

generally commenced its fatal attacks in the vicinity of wharves, it is probable that in addition to the causes already mentioned, a predisposition to take this disease may be induced by breathing an atmosphere loaded with vegetable and animal putrefaction exhaling from the holds of several vessels that may happen to unload near each other. If the principle of inflammability in the human constitution produced by this cause, should not be sufficient to give rise to a yellow fever, it might be kindled into a flame by the sparks from vegetable putrefaction, the articles of which might be landed on the wharves, from the rubbish of their cargoes, or from the filth among their ballast. Hence these causes of disease may be removed, by first expelling the foul air from the holds of the ships, or removing its offensive contents as soon as discharged; or obliging the captain to throw them out below the city, or upon Windmill Island: and if all our docks were filled up, and the wharves extended to low water mark, much exhalation would be prevented, and the health of those which them amended.

An opinion has gone forth, that if it be established that the yellow fever can originate among ourselves, the reputation of the country will be injured; and with this popular idea you have concluded your last letter to me; but I hope our citizens will be convinced, that their true interest consists in believing "THAT OUR PUBLIC HEALTH DEPENDS UPON OURSELVES." To destroy this belief, "is to do an ESSENTIAL INJURY TO ALL POPULOUS CITIES": for who can be so blind as not to see, that under this impression, the probable means of preventing a subsequent attack of a malignant fever, by an attention to the removal of the DOMESTIC CAUSES, are infinitely more within our control, than any that can be applied to prevent its importation, if it can only be introduced by sick persons, or infected clothing, as you have so often asserted. What city can be secure, as long as it is in the power of any captain, or any sailor to smuggle in a sick person, or some old jacket of their deceased comrades, beyond the possibility of detection by yourself, or any health officer in the world. Nothing short of obliging every vessel indiscriminately to unload at the port, and submitting every article and package in the ship to inspection, could make this discovery. And if this were to take place, commerce would be at an end—indeed were it possible to prove this fatal disease could enter at no other avenue than those you have opened for it, and those too, without the power of human vigilance, I should join most heartily in the words of your last address to me, in despoiling our devoted city, and seek an asylum in a climate where we might be safe from the deplorable effects of such an opinion.—Yet still I hope that our situation is not so hopeless as you have represented it, and that there are still means within our power, to prevent a return of the awful calamity.

BENJAMIN WYKHOOP

EAST INDIA NEWS.

CALCUTTA, January 28.

The masquerade at the Calcutta theatre on Wednesday last was, as is usual with entertainments of that nature in this country, but thinly attended.

The characters were very few, and in general but indifferently supported; the only exceptions to the rapidity of the evening, were a couple of excellent Malay, a Savoyard, and an old woman. Zemaun Shah made his triumphal entry into Lahore, the capital of the Seicks, on the first day of this month. We can assert, on the authority of letters received yesterday from Futtyghar, that the report of Zemaun Shah's retreat, is wholly without foundation; on the contrary, he was preparing for his march towards Delhi, at which capital he may be expected to arrive, should he meet with no opposition, about the end of this month, or the beginning of February.

Our letters add, that the Shah's army consists of at least one hundred thousand fighting men, and that he is accompanied by a Frenchman, late ambassador from the convention to Constantinople. In the papers of news transmitted from the westward, and dated the first of Rajab, is the report of a letter, said to have been received by Zemaun Shah from Shah Alum. After complimenting him, expressive of the gladness he feels in the approach, through the divine interposition, of the favor of India, the descendant of Timur observes, "that Hind or Hindostan, has fallen a sacrifice to the degeneracy of her nobles; and that it behoves him, through whose means the splendor of the state is to be restored, to hasten with diligence to succor the brave."

Extract of a letter from Futtyghar, dated the 8th instant.

"By the last accounts, Zemaun Shah had passed Rotas, a strong fort on the west of the Jehlum, about seventy coss from the Attock, and about eighty coss from the Lahore. The coss of that country is estimated at one mile and an half; he was therefore about 120 miles from Lahore; Lahore by direct road is 250 miles from Delhi or 375 miles.

The Shahlast year conquered all the country between Indus and the Jehlum, which comprises nearly a fourth of the Seick's country, extending from the Ghau leading to Cashmere, to the vicinity of the Moultaun, and his object apparently is, to subvert the countries lying between the Jehlum and the Chunaub, and between this river and the Rawee, as far as Lahore. Another reason may be ascribed to him the Punjab, but until he shall have by victories in those parts secured his troops an uninterrupted passage, there cannot surely be any serious alarm from him."

February 11.
On Tuesday next will be launched a ship of thirteen thousand tons, from the yard of Messrs. Foreman and Bacon, at Howarth.

Extract of a letter from Futtyghar, dated Jan. 28.

"We are now encamped, about two coss from Futtyghar, in a westerly direction, where we wait the arrival of the Cavronpore forces; which will be joined by the Nabob's troops at Kanogue.

"Should necessity require it, which however I do not think will be the case. I presume we should all make a movement towards Delhi.

"The perian paper of yesterday, from Delhi, which is now before me, mentions as follows:—

"Zemaun Shah had formed his army into seven divisions, and endeavoured by different roads to surprize the rear of the

Seicks, but being unsuccessful, had again united his forces.

"A most desperate battle was fought at Umroofoor: it commenced at eight o'clock in the morning, when the Shah opened his shutter renaults, or wall pieces mounted on camels, upon the Seicks, and both parties commenced a heavy fire with matchlocks, which continued till two o'clock.

"About this time the Seicks, finding they had made no impression on the enemy, gave the signal for a general charge; and agreeable to their mode in close combat, flung away their turbans, let loose their hair, put their beards in their mouths, and dashed into the midst of the Abdallah army, sword in hand.

"The Aklar says, the two armies continued thus engaged for four hours, when Zemaun's troops gave away, and were pursued by the Seicks, to the very entrance of Lahore.

"It is mentioned that 35,000 men were killed in this engagement—20,000 on the part of the Shah and 15,000 of the Seicks."

The Shah was said to have been in Lahore, fortifying the city, and was expected to leave it by the 25th of December, for Delhi. It is supposed he intended to garison Lahore, and make it his principal depot.

Zemaun Shah is the second son of the celebrated Timur, on whose death his elder brother, Humajon, succeeded to the throne but was soon deposed and imprisoned by the address of Zemaun, who immediately usurped the government, for which it must be acknowledged his talents were better suited, than those of his brother.

Humajon is still living, closely confined as a state prisoner, at some distance from Cabul. He is reported to have many adherents, and these partizans have more than once openly manifested a disposition to restore him to the throne. It was a measure of this kind which obliged Zemaun, on a former expedition to the Panjab, precipitately to return to Cabulltan, where his presence speedily re-established his authority.

Count Gika, a Georgian, well known in Calcutta, a few years ago, and nephew to the famous Heraclius, prince of Georgia, is said to be prime secretary, and adviser of Zemaun Shah.

Ganjam, 28th Dec. '06.

Translation of a letter from Woly Buy, Humza Buy, Badoo Saib Adamjee, and Salay Mahomed Buyjee, Nacodas of the ship Dodelay.

To Jassarjee Samaljee, at Madras.

This is to inform you, that after we had laden a full cargo on board the ship Dodelay, consisting of timber, planks, and steel lack, and also some articles of freight, we sailed from Rangoon on the 18th of November for Calcutta, commanded by Balthazar Loureiro, with a passport from the king, and under Burmah colours, together with the mates of the ship; the chief mate named Hoozon Cann, and the second Mahomed Sadack. The wind being favourable we arrived safe at the Braces, in order to meet the pilot; on the 19th December we saw three pilot schooners, which gave us hopes of conveying us speedily into the river; a pilot from one of the schooners came on board immediately and took charge of the ship; and a few hours after, we discovered a ship with Danish colours, which ship proving to be of the French made prize of the three aforesaid pilot schooners and lastly captured our ship the Dodelay, and shipped on board of us a sufficient number of men to secure her—Captain Balthazar Loureiro, in consequence of which, took the Burmah passport, and every document to prove the vessel and property of the subjects of the Burmah, and remained on board the French ship for a whole day.

But his arguments proving ineffective, we and the mates went on board of the French ship and argued the case in as strong terms as possible, but the French replied, that they pay no attention either to the Burmah pass or colours, and that they will upon no account deliver up the ship—when we found us thus situated, we requested to know of the commander of the French ship, named Legeras, the name of his ship, and to whom she belonged—to which he replied, that the owner of the French ship is called Monf. Melartie, and the ship is called Lentrinch, mounting 22 guns—and thus having ended the conversation, he told captain Lauriero, that he must go to Mauritius, and that all the Moors would be sent on shore; when a long boat was immediately prepared, in which we were ordered to get together with the crew of a sloop from Pegu, belonging to a merchant there (which they likewise captured off the Negraes) in all consisting of 45 men, and we were sent on shore at Ganjam, at which place we arrived, after 6 days sail, about the 27th instant—and all we have to do now is to proceed to Madras in the best manner possible—you will be pleased in the mean time to inform of this unfortunate event the Insurance Officers, in case the ship and cargo are insured—we cannot help expressing to you our private feelings on this occasion, for we were not even permitted to take a shift of linen, excepting what we had on us.

(Signed) Woly Buy Humza Buy, 1 Nacoda, Badoo Saib Adamjee, 2 ditto, Salay Mahomed Buyjee, 3 ditto.

MADRAS January 3.

On Sunday last arrived the American, Ship Paragon, capt. Deal, from Calcutta. The Paragon will proceed on her voyage to Europe, in the course of a few days:—the passengers from this presidency, we understand, are—Mr. Gregory, Mr. John White, captain Pegson, of the cavalry, Mrs. —, and Mrs. Millar.

On Sunday evening arrived the Danish Ship Anholt, capt. Fought, from Mamilia, which she left on the 24th of November, & Malacca, on the 17th ultimo.

The intelligence received by the Anholt is, that the Spaniards were disarming, and disbanding their lately raised troops, of every denomina-

tion; that every hostile sentiment had been done away, and that the English were received as well as they possibly can, in any place, where the inhabitants are the miserable victims of superstition, and the object slaves of a sanguinary, and artful priesthood.

Earthquakes had lately much alarmed the people at Mamilia, during the month of November thirteen shocks were experienced in the course of eighteen days; but which did no material damage.

The Spanish naval force at Mamilia consisted of three frigates, two of 36 and one of 32 guns. The cable were stripped and laid up.

The American, Ship Ann, of Boston, capt. Savage, has arrived at Tranquebar, from Calcutta.

About ten leagues from Ambona, the Bombay Fortescue fell in with, and spoke the Bombay frigate, having the Ewar, Jane and Yarmouth transports under convoy. A few hours would convey them to the island, and it was imagined that the admiral, having received the provisions and stores with which they were laden, would immediately put to sea. The transports are to return with full cargoes of the valuable spices of Banda and Amboyna, and with the Gloucester transport—whose vessel was nearly laden at the time of the Fly's departure.

By this day's Mail.

NEW-YORK, November 2.

We have authority to announce that about 60,000. sterling has been awarded by the commissioners and courts in London, as indemnifications for spoiliations on the American commerce; which sum has been paid by government. The business is in progress for a satisfactory adjustment of all other American claims.

Com. Adv.

By the Fabius, captain Desvernes, arrived at this port late last evening, from Havre de Grace, we have received a regular file of the Moniteur, but they are not later than accounts via London. Sailed from Havre August 28. Has several passengers on board.

Argus.

We are assured that the AMERICAN COMMISSIONERS had not arrived when the Fabius sailed, but that orders were issued for their polite reception whenever they should land on the territory of the French Republic.

Communication.

This day there is to be a meeting of the trustees of Columbia College. The object of their meeting is to invite Dr. Benjamin Rush to a professorship of the practice of physic in Columbia College. A correspondent is happy in remarking, that there are few obstacles to a choice which must result in so many advantages to Columbia College. He is a man born to be useful to society.

BOSTON, October 27.

FROM GIBRALTAR.

On Wednesday evening arrived in town from Gibraltar, by the way of New-York, in 45 days, capt. Brown, late of the brig Nancy of this port, which vessel was condemned at Algeiras. The conduct of the French cruizers was at the cost of us villainy—property was taken on the most frivolous pretences. The Debonair of Bolton, was among the last American vessels which fell into their hands. Some rumours were current that the French directors had forbid all division of prize property; and in consequence of which several fortune-hunting Americans had quitted the privateering service, finding it no longer profitable. I was had strolled down to Gibraltar, where, being recognized, they were arrested and confined. One was a Mr. Perival of Cape Cod, the other also, we understand, was a Cape Cod man. Jervis remained in front of Cadix. It was said he had formally invited Malierado out.

THEATRICAL.

We hear that a new comedy, called "Georgia Spee, or Land in the Moon," will be performed on Monday evening next, for the benefit of Mr. Pease and Miss Brant.

It is said to be the production of R. Tyler, Esq. of Vermont, and to possess much national manner, and well-pointed humor. The characters are general sketches, not personal descriptions. The dialogue is penned in the best file of O'Keefe; its raillery does not descend to invective; its wit applies to originality. The stage should be "the brief chronicle of the times," and it is of no less importance to the success of the American Theatre, to have authors of our own, than to have the fable laid in our own country.

GAZETTE MARINE LIST.

PORT OF PHILADELPHIA.

ARRIVED.	DAYS.
Brig Mary, Yorks, Gibraltar	12
Experiment, Hqs, Arguin	26
Scho. Trinal, Ropes, Salem	11
Sloop Eagle, Earl, Rhode Island	6
Patience, Willis, New-York	6
Betsy, Hall, Norfolk	7

CLEARED.

Brig Amiable Creole, Stora, Rotterdam
Sch. Proteus, Thompson, Leghorn
Sloop Polly, Gilford, Newport
Franklin, Fish, New-York
A Swedish ship from Lisbon, the schooner Andrew, from Port-au-Prince, and two other schooners, unknown, are below.

Brig Elizabeth, Fullerton, taken on her passage from St. Kitt's to this port, is re-taken by a British cutter and sent into the Mole.

New-York November 2.

ARRIVED.	DAYS.
Ship Neptune, Boos, Hamburg	115
American, Shallcrots, C. N. Mole	41
Phoebeus, —, Havre-de-Grace	65
Hannah, —, Martinique	—
Brig Mary Ann, Park, Gibraltar	65
Schr' Bifon, Webb, Gaudaloupe	20
New Flying Fish, Shoemaker, do.	do.
Jupiter, Bybank, Philadelphia	4
Ship Agnes, Blair, has arrived at Kingston, from Shelburna.	

The brig Vigilant, Cable, from this port to Jamaica, is taken and carried into Gaudaloupe.

Schr' Amphitrite, from Charleston, is arrived at New Haven.

Yesterday arrived at this port the schooner Bifon, capt. Silas S. Webb from Gaudaloupe, which place she left on the 12th October.

On the 29th October, being in lat. 23, 30, long. 64, fell in with the armed brig

Pandoore, capt. Garifcan, who had previously captured the ship Sally, of New-London, capt. Buzzle, bound to Jeremie. 21 days out, and the brig Vigilant of New-York, capt. Cables, 11 days out, bound to Marth Brae, both of which were sent into Hispaniola. Capt. Garifcan put the crew of these two vessels on board the Bifon, being thirty in number, with a small allowance of provisions and water, and then gave them liberty to proceed on their voyage.

In 6 hours from this capt. Webb was so fortunate as to fall in with the brig Virginia, of and from Alexandria, capt. Card, 16 days out all well, who generously supplied capt. Webb with a bbl. of beef, a bbl. of bread, a cask of water, and some wood.

Captain Garifcan informed capt. Webb, that his orders were to take all vessels bound to and from British ports, and very politely told him, that had he come from a British port, he would not see America very soon.

Capt. Webb, on his outward bound passage to Surinam, Sept. 15, was boarded by the Tamer and Babet British frigates, in lat. 5, 50, long. 54, 15, who ordered the hatches opened fore and aft; hoisted the cargo upon deck to the ground tier; broke open several trunks belonging to the cargo; took the captain, mate, and a passenger on board the Tamer, with two trunks of goods of the passenger; and after examining the mate, sent him with 8 men and two officers, armed as a prize crew on board the Bifon, taking away two of her men—Same evening at 6 P. M. sent the captain, passenger and men back, detaining a valuable trunk of goods belonging to the passenger, endorsed the Bifon's register and ordered the captain away from Surinam, as a blockaded port. These two frigates, a cutter, and the privateers Swinger brig, and Experiment lugger, form this blockade.

Capt. Webb remonstrated with captain Martin of the Tamer, against his endorsing his register, as probably it would be the means of his condemnation, should he be taken by the French; but he insisted upon doing it, as he made it a constant practice.

Capt. Webb left at Gaudaloupe the brig Fox, Cornel, and brig —, capt. Hustling, both of New-York.

Captain Parks, of the brig Mary Ann, 65 days from Gibraltar, has favored us with the following list of

Vessels at Malaga, 25th July, 1797.

Ship America, John Simpton, master, of Bolton.
Ship Bichia, Wm. W. Jones, of Georgetown.
Ship Plato, A. Lawrence, of New-York, under adjudication—French consul.
Brig Betsey, Gideon Snow, of Bolton, under adjudication—French consul.
Brig Rover, A. Smith, of Baltimore, under adjudication 11 months and not yet cleared—French consul.

Schooner Speedwell, John R. Story, of Gloucester, cleared, after a detention of 4 months, by the Spanish tribunal.

Schooner Samuel, of Bolton, cleared by the French consul, it being the first American vessel cleared by him—the captain having the roll d'equipage upon his shipping articles.
The schooner Samuel sailed for Naples.

The above vessels dare not sail from the aforesaid port, because the French consul has two privateers watching their motions in order to capture and condemn them.

Vessels at Alicante.
Ship Sarah, Hopkins, of Bolton.
John and Martha, Knap, of Newburyport.

Brig Sisters, William Cogshells, of Bolton.
Ship Maria, C. Kenney, of Charleston.
Brig Venus, Taulon, of New-York.
The above vessels are also blocked in port, being watched by the French privateers, alias, Pirates.

American vessels condemned by the French consul at Malaga.
Ship Three Brothers, capt. Lendal Smith, from Portland, with fish and slaves, &c.

Brig Diligent, capt. Brum, from Philadelphia, with rice and slaves.
Brig Two Brothers, capt. Gilbert Howland, from Norfolk, with slaves.

Ship Polly, capt. Bradshaw, from Salem, with fish, pepper, butter, &c.
Schr. Orrinton, capt. Ambrose Atkins, from Edentou, with slaves.
Sloop Peggy, capt. Henry Leader, from Cadix, ballast.

American vessels condemned at Cartagena.
Ship Governor Millin, capt. Dove, from Civitavechia to Philadelphia, with an assorted cargo.

Brig Telemachus, capt. S. Plummer, from Alicante, with brandy, &c.
Brig Eliza, capt. William Mogford, from Alicante, do.
Schr. Abigail, capt. James Atwood, from Alicante, do.

American vessels condemned at Ceuta, by the Spanish tribunal.
Schr. Martin, capt. Nathaniel Williams, from Gloucester, with fish, butter, beef and slaves.

Schr. Minerva, capt. David Bray.
Ship Levant, capt. David Fairchild.
Schr. Speedwell, capt. I. R. Story.

Vessels condemned at Alicante, by the French consul.
Brig Friendship, capt. John Proud.
Brig —, capt. Samuel Brown, slaves.
Brig Atlantic, —, New York.
Brig Hawk, Jonathan Hull, do.

The above is not a perfect list, as many more were actually condemned at different ports in Spain, whose names and places of destination could not be accurately ascertained. But one fact is certain, few vessels are cleared, and if liberated, are sure to be robbed by the Spaniards or French privateers.

Extract of a letter from an American captain dated at Arquin, 12th Sept, to his owner in this city.
"On the 3d of September at Sea, Porto Rico bearing S. S. W. distant 20 leagues, I fell

in with a French privateer brig of 12 guns. The captain ordered out my boat, and he came on board with my papers, with which I immediately complied. He first put the people in irons, and then lashed them to the foremast. I received a number of threats, but he found them to no purpose. He ordered his officers out of the cabin, presented a brace of pistols, and placed them before me—I believe he felt himself guilty, for he did not do it with a good face. He took the brig's yawl, two bls. of pork, two do. herring, three kags of butter, nine chests, hams, ducks, four barrels of potatoes, four do. of onions, a number of small articles not mentioned, and gave me an order on a gentleman in Jaquenael as follows:
"Mr. Dark and Cloudy Weather,
"Please to pay Pardon Almy, master of the American brig Electa, taken at sea by a privateer without fear, for the articles before mentioned, and send your order to Capt. Francois to a man of the same description, and you will get your money."

No Signature.
BOSTON, October 27.

Arrived, schr. Franklin, Waters, Liverpool Oct 60 days. Sept. 23, lat. 43, 30, long. 43, spoke ship Columbus, Cook, 23 days from Lisbon for New-York. Sept. 29, lat. 43, long. 46, spoke ship Betsey, Barker, 10 days from Bolton for London-derry. Aug. 29, lat. 51, long. 15, was boarded from a French privateer and treated very politely—the day after by two English frigates, and treated well.

Arrived snow Faany, Kilham, 77 days from St. Peterburg, and 62 from Ellineur. Sept. 20, lat. 47, long. 25, spoke brig —, Davis, of Newburyport, 32 days from Virginia for Liverpool. Oct. 1, lat. 43, long. 35, spoke schr. Isabella, Crow, 19 days from Bolton for Havre. Oct. 6, lat. 42, long. 41, fell in with the wreck of a ship which appeared to be American built, about 200 tons, fine varnished sides, staunch round her hull, similar to those of her quarters, a small figure woman head, painted white, with a black turban round her head, a small shield with a large star in it, on her left arm. Her mast and bowsprit gone. A large part of the wreck of her spars hanging to leeward of her. Her stern black, with yellow carved work, and seven cabin windows. She was just swimming level with the surface of the sea. Fresh breezes blowing, could not go on board.

For Amterdam, The Ship WILMINGTON, Captain Hilman; Staunch, fast sailing, Philadelphia built vessel, of live oak and cedar, is now in complete order, and will sail with all possible speed, having great part of her cargo already engaged. For freight or passage (having excellent accommodations) apply to the captain on board, or to

Samuel & Brown. Who have on hand, Gonaives Cotton, Sugar, Molasses, and a few thousand weight of excellent Cordage, including French Cables of 8th & 11 inches.

For Liverpool, The Ship CLOTHIER, Nathaniel D. Gardner, master; WILL fail about the 15th inst. For freight or passage apply to the Captain, at Venusen's wharf, or to JAMES O'LDEN, No 41, N Front Street.

Landing, From on board the ship Edward, at Walnut-street Wharf, London particular Madeira Wine, of a superior quality, For Sale by the subscriber.

FOR SALE, By BENJAMIN CLARK, No. 57, the corner of Chefnut and Front streets, A large quantity of Clocks and Watches. Also, a general assortment of Tools, Files and Materials, consisting of Clock Movements, eight day and thirty hour traps movements and large work; Bells, clock and watch Dials, Springs, Hands, Glasses, Piston Stone, Emery, Rotten Stone, Cat Gut; bench, sand and lat Vices; Turns, Pliers, Chains, Seals, Keys, &c. &c. Apprentices Wanted.

To be Sold, A Valuable Plantation, Consisting of One Hundred Acres of land, well watered, in a healthy situation, about seven miles from this City; the buildings may be made to accommodate a large family, at a moderate expense, and possession had in a few weeks. Part of the purchase-money being paid, a reasonable credit will be allowed for the remainder. Enquire of the Printer.

In the Press, And speedily will be published by WILLIAM YOUNG, No. 52, Second, the corner of Chefnut Street, A VIEW

Of the Science of LIFE; On the principles established in the elements of Medicine, of the late celebrated JOHN BROWN, M. D. With an attempt to correct some important errors of that work, and cast in illustration, chiefly selected from the records of his practice, at the General Hospital at Calcutta.

BY WILLIAM YATES & CHAS. MACLEAN. To which is subjoined, a Treatise on the action of Mercury upon living bodies, and its application for the cure of diseases of indolent debility. And a dissertation on the sources of Epidemic and Pestilential diseases; in which is attempted to prove by a numerous induction of facts, that they never arise from contagion, but are always produced by certain states, or certain vicissitudes of the atmosphere, by CHARLES MACLEAN, of Calcutta.

The Medical Lectures In the University of Pennsylvania, are printed until the last Monday in November next.

October 14.

22WAW.