

other Envoys to the Republic of France: May their Negotiations be productive of tranquility between the two Republics and the honor of the United States of America.

3. The American Government; May it be well administered by her Rulers and firmly supported by her Citizens.

4. May a party Spirit be banished from the empire of America, by unanimity of sentiment in the Citizens thereof.

5. May the young and rising Empire of America, be so conducted, that it become great among the Nations of the earth, and be the Asylum of peace and plenty to the latest period.

6. May the enemies of America, never be supported by the productions thereof.

7. May Good Men become great, and all great Men good.

8. May all ranks and conditions of men be obedient to orders in their respective stations.

9. May an universal and speedy peace take place, of the calamities of war, and the shedding of human blood, throughout the habitable world.

10. The fifth of October 1797: May the spirit that animated the breasts of the officers of the SEVENTH and NINETEENTH REGIMENTS of the 12th brigade of the Militia of Virginia, on this occasion prevail throughout the United States of America.

The company then separated, each member returning to his abode with a heart elated with the accordance of sentiment that prevailed through the whole company.
Bedford, 6th Oct. 1797.

By this day's Mail.

NEW-YORK, November 2.

We hear by some persons from Havre de Grace, that the Juliana of Baltimore is to have a fourth trial. Her cargo has been landed, but not suffered to be sold.

PROVIDENCE, (R. I.) Oct. 28.

A gentleman from South Kingstown informs, that the Hon. WILLIAM BRADFORD, Esq. one of the Senators for this State in Congress, yesterday sent in his resignation to the Legislature convened at that place.

CHARLESTON, October 18.

Capt. Bythewood was at Cadiz on the 23d August, at which time admiral Nelson had returned with his Squadron from an unsuccessful expedition against Teneriffe, and had rejoined admiral Jervis's fleet. Admiral Jervis continued the blockade of Cadiz, and had declared that he should do so while his anchors would hold him: the Spanish fleet dared not to come out, but relied upon the British fleet being driven from the bay by the equinoctial gales. There had been no cannonading since the 8th of July.

At Teneriffe capt. B. learnt that admiral Nelson had lost an eye, as well as his arm, and that capt. Bowen had been killed. The loss of the British was said to have been between 5 and 600 killed and taken; the prisoners were immediately released. The attack was said to have been a mad, imprudent act; the troops were landed, on a fine moon-light night, in face of 50 pieces of cannon, and without a ship to cover them. The Americans are taken by French and Spanish privateers indiscriminately, and are invariably condemned.

FRENCH FRATERNITY,

With Additions & Amendments.

The English ship Aracabessa, capt. Storey, bound from Jamaica to London, which put into this port in distress, having carried away her mizen and mainmasts, and being so leaky as to require one pump to be constantly going, was yesterday burnt in Five Fathom Hole, by a French pirate.

From such fraternal flames, good Lord deliver us.

The Aracabessa, after having encountered the distresses of storms at sea, was with the assistance of lighters gotten to anchor in Five Fathom Hole on Saturday last, where she lay waiting for a favourable wind to get up to town, to discharge her cargo and get repaired. On Monday, about one o'clock, P. M. Mr. John Calhoun went down to the ship with provisions and other necessaries, and dined on board with capt. Storey. While at dinner, one of the crew came below and desired the capt. to go upon deck, and look at a small schooner which was standing towards them, and had much the appearance of a French privateer. All hands accordingly went upon deck, and their suspicions being increased, capt. S. ordered a six pounder and three muskets, which were all the guns on board, to be prepared for their defence, resolutely determined not to suffer his vessel to be boarded and taken from him, if it could be prevented. Capt. S. at the same time requested Mr. Calhoun to take his boat and reconnoitre, and let him have any information respecting her he could obtain.

Mr. Calhoun left the ship in his whale boat, with two negroes and passed by the schooner, which had come to anchor about four miles from the ship. When passing he was hailed by her to know whether he was a pilot, to this he replied, no, asked where she was from, and was answered in broken English, from Savannah. He told them that he was coming up to the city, and if they wanted a pilot he would send them one, but upon his standing towards the ship, they asked what ship that was, and ordered him to come on board the schooner. These orders he disregarded, and notwithstanding three muskets were fired at him, and the schooner weighed anchor and pursued into shoal water to cut him off from the ship, he got near enough to hail her, desired them to be on their guard, and immediately after came up to town, the schooner having anchored a second time within a mile of the ship.

Instantly on the arrival of Mr. Calhoun in town, which was about 9 o'clock on Monday night, his information was lodged with the British consul, who sensible of the dangerous situation of the ship, immediately ac-

quainted the collector with the circumstance, and in company with him, waited on Gov. Pinckney. The representation being made, the governor, with a promptitude and decision that do him the highest honour, immediately issued his orders to the commander of Fort Johnston, to detach an officer and 20 men from his corps, on board the cutter, and with the collector's concurrence, directed the officer to proceed to the Hole, and there protect from insult, injury or depredation, the English ship; she being within the limits of the United States, and of this State.

These orders were given at one o'clock yesterday morning, to the captain of the custom-house boat, to be immediately conveyed to Fort Johnston; but from a misconception of the urgency and necessity of their being immediately delivered they were not received by the commander of the Fort until after 7 o'clock, and the cutter did not get under way until after 10.

These delays and the consequent inexecution of the orders given, have occasioned the sacrifice of this valuable ship, and subjected the United States to a degradation unparalleled.

About 9 o'clock yesterday morning, captain Bythewood, in the brig Hannah, from Teneriffe, having Mr. Delano the pilot on board, came over the bar, and observed the Aracabessa to be on fire from her stern to her main hatch; they to the best of their knowledge, at first observed no signal flying, but after a few minutes saw the English colors flying at the foretopmast, the only mast she had.

About two o'clock, Mr. Hufley the pilot coming in observing that the ship had drifting about two miles in a S. W. direction, from the place that he saw her at anchor in the morning, that her last mast was gone, and that she was ashore on the Folly breakers went to see whether he could give her any assistance; getting near her he observed her all in flames, her larboard side burnt to the water's edge, her decks burnt and fallen in cable burnt close off and no living person on board, and the flames proceeding with a violence that would soon leave nothing to be seen—the sea was running so high at the time, as to render it impossible to get on board. Mr. H. on Monday evening saw the pilot boat schooner run into the Hole, and she was seen under way yesterday morning near the ship standing out to sea.

We fear much, from the description of the boat that she has not been very long out of an American port.

The most distressing circumstance in this Tale is the uncertain fate of the captain and people who were on board of the ship; no certain tidings of them, were had yesterday; the reports were various, some negroes who were fishing, said that a boat was seen going from the ship in the morning after she was on fire, to the light house Island and that several people were seen on the beach. We hope that this may be so; but from the determined resistance of capt. Storey and his people, it is to be feared, that they have met with a worse fate; perhaps they have been butchered.

Capt. Bythewood, Mr. Colhoun and Mr. Delano have made affidavits of what came within their knowledge.

Our allies can proceed only one degree farther to reach the climax of their overbearing violence. Let them come next upon very wharves, and cut away and burn American vessels—the sooner the better—cut out our revenue cutter, the guardian and protectors of our trade; take her away to Point Petre or St. Augustine, and see if there be a possibility of their beating a spirit of resentment, and a sense of shame into our Federal Legislature, who laugh at frigates and cutters, at a time when pilot boats can come into our harbours and burn ships, regardless of our power or will to punish the hostility.

We learn, that the collector has made a very handsome representation of the facts to the Head of the Treasury Department, and requested that a complete cutter mounting 20 guns may be expeditiously provided, as it is impossible to judge how soon our wharves may be attacked.

It seems that a roll of fire, is a necessary EQUIPAGE for vessels in our ports.

OCT. 19.
Died, at Libbey's Point, Christ Church parish, on Monday the 16th instant, ROYAL FLINT, Esq. a native of the State of Connecticut. In the late revolution, Congress appointed him deputy Commissary General of purchases to the army, and at the close of the war he was again chosen by Congress Commissary of accounts between the United States and the States of Massachusetts, Connecticut and Rhode Island; in both these offices he executed the trust reposed in him with that ability and integrity as fully proved the justice of the choice. He was a man possessed of a truly benevolent and philanthropic heart, and of an enlightened understanding; and will be long and justly lamented by those who knew his worth.

OCTOBER 20.
The privateer which destroyed the ship Aracabessa, is called the Fortitude, commanded by one Jourdan; she is from Monte Christo. On Wednesday morning last, at 11 o'clock, she captured the ship Pallas, Hunter, from Glasgow, belonging to this port; and at 12 o'clock at night, the brig Maria, Lybert from London, bound to Savannah: which vessels she sent for Cape-Francois.

Capt. Hunter and two men were detained on board the Pallas; Mr. Stuart and Mr. Harvey, passengers, and the remainder of the crew were put on board the Hamburg ship Betty, which arrived yesterday from Bourdeaux.

The crew of the ship Maria was put on board the ship Flora, Allen, which arrived from Turks Island.

The Pallas, at the time of her being captured, was in 10 fathoms water, 9 leagues to the eastward of the Light-House.

Mr. Turner, the pilot, whom the privateer took out of the ship Aracabessa, was also put on board the ship Betty. He was informed, while on board the privateer, that she had captured, before she came to our Bar, an English ship from Jamaica, belong-

ing and bound to Liverpool; she mounted 10 guns, and was coppered. Capt. Bell, the master of the English ship, was killed before she was taken.

Capt. Allen, who brought in the crew of the brig Maria, had got within the bar, when the privateer Fortitude came along side of him; the captain then, compelled him to return to sea, in doing which, he ran a considerable risk of losing his vessel; when he had got without the bar again, six men belonging to the Maria were put on board of him; the privateer then permitted him to return into port.

The ship Adventure, 11 days from Boston, with a number of ladies and gentlemen, passengers, was off the bar yesterday, and had a pilot on board.

Letters of the 16th of August, from Amsterdam, received in the Texel, mention that Peace between the Emperor of Germany and France was concluded, and that the definitive treaty had been published there.

It was generally thought in Amsterdam, that peace between France and England was near at hand. What gave reason for this opinion was, that every article of merchandise had fallen in price, except coffee. Rice was worth 16s. only.

The ship Harmony, Earle, of this port and a ship belonging to Philadelphia, were to sail in a few days after the Amsterdam.

FRENCH FRATERNITY,

CONTINUED.

Or the capture of the ship Pallas, Captain Hunter, of and for this port, from Glasgow, and the brig Mary, Liburn, of and for Savannah, from London, by a FRENCH PIRATICAL FIREBRAND.

Hubbuboo it makes our poor hearts ache.

Whatever construction may be derived from the words, *Liberte, Egalite, and Fraternite*, they would never draw an observation from us, had they not extended to the fraternization of our vessels on the high seas, and in our ports and harbours.

In fact, a literal translation of these words will define them to be hugging, squeezing, robbing, plundering and murdering all nations, who may be unfortunately, either from inclination or compulsion, their allies or their subjects.

Yesterday arrived two passengers, the mate and four of the crew of the ship Pallas, capt. Hunter, from Glasgow, of and for this port, put on board of the ship Betty from Bourdeaux off the bar; likewise the mate and five of the crew of the brig Mary, capt. Lightburn, of and for Savannah from London, put on board of the ship Flora, capt. Allen from Turk's Island, off the bar, by that same INFERNAL PIRATE, who on Monday last came into our port and burnt the English ship Aracabessa, in violation of the neutrality of the United States—Turner the pilot who was carried off by them from the English ship was likewise put on board the Betty.

The depositions of capt. Allen, of the ship Flora, of Rhode-Island, of the mates and crews of the Pallas and Mary, and Turner have been made before John Mitchell, Esq. Justice of the Quorum and Notary Public.

Turner the pilot states, that after he was taken out of the Aracabessa and the ship burnt, (on the 27th inst.) by the pirates, they went into Stone Inlet where they landed capt. Storey and his people. They remained at Stone that night and came out on Wednesday morning. At eleven o'clock, A. M. being about nine leagues from the land in 10 fathom water, and the Light-House bearing N. by W. they bore down upon the ship Pallas, made capt. Hunter hoist out his boat, and go on board the privateer, where they kept him, and sent ten men on board to take possession of the Pallas, as their prize; afterwards they returned capt. H. to his ship, took out his passengers, mate and all his crew, but two men and a boy, whom they left on board, and ordered her for Cape-Francois.

Turner says that they called the privateer the Fortitude, the captain Jourdan, said she was 8 days out from Cape-Francois, with 55 men, and had what Jourdan showed and called a commission from Monte Christo. They told him they had before taken two English vessels from Liverpool, one of which mounted 10 guns, and had sent them to the Cape. They had 7 or 8 negroes on board, one of them he had known before in this city; he also saw and knew a man who acted on board the privateer as a coaling pilot, is a native of Norway, but a citizen of Georgia, and lately failed in a coaling vessel out of Savannah. Turner is positive that the boat is one which was used as a fishing smack in this port, and fold some time since to some Frenchman, who carried her to Savannah; she fails remarkably fast.

The mate and people of the brig Mary, captain Lightburn, 100 days from London for Savannah, say that they were boarded at 8 o'clock on Wednesday night, in 8 fathoms water, about three leagues from the land, and the light house bearing N. N. W. That they were treated in a similar manner to the Pallas; all of them were taken out of the Mary, but the captain, one man and a boy, and a prize master and nine men put on board of her to carry her to the Cape. They were yesterday put on board of the ship Flora, captain Allen, of Rhode-Island, from Turks Island, for this port. The pirate chased captain Allen within the bar, brought him to, and compelled him to carry his vessel out again at the risk of losing her; finding that he had nothing but salt on board, they put the brig Mary's men on board of him and let him off, telling him that they could not spare men to man the Flora, or they would make her a prize, but they were cruising for a Portuguese ship bound to Charleston, and which was now expected.

They told Turner that they only wanted one more good prize, and they would then return to the Cape for a fresh supply of men. They have not now above 20 men, and in that number are included 7 or 8 negroes.

The suspicions are great and strong, that this privateer has a forged commission, is not from Cape-Francois, but has been fitted out and supplied with the infamous villains who compose her crew, from some of our own ports. When will the day of retribution arrive, or when will the government of the United States be prepared to punish such daring infidelity?

OCTOBER 21.

Captain Carnes, of the ship Silvers, from Port de Pais, informs that Barney, the American Frenchman, had arrived at Cape-Francois with the two French frigates under his command; that no engagement had taken place between the French vessels and a British ship of the line; Barney had been chased by three English ships, but escaped them and got into the Cape.

General Touffaint had summoned Barney to stand trial, as a co-partner of Santhonax, in his dilapidations of the public funds, and his flag as commodore had been given to the commander of the Infurgente frigate.

Captain C. informs, that the British continue to indorse the registers of Americans bound to French ports, and that the French capture and condemn every vessel in that class they meet with. There were, when he left Port de Pais, 47 American vessels there, and at the Cape, condemned.

The ship Penelope, Flagg, of this port, had been condemned, and bought in by the captain for 3000 dollars.

TREMENDOUS STORM.

For several days the weather had been dirty, with strong gales of wind from the N. E. which gave reason to expect a storm, which came on, and has not been surpassed since that experienced in October, 1783. About 3 o'clock yesterday morning the wind came in from the S. S. E. raised to such a dreadful degree of violence, accompanied with rain, as to tear away a vast number of vessels from their moorings at the wharves, and did great damage among the shipping and on shore. The mischief began at the south-east end of the city, parting the cables and falls of the shipping at Roper's wharf, which, in their drift with the flowing tide, got foul of a vast number of vessels at other wharves, carrying away the bowsprits, heads, quarter galleries, rigging, and staving in the sides, sterns, &c. of many. A coaling schooner is said to have been upset and sunk, and several vessels were driven ashore near Cooper's River, and some small vessels carried entirely over the marsh of Scotch's Folly. The ship Winyaw, which lay at Roper's wharf, broke from her moorings, ran the gauntlet along the range of wharves on East Bay, damaging a great number in her tract and at last ran ashore near Hobew.

The frame of a newly raised three story house of Mr. James George's was blown down and crushed to pieces; part of the rafters of col. Vanderhorst's new range of stores on his wharf was likewise blown down; a new house of Mr. Vardell's near Hampstead, which was partly covered in, was likewise destroyed.

The violence of the storm continued for about two hours, the wind changing at the latter part of it to S. S. W. and with increased violence. The tide was uncommonly high and covered all the wharves.

One seaman belonging to the snow Romulus, laying at Geyer's wharf, was washed off the wharf and drowned, and is the only life lost that we have heard of.

The Gazette.

PHILADELPHIA,

SATURDAY EVENING, NOVEMBER 4.

An apprehension appears to be entertained that the ensuing session of Congress may be held at some other place than the seat of government. It is not possible that the idea can be well founded. To lay nothing of the great expense and inconvenience to the public which would result from a removal—it may safely be asserted that no possible cause exists to justify the measure.

The city of Philadelphia enjoys at this moment as great a degree of health as ever it did since its existence: It is totally free from infectious diseases, and enjoys as pure an air and is in every respect as healthy as any populous town on the continent.

One day this week, John Curtis, book-binder, out of spite to his wife, retired into the yard back of his house, and drank off two phials of laudanum, which very shortly terminated his existence. It seems he had frequent differences with his wife, and that this is not the first attempt to so singular a revenge.

A gentleman riding a very fine horse, observed an impertinent fellow stopping in the middle of the road, and surveying the animal as he came up, with a very scrutinizing eye. "How do you like him, said the gentleman?" "A d'm'd deal better than I do you," replied the other. "Then" rejoined the gentleman, "I shall take care to lock my stable door to-night."

DIED—Sarah Pennington, widow of Edward Pennington, deceased.

Hannah Rhodes, daughter of Samuel Rhodes, Esquire, deceased.

GAZETTE MARINE LIST.

PORT OF PHILADELPHIA.

ARRIVED. DAYS

Sweetish ship Levergerigtdag, Nannings, Liffon 75

Brig Nancy, Geddes, Port au Prince,

via Wilmington

Schr. Andrew, Cassin, Jacquemel 27

Angelia, Logan, C. N. Mole 23

Lion, Robinson, N. Carolina 7

Sally, Robinson, do. 7

Sally, Gray, Boston 10

Landlay, Foster, Halifax, via Wil-

mington

Sloop Mary, Perry, Havannah 25

Mill River, Schockley, N. Providence 30

Comet, Aftin, Virginia 8

Sally, Combes, N. Carolina 8

NEW-LONDON, Oct. 31.

Capt. Thomas Sterling, of the sloop Julia, which arrived here on Tuesday last, was knocked overboard by the boom in a gale of wind, and drowned, on his outward bound passage, 28 days after leaving port.—The brother of Capt. Sterling returned master. He was taken by a French privateer in lat. 50 long 60. who after taking out all his people, except the boy, and putting 8 of their people on board ordered her into Guadalupe: Capt. Sterling notwithstanding, found means to carry her into Martinico, where she was libelled as French property, and claimed by Sterling, who recovered her: Left there, sloop Negotiator, Mallison, and schooner George, Bliss, both from this port—expected to sail in a few days.

NORFOLK, Oct. 30.

This morning arrived the brig Lucy capt. Froff, from Port au-Prince;—brings nothing new.

Arrived also this morning, the brig Hannah, capt. Geo. Haynes, 18 days from Cape-Francois.—Capt. Haynes contradicts the account given by capt. Carnes, of the brig Silvers arrived at Charleston, that "Gen. Touffaint had summoned Barney to stand trial, as a partner of Santhonax, &c. &c."

BALTIMORE, November 2.

Arrived yesterday—brig George, Bartlet, 23 days from Aux Cayes.

Capt. Bartlet left the following vessels at Aux Cayes.

Brigs Betsy, Towns, of Salem; Peggy, Small, of Boston; Julius Caesar, Pope, of N. York; Fair American, Barker, of Philadelphia; Diana, of N. York; Lavinia, Morrison, Philadelphia; Isaac Eleazer Coats, Johns, Newbury port; a ship from N. York; Feb. Polly, Hooker, of Boston; Carmelite, Smith, of Baltimore, 4 Schooners, names unknown.

Sailed from Aux Cayes, October 6, in company with the sloop Diligence, captain Buffington, of Salem; sloop Sally, captain Witt, of Philadelphia; sloop Sea Flower, captain Smith, of Newhaven.

Pitcher sailed, and capt. Grant had gone to Gonaves to take his passage home—all was quiet at the Cape. Flour, 10 dollars per barrel.

The American ship Kitty, from India, to Philadelphia, has been carried in Porto Rico, by a French privateer, and there condemned.

Brig Swift, Daniels, 22 days Arquin—Left no American vessels.

Sailed from the West Indies in company with a small fleet under convoy of the George, Capt. Bartlet, of 16 wooden guns.

Arrived schr. Miraculous Pitcher, capt. Butler, in 16 days from Cape-Francois.—

The schr. Lucretia, capt. Grant, of and from this port to Petit Trou, was condemned with her cargo before the Miraculous CHARLESTON, Oct. 17.

ARRIVED. DAYS

Ship Betty, Degen, Bourdeaux 52

Flora, Allen, Turks-Island 9

Cornelia, Gilbert, Baltimore 19

Pacific, Kennedy, Falmouth 33

Brig Amsterdam, Scott, Amsterdam 60

Hannah, Bythewood, Teneriffe 40

Sch. Betty M'Ilhenny, Wilmington (N.C.) 3

Atlantic, Davis, Newburyport 15

No news by the Pacific so late as before received via New-York and Boston.

Sales of Teneriffe Wine.

On WEDNESDAY next, the 8th instant, precisely at 1 o'clock, will be sold, on Smith's wharf, above Race-street.

For approved endorsed Notes at 60 days,

75 pipes London particular Teneriffe WINE.

FOOTMAN & Co. Auctioneers.

November 4. 437

Young Ladies' Academy

OF PHILADELPHIA.

THE Public are respectfully informed, that the said Academy will be open on Monday, the 6th of Nov. inst. for the reception of pupils.

JOHN POOR, Principals.

N. B. A school for boys will be opened on the evening of said day.

Oct. 31. 461.

FOR SALE,

BY THE SUBSCRIBERS, No. 21, Penn-street,

The Cargo of the Ship Ganges,

John Green, commander, from Bengal,

Consisting of

Baftas, of various qualities & prices

Coffees

Funium Cloths

Sannas

Guzz y do.

Hunhums

Charcoona Dorea

Tanjibs

Blue Cloth

Mulmels

Chintz and Calicoes

Checks

Mamoodys

Patna Hkks.

Maharagonges

Mulmul do.

Ginghams

Bandannows

Guzzenas

Sillieroy

Gurrahs

Choppa Romals

Piniafoes

Salgathys

Sillyeroy

Gille Romals

Sooty do.

Mock Pulicats

Perfians of various colours

200 tons SUGAR

90,000 lb. PEPPER.

Willings & Francis.

In the course of a few days, the PIECE GOODS, composing the cargo of the ship Ganges, will be exposed for sale at that large commodious Store, the northwest corner of Market and Fourth streets, where a bale of every species of Goods will be open.

Oct. 31. 461.

LANDING,

From on board the ship Cleopatra, Samuel Newell, commander, from London,

60 tons of the best clean Russia

HEMP

60 casks of bottled BROWN STOUT.

For sale by the subscribers, No. 21, Penn-street.

Willings & Francis.

Oct. 31. 461.

Just arrived,

From Port-au-Prince, and for sale by the subscribers, No. 21, Penn-street,

612 hogheads

83 tier