

BRITISH DEPRIVATIONS.

MESSAGE

From the President of the United States, transmitting a report from the Secretary of State, with timely denunciations relative to the objects of the relaxation of the 24th inf.—27th February, 1801.—Ordered to lie on the table. Published by order of the House of Representatives.

DEPARTMENT OF STATE.

February 27th, 1801. The order of the House of Representatives of the 24th of this month, respecting an account of the capture of the United States by the force of Great Britain, of which complaint has been made to the government, has not been referred to the committee. I have the honor to transmit herewith an abstract of such facts as have been complained of since the commencement of the year 1800.

The order of the house having fixed the period at which the account is required to be communicated, I have, from a consideration of the short space for which the present session is computed, thought it most compatible with their views to submit the abstract to the time above mentioned.

From various causes it is to be presumed that many reports have been made of which no complaint has been referred to the government. Under this impression and for the purpose of giving a comprehensive view of the subject, I have thought it improper to annex to the abstract several extracts of letters from our consuls, and also an extract of a letter from the president of the chamber of commerce at Philadelphia, to the Secretary of the Navy. I will take the liberty to observe that neither the communications from our minister at London, nor my conversations with the charge d'affaires of his Britannic Majesty in the United States, would lead me to imagine that any address or request have been lately given by the British government, authorizing the system of depredation alluded to in the letter from Mr. Fitzmaurice.

I am, Sir, with every sentiment of the most entire respect,  
Your obedient servant,  
J. MARSHALL,  
The President of the United States.

DEPARTMENT OF STATE.

February 27th, 1801. In my report of the 24th of this month, I have the honor to inform you that the British captures, which will be transmitted to Congress, it was accidentally omitted to infer the case of the brigantine Ruby, captured by the schooner Aurora, of New York, at Philadelphia. This vessel proceeding to Port-au-Prince, with a cargo consisting of American produce and fine German cloth, was lately captured by the British frigate Aurora, and carried to Jamaica, where, the owner informs me, both vessel and cargo were condemned as enemy's property.

I therefore request that the house will consider this letter as an appendage to my report above alluded to.

I have the honor to be,  
With great respect, Sir,  
Your most obedient servant,  
J. MARSHALL,  
The Hon. the Speaker of the House of Representatives.

The following abstract accompanied the message from the President to Congress.

ABSTRACT

Of the cases of capture of American vessels by British cruisers, of which complaint has been made to the government of the United States, since the 1st of January, 1800.

Ship Golden, of Charleston, owned by Frederick Kohr, from Newport to Port Papez, cargo Carindac tobacco, rice, fags, and bees wax, Spanish tobacco, indigo, cotton, and hides, taken Sept. 9, 1799, by the British frigate war Phoenix, carried into Halifax, vessel and most of the cargo condemned. The reason of condemnation is said by the owner to be, because part of the cargo having been brought from the Spanish colonies, was not landed in America.

Ship Gem, of Boston, owned by Nathaniel Fellows, from Amherst to Boston, cargo gin and iron, taken May 14, 1799, by the British ship war Director, carried into Yarmouth (Eng.), ship, cargo and private adventure, captured. This was coming out of the Texel when blockaded.

Brigantine Polly, of Philadelphia, owned by John L. Carle, from Amherst to Philadelphia, cargo fustians, taken May 14, 1799, by a blockading squadron of the Texel, carried into Yarmouth (Eng.) supposed to have been condemned.—(En-)

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Schooner Sufanna, of Baltimore, owned by Jonathan Harrison, from Baltimore to Havana, taken Sept. 29, 1799, by the British ship war Arago, sunk by the officers of the Arago, chaling with her.

Schooner Diana, of Free Town, chartered Gibbs and Channing, Newport, from Newport to Havana, cargo provisions, taken August 2, 1800, by the Cleopatra frigate, carried into Halifax.

Cutter Goodwill, of New York, owned by Scott and Seaman, from Curacao to New York, taken April 8, 1800, by the British ship war Antigonah, of Kingdon (Jam.).—Part of the cargo was Dutch, the remainder American property. The captors immediately on the capture, made a prize of the Goodwill, and sent her on her cruise.

Ship Charlotte, of New York, owned by Henry A. and John G. Colton, from New York to Amherst, cargo fags, coffee, fustians, &c. for St. Andrews, pretended to be French, entered at that port, captured, carried into Halifax, vessel and cargo condemned.

Brigantine Sally, of Philadelphia, owned by Robert, from Havana to Philadelphia, cargo fags and coffee, taken July 20, 1800, by the Cleopatra frigate, carried into Halifax, vessel and cargo condemned.—The condemnation appears to be grounded on the fact, that the owner is a native of France, carrying on a course of trade to a French colony.—N. B. Mr. Girard was naturalized a citizen of Pennsylvania in the year 1777, and has ever since resided in the United States.

Brigantine Ruby, of Philadelphia, owned by Chandler Price, from Philadelphia to New Orleans, cargo English and German cloths, taken December, 1800, by the privateer Brothers, of New Providence.

Schooner George, of Baltimore, owned by Wm. Patterson, from Baltimore to Curacao, cargo sugar, &c. taken October 7, 1800, by the privateer Brothers, of Curacao.—Detained under pretext of tick-bags, taken from Amherst, being contraband and consabing being contraband.

Maris, of Baltimore, owned by James Bays.—In October, 1800, put in requisition at Curacao, and sent to Jamaica by the British.

Sloop Little Charlotte, of Bristol, R. Island, owned by Charles D'Wolfe, from Bristol to Leghorn, cargo fags, taken August 2, 1800, by the privateer Earl of Dublin, of Halifax, vessel and cargo condemned.

Schooner Aurora, owned by R. Johnson and Co. of New York, taken by a privateer, because part of it consisted of tin plates as rated by the owners.

Ship Elizabeth, owned by J. Codman, of Philadelphia, appears to have been captured from having coasted the coast prohibiting the intercourse with France.

Brig Sloop Nymph, of Philadelphia, owned by Louis A. Barralon, from Philadelphia to St. Andrews, cargo provisions, taken by a British letter of marque, carried into Lisbon, acquitted after considerable detention.

Brig Gracy, of Baltimore, owned by Rogers and Owings, from Trinidad to Cuba to Baltimore, cargo furs, honey and hides, taken January 6, 1801, by the Frigate Retaliation, of Jamaica, vessel and cargo condemned.

Schooner Rover, of Baltimore, owned by Rogers and Owings, from Baltimore to St. Jago, Cuba, cargo flour, wines and dry goods, taken by a French royalist privateer, of Jamaica, condemned.

Extract of a letter from William Savage, agent of the United States, at Kingston, (Jamaica) dated June 5th 1800, to the Secretary of State.  
"A number of American fessm have lately been landed from prizes and ships of war who have been relieved by me as all American vessels met with success in coming from Curacao, Hispaniola, & South America, are brought in here for adjudication, and in all cases of acquittal the captors appeal, which I understand prevents any action being commenced against them."  
"I am, &c."

Extract of a letter from John Gavino, Consul of the United States, at Gibraltar, dated 19th Nov. 1800, to the Secretary of State.  
"The Venus of New York, Fairchild, from Naples for Malaga, was immediately captured by the British frigate Antigonah."

The Sufanna, Spencer, of Charleston, South Carolina, with a cargo of flour from said port for Cadiz, brought off Liford where she had been detained by

wards of four months for a breach of blockade, attacking Cadiz after having been commanded by Lamouch privateer, who next day took her. She prior to the Lamouch's first boarding her, was examined by another English privateer who had notice of the blockade to Spencer; so that he continued for the port to enquire of the ships of war, having doubts of the veracity of Blair's intimation. She was seized by the blockade at Spencer; so that he continued for the port to enquire of the ships of war, having doubts of the veracity of Blair's intimation. She was seized by the blockade at Spencer; so that he continued for the port to enquire of the ships of war, having doubts of the veracity of Blair's intimation.

The other is the Sea Nymph, Philadelphia, Mr. Kives, who has also been four months at Lisbon, captured by a letter of marque, the Berel, captain Toob, from said port of Philadelphia, with coffee, fustians, &c. for St. Andrews, pretends to be French, entered at that port, captured, carried into Halifax, vessel and cargo condemned. The captors immediately on the capture, made a prize of the Goodwill, and sent her on her cruise.

Extract of a letter from John Gavino, Consul of the United States at Gibraltar, dated Dec. 14, 1800, to the Secretary of State.  
"The trial of the Sea Nymph, M'Kiver, came on the 3d instant, when ship and cargo was liberated by a degree of the Vice Admiralty of the British, which could not be ascertained, they are served, but I do not say find out if the captain means to appeal."

Lisbon, June 27, 1800.  
"Sir,  
"I am extremely sorry to inform you of the capture of the five following vessels by the British, arrived in this port.  
"The brig Phoenix, of Cadiz, cargo fags, loaded with 100 tubs of Sherry wine, bound from Cadiz to London, with clearance for Altona, the vessel and cargo the sole property of Gen. Parsons, of Bolton, captured by the privateer of Guernsey, Paul Bienvensu mafter.

The brig King Solomon, James Hewett mafter, laden with butter, cheese, and iron goods, bound from Amherst to Cadiz.  
The brig the property of Benjamin Hill of Newport, Rhode Island; the cargo Hambour account, captured by the lugger, Flying Fish, of Jersey, John Le Rouer mafter.

The brig Sufanna, J. V. Spences mafter, laden with furs, bound from Charleston, South Carolina, to Cadiz; the cargo the property of Blackwell, Blackwell and Boswell, of Milligan, Charleston; captured by the Ruf privateer of Guernsey, Paul Bienvensu mafter, and La Bouche privateer of Gibraltar (owned by J. W. Little).

The brig Hind, Daniel Roper, mafter, laden with fags, cocoa and fill, bound from Salem to Cadiz; the brig and cargo the property of Joseph Whit mafter, dressed, cloth bound from his Britannic Majesty's frigate Anton, P. C. Durham commander.

The brig Sea Nymph, James M'Kives mafter, laden with coffee, pineapples, cloths, cocoa, dyewoods, &c. bound from Cadiz to St. Sebastian; the brig and cargo the property of Lewis A. Taralon, of Philadelphia; captured by the armed ship Rover, John Deane mafter.

The four first captures are made under the idea of Cadiz being a blockaded port; and as the above mentioned privateers have positive intimation from their owners to capture vessels going or coming from Cadiz, and are cruising off that port, I expect this port will soon be filled with neutrals, and among them numbers of our countrymen. I have written Mr. Hamblin to warn our captains at Cadiz, with caution there should come out of this port for the present.

The fifth was captured on suspicion of being French, but the owner is a French man, and the furs cargo on board. Mr. John Augustine Victor Bernoulli, a French man, but having fully proved to the captors that the property is bona fide American, and that he is a citizen of your certificate of citizenship to Mr. Barnoulli, we now pretend to detain her on the letter of instructions from the owner to the supercargo, which the captors refuse to burning, and will be ordered to under our own laws. These vessels are sent in here under pretence of benefit of commerce to England and Gibraltar, but a un-

derstand it is the intention of one of the owners to detain the fifth here and force us to catch the papers on it, as if it were of them it is, my next will inform you.  
"I have written our Consul in London for every judicial information he can furnish, and his Majesty's ship, in the opinion of Sir John Nichols and Sir William Scott, that Cadiz ought to be considered as blockaded, the trade having been carried on unmolested for upwards of twelve months, and his Majesty's ships continuing boarding and capturing vessels continually to enter and come out.  
"I have the honor to be, with the most entire respect, Sir, your most obedient and most humble servant,  
THOMAS BULKLEY,  
To Mr. Secretary of State, &c.

Extract of a letter from Thomas Fitzmaurice, Esq. Chairman of the chamber of commerce, to the Secretary of the Navy, dated  
"Philadelphia, 17th Feb. 1801.  
"By the public papers, you will have seen that a great number of American vessels, bound to and from the Spanish ports in Cuba and on the Main have been captured by the British cruisers. The declaration of the British Government, that a change in their system, or some provision from our own government, the trade for those places must be entirely abandoned, having formed a very considerable branch of our trade. Provisions of justice to the Havana have within a few days advanced from ten to thirty per cent. and such is the particular vexation of this trade, that not one in ten vessels can escape; so from New-Providence also, there are above forty privateers who fulfill principally by the plunder of the Americans. The practice is, they first seize the vessels with to send them into port; if there is found on board any goods the produce or manufacture of any countries at war with Great Britain, they are condemned, as is also barron, nails, tin, paints, luted oil, and any foreign linens which are contraband; if the property is found to belong to any persons who are not native Americans, it is forfeited, unless they are found under an interlocutory decree, till proofs can be obtained of the citizenship of the owner; and in every instance the detention and expenses are so great, as to reduce the property for which no pretence of condemnation can be made, to such as hardly to leave it worth pursuing; these practices are the more mortifying as they either themselves fill the goods of which they plunder the Americans, to the extent to which they do not permit us to carry them, or suffer the people of those islands to come to them and purchase them."

"The proceedings at Jamaica are even more ruinous than at Providence; when they cannot procure a condemnation there, they then seize the goods, and as the Americans can no otherwise obtain security than by putting their property in possession of people there, the whole is swallowed up by their commission & charges.  
"These enormities are become so great that the merchants are preparing lists of the captures, and the circumstances attending them to be laid before the government; but as any redress through that channel must be distant, they take the liberty of suggesting the property of granting them direct conveyors for that trade. The passage to and from Havana is in short that a few nations, that you should find the same, except the British should disregard the protection of our flag, which we do not suppose will happen; in any event our merchants will be protected by privateers."

"It is wished that a convoy should sail on the first Monday in every month from Hampton Roads, to which place all the vessels that are bound to the West India islands might rendezvous. Vessels belonging to native citizens or loaded with native commodities need not this protection, but the abatement in the premium in all instances, will oblige them to take advantage of it."

"If the fleet was provided to fall early in March, there would be several vessels ready to avail themselves of it; and as the New York and New England, more. As a measure of this kind may involve consequences of national importance, I do not feel my self at liberty to urge a measure of this kind, which would be liable to the objection of being a partiality in favor of our countrymen."

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