

es of war; for this being complained of by the President, it indicated the supposition of further circumstances existing, not yet known to the British ministry. Fourthly;—Though it is allowed that Admiral Berkley was in every event wrong, yet it is said, that if there were deserters in the case, the employment and the detention of British seamen, against consent, would be wrong, though a national American vessel were concerned in it; and would have become a matter between government and government (a phrase afterwards repeated) as being an act of hostility in itself, and as affecting the quantum of reparation. Fifthly;—If the question was to be governed by popular feelings, which are much referred to by Mr. Monroe, it is intimated that the American government, by referring so much to those feelings, would make itself responsible for various popular measures, “which there was no desire of attributing to it.” Sixthly;—As to the main question, it is observed, that the way to it was smoothed by the disavowals already voluntarily given; nothing more remaining, but to ascertain the *facts* of the case, and *proportion* the reparation to the wrong. Seventhly;—At the same time an unqualified refusal is given to all attempts to couple the question of search with that of the Chesapeake, the British refusing to pay a price for an amicable adjustment, and to make *conditions* for being admitted to a reparation. Eighthly;—When the special mission is announced, it is said, that a treaty on the spot would be preferred; but that a special minister would not be allowed to treat as to the search of merchant vessels. It remains to be shewn how these particulars justify Mr. Madison’s assertions; or by what other parts of Mr. Canning’s letter they will be justified.

LIBERTY OF THE SEAS is chiefly valued, as including liberty of attending to *commerce by sea*; but what is this, if liberty to commerce is refused by *land*? Our customers do not live upon the seas, but on shore, and within land; and Bonaparte checks commerce, not only by sea, but in ports, and within every European territory, which he can approach. He does not merely check commerce to Britain, or in British commodities, but he checks American commerce, though directed to the