

determination to resist our attempt to come on board. The scene of conflagration around them, heightened by the late tremendous explosion, had however awakened their fears for their lives. Thinking this to be the case, I addressed them, expressing my readiness to land them in a place of safety, if they would submit; and they thankfully accepted the offer, shewing themselves to be completely intimidated, and very grateful for our humane intentions towards them, in not attempting to burn them with the ship. It was necessary to proceed with precaution, as they were more numerous than ourselves.

We at length completed their disembarkation, and then set her on fire. On this occasion I had nearly lost my valuable friend and assistant, Lieutenant Miller of the Windfor Castle, who had staid so long on board to insure the fire taking, that it gained on him suddenly, and it was not without being very much scorched, and the risk of being suffocated, that we could approach the ship to take him in. The loss to the service would have been very great, had we not succeeded in our endeavours to save him. Mr. Knight, Midshipman of the Windfor Castle, who was in the boat with me, shewed much activity and address on this occasion, as well as firmness throughout the day.

The explosion of a second powder vessel, equally unexpected, and with a shock even greater than the first, again put us in the most imminent danger of perishing; and when it is considered that we were within the sphere of the falling timber, it is next to miraculous that no one piece, of the masonry which made the water foam round us, happened to touch either the Swallow or the three boats with me.

Having now set fire to every thing within our reach, exhausted our combustible preparations and our strength to such a degree that the men absolutely dropped on the oars, we directed our course to join the fleet, running the gauntlet under a few ill-directed shot from the forts of Balaguier and Aiguillette, now occupied by the enemy; but fortunately without loss of any kind, we proceeded to the place appointed for the embarkation of the troops, and took off as many as we could carry. It would be injustice to those whom I have omitted to name, for their not having been so immediately under my eye, if I did not acknowledge myself indebted to them all for their extraordinary exertions in the execution of this great national object. The quickness with which the inflammation took effect, on my signal, its extent and duration, are the best evidences that every officer and man was ready at his post, and firm under most perilous circumstances—I therefore subjoin a list of the whole who were employed on this service.

We can ascertain that the fire extended to at least ten feet of the line, how much further we cannot say. The loss of the general magazine, and of the quantity of pitch, tar, rosin, hemp, timber, cordage and gunpowder, must considerably impede the equipment of the few ships that remain. I am sorry to have been obliged to leave any, but I hope your Lordship will be satisfied that we did as much as our circumscribed means enabled us to do, in a limited time, pressed as we were by a force so much superior to us.

I have the honor to be, &c.
W. SYDNEY SMITH.
Rt. Hon. Lord Hood.

DUBLIN, January 8.

No subject can possibly furnish more just matter for ridicule, than the Austrian representation of affairs on the Rhine. By their account, out of 40,000 who attacked the Duke of Brunswick, near Landau, on the 25th of November, 15,000 of the French were cut to pieces—on the 2d December, 10,000 were surrounded in a wood, and shared the same fate—on the 19th and 20th of the same month, 12,000 expiated, to use their own phrase, their unexampled atrocities—Yet, strange to tell, annies, still more numerous, rise from their ashes, which continue similar operations with similar success.

The most terrible scene perhaps that ever was presented to human eyes, must have been the embarkation at Toulon, amidst volumes of fire, the shrieks of women, the violence of the profligate, and the confusion of all.—How many souls have perished it is impossible for conjecture to estimate. How many still more unfortunate are abandoned to the French, we shall soon ascertain from the records of their fatal tribunal.

LONDON, January 9.

There will be three distinct parties the approaching session in Parliament. The Durkites or Alarmites, who will persist in pursuing the war on the Continent, for the purpose of extirpating the Sans Culottes and Carmagnols; the Pittites, who will recommend the withdrawing our troops from the Frontiers, and assist in an expedition against the East and West Indies; and the opposition, who will recommend peace, as the best security to the happiness and well being of the nation.

The republicans at Toulon, even in the exultation of victory, have condescended to eke out the lion's skin with the fox's tail. They have kept the British and Spanish flags flying on the town and forts, as a decoy to such vessels as may arrive with men, stores or provisions, intended for the allies. The stratagem, if we may believe their own accounts, has been but too successful.

PHILADELPHIA,
APRIL 16.

This forenoon the President of the United States in a message to the Senate, nominated JOHN JAY, ENVOY EXTRAORDINARY to the Court of Great Britain.

At an early hour this morning, the Galleries of the House of Representatives were closed, in consequence of a motion which after some opposition was carried in the affirmative, to take into consideration the confidential communication from the President of the United States received yesterday.

The doors continued shut, till the adjournment.

Copy of a letter from Capt. John Cochran.

Kington, March 4, 1794.

Mr. Stephen Girard,
"I am sorry to inform you, that having sailed from Aux Cayes on the 25th of February, with the net proceeds of both cargoes, in sugar, coffee, bar iron, &c. amounting in value to £5645.10.5. I was taken that day by the scho. Hawke, and frigate Success, Capt. Roberts, and sent down to this port. I was first boarded by the Hawke, which vessel belongs to Mr. Kington, here. They took possession of my vessel without even the formality of looking over my papers, and must have been convinced that there was no property on board belonging to citizens of France. Upon my arrival I underwent an examination, and swore to my vessel and cargo, with the mate and crew of the people. But notwithstanding this, I apprehend the brig and cargo will be libelled, and as it will then be out of our power to take any steps for liberating the vessel, I fear the whole will be condemned.

"A brig belonging to Mr. Pennock, of Norfolk, and bound to this port, was bro't in as a prize the day I arrived; the captain informs me that his orders from the owner were, in case of being stopped here, to protest against the proceedings, and return home without attempting to lay claim, which would occasion a fruitless expence."

The following interesting detail is furnished by a gentleman who came passenger in the ship Sampson, from Canton.

IN passing the Straits of Banco, we were informed a large fleet of Malay prows, 150 sail, had been lying for some time at the island of Lucepara, at the entrance of the Straits; but had a few days previous to our arrival there gone to the eastward in search of another fleet of those pirates of similar strength, with whom they were at war. Great danger is to be apprehended from those people, unless the vessel has the appearance of being well armed. An American ship, called the Fair American, commanded by Capt. Lee, passed through the Straits of Banco previous to the Sampson, and was chased by them, but got off under cover of the night. The Prows are all provided with arms, most of them having a four pounder in the bow, and small arms in abundance, they had taken a Dutch garde de coasts, having previously purchased from them all their ammunition and small arms.

The Ladrone of Cochon-China had been in great numbers on the coast of China, and taken a Portuguese ship by surprise, having boarded her in the night—they also captured a number of Junks and small boats belonging to the Chinese.

Lord Macartney, the British Ambassador to the Emperor of China, was expected at Canton in a few days after the sailing of the Sampson, being then on his return by land from Peking. His embassy, it was reported and believed, had not succeeded in the very important objects wished for by the British Government, the chief of which was the privilege of their vessels to trade at some port more northerly than Canton, to the exclusion of all other nations; they were also in hopes of getting many very oppressive impositions abolished, such as the Cumshaw or Present to the Hoppos, &c. There it was believed they would in part succeed, which would be of advantage to all nations trading to Canton. The British company benefited in a small degree, it was supposed, by the embassy on their leaving Macao—(which place they retire to when the season for business is passed and return to Canton on the arrival of their ships the ensuing season.)

They made an offer of the customary cumshaw to the Mandarins, provided they would give receipts for the same, intimating at the same time, that it would be forwarded on to Lord Macartney, who was then on his way to Peking, which the Mandarins refused and permitted them to pass without paying.

It was reported also, that the presents taken by Lord Macartney for the emperor were refused. On his arrival in the yellow sea, he was received with great splendor by Mandarins sent for that purpose by the Emperor, and conducted to Peking; some difficulty occurred there by reason of his lordship refusing to comply with the usual salutation before the Emperor, which is to bow the head to the ground. But on his being informed no audience would be granted him unless this previous ceremony was complied with, he submitted. At the departure of the Sampson his lordship was on his way from Peking over land to Canton. Great preparations were made at the places he stopped at on his journey, he was treated with great politeness and every mark of respect shewn him: The Lyon man of war of 60 guns, Erasmus Gore, commander, and the Indostan Indiaman, Capt. McIntosh, had arrived previous to the sailing of the Sampson, after landing Lord Macartney and his suite. The Lyon was laying at the entrance of the Bocca Tiger with a French brig from the north west coast of America with skins, which they had made a prize of.

The British Indiaman Princess Royal had been captured in the Straits of Sunda by three French privateers, after a warm action, which continued for an hour with great bravery on both sides. A number of French privateers were in the Straits of Malacca, and had almost entirely destroyed the Dutch and English coasting trade in that quarter, having taken near sixty sail of vessels large and small, and it was supposed few homeward bound ships from Canton to Bengal and Bombay would escape.

Another account says they were accepted.

CONGRESS.

House of Representatives.

April 15.

A message was received from the President, communicating a letter from the British minister here, in which the instructions of the 8th of June are endeavored to be shewn consonant to the law of nations; also sundry communications from the south western territory, and a letter from our ambassador at Madrid, communicated confidentially.

The non-importation resolution was taken up in the House: Mr. Smith (S. C.) presented a modification of the original motion, which was declared to be a substitute, by the chair, and therefore out of order.

Mr. Giles moved to strike out of the resolution the *fine qua non* condition, of restitution for negroes carried off.

Mr. Smith (S. C.) objected to the motion.—He feared it would appear like an abandonment of the claim.

After some further debate on this amendment, Mr. Fitzsimons suggested a substitute for the resolution to avoid the embarrassment of a specification.

Mr. Giles withdrew his amendment.

Mr. Smith (S. C.) moved to strike out the specification and insert a clause more general.

After further conversation, Mr. Tracy expressed a wish for the previous question, under the impression, that this is not a proper time for a final decision on the business.

Mr. Smith (S. C.) consented to withdraw his amendment until the previous question be put.

After some debate the yeas and nays were called on this question, viz. Shall the main question be now taken?

- | | |
|-------------|--------------|
| AYES. | NOES |
| Armstrong, | Ames, |
| Bailey, | Boudinot, |
| Baldwin, | S. Bourne, |
| Beatty, | B. Bourn, |
| Blount, | Cadwallader, |
| Carnes, | Cobb, |
| Christie, | Coffin, |
| Claibourne, | Coit, |
| Clark, | Dearborn, |
| Coles, | Dexter, |
| Dent, | Fitzsimons, |
| Findley, | Forrest, |
| Giles, | Foster, |
| Gilman, | Gilbert, |
| Greenup, | Glen, |
| Gregg, | Goodhue, |
| Griffin, | Gordon, |
| Grove, | Hartley, |
| Hancock, | Heister, |
| Harrison, | Hillhouse, |
| Heath, | Hindman, |
| Hunter, | Holtz, |

- | | |
|---------------|---------------|
| Irvine, | Kittera, |
| Locke, | Latimer, |
| Lyman, | Learned, |
| Macon, | Lee, |
| Madison, | Malbone, |
| McDowell, | Murray, |
| Mebane, | Niles, |
| Montgomery, | Sherbourne, |
| Moore, | J. Smith, |
| Mahlenberg, | W. Smith, |
| Nevil, | Swift, |
| New, | Talbot, |
| Nicholas, | Thatcher, |
| Orr, | Tracy, |
| Page, | Trumbull, |
| Parker, | Van Allen, |
| Pickens, | Van Gaasbeck, |
| Preston, | J. Wadsworth, |
| Rutherford, | P. Wadsworth, |
| Scott, | Ward, |
| Smilie, | Watts, |
| I. Smith, | Wingate—44 |
| S. Smith, | |
| Sprigg, | |
| Treadwell, | |
| V. Cortlandt, | |
| Venable, | |
| Walker, | |
| Williams, | |
| Winn, | |
| Winston,—53. | |
- The House then adjourned.

By this Day's Mail.

NEW-YORK, April 15.

ARRIVED.

Schr. Needman, Williams, Edenton
Sloop Fanny, Hoyt, St. Eustatia
Lively, Reed, Baltimore
Capt. Hoyt had his vessel captured and condemned at Dominico. The agents purchased the vessel and gave her to the captain, with this vessel came 4 American masters of vessels, who had their vessels and cargoes taken. They report that the privateers continue to take and plunder all vessels they meet, but that 'tis reported, that condemnations will be discontinued till further instructions arrive from England, by which time they expect prudently to be able to form a judgment which side the Americans mean to take.

Reports are, that Fort Bourbon was in possession of the French the 20th March.—At St. Eustatia, several reports were propagated that the fort was taken, but as often contradicted, so that we have reason to conclude that the French are yet in possession of it. The English made an attempt to take a frigate near the Fort, but were driven off with the loss of many lives, having had their gun boats sunk.

PORT OF PHILADELPHIA.

CLEARED.

Ship Charleston, Garman,	Charleston
Aurora, Seward,	Portsmouth
Schooner Alice, Weymouth,	Bermuda
Friendship, M'Namara,	Virginia
Mary, Husley,	Boston
Sloop Polly, Graves,	Richmond

Those persons who

undertake to cut timber or wood of any kind whatever, from any lands of the real estate of the late Richard Stockton Esq. deceased, in the western precinct of the county of Somerset in the State of New Jersey, under a pretence of a right to cut on lands adjacent, are requested to desist from so doing, or they will be proceeded against in such manner as may prove troublesome and expensive to themselves.

April 16. w&szw

NEW THEATRE.

THIS EVENING,

April 16.

Will be performed,

A COMEDY, written by Mrs. Cowley, called the

Belle's Stratagem.

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|------------------------------------|-----------------|
| Doricourt, | Mr. Chalmers |
| Hardy, | Mr. Morris |
| Sir George Touchwood, | Mr. Whitlock |
| Flutter, | Mr. Marshall |
| Saville, | Mr. Green |
| Saville's servt. | Mr. Darley jun. |
| Villers, | Mr. Cleveland |
| Courtall, | Mr. Moreton |
| Gentleman, | Mr. Harwood |
| Gibson, | Mr. Warrell |
| Dick, | Mr. Francis |
| Letitia Hardy, | Mrs. Morris |
| Mrs. Racket, | Mrs. Shaw |
| Lady Frances Touchwood, first time | |
| Miss Ogle, | Miss Oldfield |
| Kitty Willis, | Mrs. Francis |
| | Mrs. Rowson |

In act 4th a Grand Masquerade, with a dance by the characters.

To which will be added,

A FARCE, in 2 acts, (Written by the Author of the School for Scandal) called

Saint Patrick's Day;

OR THE

Scheming Lieutenant.