British barbarity and piracy!! The Federalists say that Mr. Christopher Gore ought to be supported as governor— for his attachment to Britain.--- If British influence is to effect the suffrage of a free people, let them read the following melancholy and outrageous conduct of a British piracy, and judge for themselves. The “Leopard outspotted” or Chesapeake outrage outdone ... Boston March 25, 1808.

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The “LEOPARD OUTSPOTTED” or Chesapeake Outrage outdone.

The account of the outrageous proceeding of the British on American vessels and property at Canton must have been known here by the arrival of the brig Caravan, Capt. Gilchrist but the owners are the relations of TIMOTHY PICKERING whose attachment to Britain prevented his attacking British troops after they had killed his countrymen.

The Caravan Capt. Gilchrist, arrived last Monday at noon, and belongs to Timothy Williams and Mr. Pratt of Boston—and all information relative to the following infamous transaction has been suppressed here.

From the New York Gazette and General Advertiser of Monday March 21st. The following narrative of the transaction at China in 1807, appeared in the evening paper of Saturday—We understand that the documents in support of the statement have been forwarded on to the secretary of state at Washington.

FACTS

Respecting the treatment of Americans by the commanders of British vessels of war, within the neutral waters of the empire of China, in 1807.

The brig Caravan, captain Gilchrist, arrived at Macao, and was boarded by an officer from his majesty's brig Diana Lieutenant Kempthorne commander. The officers had orders to take out a Frenchman, who had been impressed by the captain of a British vessel in the Straits of Malacca,
but returned by order of the commander in chief on that station. Captain Gilchrist refused to deliver him, alleging his engagements to perform the voyage, and reminding the officer of his former impressments. The next morning the Caravan was again boarded, and the demand for the Frenchman renewed, when the officer was informed that he had left the brig, and was allowed to search. As his search was unsuccessful, he took a Dutchman, who was shortly after returned, and informed captain Gilchrist he had orders to take his carpenter, provided the Frenchman could not be found. He was told in reply, that the Frenchman was not on board, and that he should not have the carpenter. At this time, the Caravan having her pilot on board, had got underway to run up the river, and the Diana was under way to the windward of her. As soon as the officer reached the Diana she bore away, run stern on the Caravan, when lieutenant Kempthorne, and thirty or forty men armed with cutlasses and pistols, boarded and demanded the Frenchman or the carpenter.

Captain Gilchrist replied, that no man should be taken but himself, and ordered his carpenter below. Kempthorne ordered his seamen to seize some of the crew, which capt. Gilchrist opposing, Kempthorne directed them to seize him. This they attempted to do; as he was rescuing one of his seaman, cut him across the hand, disarmed and threw him upon deck, where they tied him and his first officer. They next tied a rope round his second officer, threw him overboard, and dragged him on board the Diana!

This outrageous exercise of power, ended by the release of captain Gilchrist and the return of his officer, and permission to proceed to Whampoa. A few days after arrived the schooner Topaze, captain Nichols, owned by Messrs. Smith† and Buchanan of Baltimore, and was examined by an officer from the Diana. The next day, the 8th of August, three English and one American seamen, belonging to the schooner, sent a letter to lieutenant Kempthorne, expressing a wish to leave the schooner and enter his Majesty's service, and requesting a boat might be sent for them, which was done, and a demand made by Kempthorne for their wages, which being refused, he found some money of the schooner's, by directions of one of the runaway seamen, paid them himself, and returned on board his vessel. He was there informed by these sailors, that the schooner had been committing piratical depredations on the South west coast of America, firing at and plundering under English colours, three Spanish brigs. Without questioning their veracity, he immediately armed his boats, and proceeded for the schooner. She was under way running in for the Portuguese harbor, called the fypa, by permission of the governor of Macoa. As the boat approached, captain Nichols desired them to keep off; determined as is supposed, not to suffer the same insults that had been offered to capt. Gilchrist, and as the boats still approached, he presented a blunderbuss at the nearest; the men from which boarded almost immediately. Lieutenant Kempthorne was slightly wounded on the temple, and knocked overboard. The boat then dropped astern to pick him up, which having done, they boarded on each quarter, wounded two men and a boy, and forced

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their whole crew to retreat forward, where capt. Nichols was shot through the body by the sailing master of the brig, and expired immediately. The remainder of the crew fled to the forecastle, and the schooner remained entirely in the possession of the British, who mov'd her alongside the Diana, and shifted her * cargo into the latter without further ceremony.

† Samuel Smith of Baltimore, one of the owners, is a senator from Maryland.

* One hundred and sixty thousand dollars in specie.

Shortly after arrived the Phaeton, Capt. Pellew, who approved of Lieut. Kempthorne's conduct, took the deposition of the seamen belonging to the schooner, and although not a circumstance transpired to induce the public to place any belief in the assertions of the disaffected seamen, ordered her for Bombay for trial on suspicion of piracy. A request was made a few hours afterwards to Lieut. Kempthorne, by an American gentleman at Macao, for the body of Capt. Nichols, who informed him that it was already buried. † The Americans soon learnt with mingled emotions of regret and indignation, that it had been committed to the waves without form or ceremony. They were however to be further insulted by Capt. Pellew. He had impressed from the Bellisarius ‡ several American seamen, and although proofs were forwarded, taken by the American Consul, Mr. Carrington, of their citizenship, not only refused to give them up, but returned an insolent reply to the letter which accompanied them. He had on board his ship a British seaman, impressed from the ship Fair American, Capt. Conckling, two years preceding, and who had received from Capt. Concklin, duplicate drafts for his wages, upon a House in London. As the sailor had kept one of the drafts, an application was made to Capt. Concklin on his arrival at Macao, in the Gen. Clarkson, for the payment of it. This was refused, unless the other could be produced, or a protest to shew it had not been paid by his agents in London. The Gen. Clarkson proceeded for Whampoa, though Capt. Pellew threatened if the draft was not paid to fire into her while getting under way. The draft was shortly forwarded to Mr. Carrington, with a demand for payment, and for the payment of the wages due the men impressed from the Bellisarius; and a threat, that in case of refusal, he would send his boats and take out six men from the Clarkson, in addition to the two he had before taken. Ere any reply had been returned to this letter, another was received by Mr. Carrington, importing, that Capt. Pellew had heard of a combination among the American captains, to defend their vessels from being boarded at Whampoa, and to render each other assistance in case the Phaeton's boats should attempt it; and that he was determined, in case the bill was not immediately paid, together with the wages, before demanded, to send 200 men on board the Company's ship Retreat, lying at Whampoa, haul her along side the Clarkson, and enforce his demands. This letter was by Mr. Carrington communicated to the American captains at Canton, who immediately made such arrangements as

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were thought necessary to repel an attack. Fortunately the Hang Merchants became alarmed, and by a speedy interference obliged Capt. Pellew to relinquish his intentions.

* Thrown overboard.

‡ Belisarius, Brown, of Boston.

The British ships anchor at the mouth of the river Tigris, and bring too and examine all vessels. As they have the power, they contend for the right of exercising jurisdiction within the neutral waters of China, and as the Chinese honor is not sensible to insult of this nature, it is probable they will continue the exercise of their assumed rights, till the American government shall interfere for its prevention.

BOSTON, March 25, 1808.

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