

Subscribers to, and advertisers in the Whig, will be cautious that they pay no accounts to any other person than Mr. BARNES, or some one duly authorized by the Editors to receive the same.

To our numerous country subscribers we return our thanks, and assure them that their papers shall be henceforth transmitted with more regularity than has been heretofore used, (as we have too much reason to believe.)

ERRORS CORRECTED.

Thomas H. Wilkinson, not William-son, of Calvert, is the gentleman elected to the senate of Maryland.

Mr. COOKE, Manager of the New-York Theatre, has rebutted the statement in a London paper, respecting the manner in which Mr. Cooke was engaged to come to America.

IMPORTANT NEWS

May be expected by this morning's Mail; as the New York papers of Nov. 20, state, "A brig 19 days from Cadiz, the sch'r Flash, 22 days from L'Orient, and a fleet of vessels, names unknown, were coming up."

The Defence worthy of the cause!

A scribbler in the Federal Republican employs scurrility to defend the United States Bank; and another in Philadelphia uses presumptuous, insolent, disingenuous and garbled assertions and statements against Mr. Bland's resolution and preamble. More anon.

SUPPLEMENTARY.

The Aurora gives twenty substantial reasons against the renewal of the charter of the United States Bank. The Richmond Enquirer republishes them, superadding the following:— "And what is prior to all the rest; because 21. The charter of the Bank is contrary to the great charter of powers under which Congress itself acts; viz The Constitution of the U. S. This reason bars not only the renewal of the present charter, but the institution of any other bank under any other form whatsoever." This is the great sheet Anchor by which we hold."

HUMOROUS PUNNING

The Aurora, not deigning to apply the sword of argument to a feeble antagonist, appears to have laid up a little spear-grass, to tickle that great astrologer, Met. C. We select the following sample of this Lilliputian warfare.—The late inundation of the Delaware meadows, appears to have afforded Mr. D. ground for attack, at the same time that it forced the bustling bank agent from his position:—

FAILURE OF THE BANKS.

It is very marvellous, that effects perfectly similar, should be produced by opposite causes. The bank of England is said to have suffered through the great scarcity of the circulating medium—it was predicted by a great astrologer, last year, that we should have failures in the present year, and ye gods! it has already taken place; but it appears in our case to be owing to a too great excess of the circulating medium. It is supposed, that not less than one hundred banks have failed within two months within a circle of fifty miles from Philadelphia; and all of them on the shores of the Delaware.

The Banks, have failed above and below the city for several miles, and the meadows are now covered with the circulating medium several feet deep. The failure of the banks in England, has thrown a number of labouring hands out of employment; the failure of the Delaware banks has given some thousands additional employment; and some of them double wages.

A learned work on banking, deduced from the ancient arts of ditching and turf cutting, is said to be on the stocks. There will be daming work this year.

FROM SOUTH AMERICA.

Peru and Chili are said to have declared themselves independent.—The Junta of the province of Paraguay had organized a small army, and pushed their measures with extreme ardour, not devoid of cruelty—they reduced Cordova, the strong hold of the famous Lamera, whom with two adherents they made prisoners; these unfortunate men were condemned and executed on the 26th of August.—The government of Montevideo opposed the views of the people of Buenos Ayres, and sent a little squadron to blockade that port—whilst the English and Brazilians are playing a double game.

The Beys in Egypt are reported to be again in a state of revolt against the Turkish government.—A person who had been at Constantinople in character of Swedish consul, but who is now suspected of being a British agent, is supposed to have been instrumental in stirring up this broil.

Latest from England.

The fine ship Portsmouth, capt. Dawson, arrived below yesterday, in 23 days from London, and 22 days from the land.

The editors of the Whig are indebted to a friend for the loan of London papers to the 23d of October; from which they have made the following summary and extracts.

The Parliament of the United Kingdom has been prorogued till the 29th of November; and it was expected would be still farther prorogued till after Christmas; [when they can learn the particulars of their good fortune in Spain and Portugal.]

Various letters from Oporto, as late as October 9, relate a brilliant exploit performed by colonel Trant at Coimbra.—When Massena marched to the southward in pursuit of lord Wellington, he left about 5,000 men at Coimbra Trant, whose former unsuccessful manoeuvre had thrown him far in the rear of the advancing armies, collected a considerable body of militia, and surprised the French troops in Coimbra on a Sunday night, and made them all prisoners. Trant's army has since been augmented to 15 or 20,000.

All the vessels outside the bar at Oporto got under weigh October 8, for Vigo, where they were to find shelter from the equinoctial gales.

Lord Wellington had occupied his strong position at Mafra Oct. 10, and Massena had advanced to Santarem.—The British calculated on success, should the French attack them in their fortified camp.—Upwards of 40,000 souls had been driven into Lisbon by the 12th, before the approaching armies. The devastation of the country was awful.—It is said in the Lisbon accounts, "It is impossible to form any idea of the scenes now acted in this country—they must be seen to be credited." The English ascribe all the blame to the French, while the latter, with more truth perhaps, attribute all violence and rapine to the English army.

In the event of "unforeseen danger" the British were preparing transports at Lisbon to carry off the retreating remnant of their troops. We find the following under date of

"Lisbon, Oct. 12.

"Romana has come down through the Alentejo to the opposite side of the Tagus, with about 10,000 Spaniards; his troops are at this moment embarking to come over.

"It is said Mortier has joined Massena with about the same number of troops. Our troops are in the Mafra lines, the enemy all along our front;—continual rencontres of parties, but nothing great; it will be the battle of giants!

"Generals Trant and Silveira, with 12 or 15,000 Spaniards and Portuguese are near Coimbra in Massena's rear. It will be a miracle if he or his army escape; yet, PRUDENCE directs that we should use every precaution to enable us to be off, should this step become necessary, as such an affair is in the hands of providence! We are quite convinced here of the allied army being able to maintain their positions.

"The monks of Alcobaca opened their stores to all who chose to take any thing, and sent 85 pipes of wine to our army; the rest they consumed [by fire] among which was 9,000 bushels of wheat, to prevent the enemy from seizing it."

Copenhagen Jackson arrived at Portsmouth on the 19th of October in the Venus frigate. "Notwithstanding the precaution, says the London paper, taken by captain Crawford, five men and a boat's crew deserted from the Venus whilst she was in the Chesapeake. The five men jumped overboard in the night, and swam to the shore; the others took away the boat, deserted in day-time, and reached the shore before they could be overtaken." [The history of this escape is pretty well known in Baltimore.]

On the 14th of October, an expedition sailed from Corunna for the Bay of Biscay. Sir Heme Popham commands it, aided by commodore Mends and general Renouales. The town of Sintonia was the first object of the intended attack.—Expecting to be joined by the inhabitants, they had taken 10,000 spare muskets.

A desperate action was fought in the Channel between a French privateer schooner and the Briseis, a British vessel commanded by lieutenant Bentham—it lasted one hour; and the privateer was taken. "The French captain was so resolutely bent on conquest or death, that even after the schooner had struck her colours, and the Briseis' people had boarded, with a view to render every assistance to his vanquished opponent, he, while lying on the deck, shot through the knee, ran his sword through one of the best men belonging to the Briseis and killed him on the spot; but the carpenter of the Briseis observing the transaction, immediately threw the French captain overboard. He was however afterwards (most undesignedly) saved by lieutenant Bentham, the humane commander of the Briseis. Lieutenant Bentham is lord Gardner's flag lieutenant."

LATEST FROM THE ARMY IN PORTUGAL.

London, October 22

We announced on Saturday the arrival of the Apollo, of 36 guns, with dispatches from lord Wellington, containing an account of his retreat to Torres Vedras, followed by Massena, & that the two armies were within three leagues of

each other on the 14th; and also stated, on the authority of accounts from Oporto, that colonel Trant had taken possession of Coimbra, and made 5000 prisoners, consisting chiefly of the sick and wounded at the battle of Buzaco.

With respect to the dispatches received on Saturday, their substance has been circulated through the government offices, in a bulletin, of which the following is a copy.—

"Dispatches have been received from lord Wellington and Mr. Stuart, of the date of the 14th inst. by which it appears that the allied armies had retreated within their lines, their right being at Castanheiro and Villa Franca, and their left at Torres Vedras, on the 7th and 8th inst. They had not been molested in their retreat, but some affairs had taken place between the cavalry of the two armies, in which the British and Portuguese cavalry had distinguished themselves.

"The rains had begun on the 8th.—The British army are represented as being protected from them in the villages and under huts; the French army is so severely exposed to them.

"Colonel Wilson had occupied the position of Buzaco, with a Portuguese brigade, on the 6th; and it was reported that colonel Trant had entered Coimbra on the 7th, and had taken a French garrison, with their wounded, prisoners."

Such was the state and positions of the allies on the 14th. Lord Wellington had reached the point of his destination, Torres Vedras, before the rains set in, and with his army unimpaird to every respect. At the departure of the messenger, his head quarters were at Arruda, a town about three miles south of Alenquer. Our left was at Torres Vedras, and our right at Castanheiro, upon the Tagus. The British lines extend 20 miles. The French were in a line nearly opposite. Their advanced guard was at Ville Verde, nearly opposite to Torres Vedras; their head quarters at Rio Major, a town about 15 miles west of Santarem.

The ground occupied by the allied army is a bold mountainous country, and was the position selected by Junot in August 1808. Torres Vedras is 7 leagues northward of Lisbon, and two from Vimeira, which is nearer to the coast. This place was marked out as the line of neutrality between the British and French armies, whilst the negotiations were pending at Cintra. The town is situated in a valley, and is commanded by a hill in the form of a sugar loaf, on which are the ruins of an old Moorish castle. Lord Wellington has been often heard to say, that if he had a choice of an advantageous position in Portugal, in which to fight the French, it would be Torres Vedras.

In this position his lordship intends to make a stand. It has been strongly fortifying, with this intention, from the commencement of the campaign; and it has been one part of his lordship's policy to draw Massena through the country to this post. The latter, on the other hand, is represented, in the ministerial circles, in a state of despair, without provisions, without medical stores, and without a considerable portion of his heavy artillery, the rains having set in on the 8th, during his advance to Rio Major, and rendered the roads, which are naturally difficult, almost impracticable.

It was, under these circumstances, confidently expected that he must at tempt to bring on a general action immediately, or commence his retreat.—In the latter case he has only two lines by which he can retrograde. One by Santarem towards Castello Branco, which at all times is a most difficult route; but in the rainy season almost impossible for artillery. The other by Coimbra, and the route by which he advanced, which is occupied by the Portuguese militia and peasantry. The shortest distance is at least 200 miles. He cannot cross the Tagus below Abrantes—he will hardly venture to pass it above that place.

From the character of Massena, we think it, however, almost certain that he will prefer a battle under every disadvantage, to a retreat; and according to the report of the French officers arrived as prisoners in England, he had resolved to make an attack on Tuesday or Wednesday last. In this case we confidently anticipate a glorious victory; though, from the strength and desperation of the enemy, we cannot expect to purchase it cheaply. Lord Wellington has an extended line of posts to defend, while the enemy has the option of attacking any point he may choose. It is also now stated in the ministerial circles, that his whole army does not exceed 60,000, including 33,000 British troops; while Massena's is rated, on the same authority, at seventy thousand. Other accounts, however, are more favourable. His lordship's force augmented by fresh supplies, is estimated at 56,000 British and German troops, besides the Portuguese; and Romana, with 12,000 men, had arrived on the borders of the Tagus, which he was crossing to join them. The French infantry, it has lately been discovered, do not exceed 50,000 men, and the cavalry 15,000.

The sick and wounded of the British army amount to four thousand eight hundred men. The medical staff is on a large establishment at Lisbon, and held in high estimation by the army. Every proper precaution and preparation are making at Lisbon to embark the troops, should it be found necessary. This is far from being apprehended; but if such should be the unfortunate result, we believe the embarkation would take place, not at Lisbon, but at Carcetes, which is ten miles westward of it. There is a tolerable good road from Mafra to

Cintra, and from thence direct to Carcetes; and, by embarking at this place, all the disadvantages would be avoided, both to the British army and to the natives, which would attend a retreat into the city of Lisbon, and an embarkation directly from that city. At the departure of the Apollo, Lisbon was in a state of inconceivable bustle; every man capable of carrying a musket was sent off to the army. The gun-boats and ships' launches, under the hon. lieut. Berkeley, moved up the Tagus, and were enabled, from their position, both to annoy the enemy at Villa Nuova, and support the right wing of the British army. (Globe.)

Dispatches were received on Saturday from admiral Berkeley. We understand that, as a precautionary measure, every preparation had been made by the gallant admiral, for embarking the British army, in case of an unforeseen disaster; and that he had caused it to be notified to the merchants at Lisbon, through the medium of the British consul, that the transports would not be more than sufficient to hold the troops, and that he could not therefore afford them any assistance, should they be desirous of removing themselves or their property.—The intimation had at first caused some alarm, but it soon subsided.

From the National Intelligencer.

PRIZE COURTS OF FRANCE.

[We have been favored with the copy of a number of memoirs addressed to the Council of Prizes at Paris, in behalf of American citizens, whose vessels and cargoes depended on the decision of the court. These memoirs are in general couched in nervous language, and evince the zeal of the agent in support of neutral rights. We should feel pleasure in offering many of them to our readers, did the present limits of our paper permit, as they would doubtless be interesting, particularly to merchants, & to those gentlemen versed in maritime law. We have selected one which will afford a fair specimen of the ability and zeal with which these cases were defended.]

(Translated from the French.)

CASE OF THE OCEAN.

Memoir presented in defence of this case by D. B. WARDEN, Esq. late American Consul at Paris.

To the Attorney General and Members of the Council of Prizes at Paris.

GENTLEMEN, The American brig Ocean, of 150 tons, captain John Hill, sailed from Boston the 10th of January last, with a cargo of cod fish and oil, for St. Andero, in Spain. He was forced by stress of weather, to seek refuge in the port of Socos, where the vessel and cargo were seized by the custom house officers, the 27th of February last.

This vessel is furnished with all documents which are required either by the decrees of his majesty, or by ancient or modern maritime laws:—Her register, her passport, certificate of health, clearance and role d'equipage, are all perfectly regular. The neutrality of her cargo is completely established; and its origin is certified by the French consul, who addressed a letter to his colleague, at St. Andero to apprise him of this certificate, conformably to the order of his excellency, the minister of exterior relations, dated the 8th of April, 1809. This brig was not visited at sea by any English vessel during her voyage; nor did she touch at any British port. Consequently there can be no contravention of any species of law or decree.

The counsellor of state and director of customs, in his letter of the 6th of April, which is annexed to the papers of the vessel and of her cargo, observes that "seizure was made according to the formal orders of his majesty, relative to American vessels and their cargoes: And as to the exception of being driven into this port, (concerning which in all cases, I think that it belongs to his majesty only to pronounce) so much less can it be here taken into consideration, as the vessel Ocean was bound to St. Andero; that consequently, and notwithstanding the force majeure, which obliged her to enter a port of France, she was there liable to seizure and confiscation, for this reason alone, that she would have been in the same situation in the port of Spain, for which she was destined."

According to this opinion, "it matters not into what port under the dominion of France the vessel entered: the same order which made her a good prize at Socos, would have had the same effect at St. Andero, the place of her destination."

Whatever be the opinion of the members of the council of prizes concerning this letter, an imperious duty commands me to submit to their consideration some observations in the name of the unhappy victims of whom I am the organ, in the name of my government, whose measures I support, in the name, in fine, of the rights of nations, those sacred rights which his majesty the emperor and king makes it his glory to defend and to avenge.

The imperial decree is founded on the rights of reprisals. It rests solely on the acts of the United States, of the 1st of March 1809, which interdicts the entrance into their ports of all English and French vessels.

I shall not here speak of the right which all independent powers have of putting whatever restrictions compatible with the rights of nations, which they may think proper, on the commerce and communication of their citizens or sub-

jects with those of other powers.—Neither shall I insist on the particular manner which the United States have, as a nation essentially neutral, not to employ this right, except in a case of the last extremity. Those are two propositions, the truth of which cannot be less felt by the council than it is by all Europe. I shall only observe, that as the United States passed the act of the 1st of March 1809, they had an incontestible right so to do; they were compelled to have recourse to this measure by provocations which it was impossible any longer to resist. But in employing this right, in yielding to this provocation, what precautions have not been observed by the United States, to avoid the smallest incroachment on the rights of nations; and to give to the subjects of France and of England, all necessary means to withdraw themselves from the effects of an act which was not to be in operation till nearly three months after its promulgation. The nations whom it concerned had timely notice of it; their vessels in the ports of the United States were at liberty to leave them, and no individual could suffer, unless he were voluntarily exposed.

Thus, these precautions so well succeeded, that we challenge the most inveterate enemies of the United States to cite a case, in which a French vessel has been seized or sequestered in virtue of this act.

If, then, it were preferred to follow the principle of reciprocity and reprisal, as the decree proposes, France ought to have given to the United States the same notice which she received from them: the citizens of these states neither ought nor could entertain any doubt on that subject; they have then confided in the magnanimous loyalty of his majesty the emperor and king; they have confided in the invitations made in the letter of his excellency the minister at war; they could not but believe, that if they conformed wholly to the known decrees of the French government, they might come with their vessels into the ports of France, and the countries under her domination. Thus they have not ceased to come during more than year; and all of a sudden, at the end of this year, appears a decree, which, two months after its date, strikes indistinctly with confiscation the vessels which in future may enter the ports, and those which had entered during the course of the year: What do we say? the vessels which were found in the ports, even before the epoch when the decree was to commence its operation, are, like the others, confiscated, in open contravention of the very text of the decree. There is something in all this totally inexplicable. Napoleon the Great could not have intended so manifest a violation of the rights of nations and of public faith. It is for the Council, revered defenders of this sacred right, and this faith, which ought to be inviolable, to whom I appeal: In you, worthy interpreters of imperial justice, do I place my confidence, that this property will be restored.

D. B. WARDEN, Consul of the U. States, &c.

Port of Baltimore.

From the Merchants' Coffee House Books.

ENTERED.

Ship Portsmouth, Dawson London Arrived, ship Portsmouth, Dawson from London, 22 days from land, to Jas. Clark. Left at London 25th Oct. ships Baloon and William, of this port and others, names unknown.

The brig Three Brothers, D. Mon-sarrat 40 days from Guayana, on the river Orenoco, with hides and Indigo, arrived here this morning. Capt. M. has obligingly furnished us with the following ship news. Left the schooner Ann and Marin, of Baltimore, for Sumner, Nov. 10, in lat 32 25, N. long 71 57, W. spoke a large plain strait ship under Jury masts, bound to North Carolina, she had her main and mizenmast and four top mast gone; her sides were painted yellow, and under her counter, red; it then blowing very hard from the S. E. could not get any more information, Nov. 14, on the edge of sounding passed a large main boom of a sch'r with the gals and main sail to it.

Port of New York, Nov. 20.

CLEARED.

Ship Minerva, Williams, Charleston Sch'r Hope, Beers, Washington Theresa, Clark Charleston

ARRIVED.

Ship Sally, Scott, from Bordeaux, via New London, with Gen Armstrong and family.

Ship Carolina Ann, 32 days from Liverpool, and 22 from Waterford Light to Montank Light, with dry goods, coal and crates. The brig Camilla, & Rainbow, sailed the day before for New York. Left ships Russell and Lydia, to sail for New York in a few days.

Ship Orion, McMillin, from St. Petersburg, and 51 days from off the Orkneys, with hemp, iron, bristles, quills and manufactured goods.

Ship Wm P. Johnson, De Hart, 54 days from Hull, with coal and dry goods. Nov. 10, lat 58 35, long 58, spoke a brig from Glasgow for Virginia, and the brig Mac of Portsmouth, from Norfolk for Lisbon, laden with wheat, had lost her foremast and 2 men, her pumps choked, and nearly full of water—the captain and crew abandoned her.

Ship Wm. Tell, Williams, of Boston 90 days from Gottenburg, with iron.

Ship Concordia, Range, of Portsmouth, 33 days from Cork, with linens, glass, and ballast.