

6th. Because it will require several shot even at a fixed object beyond point blank range, to give the proper elevation to a piece to strike such object successively.

7th. Because they cannot prevent a blockade; a vessel may find safe anchorage beyond the range of their guns.

8th. Because vessels of war may without extreme peril, lay before the heaviest and best constructed batteries a sufficient length of time to carry havock and distress to the centre of our most exposed cities—witness the late attack of Copenhagen. And,

9th. Because they operate defensively, and therefore lose the many obvious advantages of the attack.

It does not result from these facts that our commercial towns are insusceptible of defence by fortifications; on the contrary, it is acknowledged that by occupying the circumjacent heights with strong holds, and erecting heavy batteries on the wharves and approximate islands, to deliver cross fires from mortars as well as cannon, we may not only give them effectual protection against a coup de main, but may accomplish the original design of military fortresses, to enable weaker battalions to resist stronger until the natural or adventitious force of the country may be assembled and brought into operation; yet after all, it should be remembered, that in general superior numbers with equal skill and conduct must finally prevail.

But previously to the erection of fortifications, we should cautiously examine their utility, importance and expence; the number of troops requisite for their defence, and the capacities of the nation in men and money; and, it is also worthy of remark, that to render a work defensive, it must be equally strong in all its parts by nature and art.

Fortifications against predatory attacks are calculated for the immediate defence of places only, but against invasions these immediate defences must be secured by the occupancy of all high grounds which command them, otherwise you erect works for the enemy.

Low, flat grounds, partly surrounded by bays or rivers (such as the site of Charleston) should be environed on the land-side with the utmost labour and skill, taking particular care to make every practicable application of water by canals and inundations, and on the water line heavy batteries of cannon and mortars calculated to produce as many cross fires as possible, should be constructed; and it will also be found expedient to occupy the islands and opposite head lands from which the place might be annoyed; but in hilly countries, such as we find New-York or New-Port, in addition to the batteries for immediate defence, all the heights which surround the town or harbour must be fortified.

Defences erected on this scale, and agreeably to the rules of art, with durable materials, (and it is the excess of folly to build with others) would cost for the harbour of New-York alone, at least one and a half million of dollars; and after their erection, unless suitably garrisoned, they would not answer the end of their establishment, but would be exposed constantly to an enemy, and in the course of a long peace would moulder, decay and tumble to pieces. It may not be amiss to observe in this place, that the wretched works heretofore erected in our harbours, have never been adequately or judiciously garrisoned; and that at this moment, those of Charleston, Cape Fear, Norfolk or New-York, might be carried by a coup

de main from two sloops of war, and in the last case the guns be turned with effect against the very objects they are intended to defend.

Should the expence of putting up effectual defences and maintaining the necessary garrisons exceed the resources of the country, and clash with its true policy, it may be asked whether we are to rest the safety of our commercial towns and shipping, on the pacific disposition or good faith of foreign powers? To which we may reply in the negative, and add that it is certainly our duty to seek for those places of defence within the compass of our abilities, which may be found most economical, most durable, and most effectual.

(To be Continued.)

By this Day's Mails.

The brig Fox, Johnston, from Baltimore, arrived at Charleston April 18th.

NEW-YORK, April 29.

Capt Chase, from St Vincents, informs us that the town of Grenada, was burnt down on the 9th of April.

PHILADELPHIA, April 30.

The ship Passenger, in 25 days from Bordeaux was coming up at New-York, when the mail left there on Tuesday. She failed the 4th of April, and will doubtless be considerably to our loss of freight and intelligence.

New York, April 29.

ARRIVED,

Ship Richard, Rogers, St. Croix; Harriet, Macey, Antigua; Franklin, Avery, Marseilles; Horatio, Rowland, Trinidad; brig Fair Creole, Smith, New Orleans; Concord, Williams, Bangor; Eunice, Smith, Havana; Canton, Case, St. Johns; Packet, Charleston Packet, Connell, St. Thomas; sch'r Betsey, Chase, St. Vincent; Richard and Mary, Berbridge, St. Louis; Weymouth, Weymouth, Richmond; sloop America, —, Brandywine; New-Jersey, Peterson, Philadelphia; Friendship, Wheeler, Washington, N. C.

CLEARED,

Sch'r Columbia, Watkins, Westport; Alexander, Allyn, New-London; Union, Dickinson, Georgetown; sloop Venus, Borsb, Norfolk; Experiment, Smith, Wilmington; brig Almira, Eames, Greenock; Resolution, Barber, Charleston; sch'r Enterprize, Ingersoll, Cuba; Prosperity, Kelly, Yarmouth; Lynx, Baylies, Pasquotank.

ARRIVED SINCE OUR LAST,

Ship Passenger, Coppinger, 32 days from Bordeaux. Sailed in company with ship Frances, Pratts, of Boston, and sch'r General Warren of Marblehead. The brig New York, for New York, and the brig Thomas Jefferson for Boston, had left the Cordovan 4 days before, [vessels left have been reported by the Eliza.]—April 19, in lat. 44, long. 31, spoke ship Edward Preble, of Freeport, for Liverpool. 12th, in lat. 43, long. 52, spoke brig Eliza, 26 days from Liverpool, for Norfolk. April 23d, on George's Bank, spoke sch'r —, 15 days from St. Thomas for Portland. 25th, in lat. 40, long. 72, spoke sch'r Walker, Barnet, 2 days from New York.

Ship Richard, Rogers, in 11 days from St. Croix, (Basse-end.) Left there April 17, brig Commerce, Little, for New York; brig Alfred, Bryan, do.; brigs Thomas, Atwater, do. in 6 days; Ceres, Thompson, of New Haven, discharging; schooner Eliza, Auger, of New Haven, landing; and schooner Two Brothers, of Philadelphia, just arrived. Passengers, Mr. John Moore and Mrs. Johnson of

Philadelphia. Messrs. James Crommelin Charles Creah, John M'Koy, John Higley and John Campbell.

Ship Harriet, Macey, from Guadaloupe and Antigua, 19 days from the latter.

Ship Horatio, Rowland, in 22 days from Trinidad, (Port Spain.) Left the brig Neptune, Story, for New York, in 3 or 4 days; and the ship Ocean, Pindar, of and for do. In lat. 30, long. 70, spoke sch'r. Speedwell, 3 days from Baltimore, for Curraça.

Ship Franklin, Avery, (of New London) in 88 days from Marseilles. March 16, lat. 20, 4, long. 34, 7, spoke a Danish ship 54 days from Copenhagen, for St. Thomas. April 9, lat. 22, 57, long. 64, spoke the brig Astrea, 17 days from Salem, for Guadaloupe. 11th, lat. 22, 50, long. 67, spoke schooner Deborah, 14 days from Philadelphia, for Antigua. April 15, lat. 23, 40, long. 61, 59, spoke a sch'r. 12 days from North Carolina, for St. Thomas. 25th, in lat. 37, 37, long. 73, spoke a ship 45 days from Amsterdam, for Baltimore. 26th, lat. 38, 59, long. 74, spoke the Suwarrow, Leach, 108 days from the Isle of France for Salem, capt. L. spoke on his passage, the ship Breemen, Singleton, 50 days from the Isle of France, of Philadelphia.

Brig Canton, Case, (of Rhode-Island) in 11 days from St. Johns, (Porto Rico.) Left the schooner Fortitude, for New-York in a month.

Brig Charleston Packet, Connell, in 20 days from the City of St. Domingo. Left there, the 11th instant, ship Fabius, Taggart, of New York, for Philadelphia, ready for sea; brigs Midas, M'Cullen, of New York, on the coast, loading; Panther, of do. discharged; Venus, of Baltimore, not discharged; ships Mary, of do. discharged; Amelia, Hays, of do. expected from the coast; brig Newton of do. on the coast, loading; ship Eleanor, of Philadelphia, sailed for Havana, about the 3d instant. In the Moro Passage was boarded by the British ship Triton and treated politely.—Apr 1 24, lat. 35 55, long 74, spoke brig Drummond, 19 days from Lagaira, for Philadelphia.

Brig Fair Creole, Smith, from New-Orleans, via Charleston, 8 days from the latter. Left ship Charleston Packet, Wood, for New-York; sloop Semiramis, Slocum, for this port, arrived on the 19th. April 23d, in lat 33 33, spoke brig Unanimity, from Philadelphia for Charleston.

Brig Concord, Williams, 58 days from Bangor, (North Wales) April 21, in lat. 33 34, long. 63 30, spoke brig William, 4 days from Charleston, for Rotterdam, with Dutch passengers from Jamaica.

Brig Eunice, Smith, 12 days from Havana. Passengers, F. Longchamp, J. Antonia-Armoria, Antonio Riviero, F. Klopser, T. Delobaras, and M. Gonzalez. Left ship Alpheus, for New-York, in 5 days, —, Stevens, do. brigs Exchange, Muzzy, do. 20th April; Mary Norton do. 20th; Eliza, Gray, do. Catharine, Harraker, Salem; Batsy, Edwards, do. Oliver, Perkins, ditto; Generous Friend, Gardner Philadelphia, 17th; Ruth and Mary Ruftell, do. 22d; Hercules Courtney, Philips, Newport; Traveller, Duvall, Boston; Lucy, Smith, do. schooners Hope, Sprague, Providence; Republican, Kelly, New York; Venus, Bailey, do. Little Robert, Gardiner, Philadelphia; Friends, Peters, do. Richmond, Sherwood, do. Favorite, Chace, Baltimore; Wm. King, M'Daniel, Boston; sloops Two Brothers, Dorict, for New Orleans, and Two Sisters, Church, for Newport. The ship Franklin, for Matanzies, sailed 2 days before; sch'r Regulator, for Newyork, do. and ship Pierce, Manning, same day for Charleston.

Philadelphia, April 30.

Arrived, ship Commerce, Williams, Calcutta, 116 days; Schooners Alleghany, Scheer, St. Thomas, 9; Hannah Loretto, Sherman, Havana, 14; David, L'Hommedieu, New-York, 3; Chance, Ray, St. Pierres, 27; Three Friends, Fisher, Richmond, 2; Eliza Pigot, Wallis, North Carolina, 8; Delesdernier, Sturdivant, Passamaquoddy, 12; Enterprize, Young, Richmond, 8; sloop Philadelphia, Cryon, Rhode Island, 4.

Cleared, ship Ganges, Earl, Liverpool; schooners Mercury, Blake, Portland; William, Etheridge, North Carolina; Minerva, Bird, New-York; sloop Jersey, Cooper, Charleston.