

RETURN OF VOTES, For President and Vice President of the United States.

Table with columns for Adams, Pinckney, Jefferson, Burr, and Scattering. Rows list states: New-Hampshire, Massachusetts, Rhode-Island, Connecticut, Vermont, New-York, New-Jersey, Pennsylvania, Delaware, Maryland, Virginia, Kentucky, Tennessee, North-Carolina, South-Carolina, Georgia.

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Philadelphia, Friday, 19th, Dec. 1800

MR. WAYNE, Sir,

THAT the public mind may not be misled by the different statements which have been published respecting the capture of Curacao, I request you to insert, in your paper, the copy of a Detail, which I transmitted to the Secretary of the Navy, on my arrival at this place.

I have since received letters from Curacao, which enable me to state, that the specie which was detained by Captain Watkins, has been restored to the American Consul, by order of Lord H. Seymour.

All American vessels that were in the harbour of Curacao previous to the capitulation, has been compelled to pay a salvage to the British.

I am, Sir,

Your obedt. servant,

W. D. ROBINSON.

COPY.

ON the 5th of September the French force at Curacao commenced offensive acts against the Dutch, and particularly intimidated their defenses (by a manifesto) against American persons and property. On the 6th, the American Consul requested me to go to St. Kitts, with a view to procure some assistance from the United States Ships on that station. On the 14th I arrived at St. Kitts, and found there the Frigate John Adams, and Sloops of War Merrimack and Patapico. To Captain Cross of the John Adams I presented my papers, and explained the nature of my errand, urging him immediately to go down to Curacao, as he joined me in opinion, as to the necessity and singularity of the case, but expressed a delicacy at leaving his station at that time; however, he cheerfully gave his consent for the departure of the two aforementioned sloops of war. Accordingly Capt. Brown and Geddes, (with a promptitude that evinced their zeal for the service) prepared for sea, and sailed the ensuing day. On the 22d inst. we appeared off the harbour of Curacao, there we discovered a British frigate laying to windward of the port; she sent her boat on board the Merrimack, by which we learnt, that the island had capitulated on the 10th inst. to Frederick Watkins, Esq. commander of the frigate Nereid, and that the American Consul with his family, was in said Frigate. I immediately went on board the Nereid and had some conversation with the commander and our Consul relating to the capitulation. After which I went on shore, waited on the Governor, and other officers, and stated the arrival of the two Sloops of War, whose object was to protect American persons and property. The Governor replied, that no effective relief could be afforded, unless one of the Sloops of War came into the harbour. All the officers both civil and military having declared that the salvation of the island depended on the American Ships acting offensively. I gave it as my opinion, that the American Commanders were not authorized by their instructions to attack the French in the position they then held. The Governor and Fiscal said, that unless something decisive was done the inhabitants in the Garrison, as well as the Americans, would all be sacrificed. That night I staid on shore with a view to ascertain the actual situation of things, and observed that a considerable number of American citizens had volunteered their services in the forts and were placed at the principal batteries, from whence they could not retreat (of course would have been seriously situated, had the French taken the place by storm. Under these considerations I advised Mr. Phillips to recommend one of the Ships to be sent into the harbour, he coincided in my opinion, and I went on board the Merrimack, Capt. Brown, and after stating the urgency and peculiarity of the circumstances, he resolved to send 20 Marines from his own Ship, and to dispatch the Patapico on the undertaking. On the 23d inst. the Patapico entered the harbour amidst a very heavy fire from the French batteries, which consisted of 4 or 6, 24 pounders. After the had entered the harbour the musquetry from the

French (who were sheltered behind the walls and in the houses on shore) became very warm and incessant, but the peculiar spirit with which the Patapico kept up her fire for about 2 hours, completely silenced the enemy. As I was a passenger on board, and had an opportunity of observing the conduct of the officers and crew of the Patapico, it affords me peculiar pleasure to state their enthusiasm and good conduct on this occasion—and when it is considered that for near three hours we were within half gun shot of the enemy who kept up a continual discharge of musquetry, it is as singular, as fortunate, that only two persons were wounded. On the 24th instant, Captain Geddes sent 50 men on shore, which together with twenty from the Merrimack, were under the command of the lieutenant of Marines from the Patapico—they were stationed at a post on one wing of the batteries which, in case of an attack on the town, would have been the first object of assault. It was confidently reported and believed, that the French intended to make an assault that night, but while this event was expected, the French camp was evacuated, and taking advantage of the darkness of the night, they precipitately embarked between 8 and 11 o'clock, cut their cables and made away. On the morning of the 25th the Merrimack stood close in with the land and had the mortification to find the place which the French vessels occupied the day preceding, entirely vacated;—the British frigate discovering this to be the case, immediately made preparations for entering the harbour, and accordingly about 11 o'clock the 25th instant, came into the port, and took possession of the place in the name of his Britannic Majesty.

From this representation it is obvious, that the British frigate Nereid rendered no effective assistance to the inhabitants of Curacao, as the commander of her did not think proper to venture the ship through the fire of the French batteries in entering the harbour, nor did he deem it prudent to attack the French privateers, though they lay in such a position as rendered the enterprise practicable and easy—but it is pretended he did not wish to run any risk until he received a reinforcement from Jamaica, and merely kept cruising off the port in view of the French camp and vessels. The frigate had only landed six or seven men and was holding daily communication with the Dutch Governor, which the French from their situation observed, consequently, lost no time in preparing for the assault of the town, which they continued bombarding until the American sloops of war appeared off the harbour, and on that morning had actually advanced with a principal part of their force within a few hundred yards of the main fortification, with an intention to take it by assault; but being the two sloops of war, they were disconcerted and retreated to their camp. What followed until their evacuation has been previously stated.—It therefore appears, that had not the American ships arrived at Curacao on the 22d inst. the island would, to a certainty, been taken by the French, and of course the capitulation would have been a nullity. The Patapico & Merrimack have never refused the island from a most serious dilemma, as I have no doubt but a principal part of the inhabitants, together with all the Americans, would have been sacrificed, had the French succeeded.—That the said ships have put Captain Watkins in peaceable possession of the island does not therefore admit of any dispute, as the reinforcement from Jamaica had never made its appearance—in what manner the American citizens have been treated for this essential service, will best appear by the following detail.

In the afternoon of the 25th inst. Captains Brown and Geddes, waited on Captain Watkins, and informed him, that as their object to Curacao was the protection of American citizens and their property, they were desirous that all the American vessels in port should prepare for departure under their convoy.—He replied, most certainly, and that he had not the smallest wish to throw the least obstacle in their way, but that they might sell, load, and depart, as heretofore. The American captains were then assembled, and informed that the Merrimack and Patapico would give them convoy through the Mono passage in ten days. This being concluded, the said Watkins stated to Capt. Brown and Geddes, that he received positive information of another expedition having sailed from Guadalupe for Curacao, and requested them to go and cruise off the Island while the American vessels were getting ready for sea;—accordingly the two ships went out, and after cruising ten days, returned to Curacao; but to the surprise and mortification of the American commanders, they learnt that an embargo was laid on all the American vessels, and that none of them were permitted to load any produce. On an explanation being demanded of Watkins, he said, that he found it necessary to detain the vessels until the reinforcement arrived from Jamaica, and until a proper Court of Admiralty was established at Curacao, but after their business was investigated, they should be suffered to depart, and in future allowed the same indulgences, as with other of his Britannic Majesty's islands in the West-Indies. Thus were the American sloops of war obliged to return to St. Kitts, without knowing the issue. Captain Watkins has granted commissions to five or six small vessels, who cruise in the vicinage of Curacao, and capture all American vessels, no matter where bound, or of what their cargoes consist, and the Merrimack and Patapico had the mortification to see two or three vessels captured and sent in, without having it in their power consistent with their present instructions to interfere. The capture of the schooner George, belonging to William Patterson of Baltimore, is attended with such extraordinary circumstances, as I presume, will merit serious attention.—

She sailed from Baltimore, cleared out and delivred for Curacao, arrived there safe, but falling a little to leeward of the harbour anchored in one of the bays; Captain Watkins hearing that she was at anchor, sent down an officer and some men, took possession of her and brought her into port—the day ensuing an English ensign and pendant was hoisted on board of her—the supercargo and captain of said schooner waited on said Watkins and demanded his reasons for hoisting English colours on board the George, he replied, with a great deal of hauteur, that he had good reasons for so doing, but he did not wish to be bothered by them, and if they had any thing to do, or say, on the business, it must be done through their Consul, accordingly Mr. Phillips, accompanied by Captains Brown and Geddes, waited on him, and requested his reasons for taking possession of the George, without any investigation or trial whatever—he replied, she was a "dam fine schooner" and he must have her to send some dispatches to England—as to the cargo he would send into Jamaica for trial, where he had no doubt it would be condemned, as he had found contraband articles on board—he was requested to name the articles he called contraband, and he produced three bales, marked W. P. No. 58, 60 and 62, two of which were actually an inferior species of oznaburghs and the other ticklenburghs—Mr. Phillips expressed his surpris at the articles being deemed contraband and remonstrated with Captain Watkins, but to no effect, the only satisfaction that could be got was, that he would do as he pleased, and if he done wrong, he must be answerable for it, but that the service required the sending of the schooner with dispatches to England.—Captain Geddes and Mr. Phillips took samples of the articles in question, which I have brought with me. Other vessels have been recently sent in, whose fate is uncertain, every bale of goods is torn open and ransacked, and should there unfortunately be any German linens on board whose texture is sufficiently strong to make boat sails, the vessel and cargo will be condemned. It is a well known fact, that the vessels trading to the West-Indies, carry more of left of German linens, but according to Captain Watkins's construction, all these articles are contraband. The following breach of honour will illustrate in a very strong point of view the character of the said Watkins.

During the period the capitulation was negotiating, things were in so alarming a state on shore as to induce Mr. Phillips to seek an asylum for himself and his family on board the frigate; Captain Watkins very politely tendered his cabin and gave every apparent evidence of respect to Mr. Phillips as American Consul, among the effects Mr. Phillips carried on board the frigate, was a large amount of specie, which he placed in charge of the said Watkins—a few days after this, Mr. Phillips had occasion to write a note on some business to Mr. Corler, his partner, said note was entrusted to the charge of one of the officers of the frigate, who broke it open and delivered it to Captain Watkins, the said Watkins then informed Mr. Phillips that he regretted he was under the necessity of retaining the specie he had committed to his charge, as he had discovered that he was concerned in business which was not justifiable in an American Consul.

Mr. P. assured him that by the laws of his country he was entitled, to prosecute Commerce, and stated his surpris at the violation of confidence he had repaid in him. This however would not avail; the money was still retained when I left Curacao.—Among the individuals, whose feelings had led them to use some harsh expressions on the conduct of said Watkins, was a Captain Lambert of Salem, whose obligations partook of more freedom than corresponded with the said Watkins's ideas of propriety; he therefore sent for and interrogated him in the most arrogant manner.—Capt. Lambert made such replies as Watkins conceived indecorous; he was ordered to leave the island directly, and if he uttered a single insolent expression he would have him to the Gangway and flog'd.—Captain L. was of course under the necessity of departing from Curacao.

I forbear to make any comments on this Detail, but presume the Executive of the United States will take the necessary measures to secure to the American flag the respect it merits.

I am, Sir, Your obedient servant,

WILLIAM D. ROBINSON, B. STODDART, Esq. Secretary of the Navy of the U. States

A singularly curious work, bearing account of the British Islands prior to the invasion of Caesar, has lately been discovered in the possession of the Brahmins of Benares. In this valuable treasure of antiquity, Britain is called by a name, which signifies The Holy Island. The Thames, the Isis, and other rivers, are called by names similar to the present ones, and Stonehenge is described as a grand Hindoo Temple! The Asiatic Society of Calcutta are said to be preparing for publication a translation of this interesting manuscript.

Extract of a letter from Washington, dated 17th of December, 1800. The Aurora-man, has without doubt been let into the secret of the French Treaty, he will not be in a hurry to publish it—The Anti's here, say it is a bitter pill, but it must be swallowed.—The outlines of it, are:— "No compensation to be made to us, for past depredations—but such property, as was not condemned at the signing of the treaty, to be restored to us. French vessels of war, to be received in our ports, as those of the most favoured nation—Free ships to make free goods—All national ships, (or their value) taken from the French, during the war, to be restored to France."

[COPY.] Department of State. Washington, 12th Dec. 1800.

SIR, I enclose an additional List of the Names of Impressed Seamen, to be disposed of in the same manner as that which accompanied my letter of the 30th October last.

I am, Sir, Very respectfully, Your most obedt. servant,

J. MARSHALL. George Latimer, Esquire, Collector, Philadelphia. PENNSYLVANIA.

Persons Names Places of Residence. John Hall, Unknown. John Hamilton (negro) Germantown. Thomas Edwards, Philadelphia. Robert Nugent, Ditto.

A letter from Capt. Shaw, of the U. States' Schooner Enterprize, of 12 guns, to a friend in Baltimore, dated Philadelphia, Dec. 12, after mentioning the return of health, which he had suffered from a West-India climate, says, "I am happy to inform you of my good success in the West-Indies—I have in my last cruise taken 13 sail of vessels, made 300 French prisoners, killed and wounded 61 men, taken 42 pieces of artillery, and 180 stand of musquetry—which is really more than I could have contemplated."

Extract of a letter from an officer on board the George Washington frigate, captain Bainbridge, dated at Algiers, October 14, 1800.

"I am sorry to inform you, that we are to let sail from hence to-morrow, for Constantinople, which will of course detain us from our country at least nine months. We are going to carry presents from the Dey of Algiers to the Grand Seigneur. We are to take with us 20 gentlemen, 100 negro Turks, 60 Turkish women, 2 lions, 2 tygers, 4 horses, 200 sheep besides jewels and money. The Dey insisted on our going and we had only to choose between compliance and slavery.—They have hoisted the red flag to our main-top gallant-mast head."

It is further understood, that Capt. O'Brien had to enter into a security on the part of the U. S. of 800,000 dollars, for the safe delivery at Constantinople, of the cargo of the George Washington.

The Aurora of this morning contains a Notice to the Republicans, requesting their attendance at the State-house, to make provision for a Jacobinical feast. As is usual on these occasions, blasphemy, obscenity, and sedition will characterize the day—and the night will be marked with riot, brutality, robbery and assassination. It will therefore be wife and prudent, that the well-disposed, both male and female, remain at home; and that the police of the city will take vigorous precaution to secure the persons and property of the citizens from rude violation of a lawless and drunken mob.



Gazette Marine List, PORT OF PHILADELPHIA.

Table with columns: ARRIVED, Days, Ship, and Destination. Includes entries for Philadelphia, Parfons, Lehigh, and others.

Brig Molly, Thornton; Schre Favouite, Cotterill; Minerva, Hughes; Phoebe, Winlaw; Amity, Denzire; Beley, Shalleofs; Sl op Liberty, Johnson; Ship William Penn, Volans from Calcutta, is said to be below.

Ships Active, George Kingston, with a large fleet, went to sea on Sunday last, 14th inst. wind W. N. W a fine breeze.

Brig Sally Andrews, from New-Orleans has put into the Havannah.

Captain Clay, of the ship Delaware, from Calcutta, informs that he sailed from thence the 7th and the Sand heads the 9th August, in co. with the ship William Penn, Volans, of and for this port, and ship Nancy, Allen of and for New York. Parted from the William Penn off the Isle of France, and Nancy off the Cape of Good Hope.—Left at Calcutta, (shortly arrived) the following vessels from this port—Ship Eclipse, Jones—to sail in all October; Perseverance, Williamson, and Cleopatra, Naylor, the latter had been at Mocha and Bombay—also, left there several other vessels.

Ship Connecticut, Miller, sailed from Rio de Plata, in company with the ship James, More, of and for Philadelphia, parted two days afterwards.—Left there ready for sea, the brig Mercury, Yearfield, of and for Philadelphia.

Brig Sulannah, Cummings, of and for this port, from Port Republican has put into Newburyport.

The report of the William Penn being below, is supposed to be premature. The Delaware came into the Capes yesterday morning, and was left at Marcus Hook last evening.

Brig Tryphenia, Arnold, from Savannah, is said to be below. BOSTON, December 12. ARRIVED, days

Brigship Abigail, M'Lean, Glasgow 49. Schooner Sylvia, Daggets, Philadelphia 8. DUXBURY, December 7.

"MR. RUSS'LL. On the night of the 24th instant the sloop Prudence, Captain Alexander Gardner, of Nantucket, was cast ashore and stranded, on the beach, two miles N. of Plymouth Light House. There were five men on board; the mate and a passenger was saved, the Captain and his son was found dead; the others is not yet found. The cargo consisted of fifteen hogsheads spermaceti oil, 100 barrels tar, and the rigging and sails of the ship Charles, which was cast away near Nantucket—all of which will be saved with little damage. It is not known by the mate who the oil belongs to; it will be forwarded to Boston immediately.

Your humble servant, REUBEN DREW.

On the 3d of November arrived at Cape Francois a boat with six men and a boy belonging to the schooner Whine, Fry, of Salem bound to the Cape, which was captured the 27th October, by a French privateer, and sent for Cuba; the above privateer had captured four American vessels off Cape Nicholas Mole.

The Two Brothers, Murray, of Boston, was at Cape Francois, the 11th of November to sail in four days for Philadelphia.

Coasting Craft. Arrived, William, Hale, Washington; Laurel, Hicks, Savannah.

Cleared, Lucy, Ball, Washington; Commerce, Merchant, Charleston; Mary, Holmes, Norfolk; Five Brothers, Breck, Norfolk; Lydia, Luce, do.

NEW YORK, December 19. Ship Adventure, Dobbin, London 70. Brig Quantibay Cook, Greenleaf, Manzanilla 18. Eliza, and Mary, Read, Halifax 11. Hope, Furker, Bermuda 18.

Sch'r Fox, (Swedish) Fowler, St. Bar holomewa. Venus, Pope, Louisa 22. Cleared—Ships Agent, Pierce Galway, Three Friends, Coet, Surinam; Young Eagle, Steil Ca. 2—Snow Venus, Word, St. Johns; sch'r James, Aulrich, Lighorn; sloop Minerva, Bell, Curacao.

Left at Martine's, a ship belonging to Belton bound to New-York, and a brig bound for Charleston.

Capt. Dolson left at London, ship Brutus, Bunker, to sail in a few days for New-York; ship Fair America, Bolton, do; ship Sarah, Malou, to sail in 10 days for New-Bedford; brig Silman, in dock on cargo, and a number of other ships, names not recollected. The ship Nagara arrived at Calcutta on the 1st of October, and sailed on the 3th for Amsterdam.

Philadelphia Dancing Assembly. THE next Ball will be held on Wednesday evening, 4th instant, at Mr. Francis's Hotel.—The future Balls will be on the stated evenings already mentioned.

December 20. Employment Wanted BY A CLERK, WHO can produce good recommendations. Enquire at the Office of the Gazette of the United States. December 19. 9 st.

New-Theatre. ON MONDAY EVENING, December 22. Will be presented (for the fourth time this season) a celebrated Tragedy, in 5 acts, called PIZARRO; Or, the Spaniards in Peru.

Written by Kotzebue. [Characters as heretofore.] To which will be added (for the second time this season) a favorite Farce, in 2 acts, called, Fortune's Frolick; Or, the True Use of Riches.

That large and commodious HOUSE, At the corner of Arch and Ninth Streets.

To be Let, THE house, stable, coach-house and lots, lately occupied by Major Butler, situate as above. For terms apply to J. B. Wallace, No. 28, north Fifth Street. October 21. 255