

Does not this atrocious and dangerous maxim seem to revive around us? we perceive that the revolutionary government is past; they would perhaps re-establish it under another name; they would give us a military government. The latter would be more sanguinary still, if it is possible, than the former. We unto France, if they should organize it! but we unto those like-would who shall have conceived and put it in action!

After the murder of Geta, the prefect of the pretor's court, Papius, received an order to employ all the force of his eloquence, to apologize for this crime; the philosopher Seneca, in a like circumstance, blushed not to tell his pen to the son and assassin of Agrippina. Papius refused to obey the tyrant: it is easier to commit a fratricide than to justify it. Such was the reply of this illustrious personage, who hesitated not between the loss of life and that of honor.

More fortunate than Caracalla, the exiles have found, and find every day, themselves apologists of their old crimes, and of the new crimes which they meditate; but if all those who love order in France had the courage to watch the brigands who plot their ruin and their death, we might rest very easy about the manoeuvres of these enemies of humanity, who are strong only by the remembrance of the carelessness with which we suffered them to organize their first outrages,

#### NEW-YORK, November 3.

Accounts by the Electa arrived yesterday from Leogane state, that the ship Andromache of this port, lately taken by a French privateer and carried into St. Domingo, has been released—and, as is said, in consequence of a late decree and order received from France.

It is much to be hoped this information may be accurate; but the late accounts from Europe do not entirely lead us to expect that to favourable a decree has already found its way to the West-Indies.

#### PORT WINE.

The orders received at Oporto this year are for no more than 11,000 pipes, of which 9000 are for England, Ireland, and Scotland, and the rest for other parts of Europe. In the year 1794, the exports amounted to 52,000 pipes. There is therefore, a falling-off, reaching nearly to four-fifths of the whole quantity. The last fleet has brought only 3500 pipes for the port of London.—The imports for the whole of this kingdom does not exceed 5000 pipes.

The Methuen treaty, concluded in 1703, between England and Portugal, while it stipulates for an abatement of one third of the duty on the wines of Portugal, imported into this country, does not contain any article binding to admit the manufactures of England on better terms than those of any other nation. The late treaty with France, therefore, which puts the republic on the same footing in point of commerce as Great-Britain, cannot be said to be in any degree injurious to us; but merely declaratory of the treaty with Great-Britain.

#### MERCANTILE INFORMATION.

The following is copied from the "Courier Maritime du Havre," of the 25th August, 1797.

Translated for the Daily Advertiser. An address from the Merchants at Havre de Grace to the Legislative Assembly.

Citizens Representatives, We have a long time addressed ourselves to Heaven with ardent vows for a re-establishment of peace, without which it is impossible that the commerce of France should be restored. Calumny in vain has accused the legislative body, to bring to remembrance its happy era. It is well known with what eagerness the representatives of the people have ratified the different treaties which the Directory has submitted to their care. It is not our design to destroy the dark veil of Machiavelian policy, which has various times either broken or stretched out the links of negotiation. May the two powers, united with principles and intentions, accelerate the general peace.

But as the demon of war still continues to affluinate us with his impure breath, it is necessary that our present situation should be considered.

Neutral nations alone possess our exterior commerce; without those we should be in want of the greatest necessities. Within two years they have filled our ports and brought in plenty. The French have lent their flag, by which they have peaceably navigated every sea.

Our allies, the Americans, had preferred them every reciprocal advantage of our treaty of friendship of 1778. All our maritime rules were wounded before this solemn contract. The tribunals have never those laws which were made for them, as a rule for their decisions. Since the commencement of the war, government has never ordained that they should be blended with the other neutral nations.

At length the arrest denounced by citizen Paltoret, of the 12th Ventose, as being unconstitutional, appeared without being submitted to you; and as soon as a swarm of privateers had fallen upon American vessels, without even sparing those bound to France, we have prevented their navigation; we have brought them into our ports; they have been had before the Tribunal; where they have been denounced as being under the disguise of English; they have been declared as legal prize, not because their papers did not prove their neutrality; but, because they had not the Role d'Equipage.

Nevertheless the Americans are only bound to shew a passport—we have never seen them in our ports with a Role, because that was never regarded as of utility. In a word they have been confiscated under a formal pretext, to which every other nation has been constantly subjected, and in which they have ever been exulted.

Citizen representatives, it is time to put a stop to this disastrous abuse of trade, for it is easy to prove to you, that these Americans, which the pirates call English, are friends who carry to France provisions which belong not only to neutral nations, but even to the French. Therefore the pirates who dare address you with petitions in the name of the merchants of our ports, who secret themselves, have the audacity to pillage the property from our citizens, or at least from their good friends. The result of these piratical transactions will be, that we shall be deprived of their assistance.

These corsairs, who claim the name of fitting out vessels, and of being merchants, are no other than vile aggressors against commerce, for the honest merchants have refused those kind of voyages since piracy have become the trade.

The reason why a dread is spread among the commercial people is, that the English imagine we force the friendship of the Americans, and that necessity inclines us to other neutrals, who begin to follow our example. They stop every neutral vessel they meet; they seize their cargoes, and confiscate upon the slightest suspicion those which are bound to France. The English frigates which block-up our ports, drive off the greater part of neutral vessels which come into our bays. If we persevere in our system of injustice against the Americans, we might expect the English would imitate us against others, and we should be exposed to the want of every thing, and the French commerce would be totally destroyed.

If your commission is not yet in readiness to report on the decree of 12 Ventose, we beg of you, citizens representatives, as an urgent and essential matter, provisionally to suspend the sales and proceedings against the Americans. This plan will not injure the right of privateers, if any there are, if there are none, the will dispose of the public treasure to their interests, and indemnification which may have been repaid against the Americans by being condemned.

Signed, &c.

\* List of the ships crew (or compliment)

Translated for the New-York Gazette. LAFAYETTE. (Gilbert Motier de)

Deputy from the city of Riom in 1789; commandant general of the Parisian national guard in 1790, 91, and 92; general of the army of the Moselle, emigrated in 1792.

History will perhaps be astonished that he joined all the versatility of a courtier with all the energy of a revolutionist; all the finesse of intrigue with all the heroism of courage. From his earliest youth thrown by the court of France in the school of revolutions, he passed from one hemisphere to the other, to learn under Washington the first rudiments of war, there to enjoy the idolatry of an immense people whom his sword rendered free. Called, by order of the nobility, to the states general, he saw clearly enough that the popular party would triumph, that the revolution was ripe. But the events of America had made him old enough at thirty years to know the profound tactic of enchainning factions. Nobody knew better than him how to draw part from insurrections themselves to stop their effects. Nobody knew better than him how to profit by the science of courts, to accommodate himself to the follies of that which then reigned over France. If the 5th October, to stop the greatest part of the disorders, which might have been expected to be the consequence of that day, he had the art to force all the parties to unite themselves under his hand, by provoking violence against himself from the adherents of the court, in order to get himself declared chief of the insurrection, did he not on the 26th June following, open the gates to Louis 16, on purpose to stop him at Varennes; and by this bold stroke to confumate the great work of the constitution which neither the Jacobins nor the partizans of the court, would allow the completion of. With what presence of mind did he not play off the manoeuvres of the day of the poignards? With what courage, the same day, and almost at the same moment, did he not go and offer his head to the battalion of Sancerre, in revolt at Valenciennes, while Gouville his brother officer and friend, completely dispersed the conspirators of the palace of the Thuilleries? I saw him, worthy of commanding, go from rank to rank of this revolted battalion haranguing the seditions, and turning aside with his sword the bayonets which threatened him.

How completely had he organized the national guards! What a public spirit had he created! What reciprocity of ties and obligations! Thousands of citizens, not long before timid and without country, became at his voice, to many heroes for the conquest and preservation of liberty. Perhaps he talked too often to the Faubourgs the language which he held to the savages of America. Some persons were moved without, the movers of the Faubourgs were there.—But there are enough who will recite the history of his virtues or of his faults. If he was a traitor, I am ignorant of it. All his accusers have perished on the scaffold, and his long captivity among our foreign enemies does not appear to prove that he served them well.

#### CHARLESTON, October 19.

It affords us great satisfaction to be able to inform the public, that capt. Story and the crew of the English ship Aracabella, which was burnt in Five Fathom Hole on Tuesday morning, the 17th instant, by a French privateer or pirate, arrived yesterday in town, in Mr. Taylor's canoe, from Stono, where they had been landed by the pirates who had destroyed the vessel. An opportunity offers at the same time, which we shall readily embrace (as it is not probable many such will occur) of greeting the humanity of pirates who spared the lives which they had power to take. It would have been much too sanguine, to have expected their outrages to have been limited to plundering, burning and destroying the property of our enemies, protected by the neutrality of our port;—we do therefore most heartily congratulate them, for the violence done to their natural inclinations.

The following deposition of capt. Story, made before col. John Mitchell, states concisely their fraternal acts after having possession of the Aracabella.

Jonathan Story, master of the ship Aracabella, of London,

Deposeth, That on his voyage from Jamaica, loaded with sugar and rum, bound for London, he met with severe gales of wind, by which he lost his main and mizen mast, and sprung a leak; that being in great distress off the harbour of Charleston, the

British consul, having had information of his situation, sent six or seven men to assist him and enable him to get over the bar, and up to Charleston to repair the said vessel; that after several days lying at anchor off the bar, on Friday afternoon, the 13th of this instant, October, he got over the bar with the said ship, and came to anchor in Five Fathom Hole, in the harbour of Charleston aforesaid; the wind being contrary he could not proceed up to the city; that on Monday evening, the 16th of the said month, about sun-down, he saw a small armed schooner come over the bar, and come to anchor to the N. N. W. of said ship, but shewed no colours; that immediately after, the said armed schooner weighed anchor, and came close up under their starboard quarter, came to anchor, and ordered him to hoist out his boat; but on his answering his boat was stowed, they sent their boat with an officer and four or five armed men, with pistols and cutlasses, took forcible possession of said ship Aracabella, ordered the deponent, with his papers, on board the said schooner, and carried him and one man on board, and sent the boat with four or five armed men on board the said ship; that when he got on board he perceived two carriage-guns, but the small arms were concealed from him; that he asked the name of the said schooner and the captain's, but they refused to inform him; one of the men said she came from Cape Francois, and was a French privateer; that as soon as the boat went the second time with men on board, he saw them begin to plunder the vessel and cargo, and they continued to do so till eight o'clock on Tuesday morning; that they brought as much rum and sugar of the cargo, and the rigging and sails of the vessel, as they could flow in the said privateer; that at nine o'clock they cut the cables of the said ship Aracabella, and set her on fire in four several places, viz. fore, main and after hatchway, and in the gun room; the ship then drifted on the breakers near the shore, after which the captain of the said privateer told him he had fifty men on board, but would not tell his or the vessel's name, also said that the captain of a British frigate had burned a privateer he commanded, in Hampton roads, and for that reason he burned the ship, but could he have carried her off he would have done it; that the deponent received part of his clothes in a bag, and received no personal bad treatment himself or crew; immediately after setting fire to the ship the privateer weighed anchor, got over the bar, and went into Stono Inlet, and landed him with 15 men on the beach, being the whole number on board the ship when taken at anchor in the harbour of Charleston, contrary to the laws of neutrality and of nations; that they got to Mr. Taylor's, who treated them in a very kind and friendly manner.

In addition to the facts stated in captain Story's affidavit, we have been informed by him that some of the privateersmen were either English, Irish, or Americans as they spoke and understood the English language—that it was impossible to learn either the name of the privateer or the captain, or from whence she came: she was a small pilot boat of 25 or 30 tons, had two six pounders mounted, and was said to have come from Cape Francois, which is not very credible.

The seaman who was first carried on board the privateer with capt. Story, is one of the men who was sent from this city as an assistant, and informs that he saw on board the privateer, a tall, thin man of a brown complexion, whom he has frequently seen in this city, and who was once a pilot out of Savannah, at which place he now has a wife.

Mr. Minot who went down in a schooner to lighten the ship, was also on board when she was taken, and says that he saw there 4 or 5 men whom he knew before in this city, particularly the pilot above-mentioned, for whom he wrote a letter to his wife, while on board the privateer and promised to forward it, but afterwards lost it and a free mulatto fellow of this city, and a runaway negro of Mr. Hornbecks.

Turner the pilot who was unfortunately on board the ship when taken, has been detained on board the privateer; at least there is not yet any account of his having been put ashore.

The boats which were sent down yesterday to see if any of the ship's cargo could be saved, returned with the accounts of her gone entirely to pieces and that nothing could be recovered.

#### By this day's Mail.

#### BALTIMORE, November 3.

In the Miraculous Pitcher, arrived from Cape Francois, Mr. Jacob W. Giles, of this city came passenger, from whom we received the following:

Arrived at the Cape on the 12th day of October, from Gonaves, a port within the bite of Leogane, after crossing the mountains of St. Domingo: when Mr. G. left Gonaves, there were little or no business to be done, on account of the market being glutted, from the number of American vessels, bound to English, Spanish or French ports, taken by French and Spanish cruizers, brought into the above port, and declared good prizes. Mr. G. during his stay of fourteen days at Gonaves, was daily a witness to the sale of American vessels and cargoes, eight out of ten of whom were taken bound to French ports; he heard with pain the sale of those vessels, the day previous, announced to the town by the public crier; the pretext for condemning those vessels is a want of papers, which the captains of privateers take care to destroy the instant they board a vessel. During his stay at the Cape, the brig Sophia, capt. Baily, arrived there from Porto Rico—the is a brig in the service of the United States, sent out to the West-Indies to assist our poor unfortunate countrymen, a number of whom, after

having had their vessels taken from them, the captain informed Mr. G. he found languishing in jails, and without money or friends: on capt. Baily's arrival at the Cape, he immediately made application to the French commissioners, Pascal and Raymond, for the state of American seamen at the Cape; capt. B. told Mr. G. that after having made known to the above citizens the purport of his mission, they treated him with the utmost insolence and contempt, from which treatment he had very little to expect; he intended to sail in a few days for St. Jago in Cuba. An immediate war with America, was very generally spoken of in St. Domingo, when Mr. G. left that place, and from the conduct of every individual, either in or out of office, the most hostile intentions were easily discerned. The change in their commissioners, from Santhornax to Pascal and Raymond, has made no alteration in favor of the United States.—Commodore Barney's resignation of his command, under the French republic, was hourly expected, being disgusted with the treatment of Americans.

Mr. J. W. Giles left this place on the 29th August, bound to Gonaves, in the scho. Somerset, capt. Stevens; the mate, Mr. Desfield, died with the yellow fever, after having been five days at sea; the above vessel experienced a most dreadful gale of wind in the latitude of Bermudas; she made the West Caycos on the 19th Sept. where she was boarded by the British frigate Thames, and although bound for a French port, permitted to depart without one hour's detention; she was again boarded by the Pelican British sloop of war, of the Mole, and treated as before. The Somerset's water being spoiled on the passage, the capt. of the sloop supplied him with good water; during the examination of our papers, the lieutenant informed Mr. Giles, that the Pelican had had a very severe engagement with the French armed brig the Trompeuse, a few days before, they were of the same force, which lasted one hour and twenty minutes, at which time the French brig, from the quantity of shot received in her hull, sunk. The Somerset, on account of head winds, was detained six days in the Bite of Leogane—she was boarded off the Platform by two brigand boats, under French commissions; those boats Mr. G. informs, were manned by not less than fifty pirates, black, white and yellow, not one of whom could be compared, with respect to appearance, with the worst of our wheel-barrow men, the only arms on board these boats were, in one a small swivel, and in the other an old rusty mulket; they all however, wore daggers in their belts; we could hear them coming at a great distance, the noise of their oars keeping concert with the most savage yell; their first salutation was a shot immediately at us from their swivel, and the words, "heave too you damned rascals;" when they came along side, they all boarded the schooner, entered the cabin, and began eating, drinking, destroying and scaling every thing they could lay their fingers on; nothing could bear a stronger resemblance to a feast of savage cannibals, than the one Mr. G. was then witness to; they kept forcible possession of the schooner for 12 hours, after which time, having destroyed almost every thing, and fearing a visit from the British from the Mole, they left us to continue our course to Gonaves.

#### The Gazette.

#### PHILADELPHIA,

MONDAY EVENING, NOVEMBER 6.

The Board of Health on the 13th October, advised their fellow citizens to employ proper persons to cleanse their houses, previous to the return of their families to the city.

This advice the Board fear has not met that general attention that the importance of the object required.

The inspectors hope they will, therefore be excused for again impressing the minds of their fellow citizens with the necessity of cleaning their houses, beds, bedding and clothing, used by the sick during the late prevailing fever, and the propriety of throwing uncleaned linen into the necessaries.

The public should also be cautious in the purchase of bedding and clothing used by the sick.

Published by order of the Board. JNO. MILLER, jun. Chairman. Health Office, Nov. 3, 1797.

MARRIED.—On Saturday evening, by the Rev. Dr. Blair, Mr. FRANCIS MARCOB, Merchant, to Miss SALLY CALDWELL, daughter of Samuel Caldwell, Esq. of this city.

A well has been recently dug in Boston, more than one thousand feet distant from high water mark towards the channel, and water obtained of the most excellent quality. This well was dug about 25 feet in the common mode—from the bottom the earth was bored with an auger about three inches in diameter to the depth of 70 feet, when a spring was struck; the aperture was secured by inserting a wooden tube. Quere, whether good water might not be procured by boring from the bottom of any well in which the water is at present, bad?

#### GAZETTE MARINE LIST.

#### PORT OF PHILADELPHIA.

ARRIVED.	DAYS.
Ship Sarah, Jarvis, Liverpool	72
Sally Butler, Chisholm, St. Mary's	15
Old Tom, Heron, Wilmington, D.	—
Henriette, Robinson, Passamaquoddy	—
Harmony, Smith, Bordeaux, via	—
Wilmington	—
Brig Anna, Maffit, Guadalupe	23
Sch. Sally, Stoddard, Boston	12
Betsy, Justice, Charleston	9
Diana, Weldon, N. Carolina	13

Abigail, Salton, do.  
Ranger, Warren, Passamaquoddy 10  
Sloop Woden, Garret, N. Carolina 4  
Arrived at the fort the febr. Phoebe,  
Smith, 23 days from C. N. Mole.

CLEARED.  
Brig Molly, Jones, Perth Amboy  
Sch. Amy, Cushing, Cape Francois  
Sloop Rainbow, M'Nutt, Halifax, N. S.  
New-York, Nov. 4.

ARRIVED. DAYS  
Barque Pallar, Barker, Hull 75  
Sloop Hannah, —, Petersburg, V. —  
—, Providence, Virginia 10  
Two Sisters, Dennis, Norfolk 3  
Sloop Dependence, Kenny, St. Domingo 32  
Betsy, Elkins, Alexandria 8  
Captain Schookley, of the sloop Mill River, from New Providence, left there the 6th ult. ship Asia, Yard, of this port, (cleared with a salvage of one sixth,) and the schooner Betsy Hollon, Mellin of this port, to sail next day for Georgia.—15th ult. spoke the said schooner, in a gale of wind, and both vessels put into St. Mary's in distress, the Betsy Hollon having sprung her main-mast and fore-top mast.

The brig West Indian, Charlton, from hence, has arrived safe at C. N. Mole.

The brig Packet, Strong, was to leave Charleston for this port, the 29th ult.

The ship Sarah, captain Jarvis, left at Liverpool for this port, the 24th of August, the following vessels.

Ship Prosperity, Craig, to sail in 2 days.  
— Diana, Pile, do. 8 co.  
— Peggy, Elliott, do. do.

Brig Diamond, Eastburn, discharging.

October 6th lat. 42, 45, long. 59, 46, was boarded by a French National ship of 20 guns and after examination, politely dismissed—capt. Jarvis, could not learn her name or destination—14th lat. 59, 35, long. 58, spoke a Swedish brig, out 10 days from Baltimore to Bremen—same day lat. 38, 33, long. 69, spoke the ship Amiable, Tillinghull, out 73 days from Havre, bound to this port: short of provisions, which capt. I. supplied—18th, lat. 36, 10, long. 71, spoke the schooner Mary, Crozier, out 46 days from Guernsey to Virginia—20th, lat. 36 spoke a brig out 4 days from New London to Guadaloupe—26th, off the Cape of Virginia, spoke the Industry, Rudd, from London to Norfolk—25th, spoke the brig Phillip, out 2 days from New-York, for the West Indies.

Capt. Kenny, of the sloop Dependence, left St. Domingo the 2d ult.

Brig Malabar, Da Costa, of this port to sail in 4 days.

Schr. Ann, Hall, ditto, discharging.

— Sally, Hughes, ditto, for Jacquemel.

On the 15th ult. spoke the United States Brig Sophia, Capt. Maley, bound to Cape Francois—all well.

#### For Sale by the Subscriber,

White Plattillas  
Brown Hollands  
White Sheetings  
Downs  
Silks bordered Handkerchiefs  
Striped Siemouses  
Black Ribbons, No. 3 and 4  
Olaf Tumblers, and Looking Glasses, in  
in cases, &c. &c.

George Pennock.

November 6. 1797

All Persons who are indebted to the estate of WILLIAM HERRMAN, sen. of Philadelphia, deceased, are requested to make speedy payment; and those who have any demands against said estate, will please to present them, properly attested, to the subscribers.

William Heybam,  
Robert Heybam, } Executors.  
Francis Bowes Sayre, }

November 6. 1797

Five years old Madeira Wine, of the very first quality, in pipes, hhd's, and quarter casks, just landed from the ship Edward, from Madeira, and for sale by

JOHN CRAIG,  
No. 17, Dock-Street.  
WHO HAS FOR CHARTER,  
The Brigantine  
CHARLOTTE,

Burthen about 1300 barrels, just hove down and put in complete order, and now ready to receive a cargo. Apply, For SALE or CHARTER, The Ship

JOSEPHUS,  
Burthen about 1300 barrels.

November 6. 1797

#### A Negro Man.

FOR SALE, the unexpected time (four years) of a stout, healthy, active Negro Man. He is by trade a Cooper, was brought up when a boy to the farming business, is a good ploughman, understands the care and management of horses, and is a good driver. He has lately been employed in painting a new house and paints well—he is good tempered, and believed to be very honest, sold partly for want of employ, but more for being addicted to liquor—For terms apply to No. 12, Dock Street, near Spruce Street.  
Nov. 6. 1797

#### Drawing & Painting Academy,

No. 63, Walnut-Street.

JAMES COX,

RESPECTFULLY informs his friends and the general public, that his academy opens this day, November the 6th.

Hours of tuition for ladies, from 2 till 4 in the afternoon, and in the evening from 6 till 8 for gentlemen.

J. Cox has added to his collection of copies a variety of fine views, &c. drawn from nature during his absence from the city.

All kinds of colours prepared, and every article used in the different branches of drawing and painting, sold on reasonable terms.

Terms of Tuition, Six Dollars and a half per quarter.

A morning class for grown ladies, from 11 till 12 o'clock. 1797.

#### Young Hyson Tea.

40 chests of a superior quality—Also, 100 do. of Hyson, Imported in the Woodrop Sims, and for sale by the subscriber, corner of Second and Pine Street.

C. Haigh.

November 6. 1797