

NEWPORT, Sept. 7.

Commodore RODGERS Arrived.

Early yesterday morning, Commodore RODGERS, in the U. S. frigate PRESIDENT, anchored in this harbor, from a brilliant cruise off the Monitor. He brought in with him his B. M. schooner HIGH FLYER, mounting 5 guns, and one long Tamm and 32 men—under command of Admiral Warren. He captured this schooner by almost a stroke. On taking the schooner, he hoisted the private British signal, which was answered by Com. Rodgers, and fortunately proved the proper British signal of that day. Upon seeing this, the HIGH FLYER came immediately in hove. Com. Rodgers ordered one of his officers in dress in a British uniform, and unmanned out a boat and boarded him.—The Lieutenant of the schooner did not wait; he hoisted but unmanned his own boat and hoisted the President supposing the President was a British frigate. The British Lieutenant was on board for some time, before he discovered his mistake. The officer that boarded the schooner from the President, asked the officer left in charge of the schooner, for his private signals and instructions, which were immediately handed to him; by this stratagem, Com. Rodgers has obtained possession of the British Private Signals, and Admiral Warren's Instructions. On examining Admiral Warren's Instructions, Com. Rodgers discovered the names of British Squadrons stationed on the American coast—their force, and relative position—with pointed instructions to all of them, if possible to capture the President.

The Commodore during his cruise, has made the following captures:

May 1st, 1813, long 59, separated from the Congress.

2d June, 1813, 42, 19, long 52, 27, captured the brig BRITANNIA, from Newfoundland for Alicent, with a cargo of fish, ordered her for France. (return)

16th June, captured the British Parker DUKE OF MONTRÉAL, from Falmouth to Halifax.

11th June, captured the British brig MARIA Litter of mique, from Newfoundland, bound to Spain with a cargo of fish; ordered her for France; and I despatched the DUKE OF MONTRÉAL, to England as a castle, with the crews of the captured vessels, on parole, being 76 in number.

June 12, captured the British sloop FALCON, from Newfoundland, bound to Spain, with a cargo of fish; ordered her for France.

June 27, Arrived at Bergen, in Norway, the distressed situation of which prevented our getting any supplies, except water, and sailed from thence 24 July.

July 15, captured, off North Cape, White Sea, British brig JANE & ANN, from N. Sandus, for Archangel, in ballast, and destroyed her.

July 18, captured British brig DAPHNE, from Cork, bound to Arcangel, in ballast, and destroyed her.

July 19, was chased from our cruising ground off N. Cape, by a line of battle ship and a frigate. From the lightness of the wind, and several shiftings of it in their favor, the chase was prolonged to 86 hours.

July 21, captured British whale ship ELLAZ SWAN, returning from Greenland, with a cargo of fish and blubber—ransomed her, and put on board the crews of the captured vessels, which together with her own crew, were permitted to proceed to England on parole, being 76 in number.

July 29, off the Faro Islands and the coast of Ireland, captured the British barque LYON retaining from a whaling voyage, with a cargo of fish and blubber—ransomed her, and sent the crew of the ALERT, together with her own being 62 to England on parole.

Aug. 2, off the Faro Islands and the coast of Ireland, captured the British brig CHANON, from Liverpool, with a cargo of rum and sugar—ordered her to the first Am. port.

Sept. 9, 10, 11, 15, 16, 17, 18, 19, 20, 21, 22, 23, captured brig FLYER, from Jamaica, for London, with a cargo of coffee, ordered her for the first Am. port.

Sept. 23, off Nantucket Shoals, captured H. B. M. sloop HIGH FLYER, formerly of Baltimore, commanded by Lt. Hutchinson, 5 guns and 30 men; ordered her.

The President has a considerable quantity of D. Y. Garrison on board. Her crew is healthy and in great spirits, and much interested in their officers and commander.

The Commodore put in to rest and provision, having got just sufficient to last him a week.—He paid into Bergen, in Norway, where he waited, but was not able to procure the smallest quantity of provisions, if he had he would not have put into port for six or eight weeks to come. On leaving Bergen, he fell in with a British ship of the line and a frigate, who gave him chase, which continued for five days, and for upwards of five hundred miles distance. Com. Rodgers managed to every way to detach the frigate from the ship of the line, but to no effect, as the frigate was unwilling to leave her nurse. The President has been as far as 50° N. latitude.—For fifty days past he has not seen a single armament vessel except the High Flyer, and hastened every vessel, he has seen except the frigate and ship of the line that chased him for five days.—He has never been on shore on the North of Scotland, nor has he taken the sumpt of war Ormizet, as stated in the British prints. When off the North of Scotland, he hoisted an English vessel under English colors, the captain of which, mistaking the President for one of His Majesty's frigates, immediately enquiring on board of his President acquainted Com. Rodgers, that the Shagreen had taken the Chesapeake within a American private Signals. This was the first information he received of that affair, and to his knowledge of the loss of the American Signals, was of great importance to him. Yesterday afternoon he proceeded with the President another prize to Portage, in which place he will proceed and wait, and be ready for a.s soon as possible.—He has not heard or seen anything of the Congress since he parted with her, six days after they sailed from Boston. A few days since, the President, informed the captain from England, with 100 prisoners on board, 60 of which offered to remain on board of him, from which sixty he selected sixteen on board.

Very respectfully, I have the honor to be &c. O. H. PERRY.

Gen. Harrison.

September 1, 1813, as directed by Gen. Harrison, 1813, viz.

On board the Lawrence.

KILLED.—John Brooks, from Marbles, U.S. Latvian, midshipman; Christian Meyer, Jr. M. M.; James W. Allen, seaman; Joseph Kennedy, John Kelly, pointsman; John Smith, seaman; Wm. Green, Jr., a sailor; Stephen, seaman; John Howes, Jr., a sailor; Charles Durig, seaman; N. S. Parsons, Jr.; James Jones, Jr.; John Howe, Jr.; James Gandy, sail maker's mate; Thomas Butler, mariner; Wm. Morris, carpenter's mate; Thomas Brown, seaman; Edward Taylor, gunner; Joseph Williams, carpenter's mate; John Smith, Jr., corporal; George Williams, Jr., private; Abner Williams, Jr., 2nd.

WOUNDED.—John Warren, 1st Lieut., slightly; Detroy Pittman, do, do; Wm. Newell, sailing master, do; Samuel Hambleton, gunner severely; Thos. Claxton, midshipman, gunner severely; Thos. Claxton, midshipman, gunner severely; John Newell, do, do; Joseph Lewis, do, do, slightly; Ezekiel Fowler, do, do; John E. Brown, Jr., gunner severely; Wm. Johnson, boatswain's mate, severely; Jas. Ian, do, slightly; George Connel, carpenter's mate; Thomas Hammett, armorer do; Wm. Thompson, seaman, severely; Geo. Martin, do; James Miscoe, do, do; Wm. How, do, do; Joseph Denning, do, do; Wm. Darfield, do, do; John Clay, do, do; Stephen Fairchild, do, do; Geo. Williams, do, do; Lazarus, do, do; Jas. Washington, do, do; John Bentinck, do, do; Andrew McMillan, do, do; Jeremiah Easter, cook, do, do; Henry Schroeder, do, do; Benjamin Pease, do, do; Thomas Robinson, do, do; Peter Kirby, do, do; Nathan Chapman, do, do; Thomas Hill, o. s. do; Robert McChair, o. s. do; Wm. Dawson, do, do; Wm. Westerly Johnson, o. s. do; Samuel Sprywood, o. s. do; Robert Hill, o. s. slightly; Francis Cummings, o. s. severely; Thomas Herdy, o. s.; Charles Vansdale, do, do; Wm. Simpson, do, do; Jas. Jesse Williams, do, do; James Hallay, do, do; Wm. Burnell, do, do; Wm. Hayes, do, do; David Christie, do, do; Henry Vandpole, do, do; Thos. Tuff, boatswain, do; Elijah Barnes, do, do; John Adams, do, do; Charles Wellington, do, do; Wm. B. Perkins, do, do; Nathl. Wade, navy, severely; Newport Hazard, do, do; slightly.—61.

[On the morning of the action the sick list of the Lawrence contained thirty one unit for duty.]

On board the Niagara.

KILLED.—Peter Morel, seaman; Isaac Harry, o. s.—2.

WOUNDED.—John J. Edwards, Lieut. John C. Cummings, Midshipman; Edward Martin, seaman; Wm. Davis, o. s. John Trapnell, midshipman; Jas. Howell, do; John G. Plat, o. s.; Eliza Valley, o. s.; Henry Davidson, o. s.; John M. Strubick, o. s.; John Freeman, o. s.; James Lansford, o. s.; Thomas Davison, o. s.; Daniel Beavel, o. s.; Jas. Flinn, boatswain's mate; Sergeant McLean, marine; Corporal Scott, do; Tommas Miller, marine; John Russel, do; Geo. M. Manomy, do; Geo. Scifford, do; Sam'l. Cochran, do, do.—25.

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AMERICAN, Oct. 22.

FRENCH NEWS.

In retreating out of Spain towards Bayonne, the French army were attacked by the English, and would have been totally destroyed, being greatly inferior in numbers, had not the Anglo-Spanish army been diverted from this object by plundering the French baggage.

King Joseph was obliged to submit himself to his safety, and would have been taken prisoner, had his person been recognized. Marshal Soult, having arrived at Bayonne in six days from Dresden invested with the title and powers of Lieutenant of the Emperor, reorganized the French army with incredible celerity, marched it towards one of the passes of the Pyrenees mountain, recrossed six redoubts from the English, and cut in pieces several of their regiments the remains of which had arrived prisoners at Bayonne. Several other actions had subsequently taken place, with no decisive success on either side. Our readers, by casting their eyes upon the map, will be able to see, that marshal Wellington cannot prevent the junction of marshals Suchet and Soult.

We have been favored with the following letter from Gen. Solignac to his friend in this city, which we translate for our paper.

National Advocate,
Extract of a letter from Gen. Solignac, dated 20th August.

On the 18th inst, marshal Soult and General

Brillat-Savarin, who had just received a reinforcement of 30,000 men from France, attacked Lord Wellington, in his position

at Hernani, in Biscay.

The affair was terrible, and lasted from

4 o'clock in the morning to 3 o'clock in the afternoon.

The French, with their accustomed

bravery, carried with the bayonet all the

enemy's redoubts and other works, which the English general had raised to strengthen his position.

The result of this battle is the complete evacuation of Biscay, by the English army, and the total dispersion of the bands under Milla, Longa, and Caspara.

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