gen, and was supposed to be waiting for the freezing of the BELT, which he intended to cross on the ice, take possession of Denmark, and stop the navigation of the Baltic." It is not contended that the compiler of the Gazette knows that there is such a passage as the *Belt*, or that he ever learnt so much at school; but, as we published the article, it may be proper in us to view the feasibility of the project which the report from Rochefort avers Bonaparte to have in contemplation.

To conquer Denmark, the French Emperor must of course seize on Copenhagen, (the capital of that Kingdom,) which lies on the east shore of the island of Zealand. In order to arrive there, he would have to cross from the peninsula of Jutland to the island of Funen, and from thence, over the *Big Belt* (if it were frozen), to Zealand, and so, on to Copenhagen. The freezing of the Belt would not see a singular circumstance, for in 1658 it was actually so hard that the Swedish army passed over it with the design of attacking the capital of Denmark. This the report does not appear aware of.

When one peruses such erroneous and hypercritical remarks, how is it possible to avoid recalling to mind the character of Sir Hudibras—

"Who was in logic a great critic,
Profoundly skill'd in analytic:
He could distinguish and divide
A hair 'twixt south and south-west side;
On either which he would dispute,
Confute, *change hands*, and still confute:
He'd undertake to prove, by force
Of argument, a man's no horse."

CURRACOA TAKEN.

We received last night a Jamaica paper of the 24th ult. which says—Arrived at Port Royal the frigate Anson, capt. Lockyer, from Curracoa, with 300 prisoners and the colours, captured at that Island. The place was taken on the 3d inst. in a most gallant manner, by the frigates Arethusa, Latona, Anson and Fisgard.

[*N. Y. paper.*]

The Impartial Observer, of Virginia, indulging jealousy to Mr. Jefferson, has the following observations:—"Mr Jefferson, as we all know, has for indulged himself during the administration of the first term of his presidency, as to increase the popular sentiment in his favor so far as to depress the voice of opposition. Many enemies have been neutralized, others have been converted, and his friends have received satisfactory confirmations in their first opinions. The character of Mr Jefferson therefore becomes more and more dear to the people of America. He cannot now be considered as the chief of a dominant faction, but as the legitimate representative of public rights and opinions." The writer then adds, "Who, upon an impartial balance, will be hardy enough to point his finger and say to Mr. Jefferson, you have been weighed, and have been found wanting?"

Interments in the City and Liberties of Philadelphia, from the 14th to the 21st of February—adults, 27—Children, 12—of which died of consumption and the lungs.

The following are the remainder of the documents, referred to in the President's Message to Congress relative to gunboats, which was published in the American of Saturday last.

A letter from general James Wilkinson, to Thomas Jefferson, President of the United States, dated Washington, Nov. 15, 1806.

SIR,

I regret that a variety of interruptions and engagements should have so long prevented my attention to the subject you did me the honor to mention to me.

On turning it in my mind the idea occurred to me that your proposition could not be better ascertained than by an examination of the system of defence heretofore adopted for our towns and harbors, and a comparative view of its merits, with those of the plan which you recommend. I have yielded to this suggestion, and shall be happy if the manner or matter of the enclosed reflections should meet your approbation, as they are for you and at your disposal only.

You will also find under cover an extract from the reflections of the Marquis of Santa Cruz, an author of great respectability, who wrote early in the last century, from which you will perceive galleys, in other words gunboats, have been long held in high estimation.

I have only to add, sir, that these observations were committed to paper on the day of their date, and that I have not been able to have them copied sooner, so inadequate are my means to my duties.

With great consideration and respect, I have the honor to be, &c. &c.

NOTE.—This letter was only the cover of general Wilkinson's opinion, and therefore shews only in general terms what that was. The opinion itself was on a former occasion communicated to a committee of the House of Representatives, and was read to the House for its information. This paper cannot now be found; which is the more regretted, as it went much at large into the reasoning on the subject.

A letter from commodore S. Barron, to Thomas Jefferson, President of the U. S. dated Washington, Feb. 8, 1807.

SIR,

In consequence of a conversation which I had the honor to hold with you yesterday, on the subject of gun-boats, I venture to state my reasons for supposing them the proper kind of defence and annoyance within the bays and rivers of the U. S.

The small draft of water enables them to take such positions, as to attack, in a measure with impunity, vessels of any size, and are enabled to approach or retire as may best suit to discomfit their enemy and protect themselves.

My residence having been always near the Chesapeake, enables me to remark more particularly on the effect of gun-boats opposed to ships within the capes of Virginia.

The middle ground, the Horse Shoe, and Willoughby's point, are proper positions for gun boats to take to repel attempts to enter the Bay and James river. York spit affords the same advantage in preventing an entry into Hampton river, and near each river is a flat where a safe position to annoy, without hazarding a near approach of large ships. Ten or twelve of these boats would probably be sufficient to compel to retreat from her position, a ship sent to do so, in proportion to the size and number of the enemy's ships. To destroy the boats would be difficult. With the aid of a small number of row galleys, a long time would be necessary to capture a ship of war; but few commanders would feel secure while exposed to the attacks of an enemy, which however inferior, might annoy and destroy. An attempt to land might be better opposed by small arms, cartridges, and incredible of the necessity of retreat, the marshes adjacent, &c. would be fatal to any of the boats, and not easily to the crews. I do suppose that two or three gunboats stationed in Hampton river in January, would be sufficient to keep off the predatory attacks of a British party, and be very formidable to a larger force. It is impossible for me to calculate on the force, being incapable of estimating the force which might be brought in opposition to the attack of the place. I can only collect partially, in manner and by what means two small boats belonging to the Bay of Virginia, during my residence there, repulsed a British ship of war and two tenders, by keeping at a distance of water and good firing. The superiority of the gunboats consisted in their being able to keep at a distance, and in the facility of retreat. The ship could not approach the shore, for fear of grounding, and the tenders could not approach for fear of being sunk by the shot from the gunboats. The ship was at last obliged to haul off, and the tenders followed her. The ship was a frigate of 36 guns, and the tenders were armed with 12 pounders. The gunboats were manned by militia, and commanded by a lieutenant of the navy, who was then a young man, but now one of the most distinguished officers of the navy, and who I expect will be one of the first admirals we shall have. The ship was commanded by a post captain, who was considered a very gallant officer. The engagement was very spirited, and lasted several hours, when the ship was