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THE
MYSTERIES
OF
NEUTRALIZATION;
OR, THE
BRITISH NAVY VINDICATED
FROM THE
CHARGES OF INJUSTICE AND OPPRESSION
TOWARDS
NEUTRAL FLAGS.

BY
JOHN BROWN,
OF GREAT YARMOUTH.

LONDON:
PRINTED FOR THE AUTHOR,
NO. 6, CONSTITUTION ROW, GRAY'S INN LANE ROAD

1806.

C. WHITTINGHAM, PRINTER, DEAN STREET, FEETER LANE.

ADVERTISEMENT.

FOR upwards of a twelvemonth the author has been in possession of a redundancy of original proof for the establishment of almost every fact mentioned in the following sheets. *All those original documents, upwards of ONE HUNDRED IN NUMBER, written in the Spanish, French, German, Dutch, and English languages, ARE VERIFIED UPON OATH, and deposited in the ARCHIVES of the HIGH COURT of ADMIRALTY of ENGLAND.* The subject is to the highest degree interesting, and merits the most solemn investigation*. The very existence of the British empire depends on the speedy extirpation of the evil treated of. It is certainly much to be regretted, that it did not fall to the lot of an able writer:—The talents of a BURKE would scarcely be adequate to the task of displaying in its full deformity the black catalogue of the wrongs we suffer. The IMMORTAL NELSON fell at the moment of unexampled victory *over our open foes.* A combat less brilliant and terrible indeed, but no less momentous, remains to be fought *with our enemies in disguise.* To secure a victory, the whole talent of the coun-

try should be engaged. Every source of discord and dissension should be avoided ; all inferior considerations should be laid aside ; till the important contest between violated faith and national justice be decided. We shall always have the power of correcting domestic abuses ; but perhaps the last golden moments that Providence may spare this empire to fix on an adamantine basis the pillars of her naval power, are now fleeting away, and will soon have vanished for ever.

LONDON,
15th January, 1806.

ERRATA.

- P. 8 line 2 from bottom, for *requires* read *require*.
 10 date, for 1801 *r.* 1799.
 12 — for 1805 *r.* 1803.
 14 — for 1825 *r.* 1803.
 21 — for 1805 *r.* 1803.
 33 line 10 from top, for *as* *r.* *and*.
 39 — 11 from bottom, for *Joan* *r.* *Johan*.
 47 — 14 from top, for *goes* *r.* *go*.
 74 — 2 in the Letter, for *affects* *r.* *effects*.
 93 — 8 from top, for *Comminga* *r.* *Camminga*.
 109 — for *Falkers* *r.* *Folkers*.
 111 — ditto *Folkers*.
 117 line 1 for *sish* *r.* *fish*.
 118 — for *I S* to seal *r.* *L.S.*
 119 — 8 from bottom, for *Maria* *r.* *Helena*.
 120 — 7 for *Maria* *r.* *Helena*.

THE
MYSTERIES
OF
NEUTRALIZATION,
&c. &c.

THE prostitution of *neutral flags*, however vast the extent to which that prostitution may be carried, is not more prejudicial to the dearest interests of Great Britain, political or commercial, than it is derogatory to the honour of those sovereigns or powers, whose names are audaciously made use of to legalize the sale of maritime neutrality.

Both hemispheres resound with reiterated and aggravated charges against England, for being *the tyrant of the seas, and the oppressor of neutral commerce*; and half the world credits the accusation, little thinking that England, formidable every where, and on the ocean irresistible, is passively suffering the main pillars of her might to be undermined, and her arm rendered nerveless, from the want of a *vigorous* exertion of her naval preponderance, in curbing *the unlawful traffic* of neutrals. Yet nothing is more certain. Had the subjects of Prussia, and the petty maritime states, who claim the right of

neutrality from Great Britain, openly joined the ranks of our enemies, their utmost united efforts could never have inflicted injuries, an hundredth part so fatal to the British empire, as their base and venal traffic of neutrality has done. The laurels which adorn the brows of our warriors, they can neither tarnish nor tear away; but the fruits of our naval triumphs, which the nation ought to reap, are all blasted in the bud by their cupidity. Yet the patient forbearance of England seems to increase in proportion as the wrongs she suffers, multiply. Does she fear to add to the malignancy of the foe, by cutting off the chief source of his power, existing in the base practice of the novel traffic called neutralization? Can she cherish a hope of reclaiming the mercenary venders of neutral rights, by the effects of mild forbearance? Is respect due upon the ocean to the flag of any power, which is prostituted for an annual stipend by its dishonest subjects to cover and carry on the coasting, foreign, and colonial trade of the enemy; to replenish his impoverished arsenals with all sorts of naval stores; to create new navies, and when created, victual them? Is respect in our high court of admiralty due to the fictitious documents surreptitiously issued by a few obscure magistrates, who are grown rich by the grossest violation of their neutral character? Documents as completely articles of traffic as the enemy's property which they are sold to

cover. France and her allies possess a thousand leagues of sea-coast, embracing the fairest portions, and enriched with the noblest ports and havens, of Europe, whether viewed as marts of commerce or stations for naval equipments. Antwerp is rapidly becoming a second Brest, whilst every intervening haven or creek is choked with armaments insolently menacing the extinction of the British empire. It is universally known, that the naval stores, which, during the short interval of peace, were purchased at the Baltic ports on account of the French government, were afterwards sold to English merchants. Whence then came the materials and stores sufficient to construct and to victual these enormous fleets and flotillas, but from the boundless violation of maritime neutrality? By this means it is, that the materials *were* and *are* supplied for the construction and supply of the hostile fleets and flotillas; and it is only by the *total extirpation* of this *systematic* violation of neutrality, that England can ever make the foe feel the entire weight of her vengeance, or reap the glorious harvest of her naval prowess.

The *Emden* neutralizers themselves are sometimes heard to confess, that if the king of Prussia knew the extent of their crimes, he would sentence them to hard-labour on the fortresses—the usual punishment of malefactors. Perhaps, in such confessions, they alluded to the shame-

ful sale of *blank burgher briefs*, without regard to whom or for what purpose ; to the evasion of the laws relative to the administration of the oaths ; to the issuing of outward clearances from Emden to ships sailing from the enemies ports, as though they had sailed from Emden ; and to the addition made to the price of Prussian burgher briefs, for monies pretended to have been paid in taxes to the crown, which were never levied or demanded.

When it is considered that all the ignominy of this traffic rests with Prussia, to whose commercial interest it is scarcely less injurious than to England, there could be no impropriety in our government adopting some official measure to acquaint the court of Berlin, not merely of the existence of the practice, but of the dishonourable conduct of certain magistrates of *East Friesland*, by means of whom it is perpetuated and extended. Besides, it is when the court of Berlin is decisively friendly towards Great Britain that *complete* redress could be expected in the exposure of wrongs, on the free and uninterrupted exercise of which the enemy depends for *nearly all* his resources for carrying on a *maritime* war.

But be that as it may, it is the violation of maritime neutrality alone which enables France to prolong the contest. Tear up the fraudulent system of neutralization by the roots, and if British commerce should suffer a temporary diminution, the

loss would be repaid an hundred fold by the total ruin of the maritime power and commercial resources of the foe.

At Emden, Leer, Papenburg, Oldenburg, Grietzyl, Varel, Norden, Altona, Hamburgh, North Bergen, &c. are upwards of one hundred neutralizing establishments, formed for the sole purpose of covering, by fraudulent documents, the vessels and merchandize belonging to the subjects of the belligerent powers*.

The neutralizers of Leer are connected with, and supported by, Mr. C. a banker of Berlin, and divide their profits with him. They cover many large and valuable vessels by false papers, and are entrusted with the expediting and neutralizing very valuable cargoes to and from the enemy's settlements in the East, the Cape of Good Hope, the West Indies, &c. &c. In cases of very rich cargoes, a number

* Emden (which certainly must be considered the headquarters of neutralization on this side the Elbe) contains about FIFTY of these establishments ; but from the superior local advantages of Leer, the greater complacency of those in power, and the less extortionate charges for fictitious instruments, the neutralizers of Emden look forward with fear and trembling to the transfer of their lucrative and illicit traffic to that place.

of neutralizers of Leer associate as part-owners, the better to conceal the enemy's property from detection. At Leer and Emden, in common with all other marts for the sale of neutral documents, attested proofs may be procured for any purpose whatever connected with neutralization, without difficulty or delay. It has very commonly been the practice, after vessels had been condemned in the ports of this country, and purchased sometimes by the agents of the former asserted proprietors, who were anxious to carry on the same kind of trade, to send to Papenburg for complete sets of papers, which have been always regularly forwarded under the sign and seal of the magistrates, stating the number of the several persons composing the crew ; that they had been there shipped and hired, and a regular clearance for the vessel, as if she had sailed from Papenburg, notwithstanding neither the vessel or persons had perhaps ever been there.

The neutralizers, speaking generally, ate of the lowest and most worthless description of men. A petty shoemaker of Norden had, during some part of the last war, one hundred and fifty Dutch vessels navigating as his own property under the Norden flag ! Of the Emden dealers in neutral documents, many are only able to procure the covering of small craft and fishing boats ; some of them traverse the adjacent dis-

tricts to buy up burgher briefs, from the trading magistrates who vend them,* which they in their turn sell to their wealthier brethren ; those who are unable to get any kind of property into their hands, contrive to gain money by letting out their names for others to make use of. The neutralization and expediting of the most valuable cargoes are always entrusted to the wealthiest and least disreputable of such establishments.

Few indeed, if any, of the neutralizers are possessed of common honesty. U. W. Bertram, of the well known *house* of Swart and Bertram, accompanied the *French* commissary La Chevadiere to Meppen, in 1804, to identify, and aid in causing to be confiscated, the British merchandize seized there by the army of Hanover: whilst O. C. Swart, in Emden, acted as a spy upon British subjects and commerce. At that same

* Burgher briefs may indeed be bought in Emden for masters of vessels navigating as Prussian property, by depositing 600 rix-dollars in the city funds as security for a six years residence after peace ; and the persons here alluded to travel to get such instruments unincumbered with conditions, and at cheaper rates. The *genuine* burgher briefs, certifying that the owner is a Prussian subject, resident in some town or village, *always bear* the signature of the minister of the parish in which he is said to reside. H. G. Willems, *who used to deal in burgher briefs*, was lately arrested on that account at Emden by an order from *Berlin*, and the affair is yet undecided.

time those very men were sending circular letters to the principal merchants and manufacturers of Britain, soliciting their patronage, and promising to expedite their property to *France*, Holland, and Germany, with greater fidelity and care than any of their competitors.

It is not possible to state with precision the number of vessels which *really belong* to the inhabitants of East Friesland. It is, however, well known that they do not exceed one hundred vessels of one hundred tons burthen each and upwards. The lowest general computation of the number of vessels bearing the Prussian flag, but being the property of subjects of belligerent powers, is *two thousand* and the highest *three thousand* sail! Could a fair balance be struck of the relative advantages arising from neutralization to the different belligerent interests, and the total be divided into a *hundred shares*, not *more* than *one* would be found to rest with England, nor *less* than *ninety-nine* with our enemies!

From the immense disproportion of numbers between the *real* and the *simulated* neutral shipping, the injuries and hardships which the former are exposed to, requires but little elucidation. It affects the *Prussian* ship-owners of every port

of the Prussian dominions, for instead of its subjects being the mere coverers of the enemies' trade, their own commerce would necessarily be increased and established to a vast extent ; while by the multitude of *foreign* ships which must be victualled and manned at their ports, wages and provisions are doubled in price. But the most serious injury to which they are exposed is the frequent detention of their vessels by our cruizers, owing to the utter impossibility of our naval commanders being able to distinguish between the *real* neutral and the *counterfeit*. The owners of those vessels are loud in their complaints against our ships of war, while the whole of the guilt rests with their own countrymen. *Were there no neutralized vessels or cargoes, there would be no detentions.* This remark applies as well to *America* as to *Prussia* ; but of the latter it may especially be said, that, were it not for this practice, she would soon possess a carrying trade of the very first magnitude and importance, which peace itself would not materially diminish ; but, under the present system, only a few worthless individuals are enriched by those forests of belligerent ships under false papers, which at the hour of peace vanish like a palace in the Arabian Tales, and leave no trace behind, unless it be in the contamination of morals and increase of luxury and idleness. Indeed, so sensible were the real Prussian ship owners of these melancholy

truths, that a few years ago they represented the hardships they suffered by the felonious practices of the neutralizers to the king, and petitioned for them to be punished. Soon after (in 1801) the *Aurich Zeitung* contained a royal proclamation, by which the practice was forbidden on pain of capital punishment. But, alas! the thirst after its enormous gains proved too strong for faith or justice, and *neutralization* has *increased* instead of being *diminished*, owing to many of the magistrates themselves becoming accessaries to the crime, and sharers of the gains.

Yet although the number of the enemy's ships and cargoes navigating under the Prussian flag with Prussian papers is immense, there is but little *direct* perjury committed; for there are plenty of venal magistrates in Emden, Leer, &c. who furnish documents of every kind, with all the formalities of affidavits annexed, without the oaths ever being administered or taken. The certificates granted by Post Fiscal Bluhm are all fictitious instruments, to which no oath whatever is administered. It is the practice, when a person intends setting himself up as a neutralizer of enemy's property, to go *once* before the burgo-masters, and take an oath of *some kind*, *on the credit of which* they affix their hands and seals to whatever affidavits and documents such neutralizers *may ever send for afterwards*, not-

withstanding the oaths are never administered. When documents are wanting, some clerk of the neutralizer is sent to the town-house *with the nature of the documents required*, and the instruments *in due form* are sent to the counting-house ; but in no one instance was it ever known that the oaths are required to be administered to a neutralizing transaction. The trading magistrate above alluded to is known to gain 10,000*l.* sterling per annum by such dishonourable means !

A mere trifle of property is sufficient to set up a neutralizer: a pliant conscience, and a good connection in the belligerent countries, are the chief requisites. Many of the *Emden* establishments are *Dutch, French, and Flemish* ; for the merchants of those countries, unable to carry on business in their own names, enter into engagements with any citizen of Emden of whom they approve, and with whom they can agree : to these persons those belligerent merchants recommend as much covering traffic as possible, and share one half of the gain. A certain notorious neutralizer of Emden commenced business in 1803 on similar terms. His *partner* in Holland (or rather his principal) procured in a few months *six thousand tons* of Dutch and French shipping to neutralize. They gained in the course of nine months, by *tribute* money for the use of the Prussian flag, by profits on fabricated papers, and by the neutralization of

French and Dutch merchandize at *one* per cent. nearly *five thousand pounds sterling!* Such are the enormous profits of *one* establishment at its very outset, and that of the middle rank of neutralizers! *At this hour* that establishment has no less than TWO HUNDRED SAIL OF ENEMY'S VESSELS *navigating as its property under false papers;* and has safely conducted *hostile* property into *hostile* ports to the value of A MILLION STERLING!

As the author does not desire the public to ground their belief on his *ipse dixit*, he has thought proper to insert accurate translations of some original letters and documents, the better to convince them of the established system that is adopted.

“ MR. C. F. SCHRODER,
EMDEN.

SIR,

* *Amsterdam, 27th August 1805.*

“ WE hereby request you to mention to us, and, if it can be, by the return of post, whether you are agreeable to charge yourself with the transmission of our expeditions beyond the seas, and receive what we import from our foreign friends, chiefly of France and Spain; *to neutralize their*

* The lines in Italic, in these and other letters, &c. are not so distinguished in the originals, but the translations are fair and correct.

goods and merchandize, and take their property under the protection of your name. In case of capture or detention, you must engage yourself to claim restitution, and take every step to effectuate that purpose, the same as though such merchandize were really and truly your own property.

“ As you must very well know it will be necessary for you to maintain a *fabricated correspondence* with our friends, send them orders to purchase, and a certificate of property, *attested* by your magistrates, certifying that you have not ordered any goods from such correspondents to be transmitted to any other harbours; and which act of property the skipper must keep on board, with the bill of lading, and of which we should be very glad to have a copy, to see beforehand if such be properly worded. We have also to request of you, to let us know at *what price* you mean to charge *such certificates*, and *how much* for *neutralization of merchandize*, and if we find your conditions fair and reasonable, we shall shortly have opportunities of making use of your services, and to require from *four to six certificates each* for an *entire cargo*.

“ We also request of you to inform us upon what terms you can freight a vessel of about 130 to 140 tons burthen, from Emden to Corunna, to take a cargo of wheat; and also at what price the purchase of wheat may be made at your port.

“ You will have to correspond with our friends in Spain in the French tongue, which we suppose will not be difficult to you, as they understand neither German nor Dutch.

“ As soon as we know your intentions respecting the matters herein specified, we shall write to you more particularly — and meanwhile salute you, with esteem,

(Signed) “ WILLINK AND D'ARRIPE.”

“ P. S. The wheat for the Spanish market must be of the best white sort; and you would much oblige us by sending a sample of wheat, marking the weight of it; and also a *pro-forma* account of the same, and all expences of the cargo calculated, till it shall be in the ship, with the price of the empty sacks that may be necessary, and if we find it advantageous, we shall probably send you an order to purchase the cargo for the expedition; also be pleased to mention at what length of credit the corn can be or is purchased at your port.

“ W. & D.”

MR. C. F. SCHRODER,
EMDEN.

SIR,

Amsterdam, 3d September 1825.

“ WE have received both your esteemed letters of the 30th ult. to which this serves as a friendly answer. What you were pleased to mention to

us concerning the *neutralization* of goods we found in perfectly good order, and accordingly shall direct ourselves to you, in the firm expectation that you will manage these affairs with the greatest, prudence, care, and caution ; *for, in case of being carried into British ports, the restitution entirely depends on the good management of the claimants*, and which is now more than ever needful, because that the British will strive by the severest means to detect every deception. The charge of *one per cent.* for *neutralization* is conformable with what we pay to other friends at your place, and elsewhere ; but, that in case of capture or detention, and a subsequent restitution, for us to pay *one or two per cent.* more, is what we cannot consent to, never having heard of such a charge being made, and, as well as we can judge, it is not practicable. From this reason, *one per cent.* must cover every thing, be it that the vessel luckily completes her voyage, or is carried into port: in which case *you must make the reclamation* for the same *one per cent.* understanding of course that all expences remain to be defrayed by us or our friends, on which points we wait your decisive answer, in order that we may perfectly understand each other.

“ We expect by the following post the draft of a certificate, and also the sample of wheat, and a fictitious order of purchase (*eene gesimuleerde inkoop rekening*), after which we shall mention

to you our intention to purchase a cargo, and also about the chartering of a ship to Corunna. We wait your answer, when we shall inform you *how many certificates we shall want in the first instance*. *Ad interim* we greet you friendly, and remain, with all esteem,

(Signed) "WILLINK AND D'ARRIPE."

It is not, however, the enemy's ships and cargoes alone which are *neutralized*, but false documents are procured *to naturalize* French, Dutch, and Flemish subjects, to a very great extent. The price of a burgher brief varies from ten to twenty pounds. False testimonials of baptism cost but little, and are sold at various prices. The oaths of allegiance are not administered, nor are the names of such nominal subjects ever enrolled for military service, as all true Prussians are. Such burgher briefs are sold by different Amtmen*, with a space left open for the insertion of the name of any person who may purchase them of the neutralizer; which name is afterwards inserted, as nearly as possible resembling the original hand writing. W. J. Folkers, confidential secretary to Post Fiscal Bluhm, is the person most frequently resorted to at Emden to insert the names in the blank spaces purposely left in the false burgher briefs. It is

* Amtman, a sheriff or magistrate.

also a custom with these mercenary justiciary traders, to antedate these documents as many years as they think necessary, the better to conceal their nefarious traffic. A certain degraded Amtman has been constantly in the habit of issuing false burgher briefs, or acts of naturalization, which he antedates so as to carry them back to the period when he *really* was Amtman, and hundreds of Dutchmen, Frenchmen, and Flemings, masters of vessels, now navigate as good Prussians under his false documents. Sometimes these naturalized masters are required to hire chambers or sheds for a term of from three to six years, and, exclusive of the nominal rent, a charge is made by the neutralizer for taxes paid to the government: these are all clear gain to the neutralizer, as it frequently happens that these amphibious neutral masters never saw such their new habitations, or perhaps the town where they are stated to be admitted burghers, yet these very men, in case of capture, because they are charged with rent and taxes, reconcile their consciences to describe themselves of such places, and swear such to be their residence. Since the commencement of the present war, it is computed that full two thousand fictitious burgher briefs have been disposed of by the different Amtmen, in East Friesland and its vicinity.

D

THE FOLLOWING IS A TRANSLATION OF A
BLANK BURGHER BRIEF,

(ACT OF NATURALIZATION)

“ *This serves to certify, that* _____
had established himself and family in the village of
Plantlunna before the beginning of the present
war, under the protection of his Royal Majesty,
and which I confirm in my quality as amtman.*

“ FREREN,
10th Dec. 1803.

“ *Amtman of his Prussian Majesty's
Amt-Frerren*

(L. S.)

“ E. F. STRUMP.”

Every Dutch vessel intended for neutralization is nominally sold by the proprietor to the neutralizer, and a regular deed of sale, called in Dutch “ *een transport*,” is signed by the owner, by means of which the claim for neutral papers is legalised, and receipts for the purchase money are given, the same as though such were real acts of sale. In cases of large and valuable vessels, to give such fraudulent transactions a greater air of validity, they are frequently sold by public auction, and bought in again by some broker, for account

* The blank space was filled up with the name of *Pieter Gregorysen*, by W. J. Folkers; the burgher brief was purchased of the Amtman by H. G. Willems.

of the owner, in the name of the neutralizer. This manœuvre is invariably practised by the merchants who now conduct the import and export trade for the Dutch East India Company, when any of their ships are meant to be sent to sea under cover of the Prussian or any other neutral flag.



Translated Copy of "Een Transport," or "Nominal Deed of Sale."

"I, the undersigned, do by these presents declare to have sold to Mr. Carl Frederic Schröder, of Emden, the schuyt called "*de Goed Verwachting*," long from stem to stern 39 feet, breadth 18 feet, and depth 6 feet, measuring 30 tons, for and in consideration of the sum of 1800 guilders, Dutch money; which purchase money I declare to have been paid and satisfied; in consideration of which I do now cede and surrender the above-mentioned schuyt, with all her stores and necessaries, to the said Carl Frederic Schröder, in full, free, and entire property, free of all demands on her, renouncing all my rights and claim to the said bottom, her stores and necessaries, which did belong to me: promising farther to suffer the said vessel to navigate any ports, waters, towns,

streams, or rivers, wherever she may arrive, under bond of my person and property.

(Signed) "ZIER BLOK."

"ROTTERDAM,
20th March, 1804."

Indorsed on the back of the instrument (in Dutch) stands the following indorsement in German:

"By desire of the seller of the above vessel, Zier Blok, the deed of sale mentioned on the other side is confirmed in full, and registered in our consulate, by virtue of our own signature, and annexed consulate seal of his Prussian Majesty.

(Signed) "G. P. SCHOTT,

"The King of Prussia's Consul
in this place."

"ROTTERDAM,
20th March, 1804."

(L. S.)

To shew the *value* and *importance* of Mr. G. P. Schott's seal and signature, the *purity* of his neutral conduct, and the *extent* of his benevolence, let the following letter suffice :

“ MR. C. F. SCHRODER,
EMDEN.

“ SIR,

“ Rotterdam, 20th March, 1805.

“ I have received the documents for the three schuyts, and paid your expences thereon at sight. Herewith I send you two more deeds of sale from Captain Chiele Heyes, and Martin Jager, upon which you will please to send me the papers in the same order as the former ones, and which I am impatiently waiting for.

“ I also request therewith letters from you to the skippers, directing them to sell the fish they may catch at Schevening, or elsewhere, as they may deem it most profitable, taking however due care to render an account of the same at the proper time.

“ In calculating your charges have some mercy on those unfortunate people ; but at the same time take care *that you do not diminish my share of the profit*. I shall probably soon have occasion to sell more vessels in your name, and am, with esteem,

(Signed)

“ G. P. SCHOTT.”

An *annual tribute* is invariably paid to the neutralizers, for the enjoyment of the privileges arising from maritime neutrality, which *tribute* money is technically and locally termed “ *protectie geld*,” varying in amount according

to the size and value of the ship ; but in some cases, two per cent. on the amount of the freights is given to the neutralizers, instead of any stipulated sum ; and, as soon as the conditions are agreed upon, *an instrument* is usually prepared and interchanged, by which the owner binds himself to pay to the neutralizer the annual tribute, and the expences attending any claim of restitution, &c. &c. ; and the neutralizer binds himself, in case of capture or detention, to claim restitution in the same earnest manner as though the property was *bona fide* his own, on condition that all expences thereby occasioned be defrayed by the proprietor. The neutralizer is always allowed a commission of one or two per cent. on the nominal purchase money, or upon such portion of it as may be agreed on ; which allowance is repeated whenever he is called upon, and does nominally sell the vessel to the real owner, or any person he may appoint.

COPY OF AN INSTRUMENT,

RELATIVE TO THE

“ *Annual Tribute,*” or “ *Protectie Geld.*”

“ WE, the undersigned William Keats, mariner, of Flushing, and Carl Friedrich Schröder, mer-

chant, of Emden, do declare by these presents, that we have made the following agreement with each other concerning the brig Cato, as named before the magistrates of Dordrecht, in the act of
 made in favour of the said Carl Friedrich Schröder, on the 20th October, 1803, but now called the Zee Nimfh:—Firstly, That during such time that the said brig shall be navigated as the property of Carl Friedrich Schröder, who procured for her Prussian papers and sea pass, that the said Willem Keats binds himself to pay to Carl Friedrich Schröder the sum of two hundred and twenty guilders Hollands geld per annum for protection money, to commence from the day on which the said papers and documents were sent from Emden to Messrs. Hoog and Mauritz, by order of the said William Keats, being the 4th November, 1803, by equal and half-yearly payments; and, furthermore, that in case the said brig should be bought up, or should afterwards navigate under any other neutral colours; or, that if the said Willem Keats should desire the said Carl Friedrich Schröder to resign the said vessel to himself, or to any other person, that he Willem Keats shall be obliged to pay the full six months' protection money which may be entered upon, and which shall be considered as elapsed. In the second place, that the said Willem Keats has at all times full right to desire the said Carl

Friedrich Schröder to resign the said brig, either to Willem Keats, or any other person he may appoint; and which conditions the said Carl Fredrich Schröder undertakes to perform on the demand of Willem Keats, on being paid two per cent. upon the value of the said brig, and all costs and expences which may be occasioned by such transaction.

(Signed)

“ W. KEATS.

“ C. F. SCHRODER.”

“ Done in EMDEN,
May, 1804.”

PARTICULARS CONCERNING THE DUTCH
BRIG CATO,

BELONGING TO WILLEM KEATS, OF FLUSHING,

*Now navigating the Seas under the Prussian Flag, as
though she was the Property of*

CARL FRIEDRICH SCHRODER, OF EMDEN;

EXTRACTED FROM HIS PRIVATE JOURNAL,
AND MARKED THERE NO. 6.

“ THE brig Cato, now called the Zee Nimfh, belonging to Willem Keats, of Flushing, Messrs. Hoog and Mauritz, of Dort, being the correspondents; she is long (binnensteven) 60 feet, wide (op zyn binnenwegering) 16 feet 4 inches, depth (hol in 't ruim) 8 feet 5 inches, Amsterdam measure; the burthen 28 commer-

cial lasts. The sale or resignation of the Brig was made before the magistrates of Dordt, (*verdeling van het water gerecht*) by *Willem Keats*, skipper and proprietor, of Emden, on the 20th October, for the sum of *f* 2200. Dutch money. The neutral papers were sent the 4th November, 1803, to Messrs. Hoog and Mauritz, of Dordt. *Willem Keats not being a Prussian*, I procured him letters of citizenship for *f* . and sent them with the sea pass and papers. Sent the *Renversal* the 15th November, 1803. *Protection money 220 guilders per annum Hollands currency.*"



As soon as a ship is neutralized, the pretended owner gives to the real owner, or his agent for him, a deed called a "*Renversal*," in which the neutralizer formally and explicitly avows, that he never, by any means, direct or indirect, paid, or caused to be paid, the whole or any part of the purchase money mentioned in the deed of sale, or "*transport*," in any way whatever; *the whole being merely a nominal sale, made to procure the benefits of neutrality for the said ship*; and the neutralizers solemnly promise to deliver up the same to the proprietor, whenever called upon, all fair expences and their commissions

being first duly discharged. Indeed so cautious are our enemies to secure their own shipping interest, that in many instances the owner, who is an enemy, is required, at the time of making these false sales, to give his own bond or security to the government, that his vessel shall be returned at the peace: *This is so strictly observed in Holland, that not even a Dutch fishing vessel can be neutralized, but by express sanction of the government.* The following is the *Translation of an original* “RENVERSAL.”

“I, the under-signed, *Carl Friedrich Schröder*, declare by these presents, that although, according to an act of sale, passed before the *Post Fiscal Bluhm*, dated 22d instant, *Messrs. Jan Luitjes Ruyl and Son* sold to me the brig named *de Juffers Anna and Catharina*, commanded at present by *Pieter Gregorysen*, for a sum of *f6900 Dutch*, *I never did pay the purchase money in any way direct or indirect, the sale being only a nominal one, done to bring the ship in my name under the Prussian flag, and as such to be protected.* Therefore I the undersigned bind myself by these presents, *as a man of honour*, that in case the aforesaid ship should be detained or carried into port by one of the belligerent powers, to reclaim the same as though it were my own true property, and when it shall be requisite, *and to*

leave no means untried to give full effect to the claim, and procure restitution, all on account of the true proprietors of the above-mentioned ship, being Messrs. Widow Frans van Aken and Sons, of Ghent, to whom, or to such persons who may hereafter become the proprietors by sale, I bind myself to surrender to them the said ship on the first demand, the expences occasioned thereby remaining on their account. Done with good faith at Emden, 26 June, 1804."

With a view of providing, in anticipation of capture, the strongest possible evidence of neutral property, the neutralizer fabricates a correspondence with the master, who is fully instructed to keep up such simulated correspondence, for the purpose of being exhibited as proofs in the British Court of Admiralty, in cases of capture or detention. When the war broke out between Holland and England, a great number of Dutch merchantmen were lying in different foreign ports. *Under their own flag they dared not put to sea.* How their owners contrived to extricate them, let the following specimens of neutralizing dexterity declare.

Copy of a Letter written by H. Van Lidt de Jeude, of Dort, to Mr. N. L. Koops, of Malaga, 20th March, 1804.

“ As I have not yet received any answer from *Messrs. Niotti and Co. of Trieste*, to mine of the 10th ult. I suppose that all my endeavours to procure *Austrian papers* for my vessel, by means of those gentlemen, will come to nothing, and as it is high time to withdraw my vessel from your port, I have arranged it with *Mr. Carl Frederick Schröder* that he shall write you a letter direct from Emden, and therein give you to understand, that he is informed that my vessel is to be sold at *Malaga* by public sale, requesting you, if the report be true, to purchase the vessel on his account at a reasonable rate, you purchasing for him as carefully as though you bought on your own account, and to draw upon him for the amount, payable at Amsterdam. Send the letter or act of sale to him directly, that he may procure the necessary neutral papers and sea pass, the master provisionally, to retain his post. Thus, in case *Messrs. Niotti and Co.* have not procured solid and secure papers, or promised to procure such immediately to enable my vessel to perform its voyage to Trieste, then you will be pleased to put the vessel up by auction within 14 days or 3 weeks after the receipt of this, (*taking care however that*

the vessel remains my property), and in the conditions to stipulate that the vessel shall immediately become the property of the purchaser, and that the payment must be made the day after the sale, without being entered as an account. *And, to prove the legality of the sale, it would be better if you were to draw bills on Mr. Schröder, payable in Amsterdam to my order, making due entries in your books, so that should the vessel be captured, an extract might be had in case of need.* To enable you to execute these orders, I here inclose you a power of attorney, leaving it to you to let the master know as much of the transaction (of which I am anxious to know the issue) as you may deem fitting. As soon as the ship is in proper order, you must look out for a freight, for which end I shall take care that you shall be furnished with the necessary authority. If you cannot procure a freight, the best thing will be to make haste to Cadiz to see what can be done there, take in a cargo of salt, and as much piece goods as can be procured, to proceed with *to Holland*, for which end the address of Messrs. Ellerman and Bresterveldt, of Cadiz, must be given to the captain."

MR. LIDT DE JEUDE TO C. F. SCHRODER.

“ SIR,

“ I judged it necessary to send you a copy of the order I have given to Mr. Koops, of Malaga, with a view that your letters and further orders *should run in harmony with mine*. I hope that your letter to Mr. Koops is already sent off to prevent any error, the consequences of which would be irreparable. I wish to be informed per return of every particular, and am, &c.

(Signed) “ LIDT DE JEUDE.”

EXTRACT FROM SCHRODER'S PRIVATE JOURNAL.

“ No. 52. A snow, *Susannah Margaretha*, Capt. *Johan Barends Frerichs*, *H. van Lidt de Jeude*, of *Dort*, owner, sold publicly at Malaga, to me for 56000 *realen de valor*, burthen 180 tons. The captain was made a burger of *Varenrode*, in the district of *Lingen*, by an act of the *Amptman Strump*, dated 12th March, 1804. Sea Pass, &c. dated 5th July, 1804, sent on the 6th July. *Protection* per year, *f250*. Hlld. Geld.”

EXTRACT OF A LETTER WRITTEN BY SCHRODER'S

NEUTRALIZING TRAVELLER,

Relative to the same Transaction.

“I do not doubt but by the time this shall reach you, that you will have already written to *Mr. N. L. Koops, of Malaga*, in the manner I prescribed to you in my hasty letter from Dort, concerning the snow *Susannah Margaretha, Johan Barends Frerichs*, master. I have now something more to mention to you on that subject. To-morrow he means to write to his friend, to have the said vessel sold by public auction, *and to be bought in upon your account*, for which purchase money he will give drafts upon you payable in Amsterdam, which he will remit to *Mr. Van Lidt de Jeude*; which drafts you must make payable at *M. P. I. Wendorp's*, who is his friend, *and these bills they will afterwards send back to you as though they had been legally discharged*. Here must also be a *simulated correspondence* prepared, *concerning and with the captain Johan Barends Frerichs*, so that he may go to sea as a native of *Holstein or Oldenburg*, or, if needs must, he must be made a burgher of Emden. I have fur-

ther to inform you, that I told *Mr. Lidt de Jeude* that the expences, including burgher brief, will be about 300 guilders, besides 2 per cent commission; $\frac{1}{2}$ per cent stamp duty, and 2 per cent more in case of re-conveyance. He endeavoured to get this vessel neutralized at Trieste, and said it was possible he might yet get an answer, but he did not think he should do any thing further that way. *He has also a new Hoeker which you will be sure of having. We must not begin to talk of his East Indiamen yet, it is enough to make a beginning.*"

The ship the *Susanna Margaretha*, mentioned in the preceding letters and extracts, had, in consequence of the war, remained unemployed at *Malaga* for twelve months, and probably must have continued there till this time, had she not been rescued in the fraudulent manner before alluded to. In consequence of *Mr. Schroder's* furnishing her with these *simulated* papers, she did not remain longer in that dormant state, but was immediately launched as a *Prussian Vessel* into the commerce of Europe, and actually made two or three voyages in that counterfeited character. As has been already observed, the rapacity of the neutralizers has no limits. *Mr. Schröder*, not content with *the prostitution of his*

own neutral character in covering the property of the enemy, employs this vessel in carrying on the coasting trade of France, being actually bound from MARENNEs, in FRANCE, to the port of ANTWERP, with a cargo of salt, having false papers on board to prove her destination to EMDEN! She was captured on the 23d August last, near Ostend, in the prosecution of this voyage from MARENNEs to ANTWERP, by his Majesty's sloop of war CRUIZER, as on that ground CONDEMNED to the Captor.

If any thing was wanting to establish the *hostile intentions* of this *asserted neutral*, the following paper, which was found on board the *Susanna Margaretha*, the author thinks would be quite sufficient :

“ I, THE UNDERSIGNED JUDGE, do hereby certify and declare, that before the court hereinafter named unto me conferred, on the day hereafter set forth, the following deposition on oath *has been registered and actually made.*

“ Done in EMDEN, at the COURT of UP
and WOLTHUSEN, the 24th May, 1805.

“ Appeared personally before this court, CARL FRIEDRICK SCHRODER, *respectable merchant, inhabitant and citizen* of this town of Emden,

F

personally known to us *to be a subject of his Majesty the King of Prussia*, declaring the said deponent, that he had given an order to his *Captain, Johan B. Frericks*, lying at present in *Dordt*, to sail for *Mareennes*, to buy for his own sole and absolute account, with assistance of *Mr. Lagaille Bertrand*, a cargo of salt, and to load them in his vessel the *Susanna Margaretha*, and to sail with the cargo to *Emden*; and that these salts directly when purchased by the said captain, shall be and remain the property of said deponent *until arrived in Emden*; that with the same salts, directly when purchased, no transfer or alteration of property, neither directly nor indirectly, shall be made; that thus in case the vessel so being freighted might be taken and captured, and afterwards be released, always the said salts, even at the time of the capture and release, shall not belong to any body but him the said deponent; that, moreover, no bill of lading of different tenor shall be made of the said salts; *and that neither the belligerent powers and nations, nor their subjects and inhabitants, nor agents and commissioners, nor any other person whatever, except him said deponent, shall have, neither directly or indirectly, any part, right, title, or interest in the said cargo of salts, or is at the time of the shipping, or at the time of the capture of the vessel and cargo and their release, or at any other time, until the same*

will be disposed of for the own and sole account, profit, and risk of the deponent."

The preceding deposition having been read over to the deponent, *he affirmed the same to be genuine and true, without any fraud or double meaning, and without any reservation of mind or any other circumstances—whereupon he made his oath prescribed below:*

Truth—as help him God!

and then signed the present deed, in presence of the also undersigned members of the court.

“ Done as above,

“ CARL FRED. SCHRODER.

(L. S.)

“ *In fidem,*

“ D. L. BLUHM.

“ W. J. FOLKERS, *Sec.*”

The following translation of the *Prussian* SEA PASS and CERTIFICATE for the *Dutch ship* the *Susanna Margaretha*, represented to have been granted *on the oath* of Mr. SCHRODER, must strike conviction to every mind *of the facility* with which papers of this solemn description are

obtained—of the *utter impossibility* of any of his Majesty's navy officers *discovering* FRAUDULENT PASSES from FAIR ONES; and the groundless hope of putting an end to *this alarming system*, while *such persons as* Mr. SCHRODER *are suffered in other instances to stand in judgment on the same ground as a* FAIR NEUTRAL.

Translated from the Latin Language.

“ WE, FREDERICK WILLIAM, *by the grace of God, KING of PRUSSIA, Marquis of Brandenburg, Arch-Chamberlain and Prince Elector of the Holy Roman Empire; Sovereign Duke of Silesia; Sovereign Prince of Orange, Neufchatel, and Valengin, and also of the counties of Glatz, Magdeburg, Cleves, Burgin, Stettin, Pomerania, Cassuben, and Wenden, and Mecklenburg; and Duke of Crossen; Burgrave of Nurenburg on both sides the mountains; Prince of Hildesheim, Paderborn, Halberstadt, Munster, Minden, Camin, Wenden, Schwerin, Ratzeburg, East Friesland, Eichfeld, Erfert, Essen, Quidlinburg, and Elten; Count of Hohenzollern, Ruppin, Mark, Ravensburg and Hohenstein, Tecklenburg, Schwerin, Lingen, Buhron, and Leerdam; Lord of Rostock,*

Stargard, Werden, Limberg, Lanenberg, Butone, Arlay, and Breda, &c. &c. &c.

“ DO MAKE KNOWN unto all and singular who shall see and hear read these our letters, *That our subject CARL FRIEDRICH SCHRODER, of the city of EMDEN, in our principality of East Friesland, hath most humbly represented to us, that he intends sending HIS ship, belonging to him solely, NOT laden with any prohibited or contraband goods, of the burthen of about eighty lasts, called the Susanna Margaretha, under the command of Johan Barend Frericks, the master, to various countries, as circumstances and commercial advantages may require, or as she may be able to obtain freight, earnestly entreating that, for the greater safety and security of her passage and navigation, we would grant unto her these letters of safe conduct or passport, as a certificate of her domicil and freedom, and a protection against any misfortune or suspicion; which request we have the more willingly complied with, as it is our care and wish on every occasion to promote and increase the conveniencè and advancement of our faithful subjects: wherefore we in the most gracious, benevolent, and amicable manner, require all and every who shall see these our letters, each in his respective quality, magistrates of cities, officers of ports and maritime places, commanders of fleets, and all officers, both*

supreme and subordinate, as also captains and masters of vessels, who may happen to meet with the said ship on her passage, or with whose fleets she may chance to fall in, or abide in their ports, that they receive with kindness the said *Captain Johan Berend Frericks*, on the production of this our certificate, commencing from this day, and continuing in force until the fifth day of the month of July, in the ensuing year, together with his ship, and all the persons, effects, and merchandize on board the same. And after he shall at each place have paid the usual customs, that they will permit him freely to exercise and carry on his commerce, and as much as each could wish in the same situation to be assisted and advanced, so much humane assistance let him afford to this our subject: in doing which they will greatly oblige us, and promote the exercise of free commerce; promising on our part to recompense all and every according to their respective quality.

(L. S.)

“ In witness whereof we have caused these letters to be corroborated with our seal.

“ GIVEN AT AURICH, in our Military and Domain Chamber of the Principality of EAST FRIESLAND, this fifth day of the month of July, in the year of our

salvation one thousand eight hundred
and four.

(Signed) "VINCKE.
"SHULTZ.
"TANNEN.
"SETHE."
"S. LENER.

L. S.

"UPON the request of CARL FREDERICK SCHRODER, of *Emden*, in the Royal Prussian principality of East Friesland, *ship owner*, it is hereby, on the part of the Royal Prussian Chamber of War and Finances of this province, attested, that the said *Frederick Schroder* is an actual royal Prussian subject, and that he affirmed, *by a corporal oath*, that the ship *Susanna Margaretha*, of the burthen of eighty lasts, and commanded by the ship-master *Joan Berend Frericks*, likewise an actual royal Prussian subject, is solely his property, and that *no FOREIGNER had any the least share therein*:—Wherefore we do hereby request all civil and military authorities, by land and sea, to allow the said ship *Susanna Margaretha*, on producing this certificate, valid, for a twelvemonth, free and unmolested to pass and repass at all places AS A REAL and ACTUAL ROYAL PRUSSIAN SHIP, *belonging to a Royal Prussian Subject*, and to shew the shipmaster and his ship's crew, as

well on the voyage as in port, all good will, which kindness we shall, on similar occasions, willingly return on our part.

“ Done at AURICH, in the Royal Prussian
Principality of EAST FRIESLAND, under
the annexed Great Chamber Seal, 5th of
July, 1804.

“ The royal Prussian Chamber of War and Fi-
nances of the principality of East Friesland.”

It is a manœuvre highly approved, and now constantly acted upon, that when a neutralizer has documented a vessel or cargo, he, in anticipation of capture, informs his confidential agent in London, and instructs him to demand restitution, in case the vessel should be captured and sent into port by any British cruizer. A certain individual, (who is resorted to as a universal claimant for neutralizers of every country, *America* excepted) enjoys a great degree of popularity in the havens of France and Holland for having rescued many rich cargoes and valuable vessels, *knowing the same to have been the sole property of the enemy*, from inevitable condemnation in the Court of Admiralty, and, by means of the most flagrant perjuries and in-

famous frauds, has torn innumerable prizes from the grasp of our brave seamen. He encourages the enemy to trade under neutral colours, by pointing out the facility with which, even in the most desperate cases, restitution may be procured in the British Court of Admiralty, in the event of capture or detention. Hence he is in general preferred to the regular consul.



The following extracts, translated from letters written by the house of ROCHE and VINK, of *Rotterdam*, to C. F. SCHRODER, of *Emden*, will enable the reader to form a very just estimate of the character of the person alluded to :

“ *Rotterdam, 30th July, 1803.*

“ Inclosed is a letter from our friend Mr. J. C. PREIDEL, of *London*, who has seen, by chance, in the Admiralty at London, the manifest of the cargo per *Zimmerman*, and observed that those 25 chests of cheese belonged to you. He now writes to us, and likewise to you, to suffer him to claim them. We will answer him on Monday, that they are the joint property of you and of us, but that you had chosen to employ the Consul *Fridag*, to which we had agreed to. That PREIDEL is one of the very best and most useful of men, for

whom we have much esteem and friendship. We are sorry that he has seen this, but we can fully depend on him. You can answer him in the same way as we do, saying, that in future you will employ him with pleasure. He is very clever and active. At the same time, do you make him a tender of your services. We formerly recommended you to him, when he gave us the address of JAN LUITJES RUYL and SON. PREIDEL tells us that he could immediately succeed in the claim, and even that he sees chance to claim and get released cargoes destined from one enemy's port to another; and that claims are made on neutral account with the greatest success. This promises much good for the Soap, per *Sjoerds*, and the madders*, per *Desilles*. Do you therefore recommend this to *Fridag*. You will now have received the letter from *Rouen*, and have forwarded every thing. PREIDEL has got released half of a cargo coming in a French ship from *Charleston* to *Ostend*—the other half was on French account. HE has got a cargo to claim for *Hamburgh* account, from the *Isle of France* to *Marseilles*, in which he likewise thinks he shall succeed, if *Hamburgh* remains neutral. Thus

* The soap was Dutch, and the madders, French property, and belonged to Messrs. *Couturier* and *Maillard*, merchants of *Rouen*, of which RESTITUTION WAS OBTAINED.

you see that one *must only venture*, and I advise you to forward the papers to *Fridag*; with recommendation to do their utmost in moderating expences.”

“ *Rotterdam, 5th August, 1803.*

“ It is very well that you have received the *French letter**, and intend forwarding the documents for the claim of *Desilles'* cargo. We desire you to use all speed therewith, and give the necessary recommendation to *Mr. Fridag*. *As he is Prussian consul, I thought it would give more weight to the claim, and have therefore chosen him. PREIDEL is a very active and clever man, who deserves to be recommended, and therefore you can use him on other occasions.—Widw. Jean de Vette and Fils* are our particular friends, and are deeply connected with *JAN LUITJES RUYL and SON*. They have many ships of their own. Our clerk is at present in *Ostend*: we have told him to speak to them, and to other merchants in that place, about you, and to recommend you. At the same time you can write in Dutch to *Messrs. de Vette and Fils*. We correspond very much

* The letter here alluded to was *fabricated by the merchants of Rouen, to prove the cargo SCHRODER'S*.

with them, and could inclose yours. A person named *Hofland*, who was formerly a clerk of JAN LUITJES RUYL and SON, is now *in their employ*—this for your government.”

“ Rotterdam, 16th August, 1803.

“ Enclosed is an extract of a letter we this day received from *Messrs. de Vette and Fils, of Ostend*, by which you will observe that *Mr. J. C. Preidel, of London*, has claimed with success a quantity of brandy, out of a Dutch ship, of which there was not the least hopes. This is a case exactly similar with the goods per *Sjoerds*—much less favourable than the cargo per *Desilles*. We are now more than ever sorry that PREIDEL has not made the claim; but it is too late, and you employed *Fridag* with the best intention. JAN LUITJES RUYL and SON* could not have done more than you have done in bringing the documents in order. This is again an additional reason to urge *Fridag* to be active, and to inform them that you were informed of this by RUYL. The name of the vessel, these latter will perhaps tell you, although it is of no consequence. It would now

* *Messrs. Jan Luitjes Ruyl and Piepersberg (the son) pride themselves in being the most dexterous neutralizers in Emden.*

be very unfortunate if we do not succeed, *and your own reputation is too much involved in this concern.*

“ Our clerk, *Louis Tollens*, writes us concerning PREIDEL’s activity. *Hofland*, who was with RUYL AND SON of your place, told him that *Fridag* was not active enough. PREIDEL has effected that claim without its ever going into court. To make use of PREIDEL now would be improper ; but let *Fridag* see what PREIDEL has done. In future, *when such events occur, let no one else be employed.*”

“ Rotterdam, 23d August, 1803.

“ It is something very strange that you do not hear from *Fridag*. It is certainly a mark of neglect and inattention about which they ought to be written to. We are anxious to hear that you have received letters from London. *Hud we but employed Mr. PREIDEL it would have been better ; but it is now too late. Fridag is to be blamed that the goods are lost.*

“ Rotterdam, 3d September, 1803.

“ To PREIDEL’s letter, which we return you inclosed, you must answer in such a way as you

would do for yourself. It is so long since it was shipped, that the cheese will be half spoiled. It is very well that you *recommended that friend, he is of double worth,*"

" Rotterdam, 25th October, 1803.

" *How sorry we are Mr. PREIDEL was not employed from the commencement ! This man is indefatigable, and astonishingly active in procuring restitution ; for which reason we can recommend nobody better to you than this friend : the more so, as we ourselves HAVE WORKED THROUGH MANY DIFFICULT AFFAIRS BY HIS MEANS.*"

28th October, 1803.

" As to what concerns the charges for civil taxes and chamber hire, I continue of the same opinion, and I believe that the people will complain of it. If for example you only charged *four years taxes*, and after the expiration of that period, if the war continued, you could renew the charge in account. *You certainly keep a good and ACCURATE REGISTER * of all the ships which*

* It was from that *Register or Private Journal*, the descriptions of *neutralized vessels*, given in this work, were extracted.

navigate in your name, their description and correspondent, the dates that their papers were taken out, &c. You could then always renew the charge of chamber rent, which people are always obliged to pay, if they will let their ships go to sea. The protection money is also another good thing, and then again at last, the surrender or re-transport. If the charges were but more moderate, I cannot help thinking that you would get more to do, and that fewer vessels would go over to the PAAPENBURG COLOURS."

" Rotterdam, 29th November, 1803.

" It is quite right that you have given PREIDEL notice of all the ships and merchandize which goes to sea under your name. This friend can now go to work to obtain its release, as soon as any thing is taken. I think you would do well to continue this practice. The amount of £50,000 sterling is certainly very considerable, and I think it must soon become more."*

† This neutralizing establishment of MESSRS. ROCHE, VINK, AND SCHRODER'S, was then but in the *third* month of actual operations, and the amount of £50,000, here alluded to, is the amount of *what was then at that very moment*, navigating on his name, and *not the total of enemy's property* which he had covered.

Such is the character and occupation of Mr. J. C. PREIDEL. Yet is this being openly countenanced in his destructive practices by men, calling themselves *British Merchants*, and to whom his crimes are known. This country must be aware, or it will fall, as Holland has done, the victim of a boundless mercantile cupidity. If the legislature of the country does not interfere between their avarice and the impending consequences, Imperial Britain must bow her head before her enemies, *if they continue to be aided by such a base system of commercial confederacy.*

In cases of vessels and cargoes being captured by British ships of war, and afterwards claimed as Prussian property, in the name of persons resident in East Friesland, of *one hundred* documents adduced as proofs of neutral property on the part of the claimants, not *five* are genuine. As soon as it is agreed upon to neutralize any vessel or cargo, a fabricated correspondence, locally termed "*een gesimuleerde correspondentie*," is commenced between the owner and the neutralizer; the letters composing which are duly stamped at the respective post offices*, and those written by the neutrali-

* The foreign post offices *sometimes* stamp the names of towns on letters, but not the dates.

zer are regularly entered into his copy-book, with intent to use them as evidence on any future event of capture or detention. Even after vessels have been captured, and whilst the case is undecided at Doctor's Common, letters, intended as proofs of neutral property are forged and antedated ; and, though the magistrates, or Amtmen, know perfectly well that those letters are colourable letters, they are base enough to affix counterfeit affidavits to them, affirming them to be extracted and faithfully transcribed from such neutralizer's copy or letter book, notwithstanding they never inspect the same : the copies of the neutralizer's letters are merely transcribed from a form given by the latter on a loose sheet of paper. Such are the frauds practised upon our Court of Admiralty by the neutralizers, some of whose agents in London, and *particularly* the celebrated claimant before mentioned, give them private intelligence what letters or documents it may be necessary to prepare, in order to obtain restitution of the contested property.

When the name of a neutralizer is grown too familiar to the commanders of British ships of war, or is become too notorious in the Court of Admiralty, it is not at all uncommon for such neutralizer to make use of some other person's

name, less known as a vender of neutrality, to whom he pays a small portion of his commission, and the vessels then navigate as *that person's property* ; but in case it happens that those vessels are carried into English ports, the original neutralizer generally employs his own agent to demand restitution, seldom or ever entrusting such affairs out of his own hands, as the following extracts of letters from *Louis Tollens*, to *C. F. Schroder*, will best explain :

“ *Rotterdam, March 3, 1804.*

“ It would really be a pity if there be any hope of success, to let the vessel be lost. Thence I request of you to look out for some person who would but lend his name : there are probably such persons to be found (it does not matter if they are merchants or not) who would be but little affected let the claim of restitution end as it may. Would not my landlord *Van Baumgarten* consent to such a measure ? I think he would ; and also that you ought to make use of that man upon other occasions, particularly in the following, viz. It is to be feared, that if you go on neutralizing *Fish-hoekers* (and to refuse them would be folly) and any of them should be taken and condemned, your character would sustain much injury. To prevent which, it appears to me to be needful, that some of them (*i. e.* those which

you may hereafter bring under the Prussian flag) should sail under the name of Van Baumgaarten, *the whole direction, however, resting with yourself. For a small share of the protection money, most likely, Van Baumgaarten would willingly agree to it, and then, let what would happen, your name would sustain no injury.*"

" Rotterdam, May 8, 1804.

" The contracts for *C.* and *W. Hogendyk* I did not dare to send to them in the state they were made out: in the beginning, it appears as though you *were obliged* to have recourse to another to be able *to procure documents*; and the very first time you may use such words, might occasion you to be entirely overlooked for the future. In article the second stood, that in case of reconveyance, they might apply themselves *direct to C. G. Baumgaarten*. The frauds which might proceed from it in case of bad faith (to guard against which contracts are made) you will comprehend as well as me. I have altered the contracts to their proper tenor, which I here inclose for your inspection, and hope you will approve of it."

“ Dated 10th March, 1804.

“ You will find here already, the transport of the belonging to , the description of the vessel stands in the transport (deed of sale). You will perceive that the owners have chosen that you must take part-owners*, which you must be active in looking out for. Now, for you to share alike with people *who only lend their names*, while all the trouble lays with you, I think, would be unjust ; at least, if there accrues no advantage from them of equal value : thence, under correction, I think it will be best for you to find one or two houses, and enter into an agreement with them, *to pay for the use of their signatures*, a certain sum, once for all. *Van der Wall and Co. and Swart and Bertram*, are, I believe, the fittest for this purpose : as to *Jean Vetter*, the people of *Rotterdam* are not very fond of him.”

The frauds and forgeries which are daily committed, to bring a ship's papers, to what the neutralizers technically call “ a *sure footing*,” are almost too gross for belief. They forge names

* This stratagem is practised to allay the suspicion which naturally arises from seeing many and large vessels navigating as the *sole* property of poor and obscure persons.

without restraint, and lend their own to each other as often, to support their common interest, as for the purpose of immediate gain. It happens very frequently, that the clerks of the neutralizers, and those clerks but mere boys, are used by their iniquitous employers, as buyers and sellers of ships in their fraudulent sales, and frequently the same person is made to appear in different transactions under different names. The *real* Prussian proprietor, conscious of the legality of his pretensions; is sometimes a little negligent as to formalities; but the crafty neutralizer, *well aware that a close adherence to formalities is quite sufficient to stamp legality on his forgeries*, attends to the minutest injunctions of the law, and leaves no point unguarded.

Farther Extracts of Letters from Louis Tollens to C. F. Schroder.

Hague, March 26, 1804.

“ You will find inclosed the deed of sale, of the *Elizabet*, belonging to *Mr. De Jongh*, for which you have already procured the sea-pass. This is merely sent to you, in order, that instead of this simple deed of sale, you should cause a second to be prepared, such as was done in the case of *L. Schelvischvanger, i. e. from Swart*, to

Baumgarten, in the beginning of the year 1803*; and from him to yourself the 22d December, whence it follows that you will please to pass a new declaration of the 12th January, 1804, instead of the former. You will readily conceive that the only reason for doing all this, is to bring the papers *into better order*. These conveyances and declarations are required back again, per return of post, as the hoeker must not go to sea without them.

“The whole of yesterday, till three o’clock in the afternoon, I passed with *Mr. De Jongh*, of Maas-sluis, in devising the best means and plan of sending his new hoeker out to sea, in the most solid and secure manner possible. It is not possible for me now to write to you all we resolved upon; that which is most material for you to be speedily informed of is as follows:—There must be a *correspondence fabricated* between *Messrs. Roche and Vink*, and *Mr. A. De Jongh*, commencing in the summer of 1803; and at the same time there must be a correspondence between you and *Messrs. Roche and Vink*, in which these gentlemen shall take the vessel there lying upon the stocks to

* All these false and ante-dated documents were attested by the Emden magistrates.

themselves, as their own property, and directly afterwards dispose of it to you. Messrs. *Roche* and *Vink* shall give charge to *Mr. A. de Jongh* to take upon himself the superintendance of the completion of the vessel, till she be entirely ready. In the mean time, Messrs. *Roche* and *Vink* shall look out for a freight, but not being able to get any, they shall sell her to *Van Baumgaarten*, who saw her during his late journey to Holland.—*Van Baumgaarten* shall then request *Mr. A. de Jongh* to get the vessel ready for sea, and provide her with barrels and salt, and send her out to the fishery, and also to send *Jacob Ary Zevenhuyzen* off. The plan and contents of all the letters *which are to be written* is already formed, and put on paper, in order to be finished without delay. In the mean time you may take out the documents, in doing which, you must be particularly attentive to what follows :— You receive herewith a deed of surrender of all rights and privileges appertaining to the above-mentioned vessel, to *Messrs. Roche* and *Vink*; and further, a deed of sale from *Roche* and *Vink* to you. You will please to get a notarial conveyance or deed of sale to be made, disposing of the said vessel to *Van Baumgaarten*, dated 28th Jan. 1804, for the sum of 12,300 guilders Dutch money, and hereon, as soon as possible, take out the needful papers *in the name* of *G. C. Baumgaarten*,

trusting that you will have made an agreement with him to that purpose. *Jacob Ary Zevenhuyzen*, who formerly commanded the *Elizabet*, belonging to *Mr. A. De Jongh*, is now appointed to the command of this, and his burgher brief you will find here inclosed. The account of expences you will please to regulate according to the former agreement. You are to charge commission on only 6000 guilders, and the protection money must be the same as for the others, namely, 130 guilders per annum. I add hereunto, in order to prevent confusion, which might originate from the papers of *Zevenhuyzen*, and the inclosed documents also speaking of that man, that the new conveyances of the *Elizabet* must mention him also, although he commands the vessel no longer; and that because he is mentioned in the sea-pass. All this we shall have altered at Rotterdam by *Schott*, to the name of *Jan Aryze*, who is now to be captain, and for whom the burgher brief is designed which I demanded of you last post day from *Maas-sluis*. I must yet detain you some time longer, concerning the account of expences to Messrs. *Hudig Blokhuyzen* and *Van Der Eb*. Those gentlemen complain most bitterly. They shewed me accounts in the hand-writing of *Johan Bauerman*, of vessels of 260 or 300 tons burthen, that never exceeded in expence 350 or 400 guilders, includ-

ing *burgher-brief* commission, and in the last instance, a new *Prussian flag*. He shewed me two accounts from *Goedelman*, concerning two sloops, the entire expences of which were but *three hundred and twenty* guilders, and exclusive of these, *fourteen* or *fifteen* old accounts from *P. J. Abegg*, not one of which exceeded 230 guilders."

EXTRACT FROM C. F. SCHRÖDER'S PRIVATE
JOURNAL,

Marked there No. 13.

"THE *hoeker Elizabet*, belonging to *Adrianus de Jongh*, of *Maas-sluis*, *Jacob Ary Zevenhuyzen*, *Master*.

"This vessel was nominally sold to me on the 22d December, 1803, at Rotterdam, by *A. de Jongh*, as certified by *G. P. Schott*, the *Prussian Consul*—burthen 30 last, length 64 feet, width 17 feet, and depth 11 feet. The *burgher brief*, with the old papers, are dated the 15th January, 1797, according to which the *civil taxes* were paid for *three years*. The *sea pass* and *certificate*, with all the neutral documents, were

sent to *A. de Jongh*. According to agreement, 23d of February, the *protection money* was settled at *Maassluis* at 130 guilders Dutch *per annum*.

“ On the 3d April *two contracts* were sent to *A. de Jongh*; the one purporting to be an act of sale of this vessel by *Swart* to *Baumgarten*, for 2750 guilders Dutch. This deed, done by *Klose* the *notary*, dated February 6, 1803. The second deed was done before *Hullesheim*, by which *Baumgarten* sells the vessel to me for *f* 3000, is dated the 22d and 23d December, 1803. This vessel is now navigated by *Jan Aryze*, made a burgher of Larrelt by *Amtman Bluhm* the 30th June, 1803. This burgher brief was sent to *A. de Jongh* the 17th April. The vessel now sails with the following papers, viz.—*O. C. Swart* sold this vessel, lying at *Rotterdam*, to *C. G. Baumgarten* for *f* 2750 — this deed executed before *Klose*, the notary of Emden, dated the 6th February, 1803. On the 22d December, 1803, *C. G. Baumgarten* sold it to me for 3000 guilders, the vessel still lying at *Rotterdam*. This deed was executed before *Hullesheim*. The act or declaration of its being my property *is on board*, dated 10th January, 1804, executed *before Post Fiscal Bluhm*.”

It has been very much the practice this war for Dutch, French, and Flemish owners of vessels to reap great advantages from the vitiated documents used in the former war, when their vessels navigated under some other hired emblems of neutrality. In all such instances, any clerk or friend of the present neutralizer, pretending to be empowered by the former neutralizer, affects to sell the vessel to some second person, that second to a third; the vessels are then sent to sea with the usual counterfeit affidavits and documents, and no other papers on board but those representing the transfer to be from one neutral proprietor to another. Many enemy's ships so covered are *perfectly secure*, and *cannot* be condemned, unless the masters should by any accident have documents on board which should not be there.

The names of the vessels are generally changed when neutralized, as are also the names of the masters, and *muster rolls* are often sent in blank to the place where the purchased ship is lying, where the crew, when hired, sign their names, and are *taught* to swear that they were engaged *in* and *sailed from* Emden. The price charged for a blank muster roll at Emden, is one louis d'or. Immense numbers have been sold to our enemies, bearing the city seal and official sig-

nature of the city secretary. By means of these deceptions *whole fleets* of our enemy's merchantmen pass unmolested by our cruizers, direct from their own ports to their colonies. For instance, wines, provisions, iron-work, &c. if appearing to have been shipped at *Bourdeaux* for *Guadeloupe*, would be liable to capture and confiscation; but if those same articles appear to have been sent by neutral Emden merchants *from their own ports*, it is then permissible, except in cases of blockade. Thence the whole of the trade carried on direct between Nantz, Rochfort, St. Malo, Lannion, Bourdeaux, &c. and the West India colonies, is covered by means of false muster rolls and false clearances, bought to prove that *the crew were mustered at, and the vessel sailed from, a neutral port*. In the filling up of the blank-muster-roll, care is taken to arrange the date of it to correspond with the time a vessel would actually have taken in sailing from Emden. The false clearances are obtained from the officers belonging to the Emden custom-house. The way in which this important fraud is managed is as follows:—When an outward Emden clearance is wanting for any vessel lying ready for sea in a foreign port, the neutralizer reports at the custom house, that the vessel is arrived in the Ems. If the ship be in ballast, the *last geld* or tonnage is paid to the Emden customs. If there be a cargo,

on board the transit duty of $\frac{1}{2}$ per cent. is paid or compromised by the neutralizer, who then clears the vessel outward to the port of destination, and this false clearance, (and if required) receipts for transit duties, &c. are sent off to the port where the vessel may chance to be. There is an officer at Emden, whose duty it is to see that the vessels cleared *inward* are really in the roads; but a small bribe will make him report any vessel to be there, though she be in Bourdeaux.

In this vile manner is "*war in disguise*" carried on against us; in this dishonourable way is the power of our navy evaded—our enemies cherished and assisted—and the naval armaments of the foe equipped and victualled. To every merchant of France, Spain, and Holland; to every neutral who trades with those merchants, those degrading facts are notoriously known, and the country is, with all her wealth and power, the victim of their combined frauds, and the butt of their derision! It is surely time for some enlightened statesman to step forward and rouse this long suffering land to save herself from being *swindled* out of her political existence!

A BLANK MUSTER-ROLL.

“WY BURGERMEESTEREN EN RAAD der STAD
 EMDEN Oirkonden en betuigen mits deezen, dat
 op heden ter Secretary deezer Steede gecompa-
 reerd is Schipper voerende
 het Schip sisteerende in
 Byzyn van den Capitain Schout
 de Officieren en Matroozen op het zelve Schip in
 Dienst genoomen, met namen

Verklaarende en belovende gemelde Officieren
 en Matroozen ten eersten, zig te hebben geen-

gagteert, om met het zelve Schip te zullen vaaren
 en voorts zoo als de Vragten
 zullen lopen, dien volgens ook wederom her-
 waards te zullen wederkeeren, of elders op te
 leggen, zullende alsdan voor Reisgeld terug na
 Emden te genieten hebben als volgt:

Van Vriesland	3 <i>f</i>	} alles pr. Man.
van Amsterdam	4 <i>f</i>	
van Rotterdam of waar verders in Holland een Schip mag opleggen	5 <i>f</i>	
vervolgens van Hamburg	6 <i>f</i>	
van Bremen of de Weezer	5 <i>f</i>	

“ Ten tweeden, met de bedongene Huire zig
 te vrede te zullen houden.

“ Ten derden, den Schipper buiten 's Lands
 geen Geld boven het geen op Hand gegeven en
 belooft is, te zullen afdringen, maar zig laten
 genoegen aan het geene de Schipper hun aldaar
 uit vryen wille op afslag zoude willen voorschieten.

“ Ten vierden, de Bevelen en Ordres van den
 Schipper en zyne Officieren in alle gehoorzaam-
 heid te zullen nakoomen, den Schipper nooit in
 eenigen Nood te zullen laten bezwyken, maar
 alles, wat tot Dienst is van Schip en Goed, te
 zullen helpen uitvoeren.

“ Ten vyfden, geene Contrabande Goederen aen Boord te zullen neemen.

“ Ten zesten, het Schip zoo min binnen de Haven en in de Stad als op de Reede, zoo min by Nagt als by Dage, zonder dat de halve Equipage aan Boord Blyve, te zullen laten leggen; ten zy behoorlyke permissie daar over van den Capitain of commandeerend Officier gevraagd en verkregen is.

“ Ten zevenden, een ieder, die by de Maand of Week vaart, zal zig te vrede moeten houden met het Ranzoen hier na bepaalt, te weeten 2 fl Vlees, 1 fl Boter, $\frac{1}{2}$ fl Spek, 1 fl Stokvis, $3\frac{1}{2}$ fl Brood pr. Week, dog by aldien (dat God verhoede) door eenig Toeval, het zy van eene lange reis of anderzins, by den Capitain en zyn Scheepsraad noodzakelyk gevonden werd, het gemelde Ranzoen te verminderen, zal ieder van de Equipage verpligt zyn, zig daar meede te vrede te houden, op verbeurte van alle te goede hebbende Gage, ten Voordeel der Redery, zullende boven dien arbitrair bestraft worden.

“ Ten agsten, zal de Stuurman verpligt zyn, gedurende zyne Diensten behoorlyk Journal te houden van alle voorvallende Zaken, die enige Opmerking verdienen, en hetzelve den Capitain of Boekhouder van 't Schip ter hand stellen.

“ Ten negenden, zal niemand van 't Scheeps-

volk weigeren, 't zy voor of na de Afrekening, ter requisitie van den Schipper Verklaring te doen, waar voor hy zal laten staan een Maand Gage tot agt dagen na de dag van afdanken, edog zulks langer als agt dagen durende, zal ieder Man daaglyks te genieten hebben een Gulden voor Verzuim.

“ Ten tienden, al wie zig voor een Qualiteit verhuurt mogte hebben, waartoe hy onbekwaam te zyn ontdekt word, zal het den Capitain vry staan, denzelven aan Land te zetten, en te dimittern, ook zal de zodanige verplicht zyn, het op Hand ontvangene te restitueren. Edog die Ontdekking op Zee of buiten Lands geschiedende, zal het den Capitain vry staan, hem in zodanigen Dienst te stellen, als hy oordeeld, dat dezelve waarnemen kan, zullende alzulke Gage behouden, als de Capitain meend, dat hy verdienen kan, waarmede de onbekwaame zig zal moeten laten genoegen.

“ Ten elfden, een ieder, die het Schip verlaat, 't zy buiten of binnens Lands, en deserteert, zal verbeuren alle zyne verdiende Gagen ten behoeve van 't Schip, en boven dien voor de Lasten en Schaden daar uit voortvloeyende instaan.

“ Ten twaalfden, in gevalle het Schip buiten Lands mogte worden verkogt, of afgekeurt, of de verdere Reise opgeschort, dus de Equipage moest

afgedankt worden, zal de Capitain verpligt zyn, met een ieder aldaar afterekenen, en assignatie van zyn te goede hebbende Gage op den Boekhouder of Correspondent aftegeven, beneffens behoorlyk Reisgeld naar maate der distante van hier, zonder egter meer van den Schipper te mogen vragen, by verbeurte van twee Maand Gage. Ook zal niemand van de Equipage in 't laden of lossen of in eenig ander Scheepswerk een ander in zyn plaats mogen stellen, dan alleen by Ziekten.

“ Ten dertienden, geene vreemde Perzoonen, met Booten of Jollen op de Reede verschynende, by het Schip te zullen gedoogen, veel min zonder expresse ordre van Schipper of Reeder te zullen laten overkoomen.

“ Ten veertienden, zig voorts in alles te zullen reguleeren na de gebruikelyke Costumen en Zeerechten, zig onderwerpente aan de Straffen daarin begrepen, onder Verband van hunne Perzoonen en Goederen.

“ Ten vyftienden, vermits het allen Menschen betaamd, God te loven en te danken, zoo zal ook een ieder verpligt zyn, de dagelykse Gebeden en Gezangen met Eerbied by te wonen.

“ Ten oirkonde is deeze Monster-Rolle onder het Zeegel deezer Steede en Subscriptie van een der Secretarissen geexpedieerd, om te dienen na

behooren, gelykerwys dezelve ook van het Compareerende Scheepsvolk ondergeteekent is.

“ Aldus gedaan te Emden op het Stadshouis, den

“ *Ex mandato Senatus,*

(L. S.)

“ HULLESHEIM, *Sec.*”

TRANSLATION.

“ WE THE MAGISTRATES AND COUNCIL OF THE CITY OF EMDEN, publish and declare by these presents, that this day appeared in the secretary's office of this city, captain commanding the ship appearing in presence of the captain schout (water bailiff), the officers and sailors who have been hired and taken on board in service of the said ship, their names as under:

“ The said officers and sailors declaring and promising, in the first place, to have engaged themselves to sail with the said ship

and afterwards according as the freights may run, and then likewise to return to this place, or to be laid up elsewhere, for which they shall then receive for travelling expences to Emden as follows:

From Friesland	<i>f</i> 3	} All per head.
Amsterdam	4	
Rotterdam, or where the ship may otherwise be, in Holland	5	
Further, from Hamburgh	6	
Bremen, or the Weezer	5	

“ Secondly, To be satisfied with the wages agreed upon.

“ Thirdly, To require from the captain in other countries no money above what has been given and promised to them before hand, but to be satisfied with what the captain will freely advance to them on account.

“ Fourthly, To follow with all obedience the commands and orders of the captain and his officers, never to leave the captain in any time of need, but to execute every thing which the service of the ship and cargo requires.

“ Fifthly, To take no contraband goods on board.

“ Sixthly, Never to let the ship lay within the harbour or town, nor in the roads, night nor day, without the half of the crew on board, unless they have first asked and obtained permission so to do, from the captain or commanding officer.

“ Seventhly, Every one who navigates by the month or week, must be satisfied with the rations hereafter specified, that is to say : 2 lb. of meat, 1 lb. of butter, $\frac{1}{2}$ lb. of bacon, 1 lb. of stock fish, and $3\frac{1}{2}$ lb. of bread per week ; but if (which God forbid) by any accident, whether a protracted voyage, or by other means, it might be deemed necessary by the captain and ship-council, to diminish the above mentioned rations, it will be the duty of the crew to be contented therewith, on pain of forfeiting all wages due to them, for the good of the ship-owners, besides which to be arbitrarily punished.

“ Eighthly, The mate will be obliged to keep a journal during his voyages, of all that occurs, worthy of notice, and to deliver it to the captain or to the ship’s husband.

“ Ninthly, None of the crew shall refuse to give evidence, upon being required so to do by the captain, whether called upon before or after being paid off ; as a pledge for which, he shall leave one month’s wages until eight days after his discharge, but if this continues longer than eight days, then

each man will receive for his loss of time one gilder per day.

“Tenthly, Should any one be discovered to have engaged himself in a capacity for which he is not capable, the captain may freely set him on shore, or dismiss him, and such person will likewise be obliged to return what money he has previously received :—but, if such a discovery happens at sea, or out of the country, the captain may freely employ him in such quality as he judges him fit for, paying him what wages he thinks him entitled to, and with which such incapable person must be satisfied.

“Eleventhly, Any one who leaves the ship and deserts, whether in or out of the country, shall forfeit all wages due to him, for the ship’s account, and shall also be accountable for any losses occasioned thereby.

“Twelfthly, In case the ship should be sold, or condemned as unseviceable, out of the country, or the voyage be terminated, so as to oblige the captain to dismiss the crew, he is bound to settle accounts with each of them there, and to give an assignation for wages due to them, on his ship’s husband or correspondent, together with the necessary travelling expences, according to the distance from hence, without their being allowed to demand more from the captain, on pain

of forfeiture of two months wages; and no one of the crew shall be excused from performing his duty personally, either at the time of lading, un-lading, or ship's-work, except in case of sickness alone.

“ Thirteenthly, Not to permit any strange persons, who frequent roadsteads in bumboats, to approach the ship, still less to let them come on board, without the express command of the captain.

“ Fourteenthly, To regulate themselves in every thing according to the customs and sea-usages, submitting to the punishments therein mentioned, under penalty of person and goods.

“ Fifteenthly, As it is the duty of all persons to praise, love, and thank God, every one will be obliged to attend daily, and repeat with due reverence their prayers and hymns.

“ In confirmation of this muster-roll, it is expedited under the town's seal and signature of the secretary, to serve accordingly; likewise the same is signed by the appearing ship's crew. Done in due form at Emden, in the town-house, the

L. S.

Ex. Mandato Senatus

Hullesheim.

Secretary.

The whole commerce of France, Flanders, and Holland, and a great part of that of Spain, is covered by neutralizers, to and from the colonies, as well as from one hostile port to another, exclusive of the numerous cargoes sent to Emden and Leer, to be expedited thence to every quarter of the globe. Previous to the blockade of the French channel ports, not less than two hundred sail of vessels were constantly employed in lading cargoes of wines, brandies, &c. at *Bourdeaux, Nantes, Libourne*, and other ports of the south of *France*, as *Prussian* property, and discharging them at the northern ports. Those cargoes were always landed at those ports where the largest armaments were collected. One contract of 40,000 tons of wine and brandy, on account of the French government, got safe to the destined ports, almost without molestation. The price for the neutralizing such cargoes is *one per cent.* if they arrive in safety at a French port; *one and a half* if they arrive at Emden, and are thence sent to Holland, Brabant, or France; *two per cent.* if taken, reclaimed, and the *restitution* obtained. A certificate of property duly attested in three languages, whether for a cargo or a cask, costs *ll. 14s.* sterling.

The cargoes shipped in the enemy's ports by
 ATTESTED CERTIFICATES ON *Prussian* account, but

really belonging to the French or Dutch merchants or contractors, clear out for Emden, and run into any of the French ports as opportunity may serve, or where the largest armies are encamped. To encourage the captains to make every possible effort to enter blockaded ports, *double freight* is allowed to their owners, and to the captains a present is given equal to the earnings of a year. These cargoes are generally laden in vessels of 150 or 200 tons burthen, which, during their voyage, keep as close to the French coast as they can with safety, eagerly watching for opportunities of running into port. When standing in for a *blockaded* haven, if they are brought to by British cruizers in fine weather, the masters pretend they are in want of water or provisions, or are leaky; if it blows hard, then they are getting into port to avoid the storm. If, however, and it sometimes happens, that such vessels are prevented by British cruizers from entering any harbour between Brest and Emden, the cargo is then either sold by auction for the French owners' account; sent *via* Delfzyl to Holland or Brabant; or *furnished with new documents* and sent back to France; a custom which is now more than ever prevalent. In order to prevent detection by means of the seamen, *the crew is always discharged* as soon as the vessel arrives at Emden. *All such cases may be detected, by observing in their muster-rolls*

if the cargo appears to have been laden before the crew was engaged. In illustration of the facts related in the preceding paragraphs, *as to the manner in which this most important branch of our enemy's coasting trade is carried on even with their blockaded ports,* the author subjoins a series of letters, which he doubts not will answer that end more effectually, than a hundred pages of commentations could do.

*Extract. Genuine.**

“MR. C. F. SCHRODER,
EMDEN.

“SIR,

“*Lannion, 10 Germinal, year 12.*

“I have one third in the expedition which Mr. *T. de Caze*, of Bourdeaux, affects in the ship “*the Mars of Arendahl*,” Hans Johannessen, master, which, *if he arrives with you*, as you are the correspondent, you will please to let us know immediately.

(Signed)

“LE COZ KISTION.”

* “*Genuine*” signifies that the letters so distinguished *mean* what they express. Those marked “*Simulated*” are such as were written with a view to deceive our High Court of Admiralty, and save the property from condemnation.

(*Genuine.*)

“ MR. C. F. SCHRODER.

“ SIR,

“ *Lannion, 10 Germinal, year 12.*

“ Messrs. La Caze Jeune and Co. of Libourne, have laden and expedited *on my account*, from Bourdeaux, the Danish brig the *Diana*, Captain *Alsingh*. His freight is (*for your port*) 30 gilders per tun (of wine) 15 per cent. primage, and hat money. The cargo consists of 35 tuns sweet white bergerac wine; 33 tuns red St. Foix wine, and 25 pipes of brandy, all of the best quality. I desire *if it happens that he arrives with you*, that you give me immediate intelligence, and at what price you could dispose of the cargo. Although I authorize you before hand to dispose of them in the most profitable way for my interest, and send me remittances for the nett proceeds on some well known houses in Paris; but as I have yet 20 demurrage days to come, could you not first ask my opinion and receive my answer? The white wines are worth, in any part of Brittany, 550 livres per tun, and the brandy 9 livres and 10 sous per velt.

“ *As I do a great deal of business under neutral colours*, I shall have *very frequent* occasions of corresponding with you. It is to *Mr. La Caze Jeune* that I am indebted for your address, and I am sure that I shall have reason to thank him for it.

“ You can with all confidence address yourself to me, for any kind of business which you may be inclined to do in this country, and your orders shall be executed with exactitude and speed.

“ Believe me very sincerely,

(Signed) “ LE COZ KISTION.”

In both of the above letters, *Le Coz. Kistion* (who has large connections in the Isle of France) desires *Mr. C. F. Schröder* to advise him without delay, *should it happen* that the *Mars* or *Diana*, both laden with wines on *Schröder's* account, and *cleared outwards* for Emden, *should arrive at Emden!* But the following letters will explain the mystery.

(*Genuine.*)

“ MR. C. F. SCHRODER,
EMDEN.

“ SIR,

“ *Bordeaux, 3d May, 1804.*

“ As within 8 or 10 days I shall have made use of the *two remaining certificates*, you will please, on the receipt of this, to send me *two others*, each one for 130 tuns of red and white wines, and 25 pipes of brandy. The *Diana* is safely arrived at *Morlaix*, and in a few days I hope to hear of the

arrivals of the ships the *Mars* and the *Twender Damer*, Capt. Sommers.

“ I remain very sincerely,
(Signed) “ T. DE CAZE.”

FROM THE SAME TO THE SAME.

(*Genuine.*)

“ MR. C. F. SCHRODER,

EMDEN.

“ SIR,

“ Bourdeaux, 5th May, 1804.

“ I refer to my preceding letter of the 3d inst. which transmitted you a demand for *two certificates*, each for 130 tuns of wine and 25 pipes of brandy. Since which I have received your esteemed favour of the 20th of April, which hands me the *four certificates* I demanded, for which I have credited your account with 74 guilders 8 stivers, and also with 215 guilders 4 for the *neutralization* of the (*cargoes* of the) *Diana* and *Mars*. I inform you with pleasure, that those two vessels are arrived in safety, the first at *Morlaix*, the latter at *Calais*.* Next week I shall expedite the *Sara Petrionella*, Capt. *Rasp*, as I mentioned to you in my *simulated* letter of the 29th ulto. and I will advise you more amply at the proper time.

“ The premium of insurance *against all risks*,

* *Both of them blockaded ports!*

at *Amsterdam*, is too high; it will be better for me to have the insurance done here.

“ I salute you very sincerely,

(Signed) “ T. DE CAZE.”

Any comment on the preceding letters would be superfluous. The writer now solicits his reader's attention to the three following letters, all dated and written in one day, to *Mr. Schröder*. The *first* of the three is a *genuine* letter, the two succeeding ones are *simulated*, and most artfully composed, to prove, in our High Court of Admiralty the *neutrality* of the commerce carried on between *Mr. C. F. Schröder* and *Mr. T. de Caze*, if any of our cruizers had happened to have captured that *French property* on its transit to some other *French port*.

Genuine.

“ MR. C. F. SCHRODER,
EMDEN,

“ SIR,

“ *Bourdeaux*, May 13, 1804.

“ I refer to my last respects of the 5th inst. which advised you of the arrival of the *Mars* and the *Diana*; the one at *Calais* and the other at *Morlaix*.

“ I have since received your two letters (*the one simulated*) to which I answer this day, and advise you of a shipment, which I shall effect by a ship which I have freighted, and which will sail within ten days.

“ Please to have the goodness *to send me a letter, ordering 90 cases Medoc wine, each of 12 bottles, and for 5 tuns St. Emillion wine, dated 10th April last, and explain therein that you want wines of good quality, being for your own use. I write you this day, that I have executed your orders. I shall have no need of a certificate, as it is such a trifling affair. Without doubt, the house of Widw. Peter Roche and Vink will advise me of the sale of my wines. On all occasions do you take care to demand the nett-proceeds, and send me the account of sales, at the same time giving me credit for the amount; that will reduce so much off what I owe you.*

“ I asked you some time ago for *two* certificates, and although you have sent me *four*, please to send me the *two* I desired, each from 100 to 120 tuns, without brandies.

“ I have the honour to be

“ Your devoted servant,

(Signed)

“ T. DE CAZE.”

(*Simulated.*)

“ MR. C. F. SCHRODER,
EMDEN.

“ SIR,

“ *Bordeaux, 13th May, 1804.*

“ *In conformity of your orders, dated 10th of April last, I send you for your own use 90 cases of wines, each of 12 bottles, making together one tun, which I have bought on your account, together with the 5 tuns St. Emillion, which you ordered.*

I loaded these wines two days since, on board the ship the *Vrouw Amelia Wilhelmina*, belonging to your port, F. R. W. Hyncks, master, who has not yet sent me the bill of lading, which hinders me sending it to you by this mail, as well as the invoice, which you shall receive next post.

“ I remain, very sincerely,

“ Your devoted servant,

(Signed)

“ T. DE CAZE.”

(*Simulated.*)

“ MR. C. F. SCHRODER,

EMDEN.

“ SIR,

“ *Bordeaux, 13th May, 1804.*

“ I refer to my last of the 29th ult. which advised you of the charter of the ship the *Sare Petronella*, Captain Rasp, in which I have loaded, for your account, part of the wines you had ordered from me. This ship will be loaded by the 15th inst. Since I am favoured with your much esteemed of the 27th do. I have received 9 bills from *Messrs. Roche and Vink*, as well on this place as Paris, to the amount of frs. 34867.73 cs. for which I shall credit your account after the payment, observing to you at the same time, that the paper on Paris loses $\frac{1}{2} \%$, and at usance, $1 \frac{1}{8} \%$, which you will be obliged to bear, because I cannot, as it would otherwise *take away the commission*, I charge you for the shipments I make on your own account. Neither can I allow you the credit of 3 months you desire; but, however, I will allow you 60 days for the shipments I have still to make for you, to begin from the date of the signing of the bill of lading. *This is really a favour* I give you, as I must pay every thing in ready money, to get the wines cheap. *Do not mention this to any of your friends which you*

M

may recommend to me, as I will not allow them more than thirty days, and you shall always be served the first.

“ To fulfil part of your orders of 18th April last, I now advise you that I have retained room for 100 tuns on board the ship the *Vrouw Barbara*, of Papenburg, Capt. Hendrick Abrahams. This ship will begin to load the 15th inst. and after the shipment is effected, I shall send you the invoice and bill of lading. I see that I shall not be able to load more than 20 tuns white wine, as those of this quality, *which I have bought for you*, are not yet delivered, and the stay of the ship in our roads will be very short, therefore I shall fill up the rest with red wines.

“ In expectation of receiving news from you, believe me very sincerely

“ Your’s, &c.

(Signed) “ TH. DE CAZE.”

The preceding correspondences demonstrate in the clearest way possible *the facility and dispatch* with which ATTESTED CERTIFICATES of NEUTRAL PROPERTY (and each *for an ENTIRE CARGO of ENEMY’S PROPERTY*) are supplied from *Emden!*—In a country where the moral ob-

ligation of an oath is held so sacred, as to be regarded as an inviolable test of truth, few persons will be disposed to believe that any “*respectable merchant, citizen, and inhabitant**” of a commercial city would *coolly, habitually, and professionally* appear in an open court of justice, in the presence of his friends and neighbours, to execute by wholesale all his orders for perjury, as regularly as he receives his letters by the post! The author has already asserted, “*that the oaths are not administered in any neutralizing transaction.*” Mr. POST FISCAL BLUHM possesses at this moment a written acknowledgment from *Mr. C. F. Schroder*, purporting that he (*Schroder*) did appear before Mr. POST FISCAL BLUHM, and there take the oaths before he obtained the instrument, a translation of which is here given. This singular business is managed as follows: — Whenever *Mr. Schroder* orders attested documents of the kind furnished by Mr. BLUHM, those documents are supplied without any personal attendance in court, or any administration of the oaths! But, about once in fourteen days, *Mr. Schroder* (in common with all the FIFTY neutralizers of Emden) signs a copy of each attested document in Mr. BLUHM’s “*protocol,*” acknowledging that he DID attend in court,

* See the *certificate* which follows the *Dutch* letter of order.

and there TAKE THE OATHS. In this infamous way those frauds are carried on, *so importantly beneficial to our enemies—so fatal to our maritime power.* With such evidence, the only question left undecided is, *which is the GREATEST CRIMINAL—the NEUTRALIZER or the MAGISTRATE?*

ORDER FOR AN ATTESTED CERTIFICATE.

“ MR. C. F. SCHRODER,
EMDEN.

“ SIR,

“ *Amsterdam, 12th November, 1803.*

“ We confirm by this our last of the 5th and 9th inst. and find ourselves since then without any of your always agreeable letters to answer. The certificate for Captain Zeeck we are expecting, without fail, by your next, as the Captain is now waiting for it alone.

“ *This serves to request of you to send an order brief (letter of order) and certificate to Messrs. PERROT and BINAUD, of BOURDEAUX, for a cargo of 180 a 200 tons of wine, red and white, (each tun being four hogsheads) wine of this year's growth, from Bourdeaux hither, and to our address; at the same time ordering them to freight a vessel, and give them latitude to chuse such kinds as they shall deem fittest for our market. Make the insurance yourself, and they can*

reimburse you by a draft on us at three months.
 We are still waiting the certificate for the 65
 lasts of barley, for Captain Zeeck, and are,
 with esteem,

(Signed) “WILLINK AND D'ARRIPE.

“P. S. You would act very wisely to acquaint
 your friends in England with the names of the ves-
 sels, &c. which you neutralize, with a view of the
 necessary steps being directly taken to reclaim
 them, whenever the vessel may, contrary to our
 expectations, be carried in.

“Les dits (the same.)”

AN ATTESTED CERTIFICATE.

“*I the UNDERSIGNED AMTMAN do testify and
 declare by these presents, that the following depo-
 sition, UPON OATH, has been registered and ac-
 tually made before the undermentioned court,
 entrusted to my care on the following date.*

“ACTUM Emden, in the COURT of UP
 and WOLTHUSEN, the 16th November,
 1803.

“*Appeared personally before this court*

“CARL FRIEDRICH SCHRODER, respectable
 merchant, citizen, and inhabitant of this city of

EMDEN, personally known to us to be a subject of his **MAJESTY the KING of PRUSSIA**.

“ The **DEPONENT DECLARED**, that he had given an order to *Messrs. Perrot and Binaud, of Bourdeaux*, to buy on his own **SOLE and ABSOLUTE** account, and to ship on board of a neutral ship for *Amsterdam*, to the consignment of *Messrs. Wil-link and D'Arripe*, the following property, viz.

“ From one hundred and eighty to two hundred tuns, each tun containing four hogsheads of red and white wines of this year's growth.

“ That these goods, directly they are purchased by *Messrs. Perrot and Binaud*, are his the **DEPONENT's** property, and shall remain as such until arrived at the port of their actual destination; and that, after the shipment is made, no cession nor alteration of property, direct or indirect, shall have place; and that in case the ship should be captured and afterwards released, that still the said cargo of wines, both at the time of the capture and of the release, shall belong to him the **DEPONENT**; that there shall be drawn no bills of lading of different tenor or date; and that none of the powers or nations now at war, neither their subjects or inhabitants, factors or agents, nor any other person or persons whomsoever, except him the **DEPONENT** as subject of his **MAJESTY the KING of PRUSSIA**, neither at the time when the cargo was shipped or of the possible capture of the vessel and cargo

and subsequent release, nor in any way whatsoever, neither direct or indirect, has or had a part, right, title, or interest in the within mentioned cargo of wines, nor shall they have at any future time, until the cargo shall have been disposed of for the DEPONENT'S own and sole account, profit, and risks.

“ The above DEPOSITION having been read over again to him the DEPONENT, he persisted that the contents are genuine and true, without any fraud or mental reservation, upon which he confirmed, with the oath,

“ TRUE ! SO HELP ME GOD !

“ And signed this instrument.

“ Dated as above stands.

“ CARL FRIEDRICH SCHRODER.

(In fide)

“ D. L. BLUHM, Amtman.

“ W. J. FOLKERS, Secretary.

“ In witness whereof I have hereunto set my hand and the seal of the court.

“ Done as above,

(In fide)

“ D. L. BLUHM, Amtman.”

L. S.

As a justification of the officers commanding his majesty's squadrons for sending in vessels, whose *ostensible* papers point towards a *neutral* destination, but who are detected in the act of entering hostile ports, upon the pretences usually resorted to on such occasions, the author subjoins the following letter :

“ MR. C. F. SCHRODER,

EMDEN.

“ SIR,

“ *Amsterdam, 14th April, 1804.*

“ We find ourselves honoured with your ever agreeable letter of the 6th inst. wherein *we saw* with great satisfaction, that you were advised of the *lucky arrival* of skipper *I. D. Wolter*, and thus it is not necessary to continue the (*fabricated*) correspondence. This captain has had some ENGLISH on board of his vessel, as he was before the *Texel*, who demanded ‘ what he was doing there ?’ Upon which the skipper answered, ‘ that he endeavoured to run in on account of bad weather,’ and he was suffered to proceed. It appears that, *if the papers are but in order*, vessels from Spain, Portugal, and other neutral places, run no danger ; but that vessels from *France*, bound to Emden, are in danger of being driven off or detained, and sent in for examination of their papers.

“ Mr. Stanislas Merle Grandelos is not known to us, nor do we know any one who does know him.

“ The premium* to insure wines laden in Prussian, Danish, and Swedish vessels, from Bourdeaux to any port in the Channel, as far as Antwerp, *against all dangers*; is 18 to 20 per cent. but our underwriters have very little inclination to sign for any *French* port. Free from molestation the insurance is $1\frac{1}{2}$ per cent. The neutrality of Spain appears pretty well certain, as we insured yesterday to a considerable amount on an expedition from hence to Bilboa, on Spanish account, as low as 10 per cent. Free from molestation, people insure at $1\frac{1}{2}$ per cent.

“ What you have informed me concerning Captain Peter de Jonge demands our gratitude, and we shall make the necessary use of it, without prejudicing you. On these and similar occasions we entreat of you to command us.

* By referring to *Mr. De Caze's* letter, dated *Bourdeaux*, May the 5th, it will be seen that the information furnished to *Schroder* by *Willink and D'Arripe* in the above letter, was conveyed to *de Caze* for his guidance in the insurance of his immense trade, carried on under neutral colours. It is worthy of remark, that the insurance against the *dangers of the seas* is *one and a half* per cent. but against *the dangers of entering a blockaded port*, it is as high as 20 per cent.

“ We hope, in a short time to hear some good news of *Jans Oelson*, and are with esteem,

(Signed)

“ WILLINK AND D'ARRIPE.”

The DUTCH EAST INDIA COMPANY, a *part of whose extensive commerce is carried on under the Prussian flag*, too proud to enter into agreements with neutralizers, except by the agency of third persons, *have placed the whole of their export and import trade under the controul and responsibility of ten mercantile establishments at AMSTERDAM*, which houses are fully empowered by the ASIATIC COUNCIL to treat for the neutralization of the company's ships and cargoes, at such places, and with such persons as they may deem eligible. Messrs. W— and Co. appear to have the greatest share of influence in the management of this delegated commerce, and they have hired the names of —————, of Emden, upon which to import the property of the company, and to whom the cargoes so imported may be nominally consigned, *to be expedited to Holland*; such cargoes, whether destined to *Amsterdam* or *Emden*, are FREQUENTLY sent in AMERICAN BOTTOMS, as AMERICAN

PROPERTY, covered by AMERICAN NEUTRALIZERS, and pretended to be sent for sale on commission to one or other of the houses before alluded to. Perhaps the true reason for engaging the house of ———, at Emden, arose from the expectation that the blockade of the Texel would be renewed directly after the commencement of the war. The effect of the last blockade was almost *entirely* avoided by means of the neutralizers of Emden and Leer, to whom vessels really destined for Amsterdam were nominally consigned, which, after entering the Eems, sailed through the Wad* Passage to Amsterdam ; or in case of the vessels drawing too much water, the cargoes were discharged into lighters, and so conveyed to Amsterdam.

Ships and cargoes belonging to the DUTCH EAST INDIA COMPANY are also neutralized by the well-known MR. CLAAS THOLEN, who is paid two per cent. on the outward, and two per cent. on the homeward-bound cargoes. The Henrietta, one of the Company's ships, neutralized by Claas Tholen, with her very rich cargo, was captured

* Between the continent and that chain of islands which stretch from the Helder to the Elbe, is a narrow channel, which at low water has the appearance of a river winding along the coast, and at high water is navigable for any vessel of shallow draught, and is called the *Wad, Wads, or Wadden.*

during the present war on her homeward-bound voyage, carried into England, and condemned. This gigantic neutralizer was entrusted, during the last war, *with the neutralization and expediting of cargoes and equipments to the Dutch colonies, on account of the DUTCH GOVERNMENT.* The chartering of vessels, and the neutralization and expediting of *naval stores* for the *French marine*, is now almost *exclusively monopolized* by CLAAS THOLEN and D. T. VAN CAMMINGA, who were *expressly appointed thereto by the French government*, and by whom, during the summer and autumn of the year 1804, masts, ship-timber, and other naval stores, *to an immense amount*, were imported from the *Baltic*, *neutralized*, and sent in safety (*via Delfzyl*) to *Amsterdam, Antwerp, Ostend, Boulogne, &c. &c.* Those masters, who were in the confidence of the neutralizers, ran with their cargoes directly into the port of *Delfzyl*; others, who were not entrusted with the secret, after having sailed as far as the roads of Emden, received a *douceur*, and put about for *Delfzyl*. A few cargoes were discharged into the *Dollart*, done up into rafts, and floated by the ebbing tide to the above port. So vast was the quantity of timber sent into *Holland* that way, that the travellers coming at that time thence to Emden, reported that the interior canals, for many leagues, were

choked with the naval timber ; and what is no less true, not a few of them, *knowing for what service that timber was designed*, and by whom it had been covered, most feelingly lamented that **Messrs. D. T. VAN CAMMINGA and CLAAS THOLEN** *were not to be seen suspended on gibbets, and floating with the rafts**.

The reader has seen Mr. Van Comminga transporting, by the magic power of his name, enormous forests from the banks of the Wolga to the shores of the Scheld ; and to shew that his ductile genius is equal to the various details of his traffic, however vast or however insignificant, he may now behold him as the coverer of a very little ship for a petty Dutch fisherman !

* In former wars that timber might have been taken even in the Dollart sea ; but on the decline of the Dutch marine, that government ceded the whole limits of the Eems and Dollart to *Prussia*, by which those spacious waters became *neutralized*, and our cruizers now daily see contraband cargoes of naval stores enter Delfzyl, without daring to touch one of them.

*Extract of a letter from MR. VINK to MR.
SCHRODER.*

“ Rotterdam, 31st December, 1803.

“ This further serves to communicate to you that *Mr. Jacobus Hoogendyk*, residing at *Vlaardingen*, owner of the buis-ship the *Jonge Ary*, *Capt. Johannes Hoogerwerff*, of the size of 45 rye lasts (the same buis-ship lying at this port) has freighted her to *Messrs. Verkuyl and Visser*, of this place, for *f. 3000*, 20 per cent. primage, and 5 per cent. hat money, to sail from hence in ballast, excepting a parcel of deals and a small quantity of Geneva, to *Castromarim*, in *Algarve*, (*Portugal*), and being arrived there, to be loaded with oranges, lemons, figs, cork, and cane, till she has a full and good cargo, and then to sail direct therewith to *Rotterdam*, *with simulated papers for Emden*, to load the goods at *Castromarim*, and to unload them here in the space of 20 running days, being longer detained to have *f. 25* per day demurrage; this is the *real* transaction.

“ We now wish you to neutralize this cargo, and in the following way. *D. T. VAN CAMMINGA*, of *your place*, has neutralized *Hoogendyk's ship*, therefore the request is, that you speak with him and *contract with him about the chartering*, in the manner prescribed, as if this were a *genuine transaction betwixt you*; that you send to

us, properly translated, an exact copy of the charter party, *with a certificate in form*, as well for the goods going outwards, as for the return cargo, and in three languages, so as to give these documents with the ship, *besides a letter of order* which you must write in French to

Mr. Anto. Roiz. Brabo,

Castromarim,

Algarve,

advising him of the chartering of the vessel and of the consignment of the goods loaded on board, and to purchase the return cargo, *giving him orders to execute every thing for the best of your interest, and to reimburse himself, on your account, on Verkuyl and Visser, of Rotterdam; such was the request.* Mr. J. Hogendyk will write the following post to Mr. Camminga, and confirm what we now say; but the business must in the mean time go on, and we receive the necessary documents as soon as possible, as the ship must be dispatched without loss of time. If in case Camminga make difficulties, or is unwilling to do this, then you must only send to us the certificate for the outward and return cargoes, with the letter of order for Verkuyl and Visser, *antedated*, and to effect the chartering of a ship, who then can *make the further correspondence*, although we should much prefer the charter party of Camminga, trusting that you understand every thing

properly, and will, with all punctuality, comply therewith. Send every thing directed to us.

“ There are arrived *three ships from Libourne: two in the Texel, and one in the Maese. This will give courage to order more wine, and you will thereby have to procure a certificate the more, which we shall be glad to learn.*”



Not to tire the reader with multiplied proofs, the following letter is the last document that will be given relative to this subject.

“ MR. C. F. SCHRODER,
EMDEN.

“ SIR,

“ *Amsterdam, 25th February, 1804.*

“ It is upon recommendation of my particular friends, *Messrs. Varkevisser and Dorrepaal*, that I now address you, desiring you to send me per return of the mail a certificate for 200 hhds. beer, marked *H*, shipped on board the *Vrow Tantje*, of Emden, Jan Gerds Smit, master, bound for Bourdeaux; as also a set of 3 or 4 bills of lading, *as though this beer was loaded by you in Emden, and with this the certificate must agree.* This ship is ready for sea, and only waits

for the papers. The value of this beer is 3000*f.* Upon safe arrival of this ship in Bourdeaux she is to take in sugar, and her destination *must appear as for Emden.* But in what manner can we procure her a certificate on board, to prove it neutral property? As it is impossible to mention the mark, numbers, and quantity beforehand, can any thing else be done, than to procure an attest of the *Prussian consul at Bourdeaux, or can you procure a certificate to state that the ship was sent by you in ballast, to take in a cargo of sugars for your own account at Bourdeaux?*

“ I remain with all esteem,

(Signed) “ PIETER DE HAAN, Prz.”

The *naval stores* purchased in the Baltic on account of the *French government*, for the year 1804, are said to have amounted to *eighty millions of livres.* Mr. Van der Hoeven, of Amsterdam, and Mr. Van der Hoeven, of Antwerp, were the principal agents for the French marine, who were indemnified for their advancements and acceptances *by the Dutch treasury.*

A merchant of Riga, named B———, bought an immense quantity of masts, and other

naval stores, on account of the French government. Mr. Van der Hoeven, of Amsterdam; H——, the Prussian consul general at St. P——; Helmond, the P——— C——— at Riga; Mr. Moir, of Memel, a Scotchman, formerly British consul at Copenhagen, were also concerned in the covering or supply of that enormous contract; in fact, all the P—— C—— in the Baltic ports seem to have had a share in it, a number of them having arrived at Emden just before the terms of it were finally arranged. Of this prodigious speculation, 150 cargoes arrived at the different ports of France, and 35 only were brought into England, *and claimed by CAMMINGA and THOLEN.*

The large carrying ships, which convey masts, &c. *direct from the Baltic to Brest*, have invariably two clearances on board—one for some neutral haven, and the other for the true destination. The *Vryheid*, *Frank Karstens*, master, *belonging to H—— and D'B——, of London*, is (or was recently) *constantly employed in carrying naval stores to Brest and other French naval stations, from the Baltic, and obtained very high freights on account of the dexterity of the master in eluding the vigilance of the English fleets.*

The following letters and extracts are inserted to *complete the chain of evidence*, and prove that *France, Spain, and Holland* are held in commercial existence, solely by those abuses, so long and unaccountably suffered by this country :

Mr. Joseph Antonio D'Lorea, of Bilboa, to C. F. Koch, Emden.

“ MR. C. F. KOCH,
EMDEN.

“ SIR,

“ *Bilboa, 25th April, 1865.*

“ I take leave to introduce to you my intimate friend, *Mr. Jean Bedat*, who is going through your city on his way to several other cities in the north, to see my friends, and at the same time to form some undertaking in conjunction with myself. Be so kind, sir, I pray, as to protect this friend, that he may succeed in his operations among you ; that I shall be very grateful for all the services that you may be pleased to render him, and for all the civilities for which I shall be indebted to you during his stay with you.

(Signed)

“ JOSEPH ANTONIO D'LOREA.”

Observations which Don Jean Bedat will carefully attend to.

“ *Messrs. Willink and D'Arripe, of Amsterdam, have in their possession, for my account, 1583 Buenos Ayres hides, which I consigned to them per Captain Ryck, who was ready, on the 8th April, to unload and deliver them to the said gentlemen, to whom I have given orders to proceed to the sale thereof without delay. This sale has undoubtedly already been effected at an advantageous price, on account of the great scarcity of the said articles which prevailed in that place, and the numerous buyers which are found in Amsterdam.*

“ *As to Mr. C. F. Koch, of Emden, I only know him from having sent under his name the above mentioned 1583 hides to Amsterdam, upon the recommendation of a *Hamburgh house*, and he appears to be very clever in the neutralization business. Yet with regard to this point, you will choose yourself such a person as shall appear to you best disposed, and most able carefully to discharge that trust.*

To Mr. Jean Bedat, Merchant of Bilboa, at Paris.

“ SIR, “ *Rochfort, 21st Floreal, (May) 13th An. 1805.*

“ I inform you, my friend, that I have just received a letter from the *Minister* of the *Interior*, dated *Turin*, 4th Floreal inst. by which *he permits you to dispatch by neutral shipping* from the ports of *Rochfort* and *Charante sur St. Eprick*, the quantity of 51300 measures of corn; be pleased to tell me the use you mean to make of the permission *, and whether you mean to export this corn. It is worth at present from 11 to 12 francs per —.

(Signed) “ FRANCIS HEBRE.”

Extract of a letter from Mr. Jean Bedat, to C. F. Koch, Emden.

“ SIR,

“ It is very possible that I may undertake some affairs in this country, and in that case I shall have occasion to send to your city *in transito for Spain*, the purchases I may make. Be so kind as to let me know in answer, *if I can depend upon your house for the neutralization I shall have*

* These permissions are obtained *by a douceur to the minister*, and may be either used by the possessor, or disposed of by him to a third person, according as it suits him.

occasion for, on the account of circumstances. *Messrs. Willink and D'Arripe* have engaged me to write to you, and under their auspices for this purpose! &c.

“ DON JEAN BEDAT,
AMSTERDAM,

“ DEAR SIR AND FRIEND, “ *Bilboa, the 2d May, 1805.*

“ In pursuance of what I told you in my last letter, of the 25th of last month, transmitted to you by favour of Messrs. *Boucherot and Co.* of Paris, I now hand to you the promised memorandum of the grain, and other articles, which are best suited for this place, together with their prices, to serve for your government. *The principal articles are sugars, cocoa, caracas, and guayaguil*, (but no maranon, because the importation thereof is prohibited) *fine cinnamon, some clove, and pimento*. The consumption of the two last articles is not considerable, and you may speculate therein only in case they are very cheap. Of the other articles of cotton, the introduction whereof you know is rather a delicate matter, large parcels must not be undertaken; they must also be introduced sily, in the manner stated in my said memorandum, or in any other way which you may contrive, still better adapted to the case.

These goods, and almost all the articles, you know, sell better in spring than in winter; no time should therefore be lost, on account of the season being already far advanced. In case of need, and for greater security's sake, the prohibited articles might come as transit goods by way of Bayonne, consigned to Messrs. *Bertrand* and *Lesca*.

“ It will be advisable that you introduce yourself in Emden to some respectable house, well versed in the neutralization business, and which knows how to put the documents in good order; because you know this is a delicate point, and must be managed with great care. I am ready to pass the letters and orders which may be required better to cloak the business.”

The next point to which the attention of the reader should be directed, is the **DUTCH NORTH SEA FISHERIES**, which, in the midst of a maritime war, flourish and expand with as great security and vigour as in the bosom of the profoundest maritime peace. The fisheries the writer alludes to, are those of which the products form a most valuable article of their export trade, and not the fish caught in their open vessels.

close in with their own shores, and which are sold at daily market, for the consumption of the inhabitants. It would be as *inhuman* to forbid the fair exercise of the one, which supplies the poor with food and employ, as it is weak and impolitic to endure the former, which serves but to enable the *Dutch* to pay their tribute to their Gallic master, and thus perpetuate their own bondage, and protract the war.

There were, during the last summer, from *one hundred to one hundred and fifty Dutch fishing vessels* out at sea, covered by false papers, and neutral colours, of which the value taken on an average, their nets, salt, tons, &c. included, was not less than *two thousand pounds sterling* each; and the *profits* of which, taken one with another, clear from all deductions, may fairly be estimated at *one thousand pounds sterling*, each vessel, per season! Thus, for a tribute of about *three thousand pounds sterling per annum*, paid to the different neutralizers, one hundred and fifty vessels, navigated by *two thousand mariners and fishermen*, ploughed the ocean to and from the ports of *Holland* in full security. A capital of *three hundred thousand pounds* is kept in circulation, and yields the country a nett profit of fifty per cent. per annum!

In consequence of accurate and authentic information on this subject, *Thomas Riches, Esq.* commander of his Majesty's revenue cutter the *Hunter*, sent in for adjudicature the gaffelschap *Paulina and Helena, Simon Stapel*, master, sailing under *Prussian colours*, and as *the property of Jean Vetter*. *Captain Riches* was not more certain of his being himself an Englishman, and his vessel English, than he was certain that *Simon Stapel* was a *Dutchman*, his vessel *Dutch*, and that he resided at *Middelharnes*. Thus, as the scope of his information extended to nearly all the neutralized Dutch fishing vessels, *Captain Riches* flattered himself, that by lopping off *one* of the most certain sources of wealth from the foe, he would advance his own fortune and the welfare of his country.

The Master, *Simon Stapel*, was examined before the prize commissioners at Yarmouth, on the 4th and 5th of September last. At every word he foreswore himself, and *so round and compact* was the volume of his perjury, that when the case was heard, the Right Honourable *Sir William Scott* restored the vessel and condemned the captor in his own expences: but the judge *could not do otherwise*, whatever his opinion as *a man* might have been. For a most complete elucidation of

this transaction, see the following documents, (*A*) (*B*) (*C*) (*D*).

No fugelman could be more expert in his movements at the word of command, than was *Simon Stapel* in his replies to the questions put by the interpreter from our interrogatories, as *his deposition* sufficiently manifests. He knew what would be asked, and he had answers ready prepared. The agents for *Captain Riches* applied for permission to put *particular questions to Simon Stapel*, and for which he would have been found *totally unprepared*, and inevitable condemnation must have ensued; but that indulgence *could not* be granted. The consequence was *the restitution of the vessel and cargo*, with a hundred pounds loss to the captors.

TRANSLATION.

Simulated Deed of Sale of the Paulina and Helena.

No. 1. (*A*).

“ I the undersigned Amtman do give notice and declare by these presents, that on the day hereafter to be mentioned, before the court of justice confided to my direction, and on the part

of the persons whose names will follow, the following sale and purchase contract was registered *ad protocollum*.

“ Done in Emden, at the court of justice for
Up and Wolthusen, the 30th Jan. 1804.

“ Appeared personally before this court,

“ 1st, *Ulrich Wilhelm Bertram* for himself, and in the name of his associate in trade, *Otto Christian Swart*, under their firm of *Swart and Bertram*, both *respectable merchants, burghers, and inhabitants* of this town, *Emden*, as sellers, on the one part, and *Jean Vetter*, *respectable merchant, burgher, and inhabitant* of this town, *Emden*, on the other*, both deponents being personally known to us, and as real subjects of his majesty the king of Prussia.

“ Declaring the same to have concluded with each other the sale and purchase of a gaffelship, called the *Paulina and Helena*, burthen 28 lasts, in the manner, and on the following conditions, viz.—

“ The first named deponent, *Ulrich Wilhem Bertram*, in q. q. sells, cedes, and transports to the second named deponent *Jean Vetter*, to take place

* *Jean Vetter* is a Dutchman in *Holland*, a Prussian at *Emden*.

from this moment, the full right of property over the gaffelship *de Paulina and Helena*, belonging to *his house of commerce*, burthen about twenty-eight lasts, with all the instruments and appurtenances appertaining or belonging to the same, so as it is at present *lying in the harbour of this place*, for the sum of ten thousand two hundred and fifty guilders, Dutch currency, payable at the signing of this deed, in true and lawful money.

“ And the purchaser *Jean Vetter*, for the before-mentioned current sum, stipulated as above, at 10250 guilders, Dutch money, accepts the purchase on *his own account and risk* of the before-mentioned ship, *cum annexis*, to take place from this moment ; also the seller, *Ulrich Wilhelm Bertram*, herewith gives receipt, and confesses to have received the purchase-money, 10250 f. Dutch currency, in true and lawful money, and according to law, making his *commercial establishment* or firm responsible that the before-mentioned vessel can sail in all waters and harbours, as free from debts and not liable to any foreign demand whatever.”

“ And the deponents have resolved not to avail themselves of any evasions of the law, to the prejudice of this transaction, done in *good faith and truth*, and thereupon have signed this deed

in presence of the undersigned persons of the court, after that the same had been read unto them.

“ *Actum ut supra.*

(Is signed)

“ U. W. BERTRAM,
 “ *Pro firma*, SWART & BERTRAM.
 “ JEAN VETTER.

“ *In fide*m.

“ *D. L. Bluhm*, Amtman.
 “ *W. I. Falkers*, clerk.

“ As witnesseth my own signature, and the annexed seal of my office.

(L. S.)

“ Done as above,

*In fide*m.

(Signed)

“ BLUHM, Amtman.”

TRANSLATION.

Simulated Act of Property and Non-simulation.

“ I THE UNDERSIGNED AMTMAN, by these presents do declare and give notice, that before the court of justice confided to my direction, upon the hereafter to be mentioned day, the follow-

ing *sworn declaration* was registered *ad protocollum*.

“ Done in *Emden*, at the court of justice for *Up and Wolthusen*, the 30th January, 1084.

“ Appears personally before this court.

“ JEAN VETTER, *a respectable merchant, citizen, and inhabitant* of this town, *Emden*, personally, and as being a real subject of his majesty the king of Prussia, *well known to us*.

“ The deponent, *after* having had laid before him the *king's ordinance** of the 26th October, 1799, concerning the direction of *the administration and taking of oaths*, upon his own corporal oath declares, that the, according to the contract of this day's date, purchased *gaffelship*, named the *Paulina and Helena*, burthen about 28 lasts, to be navigated by the subject of his Prussian majesty, named *Simon Stapel*, *solely and alone appertaineth to him the deponent*; that the purchase of this vessel, and the payment of the money its price, in good faith and truth, and in *nowise pro forma or fictitiously*, has been performed, and *that no one per-*

* This is certainly the highest pitch *neutralizing audacity* can soar to! They own that *false deeds are made*, but *flagitiously* refer to the king's royal ordinance against such crimes, to cover the crime itself which they are about to commit.

son or persons whatsoever, subject or subjects of any of the present belligerent powers or states, nor any factor or commissioner for him or them, have or shall have, during the time that the vessel will be in his possession, any right or title whatsoever to the same, or to any part or share thereof."

"The foregoing declaration has the deponent, the same having been read unto him, according to his religious system, (mare mennonitico) and upon his corporal oath certified and confirmed; and also signeth his name as followeth.

" Actum ut supra.

(Is signed)

" JEAN VETTER.

In fidem.

" D. L. Bluhm, Amtman.

" W. J. Falkers, clerk.

" As witnesseth my own signature, and the annexed seal of the office.

" Done as above.

In fidem.

L. S.

(Signed,)

" BLUHM, Amtman."

(B).

Extracts of the Deposition taken at Yarmouth, 4th and 5th September, 1805, signed and sworn to by Simon Stapel.

“ 1st, To the first interrogatory this deponent saith, that he was born at *Middelharnes*, in the province of *Holland*; that *he has lived for these seven years last past at Detzum, where he now lives*, and hath lived from the month of April, 1795; that *he is now a subject to the King of Prussia.*

“ 2d, That he did not pay any thing for his admission, the same having been paid by *Jean Vetter*, merchant, of Emden, the owner of the ship of which the deponent is master.

“ 3d, That he is a married man; and his wife and family *reside at Detzum.*

“ 4th, That he was master of the ship or vessel taken —————; that *he was appointed to the command thereof by Jean Vetter*; that he took possession of her at Emden River in the month of February, 1804, which was delivered to him by the said *Jean Vetter*; that *his fixed place of residence is at Detzum, where he hath lived upwards of ten years last past.*

“ 5th, That the number of mariners was eleven; that he believes ten of them were of Prussia, and

the other of Denmark ; that they came on board at *Grietzyl* ; that they were all shipped and hired by the order of this deponent, in the month of March last, at Emden.

“ 6th, That he hath known the said vessel about a year and a half ; that he first saw her at *Grietzyl*, in or about the month of February, 1804 ; that he does not know where she was built, but believes in some port of *Holland*.

“ 7th, That the name of the ship is the *Paulina and Helena* ; that the said ship was upon a fishing voyage, and did not sail to any port or place during her voyage before she was taken ; that *her last voyage began at Grietzyl, and was to have ended there* ; that the said ship hath always since he has known her been employed as a fishing vessel, and delivered *all the fish* she hath caught at *Grietzyl* ; that she sailed from *Grietzyl*, her last clearing port, the third day of July last ; that since the said deponent hath known the said ship, she hath been under the direction of the said *Jean Vetter* with respect to her employment.

“ 9th, To the next interrogatory this deponent saith, that *Jean Vetter* was the owner of the ship or vessel concerning which he is now examined, at the time she was taken ; that he knows the said *Jean Vetter* was the owner of the said ship at that time, from his having appointed this deponent to

the command of the said ship, and always given him his instructions respecting her employment, and having been present when the said *Jean Vetter* bought the said ship of Messrs. *Stwart* and *Bertram*, of Emden; that the said *Jean Vetter* has not any wife; that he is a subject to the *King of Prussia*.

“ 27th, To the twenty-seventh interrogatory the deponent saith, that all the passports, sea briefs, charter-party, bills of sale, invoices, and papers, which were found on board the said ship, *were and are, as he believes, entirely true and fair, and none of them false and colourable; that he doth not know of any matter or circumstance to affect their credit.*

“ 30th, That the said ship was sold and transferred by Messrs. *Stwart* and *Bertram*, merchants, of Emden, to *Jean Vetter*, in the month of January, 1804, at Emden, for the sum of *ten thousand two hundred and forty* guilders, *which was paid and satisfied, and was a fair and true equivalent; that he believes in his conscience that such sale and transfer have been truly made, and not for the purpose of covering or concealing the real property; that he hath no knowledge of any other sale or transfer of the said ship; that he verily believes that if the said ship shall be restored, she will belong to the said Jean Vetter, and to no other person; that he doth not know or believe that there is any*

private agreement for the return of the ship to her former owners at the conclusion of the war, or at any other period.

“ 32d, To the thirty-second interrogatory this deponent saith, that he hath *in his answers* to the several foregoing interrogatories *set forth the whole which* he knows or believes, according to the best of his knowledge and belief, *regarding the real and true property and destination* of the said ship and her fish, concerning which he is now examined, at the time of the capture.

(Signed) “ SIMON STAPEL.”

“ Sworn before us,

“ T. R. REYNOLDS, }
“ ROBT. CORY, } Commissioners.

“ By the interpretation of me,

“ THOMAS WATSON, Interpreter.

“ In the presence of me,

“ WM. STEWARD, Not. Pub. Actuary.”



A SIMULATED ACT OF PROPERTY.

“ I, the undersigned Amtman, do by these presents declare and give notice, that, before the court of justice confided to my direction, upon the hereafter to be mentioned day, the following deposition was registered *ad protocollum*.

“ *Done in EMDEN, at the Court of Justice for Up and Wolthusen, the 9th Feb. 1804.*

“ Appears personally before this court,

“ JEAN VETTER, a *respectable merchant, burgher and inhabitant* of this town, Emden, personally and *as a real Prussian subject* well known to us, this deponent, declaring upon oath, that he has for his own and sole account destined the gaffelship *de Paulina and Helena*, navigated by skipper SIMON STAPEL, to set sail for the fishery, and afterwards to sell the fish in any port where, according to the prospects or opinion of the skipper, good account can be made of the same.

“ It being necessary, for this purpose, that salt, nets, and other instruments for the fishery, as also provisions for the ship's company of this the deponent's vessel, be taken on board, so the deponent declares solemnly, that those utensils, and the

fish which they may happen to catch, *will be his own and sole property*, and continue so until the former be used and the latter sold; and that in nowise whatever shall any alteration or transportation of the property take place, direct or indirect; that also, *should the vessel be captured or detained, and subsequently released, that ALWAYS the before mentioned utensils, and the fish which may then have been caught, so well at the time of the capture as at that of the restitution, will BELONG SOLELY TO HIM the DEPONENT; and that not any of the belligerent powers, or any of their subjects or inhabitants, factors or commissioners, or any other person whatsoever beside himself the deponent, subject of his Majesty the King of Prussia, hath or shall have, either at the departure of the vessel, or at the capture which may take place of the same and its cargo, or at the restitution thereof, or at any other time whatsoever, direct or indirect, any share, right, title, or interest, in the before-named utensils and fish, before the same shall have become disposed of for the own sole and absolute account of the deponent, and according to the manner before said.*

“ The foregoing declaration has the deponent, the same having been read unto him, *persisted in as being truth*, without any deceit or double meaning whatsoever; and thereupon, according to his religious system, confirmed the same, *mare*

mennonitico, by his corporal oath, and signing with his own hand writing the deed.

“ *Actum ut supra.*

(Is signed)

“ JEAN VETTER.

“ *In fidem*

“ D. L. BLUHM, *Amtman.*

“ W. J. FOLKERS, *Clerk.*

“ *As witnesseth my own signature, and the seal of my office hereunto annexed.*

“ Done as above,

(L. S.)

“ *In fidem,*

“ D. L. BLUHM,

“ *Amtman.*”

We now give the *burgher-brief*, solemnly attested as a truth, to serve the purposes of fraud and deceit. If this evil be not remedied, and effectually too, this country cannot hope to escape the fetters so many engines are at work to forge for her.

FICTITIOUS BURGHER BRIEF.

“ IT is hereby certified and declared by the royal Amtgericht at Emden, *according to truth*, that the possessor and exhibiter of the present,

SIMON STAPEL, hath for many years been an inhabitant of *Ditzum*, with his household and property, being domiciled there, and thus is a real and true royal Prussian subject.

“ Signed **EMDEN**, in the ROYAL PRUSSIAN
AMTGERICHT, 13th May, 1803.

L. S.

“ **BLUHM**,”

&c. &c. &c.

(C).

Extract of a Letter written at Yarmouth, addressed to relative to the Paulina and Helena, Simon Stapel, Master, detained by his Majesty's Revenue Cutter Hunter, Thomas Riches, Esq. Commander, dated

“ September 8th, 1805.

“ The case of the *Paulina and Maria*, *Simon Stapel*, master, is of the same fraudulent kind with the preceding ones. *Swart* and *Bertram* sold the vessel to *Jean Vetter*: *Jean Vetter* makes *Simon Stapel* master, gives him a power of attorney, and sends him out to fish, with the liberty of disposing of his fish at the best markets. All the documents are here in good order: the master

has sworn in conformity to them. Thus, according to the papers and examinations* of the master, there certainly appears no justifiable grounds for detention. Of whom *Swart* and *Bertram* bought the vessel does not appear. This case, stripped of its disguise, is as follows:

“ The *Paulina and Maria* belongs to a Mr. *Kolff*, of *Middelharnes*, who has several other vessels out at sea in the same way. In *Vink's* letter, No. 34, dated 25th October, 1803, these vessels are mentioned, though not by name. At the latter end of 1803, or beginning of 1804, I saw *Simon Stapel* at *Vetter's* lodgings, in *Emden*, with several other *Dutch skippers*. He was then in *Emden* for the sake of getting himself and vessel *Prussianized*.

“ Understanding that a great many *Dutch fishing vessels*, of the largest size, were about to be sent to sea, and under neutral colours, I sent in April last a *Dutch fisherman* to *Holland* and *Zealand*, to fetch me a list of them. He returned in bringing me, in his own hand writing, a catalogue of of which large number *Simon Stapel* stood the first, and was the first captured. He lives at *Middelharnes*, has a family there, and of course his attestation of residence is a *fictitious document*.

* See the master's examinations, page 112 (B).

“ Of *Jean Vetter*, the pretended owner, being a neutralizer, and one who lends out his name for others to trade on, we have *proof positive*; and also that *Swart* and *Bertram* have done, and constantly do the same, and in the following *Dutch*, *French*, and *Flemish* vessels, now navigating under the *Prussian flag*, viz. the E—l—t, W—k—m—d, V—g—l—t, H—g, J— C—, S—h—, H—mn, E—m, T— G—, and the *Minerva*.

“ In all these cases, as well as *Baumgaarten's*, the burgher-briefs, documents, and correspondencies, are exactly of the same kind and form as those of the *Paulina and Helena*, or the *Juffrow Mindel*. Added to this powerful mass of evidence, we have also a *living witness*, who acted under cover of false names with *Baumgaarten*, *Swart*, and *Bertram*, in those fraudulent sales. On such a solid foundation, surely the *Court of Admiralty* might make a stand, on the plea of *general fraud* in every part of the transaction.

“ After having thus fully and fairly stated the *characters and occupations* of *Baumgaarten*, *Jean Vetter*, *Swart*, and *Bertram*, it remains to be decided whether such vessels may be detained *without dread of incurring costs and damages*, or must be released to enjoy in full security the fruits of their knavery and fraud?”

R

(D).

Extract from a Letter to a Navy Agent.

“ PAULINA AND HELENA.

“ *Yarmouth, 14th September, 1805.*

“ Relative to the *Paulina and Helena*, if things were as they appear to be, she had never been captured by CAPTAIN RICHES; and as things are not so, I must still endeavour to strip off the mask from this case, that may behold it *as it is*; after which, if opinion remains unshaken, I consent to her being restored.

“ By referring to my copy-book, I perceive that when I wrote to that *Mr. Vink's* letter, No. 34, dated 25th October, 1803, mentioned the vessels neutralized by *Vetter*, though not by name, I did not state the fact so favourably to the captor's interest as it really stands. Most part of that letter relates to *Jean Vetter* as a *neutralizer*. He was then in *Holland*, and was looking after these very *fishing vessels* to neutralize.”

Extracts from Vink's Letter to Schroder, No. 34.

“ In *Zealand* I know of no other place where
“ *fish hoekers* sail from but from *Zierick Zee*,

“ and those are mostly lost. The place where
 “ *Jean Vetter* means must be *Middelharnes*,
 “ which is a great fishing village, situated at
 “ the entrance of our *sea-gat*, opposite to the
 “ fortress of *Helvoet-sluis*; but the vessels which
 “ navigate there *are not* *hoekers*, but *gaffelaars*,
 “ such as these have certainly been in your
 “ place. I shall be active in this affair, and will
 “ write to you more fully next post. I think I
 “ know a channel through which I can get to the
 “ bottom of it.”

“ Mr. *Vetter*'s family is poor:—fortune he had
 none. He had but just ceased to be a servant to
Vollenhoven, of Rotterdam, and was becoming a
neutralizer; but, as to his buying of vessels, every
 man, woman, and child, would treat the idea
 with derision. And surely, when this evidence of
Jean Vetter's being about to neutralize *gaffelaars*
 belonging to *Middelharnes*, in the autumn of 1803,
 is compared with the evidence I am going to
 state, I think the will then be
 able to penetrate through the mist of *art* and
fraud which envelopes this case, and allow that
 we have *specific evidence* to reach it.

“ I found, last spring, a Dutch fisherman, who
 gave me the information contained in the papers
 marked *A*, No. 1, 2, 3. The *two gaffelaars* de-
 scribed in *A*, No. 2, belong to Mr. *Lambertus*

Kolff, and are neutralized by *Jean Vetter*. The masters of those two vessels have *private orders*, that if they *should be carried into England and condemned*, not to quit them, but to *buy them in again* at any price, not exceeding *eight hundred pounds sterling* each.

“ Having received positive assurance from *Holland*, that *sixty or seventy* of the *largest Dutch* fishing vessels were about to be sent to sea from *Holland and Zealand*, under *neutral colours*, and most of them worth *two thousand pounds sterling each and upwards*, I sent a fisherman over to *Holland and Zealand*, to get what information he could. He returned in about *two months’* time, and furnished me with the information contained in the papers marked *B, No. 1 and 2*, written by his own hand.

“ You will there see that *Simon Stapel’s* gaffelaar is described as belonging to *Middelharnes*, and sails in *Vetter’s* name; that *Simon Stapel* resides there, *with his wife and family*; and at that very time *five other gaffelaars* were at sea, and daily expected in at *Helvoetsluis*.

“ His Majesty’s Advocate observes, that ‘ the strong feature of the case is, that the vessel, ever since her purchase in 1804, has *sailed to and from Grietzyl.*’ It is a strong point by paper evidence, but that *paper evidence* is deceptive.

“ *Grietzyl* is a small village port, but with a tolerable harbour, situated upon an arm of the *Dollart Zee*, about seven or eight miles distant by land from Emden, but four or five times as far by sea. It has neither trade, manufactures, or fishery. Its sole articles for exportation (*fictitious documents excepted*) are the oats, &c. which grow on the adjacent fields.

“ To transport the fish caught by so many large fishing vessels as *Jean Vetter* pretends to own from *Grietzyl* to *Emden* by sea or land, would be tedious, troublesome, and expensive. The inhabitants of the adjacent parishes are mostly of the reformed religion, and there is of course no consumption for fish beyond what the small and open boats belonging to the place can supply: whereas from *Emden* there is a passage open by the *Eems* into *Munster*, where the inhabitants are all catholics, and where those who can afford it indulge on fast days to feast on salt fish. Why then, were those many vessels really *Mr. Vetter's* property, should he not prefer the chief port of the province, and in which he resides, and where his property would remain under his own eye, and whence his fish could be transported every tide to provinces where consumption might be found, to a petty and obscure place, without warehouses to store his salt, nets, or fish, any inland naviga-

tion to convey it away, or inhabitants to consume it?

“ *The reason why it is so pretended is—that at Grietzyl fictitious papers can be procured at a much cheaper rate than in Emden.*

“ You will excuse the length to which this subject carries me. The North Sea fishery is one of the greatest sources of national wealth that the *Dutch* possess, and the fate of that fishery depends in a great measure on the decision of this case; for, if this be given free, few, if any, more will be captured. Thus I have endeavoured to throw all the light I possibly could upon that important subject.”



On his next cruize *Captain Riches* fell in with and captured another of the *Dutch* fishing vessels, called the *Martha and Maria, Arent Stapel*, master, which he also sent into Yarmouth for adjudication. *Arent* ran his race of perjury with equal impudence and audacity as his brother *Simon* had done before him. When his performance was ended, he laid violent hands upon his *burgher-brief* and copy, which lay upon the Commissioners' table, and bore them off in spite of all

remonstrance. The Commissioners attached a narrative of that circumstance to his deposition. (See document *B B*.) As there was no chance of condemnation, or even of obtaining a decree of costs, *this vessel was restored* without coming before the court, on payment of *the captor's* expences; nor would even those expences have been paid by the enemy owner, but because of the seizure of the papers above alluded to: and thus the *second* of the captured vessels returned to *Holland*.

(*B B*).

EXTRACTED FROM THE REGISTRY OF
HIS MAJESTY'S HIGH COURT OF ADMIRALTY
OF ENGLAND.

Extracts of Depositions sworn to by Arent Stapel, at Yarmouth, 28th and 30th days of September, 1805.

1st, *Arent Stapel, of Neuhamrich in Prussia.*—
“That he was born at *Middelharnes*, in the province of *Holland*; that he has lived for the last seven years at *Blankenisse, Hamburgh, and Neuhamrich*; that he now resides there, and hath lived there about two years and a quarter; that he is

now a *subject* of the *king of Prussia*; that he paid for his admission, one hundred and fifty gilders Dutch; *that he is a married man*, and his *wife and family reside at Neuhamrich*.

“ 4th, That he was master of the ship or vessel taken; that *he was appointed* to the command thereof by *Jean Vetter*; that he took possession of her in Emden river, in the month of January, 1804, which *was delivered to him by the said Jean Vetter*, who lives at *Emden*; that this deponent's fixed place of residence is at *Neuhamrich*, where he hath lived for about two years and a quarter with his wife and family.

“ 5th, That the number of mariners was twelve; that he believes all of them were of Prussia; and that they came on board at Emden, and were all shipped and hired there by this deponent in the month of March last.

“ 6th, That he hath known the said ship about ten years; *that he first saw her* at Gluckstadt, in Denmark, in or about the year 1795; that he doth *not know where she was built*, but believes she was built in *some port of Holland*.

“ 7th, That the name of the said ship is the *Martha and Maria*; *that she sailed from Grietzyl*, her last clearing port, on the 11th day of July last; that the said ship hath ever since January, 1804, been under the direction of the said *Jean Vetter*, with respect to her employment in trade.

“ 9th, To the ninth interrogatory this deponent saith, that the said *Jean Vetter* was the owner of the ship or vessel concerning which he is now examined, at the time she was taken ; that he knew the said *Jean Vetter* was the owner of the said ship at that time, from his having bought her, and having employed this deponent to go master of her, and this deponent *having always sent him the produce of the said ship when sold in any other place than Emden* ; that the said *Jean Vetter hath a wife** ; that he *is a subject of the King of Prussia*.

“ 16th, To the sixteenth interrogatory the deponent saith, that all the papers, &c. &c. &c. have been delivered up—except that he kept in his pocket, and did not deliver up till he came under examination, his burgher-brief and copy thereof, conceiving that they belong solely to him, and were merely *for the protection of his person, and fearing that they might not be returned to him, and supposing that those who came on board the said ship were not in the king’s service*.

“ 27th, See article 27th of Simon Stapel’s examination.

“ 30th, That he doth not know by whom, or to whom, or how often, or at what time or place, or for what sum or consideration, the said ship

* See No. 9 of Simon Stapel’s examination.

hath been sold or transferred, or any thing respecting any sale or transfer thereof, otherwise than that he hath heard the said *Jean Vetter* say that he had bought the said ship; that he verily believes that if the said ship shall be restored, she will belong to the said *Jean Vetter*, and to no other person; that he hath no knowledge of any agreement for the return of the ship to her former owners at the conclusion of the war, or at any other given period.

“ 32d, To the thirty-second interrogatory this deponent saith, that he hath in his answers to the several foregoing interrogatories *set forth the whole which he knows or believes*, according to the best of his knowledge and belief, regarding *the real and true property and destination* of the said ship and cargo, concerning which he is examined at the time of the capture.

“ ARENT STAPEL.

“ *Sworn before us,*

“ DOVER COLBY, }
 “ R. CORY, Junior, } Commissioners.

“ *By the interpretation of*

“ THOMAS WATSON.

“ *In the presence of*

“ JAMES SAYERS,

“ *Not. Pub. Actuary.*

“ We do hereby certify, that after the above-mentioned *Arent Stapel* had subscribed the above depositions, and sworn to the truth thereof, he took from the table his *burgher-brief* and copy, mentioned in his answers to the sixteenth interrogatory to have been delivered up to us, and put them in his pocket, and we could not prevail upon him to deliver them up again to be transmitted unto the Court with his ship’s papers, but he took the same away with him.

“ DOVER COLBY, }
 “ R. CORY, Junior, } *Commissioners.*

“ *Witness* { THOMAS WATSON, Interpreter.
 { JAS. SAYERS, Not. Pub. Actuary.”

“ *Great Yarmouth, 27th September, 1805.*

“ *Papers of the Gaffelschip Martha and Maria, Skipper ARENT STAPEL, detained by the Hunter Cutter.*

“ Bill of sale, date *Emden*, 31st January, 1804, from J. B. HERMES to JEAN VETTER;—burthen of the vessel 25 lasts; price *f* 5240;—done before D. L. BLUHM, Amtman;—with *a certificate of property* annexed, of the same date, and before the same Amtman.

“ Procuration, or power of attorney, date *Em-*

den, 9th February, 1804, by which JEAN VETTER authorizes the Captain, A. STAPEL, to fish on his account, and sell the fish at any port or place which may appear the most advantageous; comprising also a declaration of the vessel, and fish so caught, &c. &c. belonging to JEAN VETTER.

“*Agreement* between JEAN VETTER and A. STAPEL. The latter’s wages to be *f* 45 per month, and five per cent. on the gross value of the fish caught. Date *Emden*, 7th February, 1804. Done before KLOSE, *Justitie Commisaris*.

“*Sea pass*. Date *Aurich*, 14th Feb. 1805.

“*Certificate of property*. Same date.

“*Muster-roll*. Date *Emden*, 20th March, 1805.

		per month.
Mate,	Abram Weinholzer, - of Bremen	- <i>f</i> 36
Cook,	Leendert Kroeger, - - - Leer	- - <i>f</i> 32
Seaman,	Leendert Smit, - - - - Leer	- - - <i>f</i> 24
	Frans Bleeker, - - - - - Vechte	- —
	Hermanus Heyman, - - Oldenburg	—
	Leendert Bingum, - - - Leer	- - —
	Kriene Rayestein, - - - Borkum	- —
	Cornelius Kristoffle, - - Vechte	- —
	Claas Borsum, - - - - - Borkum	- —
	Arien Stock, - - - - - Blankenese	—
Boy, - -	Simon Möller, - - - - - Leer	- - <i>c</i> 16
	Bastian Castelcyn, - - - Borkum	- <i>c</i> 14
	Peter Burgum, - - - - - Leer	- - <i>c</i> 12

“*Certificate* from *Frierk H. Janssen*, receiver of the port duties at *Grietzyl*, the 27th April, 1805, of the vessel's *being destined to sail from that port* on a fishing voyage. ATTESTED by *J. C. Brune*, *Actuary of the Grietzyl and Pursum Court of Justice*.



The simulated *deed of sale* mentioned in this list of papers, passed between J. B. HERMES and JEAN VETTER, was made for the same purpose as that between SWART & BERTRAM and JEAN VETTER, namely, to cover *the hostile* origin, and send the vessel out to sea upon *neutral documents* passed between subjects of the same neutral state. For these services those persons were *certainly paid* by *Mr. Vetter*, who did not fail to charge it to his Dutch employers.

The *certificate* and *clearance* from *Grietzyl*, signed by Messrs. FUERK H. JANSEN, *attested* by J. C. BRUNE, are also *simulated* documents, surreptitiously issued by those persons for the purpose of *concealing* the departure of the vessel from a *Dutch* port.

But to return—*Captain Riches* went again to sea. He fell in with the hoy *Herstelling*, bound

from *Riga* to *Schiedam*. He put an officer and some men on board of her. The crew rose upon them, and most undoubtedly, so near were they to their port of destination, that had not *Captain Riches* seen *the false fires* made by the prize master, those people *had been carried into Holland*. On that same cruize *Captain Riches* captured a third fishing vessel, called the *Sara Cornelia*, CORNELUS SLOOT, master. On board of that vessel he put his second officer, Mr. *Charles Brown*, and two seamen. *Captain Riches* returned to port, but the *Sara Cornelia* appeared not. He waited fourteen days—still she came not. He put again to sea, still keeping on board his cutter the *four men* he had prudently taken as hostages from the vessel, for the safety of his own people. Three of those men did not deny that they were *Dutchmen*; that they lived in *Middelharnes*; that the owner's name was *Kolff*; that the captain and crew dwelt there; and that all their fishing voyages *began at and ended in Holland*. From the character of the captain, they felt convinced the *Sara Cornelia was carried into Holland*. They had wives and children, who were bewailing the lot of their husbands and fathers. CAPTAIN RICHES was too humane to make the unfortunate suffer for the guilty. He found a Dutch fishing boat, on board which he put the *three Dutchmen*, and sent them with joyful hearts back to their

country, their owner, and their families, with the following letter in Dutch:

“ DE HEER LAMBERT KOLFF,
MIDDELHARNES.

*Aan boord van zyne Britanische Majesteit's
revenue cutter HUNTER, 8th October,
1805.*

“ Boven gemeld schip 't welk ik d' eer heb te beveelen, heeft circa 14 dagen geleeden genoomen UEd schip *Sara Cornelia*, gevoerd door *Cornelis Sloot* aan boord derzelve heb ik als Prysmeester meedegegeeven een myner onder officieren genaamd *Charles Brown*

and 2 matroosen { *John Boom, and*
Samuel Woodard

daar dit schip nooit in Yarmouth gearriveerd is, zoo moet ik veronderstellen dat d'Equipage myne manschappen overrompeld hebben & als krygsgevangenen *a costis* binnegebragt. Ik zoude zeekerlyk tot weerwraak de vier manschappen, die ik uit UEd schip genoomen heb, na de gevangenis zenden, doch de menschlykheid & medelyden verbied zulks. Ik zende dus terug.

Jacob Breman,
Gerrit Breman, &
Paulus Ruygenberg,

doch houde aan boort

Jan Kal.

“ Tot UEd informatie dient: dat zoodra ik

myne manschappen terug heb, ik deeze in retour zal zenden, doch in geval UEd hieraan niet voldoet, dan blyft den ongelukkigen gevangen tot het einde des oorlogs.

“ UEd brieven zullen my geworden geaddressseerd Yarmouth.

(geteekend) “ THOMAS RICHES.”

TRANSLATION.

“ MR. LAMBERTUS KOLFF,
MIDDELHARNES.

“ *At sea, on board his Britannic Majesty's revenue cutter Hunter, 8th October, 1805.*

“ SIR,

“ The above-mentioned vessel, which I have the honour to command, captured about fourteen days since your vessel *Sara Cornelia*, *Cornelis Sloot* master, and I placed on board of the same one of my officers—

Charles Brown, as *Prize-master* ;

John Boom, . . . } *Seamen* ;
Samuel Woodward, }

and as this vessel has never arrived at Yarmouth, I am led to suppose that the crew rose on my people, overpowered, and carried them into your port. I should most certainly have sent the four seamen to prison, as a just retaliation, but that

humanity and compassion forbid it. Thus I now
send back to you

Jacob Breman,
Gerrit Breman, and
Paulus Ruygenberg;

but keep on board

Jan Kalle.

“ This serves then for your information, that as soon as I receive my people back, I shall send this man in return. But, in case you do not comply with my request, there will then remain no alternative for me, but the melancholy necessity of sending my hostage to prison, and there to remain till the end of the war.

“ Address your letter to me at Yarmouth.

(Signed)

“ THOMAS RICHES.”

*Copy of an Affidavit made by
relative to the Dutch Fishing Vessels navigating
under false Prussian Papers, procured by Jean
Vetter, of Emden.*

“ IN THE HIGH COURT OF ADMIRALTY OF
ENGLAND.

“ Appeared personally of
in the province of Holland, mariner, and by the
interpretation of in the Dutch

T

language, who was first sworn duly to interpret, made oath that he is a native of Holland, and has all his life been employed in the Dutch fishing trade, and is therefore well acquainted with the manner in which such trade is carried on in time of war, and *hath himself obtained a Papenburg burgher-brief* in order to appear as a neutral. And he farther made oath, that the paper writing hereunto annexed, marked with the letter *A*, contains the names and places of abode of *sundry masters of Dutch fishing vessels*, with whom the deponent is well acquainted, and well knows that their respective vessels are employed in the *fishing trade of Holland*, though navigating under neutral flags, and covered as neutral property, as he has heard the said masters repeatedly declare, and which he therefore verily believes to be true.

“ Sworn before me, (Signed)

“ N. PARSONS, _____

“ *Surrogate.* (Witness) _____

Paper A. A List of Vessels belonging to Middelharnes, navigating on the Name of Jean Vetter, Emden.

“ No. 1. A gaffelschip. *Arend Staples*, master; is married; has — children; *lives at Middelharnes.* } *See the depositions.*

- “ No. 2. A gaffelschip. *Simon Stapel*, master, belongs to *Mr. Adrianus Kolff*, of *Middelharnes*; lives at the corner of the *Visser's Dike*; is married, has — children . . . } *See the depositions.*
- “ No. 3. Do. *Jeroem Langebroek*; — lives on the *East Dike*, *Middelharnes*. Belongs to *Lambertus Kolff*, of *Middelharnes*. The master is married, and has — children.
- “ No. 4. Do. *Martinus Haverstaff*; lives in the *East Dike*, at *Middelharnes*: is married, and has — children.
- “ No. 5. Do. CORNELIS SLOOT*; lives on the *East Dike* at

* For the history of the rescue of this man's vessel see the affidavit, p. 142, and the letters, p. 135, 136. He is reported to the writer as a tall, swarthy, raw-boned fellow. For his *cowardice* and *avarice* in selling as prisoners the men whom he had treacherously mastered, it is hoped, should any officer

Middelharnes: is married: has four children. Belongs to *Lambertus Kolff*.

“ No. 6. A gaffelschip. *Pieter Van der Tol*; lives on the *East Dike*, is married, has three children. Belongs to *Mr. Lambertus Kolff*.

“ No. 7. Do. *J— V— D— M—*; lives in the *Voor-straat Middelharnes*; — has been married, but his wife is dead; has one son, who is also a skipper. The vessel belongs probably to the father and son.

“ No. 8. Do. *T— V— D— M—*; lives in the *Voor-straat*, is married, has one child. *Vessel belongs to father and son.*

“ No. 9. Do. *Teunis Sloot*: lives in the *Voor-straat*. *Half the*

of his Majesty's vessels fall in with him at sea, that they will send him into port.

vessel belongs to *Van der Tol*. Is married—no children.

“ *The following Dutch fishing vessels, navigating under the Prussian flag, under false papers, in the name of Jean Vetter of Emden, belong to the village of Zwartewaal:*

“ No. 14. Gaffelschip. *Jelles Van der Roef*: lives at *Zwartewaal*, and is married.

“ No. 15. Do. *Jan Van der Roef*: lives at *Zwartewaal*, and is married.

“ No. 16. Do. *Isaac Smit*: lives at *Zwartewaal*, and is married.

“ No. 23. Schip. *Frans Moolendyk* (real name *Hendrik Paauw*). Navigated last war under the *Danish flag*. Followed the fishery in the North Sea. Was employed by the *Batavian Government* to watch the *English Fleets* off the *Texel*, and to communicate the result of his observations.

(F).

“JAN KALLE, of *Rotterdam*, in Holland, Fisherman, voluntarily maketh oath and saith, that about six weeks ago he belonged to a fishing vessel, *Cornelis Sloom*, master, which was captured by his Britannic Majesty’s cutter the *Hunter*, in the service of the revenue of customs, *Thomas Riches*, commander ; and that this deponent, with three other men and a boy, were taken from on board the said fishing vessel on board the said cutter : and this deponent was brought to Yarmouth : and this deponent further maketh oath, that he was born at Altona, and ever since he was eleven years of age hath lived at *Middelharnes*, and other places in Holland ; that he now lives at *Rotterdam*, and hath lived there for four years last past ; that for the two years before he lived at *Rotterdam* he lived at *Middelharnes* ; that for the last six years he has belonged to fishing vessels sailing to and from *Middelharnes* ; that for the last two years he has belonged to the said fishing vessel of which the said *Cornelis Sloom* was master ; that he knows the fixed residence of the said *Cornelis Sloom* is on the *East Dike* at *Middelharnes* ; that this deponent knows that the said fishing vessel, and also two other fishing vessels, of one of which *Arend Stapel* is master, and of the other *Simon Stapel* is master, have for the six years last past sailed

to and from, and delivered the fish they caught at Middelharnes; and that the said vessels, of which Arend Stapel and Cornelis Slood are masters, are to this deponent's belief, and in the general opinion of the inhabitants of Middelharnes, the property of Lambert Kolff, of Middelharnes; and that the said vessel, of which the said Simon Stapel is master, is to this deponent's belief, and in the general opinion of the inhabitants of Middelharnes, the property of Adrianus Kolff; and that the fixed residence of the said Simon Stapel is on the Vissers Dike, at Middelharnes, and of the said Arend Stapel is at Middelharnes, opposite to the residence of the said Simon Stapel; and that the said Simon Stapel and Arend Stapel are brothers; and this deponent further saith, that the said three fishing vessels have, as long as he hath known them, been employed in the fishing trade of Holland, and have been navigated under the Prussian flag, as neutral property.

“ The mark of



JAN KALLE.

“ The above-named Jan Kalle was on the thirty-first day of October, one thousand eight hundred and five, at Great Yarmouth, in the county of Norfolk, in England, sworn to the truth of the above-written affidavit before me, by the interpretation of Gideon Coustos, in the Dutch language, upon his corporal oath before me taken, and the

said Jan Kalle put his mark in my presence to the said affidavit.

“SAM. BELL, a Master Extraordinary in Chancery, and a Commissioner of the Courts of King’s Bench, Common Pleas, and Exchequer.

“The above affidavit was sworn to by the above-named Jan Kalle, and he put his mark thereto in my presence, the same having been first literally and deliberately translated to him out of the English language into the Dutch language, which he perfectly understood. By me

“G. COUSTOS, Sworn Interpreter.”

The *Hunter* returned to port, and then *Captain Riches* learnt at Yarmouth that the *Sara Cornelia* was arrived in *Middelharnes*; that CORNELIS SLOOT had *basely sold* the prisoners captured under the *Prussian flag* to the *Dutch government*, and received *twenty-five ducats* as his reward; and that *Mr. Charles Brown* and the two seamen were *prisoners* at *Rotterdam*. The last of the hostages, alarmed for his own safety, and execrating the treachery and avarice of SLOOT, *then voluntarily confessed* that a great number of Dutch fishing vessels were navigating under neutral colours, of which the owners, masters, and crews

resided at Middelharnes and its vicinity. His deposition is marked (*F*).

Trusting to the effects of his letter to *the owner* of the *Sara Cornelia*, *Captain Riches* still forbore to send the unfortunate hostage to prison, though he knew his own officer and people were confined. But *Captain Riches* fought by the side of that departed hero, the pride of England and terror of the foe, at the dangerous attack on Boulogne. He was exposed to the thickest of the fire, and was noticed and applauded by the gallant *Nelson*. Such a man *could not be cruel*; and in a few days, *in consequence of his letter to Mr. Kolff*, he had the pleasure of seeing his officer and people returned, and to set the hostage free whom he had kept on board the *Hunter*; and thus ended this affair.

About that period the *Hoop*, *Rysselberg*, Master, was captured by the *Censor*, and the master ran through the interrogatories as a neutral, without hesitation; *but the mate*, when called upon, *refused to perjure himself*, and swore exactly contrary to what the master had sworn. The master, finding his mate inflexible, cancelled all that he had sworn, and his *second course* of swearing was interlined between the tale of falsehood, and is thus registered in the archives of the court.

Such are the wrongs Great Britain endures by the practice of neutralization as a traffic! Such are the MYSTERIES of this unholy act! Not any of the rules of our High Court of Admiralty are at all adapted to combat this most tremendous evil; too many of them have a directly contrary operation. Those rules have long survived their utility. The profession of a neutralizer is of recent origin, but of giant growth. It has been fostered and matured by statesmen and philosophers, and the commercial laws of different *neutral powers* have evidently been modelled so as to screen its progress, and favour its operation *. In our High Court of Admiralty, it is an invariable rule, that where a ship's papers are in proper order, and the masters, mates, and other persons examined, swear in complete conformity to *those papers*, and to our STANDING INTERROGATORIES, the court is bound to restore. The *characters* of

* In Europe, *certificates of neutral property* are almost invariably required to be publicly sworn to, *before the magistrates in open court*. In AMERICA, even in the most suspicious cases, where cargoes of enormous value are making their transit from the *enemies' colonies* to the *mother country*, the certificate of neutrality is, or is pretended to be, attested before a *private notary*! Why it is so arranged, requires no comment. There are without doubt such gentlemen as *Post Fiscal Bluhm*, or *Klose*, or *Hullesheim*, of Emden, to be found in America.

the persons mentioned in those papers as parties in the sales, or owners of the vessels, or of the magistrate by whom such papers were granted, do not become in any way objects for investigation or deliberation: the question, most unhappily for this country, is NOT—*are the papers fair and genuine?* but—*are the papers in due order?* The result is, that the neutralizers have nothing to do but to take the papers out in proper form, and find masters who will swear to them. The writer could now if he pleased, and he very shortly will, publish a catalogue of **THREE HUNDRED SAIL OF NEUTRALIZED ENEMIES' VESSELS, to whom belonging and by whom neutralized,** of which every document is “*in good order,*” and of which, every material proof of *neutral property* is **FALSE and SIMULATED!** Were any of those three hundred sail of hostile vessels brought into port for adjudication, and the masters, mates, &c. examined upon our **STANDING INTERROGATORIES**, the result would be, that the persons examined, *swearing in conformity with the ship's papers* and our **STANDING INTERROGATORIES**, the ships would be restored to our enemies, and not unlikely the **BRITISH CAPTORS** be punished with costs and damages. *Neutralization is a most bitter curse* to our naval might, and our national prosperity. Those *disinterested* **ADVOCATES** who derive a revenue of princely magnitude from

its existence, rave with Stentorian voice against any alteration in our practice in prize causes. Just so, and from *such motive*, exclaimed the silversmith of the temple of Ephesus, when the worship of molten images was menaced by the preaching of the gospel!

There is a work privately circulated in Holland, called "*Vraagen en Antwoorden*," i. e. "*Questions and Answers*," being our STANDING INTERROGATORIES, *with the answers the master ought to give in support of his simulated papers!* On board of a vessel sent into Harwich a few months since, a similar paper was found, with the necessary answer placed opposite to each question. No captor is allowed *to be present*, or any person for him, when the examinations are taken. It would not be just to suffer the *Captor*, or any person for him, to interfere in the course of the examination; but during a process so eventful to him, he ought in justice to be permitted to be present, in person or by proxy, to see that the interrogatories, *such as they are*, are fairly and distinctly put to the person examined, and that no advice or innuendo whatever be introduced to enable the person examined *to avoid* the spirit and force of the same. Had CAPTAIN RICHES, or any person for him, been but permitted to have asked *Simon Stapel*, master of the *Paulina*

and *Helena*—“ *Is not your real owner’s name KOLFF? Does he not reside at Middelharnes? Do you not reside on the Visser’s Dike, Middelharnes? the Paulina and Helena would have been condemned as a good and lawful prize, instead of the £100 expences entailed on the Captor, by the decision of that cause. These evils are important, and call for reformation.*

Most of the *Dutch and French* ship-owners are *skilful proctors*. They know how to appreciate the immense advantages secured to them by our **STANDING INTERROGATORIES**, and can calculate to a fraction the chance they have of success—seldom dubious if their *Master-Mariners will but swear!* Thence, at the present hour, the question is **NOT, is the master a sober religious man, and a SKILFUL MARINER?** but, “**IS HE UP TO A THING OR TWO? WILL HE SWEAR?**” If he be willing, but has not been initiated in all the **MYSTERIES of NEUTRALIZATION**, he is put in training, and taught to rehearse our **STANDING INTERROGATORIES**, till he knows every question by rote, and has every answer ready to meet every question put to him. In this manner the masters, mates, &c. *are drilled and disciplined in the exercise of PERJURY*, so that when a real examination takes place at our out-ports, without one faltering accent, one blush upon their cheeks, **THEY DELI-**

BERATELY FORSWEAR THEMSELVES at every sentence, and so *utterly incompetent* are the *existing rules* of our High Court of Admiralty to meet the *existing evil*, that with the most complete conviction that the claims of the *asserted neutral* are unjust, the court frequently finds itself obliged to restore, and sometimes *with costs and damages against the captor !!!*

It happened during the last war, that those notorious neutralizers JAN LUITJES RUYL and PIEPERSBERG, of EMDEN, had vessel after vessel brought before the High Court of Admiralty, and condemned; some on account of *the employment* of the vessels, others on account of *the gross fraud* and *perjury* appearing on the original evidence. In others, *the masters*, when examined upon oath, explained the truth of the transaction, and *falsified* the *documents* which appeared TO HAVE BEEN OBTAINED ON THE OATH OF MESSRS. JAN LUITJES RUYL and SON! On one of those occasions it was observed, “*that if eleven cases WERE BAD it should HAVE NO EFFECT upon the twelfth.*” In abstract theory nothing could be more equitable than such a sentiment; *but was it consistent with sound policy or with JUSTICE* under these circumstances? If it had been solemnly decreed, “*that as MESSRS. JAN LUITJES RUYL AND SON were clearly and completely*

proved guilty of PERJURY in PROSTITUTING their NEUTRAL CHARACTERS in covering, under a NEUTRAL MASK, the ships and commerce of our enemies, THEY SHOULD NO MORE BE HEARD IN FUTURE CLAIMS for any property found navigating in their name"—in that case they would have ceased to neutralize, for no one would have employed them, *and by such, if by no other means, the traffic of neutralizing might be destroyed. To suffer such rampant PERJURIES to pass unpunished, by trying every case on its own merits, is to perpetuate the curse entailed by this practice, and CONSIGN OUR MARITIME SUPERIORITY TO A PREMATURE END.* The confiscation of that particular property, comparatively speaking, *is not any punishment, for in most cases it is insured AGAINST ALL RISKS, and the RISK of CONDEMNATION is of course included.*

In European courts of Judicature (and probably in all others) a person once convicted of *wilful and corrupt perjury*, is deemed unfit to be believed, and his evidence is rejected. By the practice of our Prize Courts, an *asserted neutral*, though blackened with the foulest perjuries, though the archives of those very courts are loaded with innumerable proofs of his crimes—yet is he permitted again and again to lift his guilty head—to plead his guilty cause—and triumph over justice

and decorum ! Let us now for a moment turn to the situation of the Captor. If the commander of a King's ship is guilty of *injustice* or *oppression* towards a neutral—if he exceeds his authority, and violates the rights of that neutral, he is liable to be brought to a Court Martial, to be degraded from his rank, mulct of all his pay, and to be *for ever* dismissed his Majesty's service. If the commander of a private ship of war be proved guilty of vexatious and oppressive conduct towards neutral flags, he is liable to be disqualified to command; that is, *he is deprived of that belligerent character under which he offended*, without any possibility of resuming it; and his owners are further liable to the forfeiture of their bonds and their letters of marque. Here then is a remedy which the neutral possesses against injustice or oppression of the most rigid and effective kind — terrible in its operation, and easily obtained; while the captor possesses no such advantages over those who have by the venal prostitution of their names, forfeited their claim to a neutral character. From this cause it is, that “with the EXCEPTION OF ONLY A VERY SMALL PORTION OF THE COASTING TRADE OF OUR ENEMIES, NOT A MERCANTILE SAIL OF ANY DESCRIPTION NOW ENTERS OR CLEARS FROM ANY OF THEIR PORTS (*i. e. the ports of our enemies*) in any part of the globe, but under

neutral flags.*" The tremendous evil complained of in the above sentence would never have existed, but for the total want of reciprocity in punishments. Few, if any, condemnations take place of property captured under neutral flags, *but where perjury is apparent*; and if, after *one* condemnation on the ground of *wilful and corrupt perjury* on the part of the *asserted neutral*, the doors of the court were to be shut against him, the *profession* of a neutralizer would be annihilated, and the enemy beaten out of this covert, would be forced by their necessities to expose themselves to the hazards of war under their own colours.

After having so fully, and by such a variety of incontestible evidence, *proved the existence of neutralization as a traffic*, a few words may be permitted as to a remedy, at least as far as relates to *European* neutralizers, and one might perhaps be effectually found in the following very simple process.

I. *Let the High Court of Admiralty refuse credit to any document offered as proof of neutral property, which shall bear the signature of any magistrate or officer detected in having wilfully and corruptly violated the duties of neutrality.*

* *War in Disguise*, 1st. edit. page 69.

II. *Accredit no documents of property for vessels or cargoes, of which the affidavits shall not have been administered in open court, and in the presence of the British consul or resident, who shall countersign the same, declaring that he saw the oaths duly administered.*

III. *Accredit not any acts of naturalization in the Danish, Prussian, Oldenberg, Friesland, Varel, or Paapenburg dominions or districts, but what shall bear the attestation of the minister of the parish (in addition to that of the Amtman or civil-magistrate) in which the person naturalized is said to reside, with the date of his first settlement there, and the place of his preceding residence.*

Such are the remedies the writer presumes to submit for consideration. May they be rejected to make way for others more suitable, and the application take place without delay. To say that the country is in a state more awfully dangerous than ever it was before, is not to say that we ought to indulge in despondency. The resources of this empire are inexhaustible, and confusion must await every effort to destroy us, if we are but true to ourselves; that is, if we bring forth *all our resources, all our talent, all our physical power, to oppose the designs of the foe.* The first,

the greatest, and most disgraceful of all domestic evil, exists in the base conduct of too many of our merchants, who, dead to all feelings of patriotism or honour, carry on a sordid commerce with our enemies—and when the property of those enemies chance to be captured, they traitorously step in between the captor and the prize, and cheat our warriors of their rights! Once again, the writer most earnestly invokes the serious attention of the country at large to this melancholy and dishonourable truth. Let it be remembered that it was the boundless rapacity, cupidity, and treachery of the *Dutch merchants*, which reduced *Holland* to the dreadful state of degradation she now exhibits. Similar causes must produce similar effects. Besides, very many of those Dutchmen, whose insatiate avarice entailed ruin and disgrace on their native country—are now denizens in this, and busily at work to reduce us to the same condition! Mr. Jefferson, in his speech to the congress, accuses our own merchants of carrying on trade with the enemies of the country! The fact may be true—it is to be feared it is—but are we for the purpose of indulging the dishonest traffic of a few knavish speculators, to endure such a stigma? It would be unjust to demand satisfaction for injuries sustained by FOREIGN NEUTRALIZERS, if such criminals of our own growth remain unpunished.

To conclude: by reasserting our long neglected MARITIME RIGHTS, we should cut off at one blow all the foreign, coasting, and colonial commerce of our enemies; we should render the threats of invasion ridiculous, and by a single effort leave Bonaparte to sigh in vain for "*ships, colonies, and commerce.*" The latest posterity would be benefited by the deed; yet its principal lustre would be, that it would leave the REAL NEUTRAL in the possession of his legitimate rights on the ocean, of which he must suffer the deprivation, while THREE THOUSAND SAIL OF FRENCH, DUTCH, and SPANISH SHIPPING *are carrying on their own trade, under NEUTRAL COLOURS.*

FINIS.

