

discharging the duties of his office, when he might have been required to retire and direct the attention of his deputy, was a refinement on tyranny, which leads to render the profane outrageous conduct of the Dr. Witt Clinton and his Council, complete. The conduct of the governor at that occasion, was inefficient and undignified, to a great degree. It appears to have contented himself with merely declaring his himself innocent of the blood of the "his ill men"; when if he had really felt opposed to the measure, he should have informed his council in decided terms; you may say please, but I never will sign a paper, or assent to them—either nominate or constitute successors to their offices. This John Jay would have done with the least hesitation, where he proposed the public good and sound principles involved. His excellency's inefficiency on that occasion is rather to be doubted, for he has positive firmness, on general occasions, and when the sentiments declared by Dr. Witt Clinton, and expressed as his opinion, that the voice of the people, as declared at the late election, made the removal of the officials appointed under the former administration absolutely necessary. His excellency should not, when in New York, and since his election, have asked and accepted personal favors from the late Governor, and so degraded himself and obliged by him, if he intended ever to acquiesce in his removal, nor should he by any means have invited him to his house, to gratify his old-fashioned Judge Lewis, a gentleman of his own politics, was then in the city, and stood ready to perform that duty. These things are inefficient and unbecoming in a dignified character.

(To be Continued.)

### WASHINGTON CITY.

MONDAY, SEPTEMBER 7, 1801.

It must be a cause of peculiar satisfaction to the citizens of Washington, and of general satisfaction to the citizens of the United States, to observe the rapidity with which improvements progress in our city. We believe it may be safely affirmed that no town in the Union has advanced so rapidly in population. The improvements that are now making, are on a scale of liberal extent, and aided, as they are, by national as well as individual patronage, they had far in a short period to infuse to the metropolis all the advantages and comforts of an old established city.

Among the public improvements made by the present government are, the Navy Yard, the Marine Barracks, and the Marine Ware-House.

The NAVY YARD appears to us, as far as we are able to judge, to be a work which, when completed, will add honor to the country. It is formed by the projection of a wharf into the Eastern Branch of 800 feet in length, by which a dock of 1000 feet in diameter is made. This dock will be so spacious as to contain in perfect preservation, probably all the naval materials for a long time required by the United States, and certainly all that portion which is likely to be deposited in this dock.

On this work many workmen have been employed during the past and present year, and it has been completed to a great extent. It is to be finished under the faithful and active superintendance of Capt. Ingham, that if we may form an opinion of the future from the past, it will be fully completed during the ensuing year.

The MARINE BARRACKS are designed to constitute a mass of brick buildings 600 feet in length. One half of this range of apartments is already up, and the other completed; when, or earlier, if attainable, it is intended to raise the other part. These buildings are two stories high, constructed with great neatness, and are situated on commanding ground in the neighborhood of the Navy Yard.

The MARINE WARE-HOUSE is a commodious building, fully raised, of three stories, 60 feet in front and 100 feet in depth. We understand, however, that it is not sufficiently capacious for the extensive objects for which it is designed, and that it is probable that another building of rather larger size will be soon undertaken. The improvements, projected by the commissioners, principally consist of the large Episcopal Church designed for the Unit. of Representatives, and the erection of several new, and the repair of other old roads, which pass through the city.

The EPISCOPAL ROOMS, the walls whereof are nearly raised, is 80 feet in length and 60 feet in breadth. Its present

form is limited to the temporary accommodations of the House of Representatives, but can, without any loss of work, be hereafter extended to their permanent accommodations; it being, as far as its part, of the

The Roads, which are made or making, are, a turnpike from George-Town to the Capitol. It is already finished between the President's House and the Capitol. It is now being finished, and will be completed with gravel. This mode has, in our opinion, judiciously been preferred to a common one, and is more expeditious, and will become equally compact with the former, and involves a much smaller expense.

A Road, finally constructed, it making on the New-Jersey Avenue between the Capitol and the Eastern Branch. The accomplishment of this object, the desirability of the abrupt hill to the fourth of the Capitol have been removed, and when the road shall be completed an easy entrance will be opened from the Branch to the Capitol.

Most of the fine kind, is in part, made, and in progress to completion on B street, which flows a fine somewhat divergent from the Pennsylvania Avenue, and is laboring more rapidly than it has had some improvements, already made. In addition to these public objects, the citizens are seeking by subscription a handsome MARKET HOUSE, in a central position on the Pennsylvania Avenue between the Capitol and the President's House; and a company of public fire engines, who are incorporated, have formed a fund for purchasing, and erecting a fire engine on the Eastern Branch; and we understand, that as the resources in hand are fully competent to the object, no other delay, than that which is unavoidable in the organization of the company, in the making of contracts, will be incurred.

These are the prominent improvements made by the government, by the citizens in their collective capacity. As, however, might be expected from the spirit of the American people, they bear but a faint resemblance to that mass of improvements which is made or making by the individual citizens. Owing to the extensive ground which the city it would not, perhaps, be easy to collect with precision the number of houses lately erected, but we believe, that they may be considered as speaking moderately, when we state the number 250, which have been erected since the rise of the houses, few if any, are vacant. We may therefore reckon upon an increase of about one half of the population in the next short period, unless hostilities are of all descriptions, and all their usual liberal routes, which in this country is an unequivocal evidence of property—indeed to productive is property invested in the erection of buildings, that we know not a part of the utility in which the labors of the carpenter and the mason, aided by a moderate capital or labor, are always to return. It is a fact that the annual rate of the erection of buildings in general exceeds 20 per cent. on the capital expended. We are not, therefore, surprised at the greater part of the recent improvements being of this description. And we rejoice to see that, for, while our citizens of large property are not attentive to the erection of houses, the efforts of persons in business and circumstances, according to the higher principles of society, which, while they increase the elegance of the city, will promote their convenience, it ought not to be forgotten, that upon the city mill rise, if at all, upon the industry of the great body of the people, and particularly of that body, whose fragile, industrious, and virtuous, and patriotic spirit, the most useful and respectable class of citizens. On no stronger foundation can the property of Washington stand, than on their well-directed and unintermitted labors. These, while they tend to call to activity all the physical resources of the city, will be found to be of incalculable importance to the moral character of the city, and to the vigor of its government.

It would be injustice to the citizens of Washington to close these remarks without noticing the political harmony that so universally prevails. While, in other parts of the United States, hostile passions are usually break out in personal animosities, and in the destructive political harangues of Washington a spirit of political tolerance reigns; and men, however different their opinions of public measures, will cordially unite in the various interests of business and pleasure.

### AMERICAN SQUADRON.

Extract of a letter from JOHN GARRETT, an Consul at Gibraltar, dated

GIBRALTAR, July 4, 1801.

On the 26th ult. arrived the flat Schooner Enterprise, Captain Streets, which has departed from the Squadron intended for the West Indies, on the 29th inst. In this ship was a Trip-Linn ship of 25 guns (American built) with 245 men, commanded by their High Admiral, an English Nobleman, married to an English lady, and a brig of 16 guns and 144 men. They are both cutters, sailing in company. They reported on arrival to the health-officer, that they had been out 25 days under captured masting, but without water, and the Prætorian master asked the Admiral if they were not at war with America, who said they were not. On the 30th arrived the Prætorian Commodore Dole, the Prætorian and Essex frigates; they anchored close to the above cutters, who were under quarantine. I immediately went on to the Commodore, taking with me Gonzalo O'Brien and Carberry's letter, relative to the affairs of Barbary, &c. for his information. He delivered me your favor of the 24th of May last, the contents of which I have duly noted, and permit me to assure you that every thing in my power to serve the Commodore, his Squadron, and the nation in general, shall not be wanting, and it will give me the greatest pleasure, when I can be of any service, as in duty bound. The Commodore made enquiry of the Admiral if they were at war or peace with the United States; and I told the latter he had the enquire of the best Consul Gibraltar will; he replied that he had gone from Tripoli's fortnight before he sailed. He said, that he went off his own accord, and that he was not fixed to the Americas. I likewise went along (it being yesterday morning) (as his agent expressed to me that he wished to have some conversation with Commodore Dole) to tell him, as he was just Prætorian that the Commodore had no objection to being on board the Prætorian, or at my house, in those which he rejected, saying he would not set us at a Tavern, and no where else. Indeed I perceived he was trifling in the business, so that the Commodore determined to go to sea with the Squadron, on the 31st inst. morning, taking with him the ship Grand Turk, bound to Tunis with the frigates, and the brig Hope of Baltimore; Jam a Norman, Commodore.

A few days since came in sight from the East, three French ships of the line and a frigate; but the wind taking them short of the Gut, got a bank of the Rock—this day it sprung up to the East, when they were sailing to the East, and were taken to meet the ships at Cadix, before which port arrived Sir James Sumner, with five sail of the line from England, who joined the fleet that were there. It is said that the French Squadron consists of Tolson, and captured aboard of the Rock, the English ship of War Speedy, and the Mahon packet, both coming to this port.

Extract from another letter from Mr. Garret, dated

Gibraltar, 10th July, 1801.

We have not heard from Commodore Dole since his departure. On the 23rd inst. I received a few lines from Consul Estan, of Tunis, in answer to mine of 17th May last, enclosing one for Captain Laughton. If the ship Grand Turk, accompanying the fleet of the French ships, were in our hands, port, without his being notified by the Trip-Tians.

Yesterday the United States frigate Phoenix, was off the coast, and gave us advice both with a dispatch, informing Capt. Bore, that the Tripolitan officers were still here, and it would seem, were afraid of going out. Capt. Bore had been on the day before at Tagier for refreshments.

I made application to Rear Admiral Sir Jas. Sumner, regarding the sailing of the French ships, and the Tripolitan cutters in port, who has promised to be apprised of the time of sailing of the former, that he will attend the latter twenty-four hours.

On the 15th inst. sailed from Algiers Bay, the three French ships of the line, under my orders, with the frigate, escorted by five Spanish and one French ship of battle, six other frigates, and two line-of-battle ships, of 112 guns; that came round from Cadix to take them to field port. Five sail of the British ships of the line, of 74 guns, of which had been in the English actions, with a frigate and a Porpoise of 42 guns, went into the Gut, and as soon as the combined fleet got down into the Point, the English bore down upon them. About 11 o'clock at night, a

very warm storm commenced, which lasted till about eleven, when the two Spanish Ships, of 112 guns, and 2400 men in all, blew up, and only about 400 men were saved. The six Spanish ship St. Antonio, of 74 guns, was burnt and sunk, and nearly 2000 men, French, Spanish, and British, with French, and British, was taken and brought to Cadix, as they had little wind to come to action, as they had but little wind (two of them were on board and were crushing in the Gut, when the storm will also go the full wind, as they have received very little damage).

A letter from London of July 12, advised that the French government had rejected the treaty between Portugal and France and Spain.

The entire vote given in Kentucky, for Representative in Congress for the northern district was 7,347 for Mr. Fox, and 1,351 for Mr. Thompson. Mr. FOWLER is therefore re-elected by a majority of 3,125 votes.

Kentucky papers state, Mr. Davis to be elected by a majority of upwards of 5,800 votes.

### REMARKS, September 3.

Capt. Wray, who arrived here yesterday from Gibraltar, published, forwarded the Editors of this Gazette with two Gibraltar Papers (of the 10th and 11th ult.) from which they extract the following interesting Intelligence. It is said to give father and more particular details, from an English Officer on board the Commodore's engagement with the Spanish Squadron, together with the names of the Capt. Wray, of the Commodore's Staff, for Government which will be forwarded to Washington this morning. It will be seen under our Marine Department, that the Commodore's Staff, who has arrived at Gibraltar.

### WELL ACTION OFF ALGERIAS, Monday 6th July, 1801.

Gibraltar, July 10.

The French Squadron consisting of three new 80 gun ships and one Frigate, fitted in our full sail, sailed yesterday, and were agreed to our information at that time, to be part of Admiral Ganteaume's Squadron, under the command of Rear Admiral Linois. The ships of the line are the Formidable, L'Indomptable and Le Dilexé. It was reported that their object was to join the fleet at Cadix, for the purpose of which they had about 5000 men on board more than their complement. On Saturday morning the wind having come to the eastward, they anchor stood into the bay, and came to an anchor in front of the Rock, where they remained till Saturday morning the 6th inst. when, the signal being made for a Squadron from the West, we had the pleasure from of perceiving it was a King of France, and in determining it to be Rear Admiral Sir James Sumner in the Galley with five of his ships.

The front of Algiers is defended by various Batteries of heavy Guns, on the Island, as well as upon the banks to the north and south of the town; the hills from which crests below the town and harbor, are also fortified, and the French are endeavoring to flank any assailants who might approach them. The anchorage here is not extremely dangerous, the whole harbor is surrounded by a high wall of 1000 feet of gunners. In short it was thought that, even had there not been a single man on board, no hostile ship, no hostile ship, would have been able to enter the harbor, or even to stand to the danger of obstructions which both nature and art had provided for the security of this place; but dangers can appear or difficulties occur, which we are obliged to the enemy appears to be within their reach.

We beheld with admiration, though not without anxiety, the English Squadron, under the command of the Commodore Sir Venerable, as the Commodore of Capt. S. Hood, led the line, according to orders, with his usual address, and passed the batteries, and the French ships, without regard to their fire until he arrived at his station.

The French ships opened their fire at 25 minutes past 6 o'clock. The English were ordered to open their fire, under the command of the admiral.

The Venerable to lead in, passed the enemy's ships, without coming to anchor. At 3 o'clock, to the anchor of the King of the 3rd ship of the enemy's line.