

The crew of the Iris could not have been made sick from the alleged cause. The sickness of these men, may, in my humble opinion, be rationally and fairly accounted for, by reflecting upon their known and acknowledged habits of intoxication; their imprudent conduct in bathing, while under the combined effects of liquor and hard work; and finally, by sleeping upon the newly washed deck. These causes not only "might" but would have been sufficient to have produced a malignant fever in them, or any other person; if the Arethusa had never been within a hundred miles of them; and the proximity of that ship to the Iris is an accidental circumstance no more connected with the sickness of the latter's crew, than with the reign of any particular planet.—What sort of proof is your assertion, that Mr. Latimer, and Mr. Lewis, might have received the contagion from passing near the failors! Beside I can prove that Mr. Lewis was out of town when the crew were discharged; and all the supposed infected materials were removed; he returned on the 30th July (6 days after the Arethusa arrived) and on the first of August, the day of his attack, he complained much of the fench from the snow Navigation, and alluded with some anxiety, how long she had been at the wharf. Three men who were about the same time discharging flour from a shallop, and two men unloading wood nigh the snow, and who took the disease from the fench, were all out of town at the time the crew of the Arethusa were discharged. I have before stated these objections, but you have never noticed them. You assert that Mr. Latimer's man was sick at the time the snow began to unload, which was on the 27th of July, and insinuated that he could not have taken the disease from her; but I am able to prove that he was on the wharf on the 29th, at the very time the fench from the snow was stronger; and here I may observe, that if it be supposed only one person in fifty, who passed the snow, while her cargo was discharging, was highly disposed to take the disease, it would account for its appearance soon after, in several parts of the city, and even at Southwark and Kennington. However, medical men will be better able to determine this point.

As to the fails of the Arethusa deposited in Mr. Bridge's Loft, I have already stated that no one took sick from handling them. And tho' you say, "they were alone sufficient to give rise to the awful disease;" yet very little weight will be connected with that mere assertion, when opposed by such plain well attested facts. Suppose the physicians of Philadelphia, half a century hence, or those of Europe at the present time, would wish to investigate the origin of the disease of this year, does any person of reflection believe, they would be satisfied as to the certainty of its having been imported by these clothes and fails, because a physician said he believed the disease was propagated in this way; say, that he was "sure" of it; and that people many miles off might have received the contagion from passing near them? Would such reasoning pass? Would not the facts be demanded? Certainly they would; and these facts oppose every thing you have said as to the importation of the disease by the Arethusa.

The crew of the Iris, that lay at Mr. Ruffel's wharf, as did the Arethusa did not take sick from the infection blown off from the bedding, or out of the key holes of the chefs of the latter's crew, as they passed over the decks; but either from the fench or foul air emitted from the snow, and blown by the N. E. winds; or from their frequent intoxication with Port wine, with which the brig was loaded; and from their bathing in the river while under its effects, and while warm from work. It was observed by several who are now alive, and will prove what I say, that the failors were frequently seen drinking wine, and after coming out of the river, they would wash the deck, and then sleep on them without any covering, exposed to the damp from the deck, and the heavy dews that fall at that season. I submit it to any unprejudiced physician, or to any other, practically acquainted with bilious fevers, whether this conduct was not more likely to produce a malignant bilious fever, than the cause you mention. You acknowledge to have prescribed for two of the crew in a state of insensibility from drink, but you say they were well the next day; now may not this very debauch have lain the foundation for their subsequent attack of the fever they suffered; for perhaps you will find, upon inquiry that these very men were the persons whom you say, first took the fever from the crew of the Arethusa passing them. And here I must remark, that you ought to have ascertained this fact, while tracing the origin of the disease, as it is necessary to establish your opinion. It is indeed astonishing, that, with these facts before you, (for you could not have been ignorant of them, had you made the proper inquiries before so confidently asserting your opinion,) you should suppose the men were infected by the Arethusa's crew, and knowing, as every one knows, that intoxication and subsequent exposure to cold and damps, are the most potent causes of autumnal diseases; but granting that these people really had the yellow fever, they must have taken it from the snow Navigation, as the fench from her was then perceived at the wharf where the lay, which was about 20 yards to the southward of the flat, where two men took the disorder from the same cause as mentioned above.

B. WYNKOOP.

(To be concluded in our next)

EAST INDIA NEWS.

CALCUTTA, January 21.

The Swallow has returned to Madras from Trincomale, after a surprising voyage; 32 hours going, and 35 days returning.

The American ship Venus, captain John Campbell, of and from Boston, is now at Cochin under repair, her leaky situation having rendered her incapable of proceeding to

Bombay to which place she was destined on leaving Colombo, according to our last advices from that place.

It seems to be the general opinion, that admiral Sercey's Squadron has gone back to Mauritius; both from the time allotted them for cruising (4 months) being expired, and the necessity of repairing the heavy damages they had sustained in the engagement with the Arrogant and Victorious.

On Saturday last, a very handsome ship of 800 tons burthen, named the India, was launched from the yard of Messrs. Edwards, Gillett, and Larkins.

It is with much concern we relate the loss of hon. company's armed schooner the Ganges, commanded by Mr. Wade, a branch pilot on this establishment. The particulars of this event are as follow:—

The Ganges came to an anchor on the evening of the 11th inst. in about six fathom water, to the eastward of Lacam's channels. The Laurel was then about four leagues distant further in the offing, in a south-easterly direction. About 8 o'clock at night, while Mr. Wade and his officers were on deck, a servant gave notice that a disagreeable smell of burning oil and smoke was perceptible in the cabin. On going below the smoke appeared to be coming from aft. The gun-room was immediately cleared, and on opening the scuttle of the after gun-room, the smoke rushed out with great violence, and plainly indicated that to be the quarter where the mischief lay.

Mr. Wade prudently directed all the cartridge powder that was in the gun-room and cabin to be quickly removed and carried forward, while himself, his officers, and the most active of his people were employed in throwing buckets of water into the after gun-room. Their efforts were greatly impeded by the suffocating vapour that assailed them, which increased so much as soon to render it wholly impossible to continue below, and compelled Mr. Wade and those who were with him in the gun-room to make their way upon deck. The fire had now kindled into flame, and was burbling forth from the cabin windows; but Mr. Wade still indulged the hope of being able to get it under; and continued to employ every possible exertion for that purpose; but at the same time, as a measure of prudence, he directed his officers to get the boat out, and to keep her clear a little a-head of the schooner.

The boat was no sooner got over the side, than thirty or forty people impetuously leaped on board; and the officers found it indispensably necessary to put off, in order to prevent the boat from being further furcharged, for it was not without great danger that she carried the number by which she was already crowded.

Mr. Wade, and those who remained with the schooner, persevered in the most spirited exertions to extinguish the fire; but it gained ground in spite of all their efforts, and was rapidly extending from aft forward.—The people, every moment in dread of the vessel blowing up, crowded forward upon her bows, bowsprit, jib-boom, &c. In this alarming situation Mr. Wade with great composure and presence of mind, proceeded to prepare rafts. He exhorted the people not to despair, reminding them that their safety depended on their own exertions, and encouraging them to assist in making rafts. He, his two boatwains, and some others were stepping aft to cut away the main-mast that it might serve as a raft spar. At this instant, the fire communicated to the magazine, which exploded with great violence, tearing up the deck from the taffrail to several feet before the main-mast.

By this accident four men were killed, the second boatwain had his leg broken, and Mr. Wade was thrown several feet forward upon deck; he was severely bruised, and lay for some time insensible. At length recovering himself, he found that the flames had nearly ceased, most of the parts that were on fire having been blown up with the magazine; he was encouraged therefore to renew his efforts to save the remains of the schooner; but unfortunately a part of the burning materials had been carried up, by the explosion of the magazine, into the main-top, and this communicating to the rigging, set the whole on fire, which falling down from time to time, re-kindled the flame in various parts of the hull; and most of the water buckets and other implements having been blown overboard, the exertions of the people became less effectual, and no hope now remained of being able to save any part of the wreck, that might serve as a raft for those who remained.

The flames extending over nearly the whole of the wreck, left no time to deliberate, and but little for a last exertion. A sheep-pen, pieces of planks, spars, or whatever could be met with to answer the purpose, were hastily lashed together, and put overboard as a raft, to which all the men on board, amounting to forty-nine, were obliged to commit their safety. The poor boatwain who, from his broken leg, was unable almost to move, was assisted to the raft; and all hands having got hold, it was pushed from along side; but immediately before leaving the schooner, Mr. Wade had very judiciously ordered the cable to be cut, that as it was ebb tide the wreck of the schooner and the raft might drift out together towards the Laurel, and that the light from that ship in the track to find them; for as they had fired guns of distress on the breaking out of the fire, and as they knew the light must be seen from the Laurel, they confided in her coming to their assistance.

The raft and the wreck continued drifting with the ebb tide, within pistol-shot of each other, for about two hours, when the wreck suddenly went down; a circumstance that rendered their situation more dismal, as the disappearance of the light lessened the chance of the expected boats falling in with them. Mr. Wade proposed that they should now and then raise a general shout, as the boats might perhaps be within hear-

ing, though they might not be able to discern them. This expedient was readily adopted. After the elapse of a third hour in the water, puffed under an awful anxiety, the sound of the pulling of oars inspired them with unexpressed joy; and in the course of a quarter of an hour they were taken up by the boats, and safely carried on board the Laurel, where they were received with the kindness due to their misfortunes.

The boat which put off from the Ganges had reached the Laurel some time before. It was found that she had taken on board thirty-eight persons, all of whom reached the Laurel in safety.

Mr. Wade, his officers, and some of his men, embarked on board their boat from the Laurel on Friday last, to return to town, where they arrived on Monday afternoon.

We are happy to understand, that Mr. Wade is likely to get from the letter of his bruises. The boatwain whose leg was shattered, has undergone amputation on board the Laurel, and is in a fair way of recovery. An European soldier, a lascar, and two servants, blown up by the explosion of the magazine, are the only lives lost.

The cause of the fire on board the Ganges is ascribed to the spontaneous combustion of a small quantity of wood oil, contained in a dubber or leathern jar, which was blowed in the after gun room. A fire originating from the like cause occurred in the arsenal in Port William, about eight years ago. The experiments of M. Georzi, an ingenious philosopher, have fully illustrated the subject of the inflammation of certain oils, and many other substances, when placed in particular circumstances, and has established beyond question the occurrence of spontaneous combustion. In the case of the Ganges schooner, it is hardly possible that the fire could have originated from any other cause, as Mr. Wade strictly prohibited fire in any shape from being carried below, and the only light allowed was a candle in the hatchway, under the charge of a centinel.

By this day's Mail.

NEW-YORK, November 1.

We have received a copy of the act of the British Parliament for carrying into effect the treaty with the United States. As this act is of immediate consequence to the merchants, we shall detail the whole in the Commercial Advertiser. In the mean time we note the following particulars.

Sec. I. To have the benefit of the treaty, American vessels trading to Great Britain must be owned by subjects of the United States—and the master and three fourths of the seamen must also be subjects of the United States.

Sec. II. Goods imported in such vessels must be such as are permitted to be brought from foreign countries, and pay the lowest duties imposed on imported goods.

Sec. III. Pig iron, bar iron, pitch, tar, turpentine, rosin, potash, pearlsh, mahogany, masts, yards, bowsprits, staves and unmanufactured goods, the produce of the United States, may be imported on paying the customary duties, with or without the usual certificate.

Sec. IV. The duties on wheat, meal, flour, rye, barley, beer, or bigg, oats, oatmeal, pease, beans and Indian corn, are to be regulated by the Table Dr. in the act of 31, George III.

Sec. V. Oil, blubber, whale fins, and spermaceti, may be imported, paying the customary duties on them when imported in British bottoms.

Sec. VI. Tobacco and Snuff may be also imported, on paying the customary duties, and may be warehoused and exported under the usual regulations.

Sec. VII. Rice may be imported, on paying eight per cent ready money per hundred and may be warehoused under the joint lock of the king and importer; and if imported into London, Bristol, Portsmouth, Coventry, Liverpool, Lancaster, Falmouth, Poole, White haven, Hull, Greenock or Port Glasgow, it may be landed without paying duty, and warehoused. If taken out for home consumption, it pays full duties. It may be exported duty free.

Sec. IX. Goods exported entitled to the usual drawbacks.

Sec. X. Foreign hemp and iron exported to the United States entitled to drawback.

Sec. XI. This section says the countervailing duty of ten per cent on goods imported in American bottoms—That is, ten per cent is added to the duties now laid on goods imported in British bottoms—But this by Sect. 12th. does not extend to the additional duties imposed the last session of Parliament. The ten per cent is laid on the old duties.

Sec. XVII. A countervailing duty of two fillings a ton laid on American vessels, to take place January 5th 1798. This for the present extends only to vessels catering British ports in Europe.

Messrs. McLEAN & LANG, The collector observes in your paper of this morning, a piece signed An Underwriter, who mentions, "I am informed our custom-house has lately undertaken to require of vessels this said paper before a clearance can be obtained; how far the officers to whom the management of that department is entrusted, are warranted in this step, I will not presume to determine; but it is much to be questioned, whether our government has authorized, and will not condemn a measure so impolitic and dangerous to the hopes and interests of our merchants and underwriters." In this he is not correct.—The custom-house has not undertaken to require the paper alluded to.

I am, gentlemen,
Your ob't servant,
W. W. M. D. C.
Tuesday morning, 31st Oct.

Messrs. McLEAN & LANG, The schooner Nancy, captain Turnbull, bound to New York from Bourdeaux, has put into Boston in distress. This is the same vessel which, by order of Felix Coffin and Charles Dubern, carried the crew of the ship Fair American from Nantz to Bourdeaux; at which place she was sunk, and the crew of the above ship left in a helpless and forlorn situation—some of whom, however, some time since arrived here, and others shipped themselves on board of other vessels. It is strongly conjectured, that the destruction of this vessel was premedi-

tated, as she was so much of a wreck as to render it unsafe to go to sea in her.

Yours, &c.

On the 20th day of May, in the year 1794, Sabora Woodbury, aged three years and a half, daughter to lieut. Woodbury, in Concord, Vermont, got a button into her throat, of the size of a copper, which remained there until Oct. the 6th inst. when she discharged it by vomiting. The button was wore thin in one place. The whole time that it was in her throat is three years, 4 months and sixteen days. The above is matter of fact.

The following persons received sentence of the Supreme Court on Saturday last:— Benjamin Jackson, a negro slave of James Watson, for burglary; to be imprisoned for life in the state prison at hard labor.

James Dowly, William Beatty, James Forther, for grand larceny; to be imprisoned in like manner for three years.

William Auguline Dundas, for an assault and battery; with intent to murder; fined 50 dollars, and to be confined in the common jail of this city for six months, and then be bound to keep the peace for seven years, himself in 1000 dollars, and two sureties each in 500 dollars.

Died, yesterday morning, much regretted, Mr. ROBERT MAC GREGOR, late of Albany, merchant, the only brother of Mr. Coll Mac Gregor, of this city.

NEW-LONDON, Oct. 18.

On Friday the 15th ult. a small distance from Newburgh, a man by the name of Birchfield was drowned. He was from the west of England, had a wife and five small children, and was on his way to Albany on board of a small vessel, when the boom swept him overboard, and he was drowned before any assistance could be given.

BOSTON, October 26.

The first battalion of the FEDERAL quota, ordered to be in readiness by act of congress, were mustered yesterday for review. They were commanded by major Russell, and exhibited, in the respectability of their appearance, and the promptitude and alacrity with which they turned out, an attachment to the laws, and constituted authorities, that was truly gratifying.—As soldiers, and as patriots, they equally merit the tribute of public commendation.

LYNCHBURG, (Vir.) October 23.

MARRIED—On Wednesday se'night at Monticello, Mr. JOHN EPPS, of Chelsterfield, to the very amiable and accomplished Miss POLLY JEFFERSON, youngest daughter of the hon. Thomas Jefferson, Esquire.

The Gazette.

PHILADELPHIA,

THURSDAY EVENING, NOVEMBER 2.

Yesterday morning his Excellency Robert Linton Esq. fat out on a visit to General Washington, at Mount Vernon.

Sylvanus Bourne, Esq. Consul General to the Batavian Republic, with his lady, sailed from Chelster on Sunday last, in the ship Phoenix, for Amsterdam.

GAZETTE MARINE LIST.

PORT OF PHILADELPHIA.

ARRIVED. DAYS. Ship Elizabeth, Bray, Havre 89
Eagle, Kirkpatrick, Londonderry 91
Ship Hamburg Packet, Swain, come up from the Hook.

CLEARED. Hispaniola
Brig Eagle, Shields.

New-York November 1.

ARRIVED. DAYS. Ship Nancy, Johnston, Jamaica 20
Warren ditto
Port Mary, Packwood, Liverpool
Sch'r Alligator, Felton, Grand Bahama Islands

Extract from the logbook of the ship Port Mary, captain Packwood.

Sept. 30. lat. 50, 07, long. 11, 00, spoke the French privateer brig, of 18 guns, Larale Hoche, captain Laboree, out 12 days from L'Orient, who took the captain with the ship's papers on board, and after a detention of two hours, and very polite treatment, sent him on board again with captain Pines, of the English brig Catharine, of London, and two of his people, which they had captured one day before, on his passage from Bristol to Grenada, out 14 days. October 11, spoke the ship George Washington, of and from Baltimore, captain Donaldson, bound to Rotterdam, out 32 days, all well, on board of which captain Pines went passenger on his way to Bristol, lat. 39, 01, long. 26, 36.

The above privateer boarded, three days before, three American vessels, and suffered them to proceed on their passage without molestation.

Oct. 10.—Spoke Sch. Hannah, of Marblehead, Philip Besson, master, out 4 days, bound to Guadaloupe, all well, lat. 39, 05, long. 62, 30.

Same day, spoke the brig Mary, capt. Parks, from Malaga, bound to New York, out 55 days, all well.

For sale by the Subscriber,

No. 89, South Third Street, A few casks of high proof Brandy
60 Tierces fresh Rice
40 Boxes of Chocolate
A large quantity of assorted window glass, and 200 pieces fail cloth, No. 1 to 8
Ravens Duck, Mace and Gum Senegal.

Samuel Breck, Jun.

N. B. An excellent Computing House to let on Rollo's wharf.
November 2 6tood

WINDSOR, (Vermont) Oct. 20.

Copy of a letter from Gen. Ira Allen, to his friend in this town.

No. 340, Strand, London, July 3, 1797.

I find the court admirably the most rigorous I ever met with; my detention quite tiresome, but I am extremely injurious, to all my concerns, both at home and abroad. Nearly eight months have elapsed, and not the least proof has ever will appear against the cargo I claim. But "Pharaoh wont let the people go." I was apprised of the difficulties I had to encounter, and the means of redress; in December, January, February, March, and April. I wrote for the depositions of Gov. Chittenden and Gen. Spafford, which have happily arrived in due season, together with the interference of the government of the United States in my favor. These communications, together with other proofs, I hope, will be sufficient to do away all the jealousies and envy that the malignancy of human nature is master of; if my property will soon be returned with heavy damages for detention, &c. and shipped to America without loss of time.

The militia of Vermont may prepare for their arms, and a field piece for each regiment. I shall also procure feathers, &c. and hope to see my countrymen make as good an appearance as the King's guards in St. James' Park, or a review when attended by His Majesty in Hyde Park; which reviews I have several times attended.

My detention has been owing to Vermont's being in the neighborhood of Lower Canada where, I am informed by late information, that a revolutionary spirit subsists among the Canadians; this locality ought not to operate against a citizen of the United States, who by the laws of nations and recent treaties with the government of Great Britain, have an undoubted right to purchase military stores in France and carry them in neutral ships to America, therefore this will be a heavy argument for damage; and John Bull must pay the biller. Much more might be said on this subject, but this will suffice for the present; I hope to have the pleasure of a personal interview with you soon after my arrival in America, which, I presume, is not far distant.

Serious movements are now making between the English and the French governments for peace. Plenipotentiaries from both governments meet at Lille for that purpose on Tuesday next. The people of Great Britain are very desirous of a peace.—The people of France are much worn down by internal and external wars. Whether the necessity of external enemies to consolidate the internal government of France has ceased, may be a question; it was, however, necessary twelve months ago. The English are in possession of many places taken from the French, Dutch, &c.—From the present power of the French it is to be supposed, that their terms of peace to Great Britain will be hard; it may therefore be a question, whether peace will be concluded at the present negotiation. Much might be wrote on the mutinies in the navy—Ireland, and other affairs in Europe, would time permit.

UNITED STATES,

Pennsylvania District,

IN pursuance of a writ to me directed from the honorable RICHARD PETERS, Esq. Judge of the District Court of the United States, and for the Pennsylvania District, will be exposed to PUBLIC SALE, at the Custom-house, in the city of Philadelphia, on Friday, the 17th inst. at 12 o'clock at noon,

2 hampers of Earthen Ware

- 1 box of Indigo
- 1 box of Merchandize
- 1 half barrel do.
- 10 bags of Coffee
- 1 barrel of Salt Petre
- 2 barrels
- 1 keg of Linens
- 1 trunk of Sugar
- 1 barrel of Pepper, and
- Part of 3 bags of Sugar

The same having been libelled against, prosecuted and condemned as forfeited, in the said Court.

WILLIAM NICHOLS, Marshal.

Marshal's Office, 2d November, 1797. dtS

UNITED STATES,

Pennsylvania District,

IN pursuance of a writ to me directed from the honorable RICHARD PETERS, Esq. Judge of the District Court of the United States, and for the Pennsylvania District, will be exposed to PUBLIC SALE, at the Custom-house in the city of Philadelphia, on Friday, the 17th inst. at 12 o'clock, at noon,

354 Silver Watches

- 30 gold Watches
- 500 Watch Keys

The same having been libelled against, prosecuted and condemned as forfeited, in the said Court.

WILLIAM NICHOLS, Marshal.

Marshal's Office, 2d November, 1797. dtS

REMOVAL.

Maurice Moynihan,

INFORMS his friends and the public, that he has removed his Store of China, Glass, Queens Ware, and Dry Goods, from No. 87, North Second, to No. 71 North Seventh Street, north east corner of Cherry Alley, where he solicits the favor of his former customers.

N. B. Crites put up with care at the shortest notice.

November 2. dtf

For Baltimore,

THE BRIG

Betsy & Peggy,

John Stran, Master.

A VERY fast sailing vessel, with good accommodations for Passengers—Now lying at the wharf next below Market-Street. She has about half her cargo on board, and will be ready to depart in a few days. For freight or passage apply to the Master on board, or to

Samuel & Miers Fisher.

11 mo. 9. dtf

FOR SALE,

A Team of five excellent Horses, with a Waggon and Gears. The Horses are all young, strong, true to the draught, and capable of hauling as great a weight as most in the country. The Waggon and Gears are strong, and in good order. Apply to ROBERT GREEN, West Town, Chester county, or to

Thomas Fisher,

No. 142, f. Second Street, Philadelphia.

11 mo. 2, 1797. cod3w.

Wanted, a Wet Nurse.

A Healthy Woman, with a good breast of Milk, and satisfactory recommendations, will hear of an agreeable situation, by applying at the office of this Gazette.

Nov. 2, 1797. dtf

THE MAYOR'S OFFICE.

IS KEPT, FOR THE PRESENT, AT THE CITY HALL.

Sept. 8.