

between the two countries, was, at the time of its first issuing, viewed as an act of favor and conciliation. On this subject it is necessary to be explicit. The vague and indeterminate manner in which the American and French governments, in their official papers, speak of this order of blockade, is calculated to mislead. An importance is attached to it, of which, in the opinion of the undersigned, it is not worthy. Let the facts speak for themselves.

In August, 1804, the British established a blockade at the entrance of the French ports, naming them, from Fecamp to Ostend; and from their proximity to the British coasts, and the absence of all complaint, we may be permitted to believe that it was a legal blockade, enforced according to the usages of nations. On the 16th of May, 1806, the English Secretary of State, Mr. Fox, notified to our Minister at London, that his government had thought fit to direct necessary measures to be taken for the blockade of the coasts, rivers and ports, from the river Elbe to the river Brest, both inclusive.*

In point of fact, as the terms used in the order will show, this paper, which has become a substantive and avowed cause for non-intercourse, embargo and war, is a blockade only of the places, on the French coast, from Ostend to the Seine, and even as to these it is merely as it professes to be, a continuance of a former and existing blockade. For with respect to the residue of the coast, trade of neutrals is admitted, with the exception only of enemy's property and articles contraband of war, which are liable to be taken without a blockade; and except the direct colonial trade of the enemy, which Great Britain denied to be free by the law of nations. Why the order was thus extended, in its form, while in effect it added nothing to orders and regulations already existing, will be known by advertising to papers, which are before the world. In 1806, France had yet colonies, and the wound inflicted on our feelings, by the interference of the British government in our trade with those colonies, had been the cause of remonstrance and negotiation. At the moment when the order of May 1806 was made, Mr. Monroe, the present Secretary of State, then our minister plenipotentiary at the Court of Great Britain, was in treaty on the subject of the carrying trade, and judging on the spot, and at the time, he, unhesitatingly, gave his opinion, that the order was made to favor American views and interests. This idea is unequivocally expressed, in Mr. Monroe's letters to Mr. Madison of the 17th, and 20th of May, and of the 9th of June, 1806.

* The terms of the order are these, "That the said coast, rivers and ports must be considered as blockaded," but, "that such blockade shall not extend to prevent neutral ships and vessels, laden with goods, not being the property of his majesty's enemies, and not being contraband of war, from approaching the said coasts and entering into and sailing from the said rivers and ports, *save and except* the coast, rivers and ports from Ostend to the river Seine, already in a state of strict and rigorous blockade; and which are to be considered as so continued," with a proviso that the vessels "entering had not been laden at a port belonging to, or in possession of, the enemies of Great Britain, and the vessels departing were not destined to an enemy's port, or had previously broken blockade."

† The following are extracts from these letters. In that of the 17th May, 1806, he thus speaks of that blockade. It is "couched in terms of restraint and professes to extend