

From the New-York Gazette of the 4th instant.
Messrs. LANG and TURNER,

I observe in your paper of this morning, a paragraph, stating that I was on Saturday last arrested by order of the government, and examined before the district judge, respecting the destination of the ship Leander, &c.

The paragraph further states, that my answers went "directly to implicate the government of the United States in the fitting out the Leander."

I think it my duty to state, that in this particular you have been misinformed.

That I was arrested by order of judge Tallmadge, in a manner which I understand to be perfectly illegal, forcibly detained the whole day, denied the privilege of counsel, and obliged to answer questions which I conceived improper and illegal, is most certain: but in respect to the government I acted with extreme caution—I was not so much pressed on this head as on others.

S. G. OGDEN.

Monday morning, March 3.

From the New-York Gazette, March 5.

The Leander paragraph in Monday's Gazette has given rise to an unusual degree of agitation in the public mind, and occasioned some ill-natured and personal remarks against the editors of this Gazette. The latter gives us no uneasiness; but, to the public, we have to state, that the information communicated to us was considered of the utmost importance to the commerce of this country and fairly entitled to publicity—that it was not because we wished to expose the folly of our executive in this business, but to put those on their guard who were most likely to be injured. We most cordially hope that the government are not implicated, but we have strong reasons to believe otherwise.

In reply to all that has been said on our paragraph of Monday, we have to observe, that,

The substance of the information relative to the destination of Leander, &c. which was on Monday communicated through the medium of this Gazette, is correct. We were only mistaken as to the channel through which the secret was divulged; instead of using the name of Samuel G. Ogden, we ought to have said that the evidence implicating the government, came through col. Smith, and we are since informed, that this evidence has been corroborated by another gentleman of the first respectability.

The destination of the Leander is now ascertained to be for the coast of Caraccas.

From the Richmond Enquirer.

COMMUNICATION.

To the Editor of the Enquirer.

SIR,

I am not in the habit of making communications, either to the public or in private company, which are not supported on facts. The short narrative, as to Miranda's past conduct, I know to be perfectly true. I ought to have added, that he was acquitted by a court-martial with honour—Mr. Barlow, who now resides in Washington, can bear testimony of it. I have been a witness to some very important things both in France and England, in which he shewed talents, integrity and perseverance.

I am sorry to see him represented as an adventurer in any papers of our country. The time however is approaching, when his character will be better known.

Your strictures, therefore, may rest uncontradicted; but that you may credit what I have advanced on this subject, I have left a letter with Mr. Hylton, the clerk of the council, addressed to you, and to be delivered when it can do no injury to the cause in question; in which you will find the outlines of the design; the place of rendezvous, &c. &c. You must not blame my caution in keeping the port or place of destination from the public—for the minister of Spain would gladly know it, and by express, might possibly prevent the design. Your, &c.

On the foregoing communication it is unnecessary to make a single comment. It will be sufficient for us to state a single FACT.

It is then a FACT that a subscription paper is now in secret circulation among some of the inhabitants of this city, for the purpose of encouraging a trading voyage to South-America. The capital to be subscribed for, is principally to be collected from the purses of the merchants; the purposes for which it is to be subscribed are stated on the very face of the paper. The whole capital is to be divided into 30 shares; each subscriber to contribute 1,000 dollars. Of course the whole capital will amount to 30,000 dollars. If a subscriber should find it inconvenient to advance his share in specie, he may throw in his goods to that amount. The whole of this fund, the entire management of it, the port of destination, and every arrangement connected with the voyage is to be under the direction of a certain gentleman in this city. It is stated on the face of the subscription paper, that this project is to be no more than a legal trade to South America; the particular port of destination not being mentioned; and it is added by way of encouragement, that the subscribers may expect to receive not less than 400 per cent. profit from the adventure.

Such is the general outline of the project itself; it is incumbent upon us to subjoin a few reports, which are ultimately connected with it. We have no inclination to deceive the reader in a single iota; and it is on this account that we call them merely reports. They are such reports, however, as are entitled to respect, on account of the respectable authority from which they are derived. It is then report-

ed, that by way of additional incitement to an immediate co-operation in the design, it has been represented that similar adventures are now rapidly progressing in some of the richest northern towns, and that the certain profit of the speculation will quickly tempt other merchants to embark their capital in the adventure. It is reported, that 3 or 4 of our merchants have already consented to subscribe for shares. It is reported that one of the friends of Mr. Jefferson has been ridiculously and jesuitically requested to inform him of the plan, and advise him to take a share under a fictitious name.

Our merchants should pause, before they determine to venture upon schemes, the profit and propriety of which are so extremely doubtful. They say that this is to be a "legal trade" to South-America. But we ask what is this trade which is so profitable, and at the same time sanctioned by the law? Is it the customary trade which is carried on with the Spanish ports in South-America? What then has made this usual trade so unusually profitable? Or whence comes it that a trade of such extraordinary advantage should so long have escaped the lynx-eyed vigilance of our merchants; that capital which always seeks its most profitable destination should so long have shunned this particular branch of commerce; and that the inland capital of Virginia should all at once have become the asylum of a commercial project, which has avoided the towns on the seaboard? If it be said that these towns have already embarked their capital in the project, we would ask our merchants whether there is no danger that the multitude of adventurers should reduce the profits of the adventure.

The legal trade here spoken of, may not however, be the customary and limited trade carried on with the Spanish colonies; but a new and more extensive trade to be created out of gen. Miranda's projects. This is in fact the trade which is generally understood to be the one alluded to in the project. It is said that when Miranda succeeds in revolutionizing some of the provinces of S. America, he will throw open their ports to our vessels; tonnage will be wanting; an indiscriminate mass of the produce of that country will be ready for exportation; our merchandize will produce an immense profit. Fortunate then will be the vessel whose cargo is first wafted into their ports; happy the merchant, who reaps the first harvest of Miranda's genius! This picture is certainly a very glowing one, but let sober reason for one moment ponder upon its correctness. If Miranda succeeds; is this event probable? Have our merchants examined his resources, those which he has carried with him, and those which he will next meet with in his own country; the prejudices of the people whom he is to emancipate or the power of the government which he is to overthrow? Have all these details been satisfactorily explained to them? But suppose Miranda fails, what then is to become of their profits or their capital? Why! this 400 per cent. adventure like the Mississippi or the South-Sea bubble, may for a time captivate the observer by its dazzling colours, and like them, evaporate into "thin air."

From the New-York Evening Post, of March 4.
The Leander.

The town has for three days been in an uproar about the Leander, and every afternoon long before our paper issues from the press, numbers of people come running in, to get a sight of some very interesting particulars respecting this very extraordinary affair. To save our subscribers this trouble, we beg leave to inform them, that we have no circumstances to communicate, nor any remarks to make on the affair of the Leander, nor shall have for the present. Should the surmises that have gone forth, implicating the president and some of the heads of department, be eventually confirmed, we shall not be backward in speaking out; but as those surmises go to charge the chief magistrate, and those connected with him with highly exceptionable conduct, we deem it not proper or prudent to advance any thing lightly on so momentous and delicate a question. We shall, however, by way of shewing our repugnance to believe charges so atrocious, gladly republish every exculpatory paragraph that we may find in any of the papers devoted to the administration. With such view, we yesterday republished an editorial article from the National Intelligencer; with the same view we give place to the following from the American Citizen of this morning: it being understood that we do not approve of the personalities employed.

"The Leander—The proper authority has commenced a very rigorous investigation into the affair of the Leander. The district judge arrived in town on Thursday last, and on Friday, Saturday and yesterday, was with the district attorney, wholly employed in examining the principal persons engaged in the expedition. On the subject of the testimony given in, a totally false; and, as it regards the executive of the United States, a very malicious paragraph appeared in Mr. Lang's Gazette of yesterday. In this paragraph it is impudently and lyingly asserted that the testimony of Mr. Ogden, owner of the Leander, involves the executive. I have made it my business to inquire into this allegation, and I find, as I knew I should find, that it is destitute of the semblance of truth. Neither Mr. Ogden's testimony, nor that of any other person who has been examined, does directly or indirectly implicate either the president or any officer in the executive department. Indeed the paragraph, which was written for Mr. Lang, most palpably contradicts itself, although it would be admitted from Mr. Lang as an apology by all who knew him that he did not perceive the contradiction. Who instituted the judicial examination? The pre-

sident, I think Mr. Lang might have perceived, had he reflected for some hours, that the president would not have begun an inquiry, the issue of which would implicate himself."

The following particulars of the battle off the city of Santo Domingo, 5 leagues from the land, are related by captain Ash, of this city, who was a participant of the action, and had been on board the French fleet, on the preceding day:

The British fleet, of 7 sail of the line, was commanded by admiral Duckworth. The van, led by admiral Cochrane, in the Northumberland, of 74 guns, consisted of four ships, which engaged the French squadron for one hour and fifteen minutes, the Northumberland receiving the whole of the French fire, appeared for a time to be thrown on her beam ends—the remainder of the fleet getting into action, it became general, and lasted one hour longer, when the French admiral's ship L'Imperial, of 134 guns, said to be new, and the finest in their navy, with the Brave, of 84 guns, were dismasted and driven ashore, and the Jupiter and Diomed, of 74, and the Alexander, of 90 guns, surrendered, and were taken possession of.

The obstinacy of the contest may be estimated from the loss in killed and wounded on board L'Imperial, in which ship seven hundred and thirty were killed and wounded, among the latter admiral Siegle. The frigates escaped.

Captain Ash understood, that the object of the French, in sending that fleet to St. Domingo, was to destroy the American vessels in the brigand ports, for which purpose they had provided a number of small vessels.—Phil. paper.

The Providence Gazette asserts, that 2000 tons of navigation, belonging to that port, have within two months past, been captured or detained by British, French, or Spanish armed vessels.

Captain White, from Havana, informs us, that an embargo was to be laid on there the day after yesterday, in consequence of a Spanish 74 gun ship being ready for sea.—N. Y. Mer. Adver.

We are informed, that the reason for the expected embargo at the Havana was, that a ship of war was fitting out at that port, destined for Campeachy, supposed to have instructions to intercept the ship Leander, now generally believed to be bound on a hostile expedition to Caraccas.—Phil. Gaz.

The President of the United States has appointed William Cranch, chief judge of the district of Columbia, in the room of William Kilty, appointed chancellor of Maryland; and Allen B. Duckett, in the room of Mr. Cranch, promoted.

William Tilghman is appointed chief judge of Pennsylvania.

PHILADELPHIA, March 7.
MASSACHUSETTS LEGISLATURE.

IN SENATE, February 25.

A resolve passed the senate for granting 10,000 acres of land in the district of Maine, to WILLIAM EATON, Esq; in consideration of his public services, rendered the United States, in eminently contributing to the release of a large number of his fellow-citizens, late prisoners in Tripoli, and restoring them to freedom, their country and friends. Sent down for concurrence.

BALTIMORE, March 6.

CAPTURE AND DESTRUCTION OF THE FRENCH WEST-INDIA FLEET.

On the 21st of January, a French squadron of 3 sail of the line, 1 frigate and a sloop of war, of the following names and force, viz.

Imperial,	of 134 guns,
Jupiter,	74
Diomed,	74
Comet,	36
Corvette Diligence,	22

under admiral Seigel, from Brest, arrived off the city of St. Domingo, and landed 600 men; and on the 29th, they were joined by

Le Brave,	84,
L'Alexandre,	74,
Felicité	44.

They had left France in company with another squadron of 7 sail of the line and 1 frigate, under the command of prince Jerome Buonaparte, and parted from them off the Western Isles—their destination unknown; but from their steering a S. W. course, it was conjectured that they were bound for the Cape of Good Hope.

The squadron under Seigel remained off the city of St. Domingo until the 6th February, when a British squadron under adm. Cochrane hove in sight, and a desperate, and to the French a destructive engagement, ensued; for the following particulars of which we are indebted to an intelligent gentleman who was an eye-witness, from an house-top in the city, of the whole action, from the firing of the first gun, to the departure of the British squadron.

"St. Domingo, February 6, 1806.

"At 6, A. M. the look-out ship of the French squadron was seen firing alarm guns, and an English squadron of seven sail of the line, two frigates, one brig, and a schooner in chase of her. At half past 7, A. M. the French squadron of five ships of the line and two frigates got under way, and ran to leeward with the sloop of war that was on the look-out: at