

American,
AND
Commercial Daily Advertiser

PRINTED AND PUBLISHED BY
WILLIAM PECHIN,
(PRINTER OF THE LAWS OF THE UNION.)
31, SOUTH GAY-STREET,
NEAR THE CUSTOM HOUSE, BALTIMORE.

FRIDAY, JUNE 27, 1806

For Sale,

The Schooner
ENTERPRISE,
Burthen about 52 tons—She
is a strong built vessel and sails
remarkably well. Her sails and rigging, which
are almost new, are complete for sea. She
would answer extremely well for a packet. For
terms apply to the subscriber, No. 67, Smith's
wharf, where her inventory may be seen.

REDMOND GRACE,
d

April 4

For the River Jade,

The Bremen Ship
MARTHA MARGARETHA,
Captain Chas. Diers.
Part of her cargo is ready to
go on board; for the remainder apply to
VAN KAFFE & BRUNE,
d

June 6.

Just Received,

A CARGO of prime **GREEN COFFEE,**
imported in the schr. Squirrel, captain
Drew, from Port au Prince. For terms of sale
apply to Captain T. CHASE, Fell's Point, or to
WM. YOUNG LEWIS,
50, Calvert-street;
Who will sell.

The fast-sailing pilot-boat
built schr.

SQUIRREL,
Just off her first voyage.

May 23

For Sale,

The Hull, Masts and Spars of a
new pilot-boat built
SCHOONER,
Burthen about 90 tons, built
of the best materials, and it is supposed, by
good judges, she will sail remarkably fast.—
Apply to
ISAIAH MANKIN:

Who has also for Sale,

35 bbls. prime Richmond Tobacco,
50 do Maryland do.
150 lbs. superfine and fine Flour,
250 kegs pickled Salmon,
150 do Tongues and Sounds,
120 boxes Codfish,
15 bags Pimento, and
30 puncheons high-flavored Jamaica Rum,
&c. &c.

May 22.

Wanted to Charter,

FOR a port in Europe,
TWO VESSELS,
from 1200 to 1400 barrels.
JOHN CURSON SETON,
WHO offers his services as a BROKER to
his friends and the public. Apply in Water-
street, opposite the store of Mr. M. Sanderson.
April 22

For Havana

The regular trading Schooner
ELIZA VICKERY,
Stephen Vickery, Master.
She will commence loading on
Wednesday. For freight or passage apply to
the master, at his dwelling in Granby-street,
or on board, in Frederick-street dock.
For Sale on board said schooner,
A few boxes Havana SEGARS.
June 19

For Philadelphia,

The Sloop
TWO SISTERS,
S. Stewart, master;
Being a staunch vessel, with
good accommodations; will sail in a few days.
For freight or passage apply to the captain on
board at Smith's wharf, or to
JOSEPH SMITH, Harbor Master.
June 21

For New-York,

The Schooner
DOROTHY,
J. Rowley, master.
A regular packet, will posi-
tively sail by the 1st of July, wind and weather
permitting, for freight or passage, having ex-
cellent accommodations, apply to Jas. Smith,
Harbor Master, Benj. D. Galpin, 61, Smith's
wharf, or the master on board at said wharf.
Received by said schooner and for sale as above,
50 barrels BEEF
30 gross PORTER BOTTLES.
July 20

Sloop Polly & Nancy,

Edward Gardner, master;
—A constant trader; will sail
for Kixle-Island, in 8 days.
For freight or passage apply
to the captain on board, Bowly's wharf, having
good accommodations.

FOR SALE,

15 puncheons N. E. Rum
3 well-built 13 feet Boats
17 boxes Havana white Sugar, entitled
to drawback.

WANTED TO PURCHASE,

A quantity of clean Rye, hhd. and bbl. white
and black Slaves, for which cash will be given.—
Apply as above.
June 25

A Wet Nurse Wanted

IMMEDIATELY, of unexceptionable cha-
racter. Apply at this office.
June 18

A Wet Nurse,

WITH a fresh breast of milk, may hear of
a good situation if immediate applica-
tion is made at this office.
June 24

For Sale for Life,

A NEGRO WOMAN aged about 20 years.
Apply to the printer.
June 24

To Let,

TWO BRICK WAREHOUSES on Smith's
wharf. Immediate possession of one
can be given, and of the other on the 1st June
next.
HOLLINS & McBLAIR,
March 22

From the National Intelligencer.

COMMUNICATION.

To correct errors and misrepresentations
of certain printed sheets, that have
been privately circulated by commo-
dore Truxton, the following statement
of facts, with the accompanying re-
marks, is published.

Commodore Truxton in the month of
January 1802, was ordered by the secre-
tary of the Navy to repair to Norfolk, and
to assume the command of the frigate
Chesapeake. The instructions, in rela-
tion to the command he was to have
as commodore of the Mediterranean
squadron, were postponed by the Presi-
dent until the ship was ready to weigh
anchor. Adverting to the accidental
circumstance that captain James Barron
had been with commodore Dale as the
first officer of his ship, and knowing at
the same time that the temper of com-
modore Truxton was somewhat suspicious,
the secretary of the Navy informed
him that he should have as his first offi-
cer captain Campbell, who accordingly
had proceeded on his journey towards
Norfolk as far as the city of Washing-
ton; but in consequence of a recent in-
jury in one of his knees he was unable to
proceed further, and was moreover re-
presented to the secretary of the Navy as
at that time unfit for duty. This was
communicated to commodore Truxton,
who immediately in high dudgeon, ten-
dered to the Navy Department his resig-
nation, under certain qualifications, by
letter dated March 3, 1802, of which the
following is an extract.

I note what you say of captain Camp-
bell; I he cannot go, I trust you will
send Rodgers or some other of capability.
The officers destined for this ship are all
young and very inexperienced—and tho'
in due time may be clever, they are defi-
cient at present—and the task for me on
the intended service, would be too severe
without some aid—and I have had here-
tofore much trouble in organizing a squad-
ron and at the same time attending all
the duty in detail on board my own ship.
Under these circumstances, and having a
reputation to lose which I am very tea-
rious of, I should consider myself want-
ing in that duty which I owe to myself
and to my family, if I was to proceed
without being placed in a situation simi-
lar to the commander of the squadron
in the Mediterranean, and if this
cannot be done—I must beg leave to quit
the service."

By the order of the President the resig-
nation of commodore Truxton thus
tendered was accepted, and the following
is the letter of the secretary of the navy
to him.

COMMODORE TRUXTON,

Navy Department,
March 12, 1802.
SIR—I have received with real concern
your letter of 3d inst. noting your deter-
mination to quit the service, unless you
can have an additional captain to command
your ship under you. The condition, sir,
is impossible. It is well known that from
the reduction of the officers in pursuance
of the act of Congress of the last session,
there is not at this time within the United
States a captain of the navy that we could
require to take a secondary station on
board a ship. As this must have been
known to you, I cannot but consider your
notification as absolute. It is to be re-
gretted that it had not been made at an
earlier period, so as to have allowed me
to ask from you a reconsideration of the
subject: But at this moment, when the
ship is almost ready to depart, neither the
object of her destination, nor the ex-
pences of the delay will allow time for
negotiation. I would presume too
that you had deliberately viewed the case
under all its aspects, and that no consi-
derations which I could present, would
be new to your mind. It remains then
for me, however reluctantly, to acquiesce
in your determination, and to lessen as
much as possible the expense and injury,
which such a notification at this point of
time may occasion, by dispatching, as
I have done, orders to captain Morris at
Boston to repair immediately to Norfolk
and to assume the command of the Che-
sapeake. Until his arrival I have com-
mitted the charge of the ship to
Lieutenant Smith.

I have the honour to be,
Your most obedient servant,
R. SMITH.

To this letter, thus accepting his resig-
nation, the secretary of the navy received
from commodore Truxton an answer,
dated March 22, 1802, of which the fol-
lowing is an extract of what relates to
the point in question.

"I am honored with your letter of the
13th, and note its contents, which is well.
The only part of it that I feel hurt at is
your mention of regret that I did not
make known to you my determination at
an earlier period. It is not however ne-
cessary for me to dwell much on the sub-
ject; now the business is settled, but I
must remark that the cold reception of
the President at Washington, and the
conduct I met there (unnecessary to men-
tion here) was far from inducing me to
believe that the appointment I held was
congenial to the feelings of Mr. Jeffers-
on."

Three years and a half after commo-
dore Truxton had thus quit the service,
the following letter, with its enclosures,
was addressed by him to the navy de-
partment.

OFFICIAL.

From the National Intelligencer.

Philadelphia, Sept. 7, 1805.

I never intentionally wrote an ambigu-
ous letter in my life that I remember, but
have ever wished to be explicit in every
thing.

At the time I wrote to you my letter of
the 3d of March, 1802, from Norfolk, I
was extremely unwell, although I kept
about as much as I could, to facilitate the
frigate's equipment and departure for the
station she was intended. I was howe-
ver, finally obliged not only to go to and
remain confined in my chamber for a
time, but to my bed—and after being re-
moved to a vessel, when scarcely a con-
valescent, and reaching my farm in New
Jersey, I was again confined in the same
manner for a length of time, and few, if
any, notes of physicians, expected that I
should ever again be restored to my usual
health. In the state of health then that
I was in, and the state of mind too, when
I wrote to you on the third of March
aforesaid, it is possible my letter in some
particulars may have appeared to you
ambiguous, or wanting farther explana-
tion—but the intention of that letter was
simply to communicate to you my desire
of leave to relinquish the command on the
Mediterranean service, without a second
captain being furnished me, and it would
have been immaterial to me, whether he
had been of the 1st, 2d or 3d grade, a full
captain—master commandant, or lieuten-
ant commandant.

The enclosed letters from my friend,
Chs. Biddle, Esq. and from commodore
Dale; the former I wrote to at the same
time I wrote to you from Norfolk, as alre-
mentioned on this subject, & when I wrote
to several other gentlemen, and with
whom I have often conversed since, will
corroborate my explanation of my letter
of the 3d of March 1802—and the latter
gentleman, who I was to have relieved in
the Mediterranean, arrived in Hampton
Roads from off the service with the fri-
gate President, I think on the very day
captain Morris received from me the
command of the Chesapeake, & he com-
modore Dale very well recollects that I
then said to him, and on all occasions
since have said to him, when that subject
has been introduced, that I merely with-
drew from the Mediterranean command,
because I deemed farther aid than was
furnished necessary for that service, & that
I had at no time any intention of resign-
ing my commission, or leaving the ge-
neral service of the navy, otherwise I
should have most certainly forwarded to
you my commission, as is usual when a
resignation is made. But permit me, sir,
to add further that no letter written by me
after I took command of the Chesapeake
prior or subsequent to that of the 3d of
March aforesaid, public or private, which
has any thing to do with conveying an ap-
pearance of the smallest intention in me
of resigning my standing in the navy. It
would be useless for me to add any thing
farther in this letter than to pray you
write me fully of my situation, and to ac-
cept my sincere respect, and that esteem
with which I have the honor to be,
Sir, your most obedient

Humble servant,
THOMAS TRUXTON.

P. S. I could most certainly produce
many other letters written to my friends
and their answers similar, but that can-
not be necessary in this case for Mr. Se-
cretary Smith. T. T.

[To be continued.]

From the ENQUIRER.

Remarks concerning General Kutusow's account
of the battle of Austerlitz.

The Russian general Kutusow, has
written a lengthy letter to Alexander, em-
peror of Russia, concerning the battle of
Austerlitz. This letter is dated on the
14th of January, Russian stile, almost
two months after the battle. Kutusow ap-
ologises for the delay, as follows. "I
thought it unnecessary to send to your
majesty an earlier account respecting the
circumstances of that affair, as I intended
after the receipt of all the particulars, to
transmit to your majesty a circumstantial
relation." Thus introduced, it was reason-
able to expect that an interesting and
candid representation would be given.
But instead of this, the whole ap-
pears to have been a premeditated fabri-
cation, intended, no doubt, to appease &
deceive the stupid and debased nation
over whom Alexander exercises despotic
power. So far as respected Alexander,
himself, much of the matter contained in
Kutusow's letter was necessary, because
Alexander was not only an eye witness, but
as has been published, was personally en-
gaged in the battle. There can be no
doubt that he knew much more than is
contained in Kutusow's letter.

If reliance is to be placed on Kutusow's
letter, we must believe that Bonaparte,
in the action of Austerlitz, had
twice as many men as the Russians; that
the Russians after losing about 12,000
in killed and wounded, and slaughtering
18,000 French, were so kind hearted as to
stop their deadly blows; to turn about;
to retreat; to abandon their ally, and the
common cause; to break their faith with
Great Britain, whose money was then in
their pockets; to give up the field of
battle, with about a hundred pieces of can-
non, to their vanquished enemy, and to
return to their homes, in such haste and
confusion, that the commander in chief
could not collect sufficient materials to
form a report, until the 14th of January.

The wise Solomon said that there was
nothing new under the sun. But if Sol-
omn lived at this day, he would speak a
different language. He would to his as-
tonishment behold the victorious Russians
all running away and abandoning their
cannon, and the vanquished French, in
possession of every thing which victors
could ask.

All this may do with the stupid and
enslaved Russians, or with the inflated
English, but surely no enlightened Ameri-
can, will countenance such a palpable
fabrication; a composition which con-
tains the means of its own destruction.
But if it be admitted that one Russian is
as good in battle as two Frenchmen, then
the victorious Bonaparte is no more than a
Bug-a-boo, and there is nothing to be
feared from him. The population of
France and Russia are nearly equiponde-
rant; and let Bonaparte do what he may
with Spain, Italy and Germany, still
will he be compelled to stop on the borders
of Russia. There, all at once and as it
were by enchantment, one man drawn
from the plough is equal to two well dis-
ciplined Frenchmen.

According to this opinion, one half of
the 180,000 Russians which were hired or
sold to Great Britain, if they had been
brought into the field, would have kil-
led or driven away all the French who
had crossed the Rhine, because even the
English accounts do not pretend that
more French troops crossed the Rhine
than six divisions of 25,000 each; many
of these were detached towards the Ty-
rol, into Swabia, and to Vienna, besides
numberless small detachments which
were dispersed in Germany, to support
communications, and other necessary pur-
poses. But without descending to particu-
lars, there is no candid enquirer who
will say, that Bonaparte upon that day
commanded more than 80,000 men.

Now, if the Russians are so well
pleased with themselves for their exploits
at the battle of Austerlitz, if they could
support an unequal contest of two to one
—if they lost no more than 12000 men—
There yet remain 168,000 which belong
to the English. They, according to
Kutusow's account, will be equal to
336,000 of Frenchmen. The British are
still at war. They have the command of
the sea. They are in constant alarms
from the fear of invasion. Why do they
not land these invincibles in Holland, in
Flanders, in Brittany, in Provence, or
some other parts of France?

Kutusow's account of the battle of
Austerlitz, reminds us of the exploits of
Suwarrow, in Italy and Switzerland. As
long as he could overpower the French
by numbers, he compelled them to re-
treat, but after all his victories and tri-
umphs he gave up the field & surrendered
his honors and glory to Massena. He
was too light footed for the French Gen-
eral. He entirely escaped, and hastily
returned to Russia with the wreck of his
army to render an account of the celerity
of his movements, and by way of honor-
able reward was banished to Siberia where
he died with a broken heart. The En-
glish historian Stephens says, "it is im-
possible to contemplate Suwarrow, without
shutting the heart to compassion, and
even rejoicing that he was suffered to
languish in disgrace, and die amidst
those tortures he had so frequently
inflicted."

It will not fare so badly with Kutusow.
—Alexander was present. He saw,
knew, commanded or permitted every
thing, and, it is very probable, has re-
quired the hoary headed soldier to make out
something to be published and circulated
among the distant provinces.

All those who confide in Kutusow's
account *verbatim et literatim*, may from
this day forward banish their fears as
relate to Bonaparte. They may believe,
if they can, that one Russian is equal to
two Frenchmen, and that the semi-bar-
barians of the north are about to perform,
what has been ineffectually attempted by
the disciplined legions of the south.

Before the subject is dismissed, it is
proper to notice, that Kutusow admits
that three lieut. generals and ten major
generals were either killed, wounded or
taken.—We may suppose that these were
about one third of the generals of those
ranks, who were engaged in the action—
If so, there would be 30 divisions; sup-
pose a division to consist of only 6000
men, and that there were only 15 divisions,
the Russian army, would amount to above
100,000 men; but whether more or less,
they lost or gave up every thing that
Bonaparte wanted. They now appear to
be very angry, and will probably renew
the war as soon as there is a prospect of
success.—So much for Kutusow's report.

In case of another war, a few more
exploits like the battle of Austerlitz, will
shake even the Russian throne, and Alex-
ander, with equal politeness may find
himself, disposed to abandon Poland, the
Baltic, and even resign his capital. He
may be even so generous as to retire to
Moscow. But if, as Kutusow says, and
as many pretend to believe, that one Rus-
sian is equal to two Frenchmen, we may
soon expect that Europe, from the
Vistula and Danube to the extremity of
Italy, will be overrun by Vandalism and
exposed to woe and desolation. These
are evils which none but fools can believe;
none but madmen can desire. These are
evils which have been averted by the
genius of Bonaparte, and by the exploits
and heroism of the French armies. These
are evils which threatened to substitute
barbarism for civilization; this knout for
a court of justice; muskets, bayonets, &
swords, for the arts and sciences. And

it is for these disappointments, that there
are some who weep and wail and gnash
their teeth in the bitterness of sorrow.

**IMPERIAL PARLIAMENT OF
GREAT BRITAIN.**

House of Lords, May 6.

Trade between the West Indies and Amer-
ica.

Lord Sheffield moved to discharge the
order for the second reading of the
American and West India trade bill, this
day with the view of postponing it to the
16th of May, in order to give time for
the consideration of the subject, as nume-
rous petitions would be presented against
it.

The motion was negatived.

Lord Grenville moved that the Bill be
now read a second time.

The Duke of Montrose called the at-
tention of the house to the alarm which
had been excited by the manner in which
this subject had been stated by the noble
Lord who originally proposed it, and
by the supposition that other measures
might follow the present, which might
have serious effect upon the shipping in-
terest of this country. The effect which
the bill might have upon the shipping in-
terest was, in this instance, no light con-
sideration, as the trade to the West In-
dies employed from 6 to 7000 seamen,
and formed one of those nurseries for
our seamen, which ought to be cherished
and encouraged, instead of being de-
pressed or checked. In his view of the sub-
ject, the bill was neither politic nor neces-
sary. It was impolitic, inasmuch as it
went to authorise the suspension of our na-
vigation laws, those laws to which we were
originally indebted for our maritime su-
periority; it was unnecessary, inasmuch
as it only professed to do that which had
been already done; and might be again
in a manner less objectionable, by leaving
it to the West India governors to act up-
on their own responsibility in cases of ne-
cessity. If on the contrary, the govern-
ors were to be prospectively authorised
to suspend the navigation laws, it should
be recollected that it might frequently be
to their interest to direct such suspension
where no immediate necessity required
it. He did not despair, although he did
not mean to assert it, that with our pre-
sent maritime superiority, the West In-
dia Islands might, even in time of war,
be supplied in British bottoms by means
of convoys. In a time of peace there could
be no doubt about it, and he denied that
the calamities which a noble Lord (Hol-
land) on a former occasion stated to have
resulted to the West Indies from not sus-
pending the navigation laws, to have pro-
ceeded from that source, as they were the
natural consequences of earthquakes and
hurricanes. He was inimical to the pre-
sent Bill, not only on account of the posi-
tive evil resulting to the shipping interest
of the country, from the suspension of the
navigation laws, but on account of those
measures still more injurious to that in-
terest to which this Bill might afterwards
serve as a basis.

The Earl of Lauderdale thought the
noble Duke had rather been arguing
against some speculative measures, which
he apprehended might at some future
time be brought forward, than against the
present Bill. He conceived the bill to be
founded upon the soundest principles of
legislation. What could more forcibly
demonstrate its necessity than the Indem-
nity Bill which Parliament had passed
year after year, for the purpose of indem-
nifying the governors of our West India
islands for suspensions of the navigation
act, which were found to be absolutely
necessary for the support and well being
of our colonies? And was it not more
constitutional and more becoming the
dignity of Parliament, that what was so
found to be necessary, should be autho-
rised, in certain cases, according to the
discretion and under the responsibility of
the executive government, than that viola-
tions of the law should continually take
place, and the persons who infringed the
law be as constantly indemnified? If
according to the argument of the noble
Duke, our West India Colonies could be
supplied by the mother country in time
of war, how would such a mode of sup-
ply operate? There must necessarily
be a heavy expense for insurance; besides
other expences, which the merchant ex-
porting must pay out of his pocket, and
which, by rendering the commodity dear-
er, would ultimately raise the price of the
produce of the Colonies, to which such
commodities were thus carried. On the
contrary, by importing directly from
America to the West Indies those arti-
cles which were necessary for the food of
the inhabitants and the cultivation of the
soil, none of these extra expences ensued;
they can be obtained at a cheaper rate,
and were paid for in the manufactures of
this country, thus equally producing the
benefit of a cultivation of our West India
possessions, and increasing the produce
of those Islands. He did not believe that
any nursery for our seamen would be re-
jected by the bill; but if any seamen
were thrown out of employ, there was a
sure resource for them in the Royal Na-
vy; and at a peace this trade would be
again open to them for employment.

Lord Minto deprecated that mode
of arrangement which went to state, that
if any portion of our seamen were thrown
out of employ by the effect of any mea-
sure upon any branch of our trade, they
might be employed to man our ships of
war.—The same arguments might be
employed to defend any encroachment on
our trade to whatever extent; but when