the convenience of raising stock, raising of corn, and fencing their fields. They resisted, and ordered the few who were out to return immediately into the towns—1796, and the two following years being very dry, the exhausted Indian fields with Indian culture yielded but a pittance of corn—this, together with the scanty products from hunting, as the game was gone, produced what was predicted—a famine; and several children actually died with hunger. During these years the Indians shewed a curious trait of character: The agent recommended to the Indians to plant early in the year; to begin by the middle of March, and finish by the middle of April; and he set the example. They would not plant until the month of June. The late planting and early frosts of those years proved to them the folly of their obstinacy; yet they were unwilling to attribute it to this source, but to the political change which had taken place in the United States.

The agent persevered in the plan of civilization, as well by example as precept. He kept an hospitable table, to which the women were invited; he purchased all the provisions that could be spared from the towns of his neighborhood, and paid for it in articles of the first necessity to the women. This made them attentive to him, and at length they began to relish the idea of settling out where they could make corn with facility. In the year 1799, a few moved out, and it became the theme of conversation generally; and expectations were entertained that in the course of this year settlements would be made from all of the lower towns. At this period William Augustus Bowles arrived. He gave out that he was under the auspices of the king of Great-Britain. His having been a half pay officer, and coming in a royal sloop of war, induced the Indians to pay attention to him; although from his former standing among them, they had named him *Capatumne Loxuh*, (the prince of liars.) His first act was to convene the chiefs of the lower towns, to report his mission to them, to appoint himself director general of Muscogee, and then to issue a proclamation, ordering the agent for Indian affairs and all under his authority to quit the nation at a given period. His next object was to decry every thing done or recommended by the agent. The thieves and mischief-makers, red and white, joined him. They had already discovered, that if the plan of civilization was once established, their calling would be at an end; and that while honesty would be protected and encouraged, thieving would be punished. They joined in the cry, "down with the plan of labor, and let us cleave to our old customs."

One of them, Istelechuh, forgetting himself, and hearing from Providence that the Indians were to be visited by an agent from the British government, marched with an armed party, and insulted the commissioners of Spain and the U. S. at the confluence of Flint and Chattohoche, on the 17th Sept. of that year, by threatening to rob and drive them out of the nation, and actually plundering them of some property. As this man was greatly distinguished for his villainy, and was "the man killer," as his name imports, for the numerous murders he had committed, he appeared to the agent a fit subject to make an