

December 12th, 1797—An Engine erected by Bolton and Watts, at *Shadwell*, in London, raised at the rate of 903 gallons per minute, or 760,000 gallons per day of 24 hours;—it supplied a district, extending from the Tower to Limehouse Bridge and from the river to White-Chapel, containing about 8000 houses and was burned down in less than 2 hours.—The great inconvenience suddenly experienced by the inhabitants may readily be conceived:—This event is surely sufficient to discourage the attempt of supplying Philadelphia by a Steam Engine, for the more regular the supply, the more certainly will the common pumps be suffered to go out of order. If, notwithstanding it should be determined to make use of a steam engine—there ought to be two erected at the same time of equal size, to communicate with the ground pipes; but surely it is of infinitely more importance to direct the public money and attention to the more certain supply by the CANAL, which having the object of Navigation in view, is doubly desirable.

I am well acquainted with two other Steam Engines which were consumed in a short time, one of which I saw at work but a few hours before it was destroyed—the other was next lot to my brothers dwelling-house, and endangered the whole neighborhood. The powerful and beautifully moving *Albion Mills* were likewise destroyed by fire a short time after I examined them at work. In short, as a detached machine, it is a noble engine, but not fit for a city to depend on for a supply of water. The poor little unfortunate Steam Boat in this city one night took fire, and was accidentally extinguished by the fire having burned a hole in her bottom and sinking her.

In *Birmingham* I examined a powerful engine, which was tottering to ruin by its laborious strokes; and near *Warrington* an engine applied to a coal pit, had nearly wrought its own destruction. It is an engine that requires knowledge and skill in the construction and repair, as well as great care in the attendance. *Desaguliers* mentions one which burst and killed the fire man, who had ignorantly overloaded the valve, from a desire of producing more work from the engine.

Mr. *Canning*, a celebrated speaker in the British House of Commons, on a late occasion, humorously observed, "That a vessel for the conveyance of coal was to be worked from Newcastle to London by means of a steam engine. She consumed so much of the coal on her voyage, that on her arrival in the port of London, scarcely a cinder was left!"

In Mr. *Latrobe's* newly digested project, directed to, and as he says, adopted by his employers, the joint committee of the city, and distributed by their order for the illumination of the Senate, during the pleadings of council, in order to detail his plan for supplying the citizens with pure and wholesome water, to be taken from the mud and splatter-docks of Schuylkill near the foot of the bank at the end of Chestnut-street; he has not told us how large the cylinders of his two steam engines are to be; but when he shall condescend to reveal this to other persons of common understanding, besides those who have adopted his plan, a near guess may be made of the expence of fuel for his two cylinders, compared with the expence of the one cylinder above mentioned.

But without considering the enormous expence of fuel, for such engines, it may be observed, that the maintaining them in repair, the danger of their destruction by fire, the loss of lives that may ensue, and the failure of a supply of water, possibly, when most wanted, have been sufficient to deter every wise people, from the use of them, when other means can be found.

Such means are at hand,—and the good citizens of Philadelphia are requested to consider them. At half the expence, and in far less time than will be necessary for these steam works, even if any dependence could be placed on their being adequate to the end proposed, or on the experience and abilities of the projector, a wheel engine may be placed at the foot of the Falls, with four feet of head, a small expence in the construction, no fuel necessary, and the purest water of Schuylkill as less than seventy yards distance thrown into the Canal, and the remaining part of it from the falls to the north bounds of the city, at the same time completed, whereby the plan of Inland Navigation will be considerably forwarded; and besides a supply of the best water, the city will begin to reap part of the benefits of water carriage from that distance for *Stone* and some other building materials. The Canal Company have also well grounded expectations, from the encouragement of a number of their fellow citizens, within a few months, to introduce a considerable supply of the best water for the use of the city, from some of the springs and streams in the neighborhood of the same, within the limits of their charter.

These things, it is hoped will be duly weighed by the citizens of Philadelphia, before they embark farther in the waste of money and an addition of taxes, for pursuing the wild projects of their present committee, who, as it would appear, will continue during the period of their authority, the willing followers of their wonder-working engineer, be his proposals ever so extravagant. The man who can persuade them to believe, that pure water can be drawn from Schuylkill by a Canal deeper than its lowest water mark— that however turbid the water may be, it will deposit its sediment in a tunnel without choking it up, and come pure to the drink-

\* This is the Steam-Engine which Mr. *Latrobe* presents to the joint Committee of Select and Common Councils, as still supplying part of London with water from the Thames, in the following words, viz.  
"Wapping, near *Shadwell*: This is the largest Engine in London, and receives its waters from the Thames."  
This misrepresentation, with several others, respecting the Steam-Engines for the supply of London and its environs with Thames water, the Com- mittee of the City Councils, fill placing faith in the word of their engineer, not more justly than indecently, could be printed and distributed among the members of the Senate, while one of the Council for the Canal Company was pleading before them.

ers in the city, by means of some magical gate that is to open it to the waters of the cbb. I say, the man who can persuade them to swallow all this, may also give them good hopes to receive along with good water for drinking, a fine supply of cat-fish, eels, crabs &c. swept through the tunnel along with the torrent of muddy water from the river at low-water mark; & to shief cat-fish, eels, &c. he can give a touch of the steam as they pass along, and send them ready dressed into every house, so as to have eating along with the water for drinking.

### By this Day's Mail.

WISCASSET, March 2.  
Arrived here on Thursday evening last, schooner *Apollo*, Capt. William Clifford, 25 days from *Nevis*—After being out five days, he was boarded by a French privateer schooner of ten guns, and taken without asking any questions—they took out the mate, and all the crew except one man, Mr. *Soloman Trask*, who feigned himself exceedingly sick. The French had possession of the vessel about 24 hours. The prize-master's pistols were lying in the binnacle, and his cutlafs on it. Capt. Clifford, slyly took his pistols and cutlafs while he was leaning over the quarter talking with another prize-master on board a *Kennebunk* schooner, which was also captured at the same time—He gave the pistols to Mr. *Trask*—the prize master turning his head saw Captain Clifford with his cutlafs, he sprung to the binnacle for his pistols, and finding them gone, he called to the other schooner, which was very near, to fire on the *Apollo*, but the Captain ordered Mr. *Trask* to blow him through if he did not countermand what he had said, when he was complied with. They had on board 6 Frenchmen; Mr. *Trask* drove four down the fore scuttle and afterwards put the 5th down and secured them, and kept the prize-master on deck. Five days after, fell in with a Philadelphia schooner bound to *Jamaica*, on board of which he put two of the prisoners.

After the *Apollo* was safe moored in the harbour of *Wiscasset*, the four remaining prisoners were delivered into the hands of proper authority. Three were committed to prison, and the fourth being the prize-master, tarried at the house of *Joseph Linkham*, Esq. Deputy Marshal.

NEW-YORK, March 25.  
ANOTHER VICTORY  
Has crowned the efforts of our infant Navy. Yesterday arrived the schr. *Dispatch*, capt. *Hudson*, in 15 days from the *Havanna*, by whom we have received the following pleasing intelligence:—That a few days before he sailed the New-York Cutter, *John Jay*, commanded by capt. *Leonard*, and the Philadelphia Cutter, *Gen. Green*, commanded by captain *Price*, in cruising off the *Havanna*, came across a French privateer of 12 guns, which they compelled to strike to the American Eagle. They carried their prize into the *Havanna*. Captain *Hudson* with thirty American vessels, sailed under convoy of the *John Jay*, the *General Green* and the *Dela- ware* sloop of war. We congratulate the public on the above intelligence; on the almost complete protection afforded to our West-India trade; on the rising dignity of the American character, and the general prosperity of our commerce.

Arrived Days  
Brig *Revolution*, St. Thomas's  
Schr. *Dispatch*, *Hudson*, *Havanna* 15  
Cornelia, *Außen*, *Savannah* 7  
Hiram, *Mattocks*, *Charleston* 7  
Dispatch, *Clark*, *New-Orleans* 14  
Cleared—Ship *Liberty*, *Burgels*, *Gibraltar*  
Schr. *Lark*, *Woodward*, *Halifax*  
By captain *Clark*, of the schooner *Dispatch*, from *New-Orleans*.  
Feb. 27, spoke ship *Friendship*, from Philadelphia, out 23 days, going up the *Mississippi*; brig *Nancy*, from *New-York*, out 20 days; brig *Eliza*, from Philadelphia, captain *Howard*, off the *Moro Castle*, out 21 days.  
Sailed in company from the *Havanna* with a fleet of 21 sail, bound to various parts of the United States, amongst which was the *Resolution* of *New-York*, and a black sided ship, name unknown.  
March 2d, spoke the *Hannibal* of 74 guns, captain *Smith*, who examined the papers, and paid every attention possible, offering any supplies that might be wanted, and pressed captain *Clark* if he stood in need to say so.  
The schooner *Fair Trader*, *Osburn*, bound to *Barbadoes* from this port, on Monday the 18th, in a gale, received considerable damage, put back, and arrived here yesterday, when the owners begun to overhaul the cargo.  
On Friday last Capt. *Marrocks* spoke the ship *George Barclay*, from *Bengal*, entering the *Delaware*, bound to Philadelphia.  
Brig *Hudson*, *Fanning*, from this port to *Trinidad*, is taken and carried into *Nevis*.  
Brig *Lydia*, *Darra*, failed four days before capt. *Außen*.  
The Ship *Fame*, from *Havannah* to Philadelphia, has safely arrived.  
The Sloop *Liberty*, *Dixon*, from this port is lost on the *Island of Cuba*—people saved.  
The Schooner *Industry*, *Doaks*, has arrived at *St. Kitts* from this port.

CHARLESTON, March 16.  
Yesterday arrived the brig *Eliza*, Hall, *Cadiz* 68 days; brig *John*, *Burton*, *Bolton*, 21 days; schooner *Fair American*, *Venema*, Philadelphia, 23 days; schooner *Nancy*, *Wright*, *Brown*, *New-London*, 14 days.  
The arrival of capt. *Hall*, from *Cadiz*, furnishes but little news. Nothing of moment had taken place in the Mediterranean, since the taking of *Minorca* by the British

fleet. *Malta* had not been attacked; and the accounts of the assassination of *Buonaparte*, were found to be fabrications. The last accounts from *Egypt* stated, that that general was in quiet and peaceable posses- sion of that country; that he was employed in organizing the country; and that his prospects of holding possession of the country were more promising than they had been some time before.  
Charles *Rutledge*, esquire, late charge des affairs of the United States, to the court of *Madrid*, came passenger in the *Eliza*, from *Cadiz*.  
The brig *Fame*, *Lamoat*, from this port, is arrived at *Bristol*.  
The brig *New-York Packet*, was to fall from *Cadiz*, for this port, about three weeks after capt. *Hall*.  
Lord *St. Vincents* fleet had resumed its situation before *Cadiz*, before capt. *Hall* sailed.

TRENTON, March 25.  
General Orders.  
TRENTON, March 22, 1799.  
BY Requisition of the President of the United States, of the 20th of March, current, "eight troops of the New-Jersey cavalry are to be held in readiness to march promptly, should circumstances require their aid in the support of government, against the insurgents of the counties of Northampton, Bucks and Montgomery, in the State of Pennsylvania." Eight complete troops are therefore immediately to be detached for that service, as near as may be to the scene of folly and obtrusiveness which calls forth the energies of government, having as much respect as is practicable to the convenience of those, who so honorably performed their tour on a like occasion in the year 1794. Those who shall be warned for duty in consequence of these orders, are to take care that their swords be not loose, but well riveted in their hilts, that their blades be sharp and bright, their pistols clean and in good order for videt duty; their horses at all times well food, fed and gently exercised, their saddles and valise pads well fuffed, and their girths and breast plates sufficiently strong. Each officer and trooper must carry with him, if called to the field, at least two changes of linen, &c. a nosegay, of strong canvas, and a few spare horse nails, ready headed and pointed; care being also taken, that the saddlers and farriers take with them their proper implements. Particular care must be taken by the troop officers, that each trooper supply himself with sound and dry boots, so as to preserve the health and comfort of the corps, and that every individual be furnished with strong and sharp spurs, so as to command a rapid advance of each charger at close order. The regiments of cavalry throughout the State are immediately to prepare for actual service, for in case of revolt, nothing should be left to chance, which is within the reach of human power and forethought. Though the folly and presumption of those who, even without a ray of hope, venture on an opposition to the act of the Union most favorable to internal interests, must affect his compassion as a man, yet the Commander in Chief of New-Jersey thinks it his duty to assure the Jersey cavalry, that though under the pressure of bad health, he is ready to lead them as far as he is able, should the obstinacy of the insurgents, in the opinion of government, make the measure necessary. Correct and immediate returns of the complete troops herein ordered for service, will be immediately made to general *Heard*, who will, on receipt of them, send a general return, with a duplicate, to the Commander in Chief, so that the list may be forwarded immediately to the Secretary of War.  
By order of his Excellency *RICHARD HOWELL*, Commander in Chief of the New-Jersey Militia,  
J. RHEA, Aid-de-Camp.  
To Adj. Gen. *Anthony W. White*.

On Friday last arrived in this city, a large detachment of Federal Troops under the command of captain *Henry*, being on their way towards *Northampton* (Penn.) to aid in suppressing the insurrection. They were partly from *New-Brunswick*, but principally from the fortifications at *New-York*. On Saturday morning they proceeded to *Newtown*, where they are to remain in readiness, until further orders.

Now landing at messrs *Willings & Francis*' Wharf the Cargo of the ship *George B* relay, Charles *McAllister*, commander, from *Calcutta*,—consisting of—  
Courts and fine Muslins  
Madras Handkerchiefs  
Bandanna ditto  
Tafferies  
Heavy Black Pepper  
Sugar in hogheads and bags  
Jallon Cotton, &c.  
For sale, by  
*Philips, Cramond & Co.*  
march 26 d10t

To be sold on moderate terms,  
A HANDSOME  
SITUATION FOR BUILDINGS,  
TWENTY miles due north from Philadelphia on the great post and stage road, leading from thence to *Easton* and *Bethlehem*. It is high, airy and beautiful, commanding an extensive prospect, especially on the south side;—together also, with any quantity of land contiguous, from 1 to 100 acres, arable, meadow and wood-land. On this land, about 50 poles distant, is a never-failing spring of pure water. At the spot, a well has been dug, but not finished: some collections of stones, boards and scantling for an house, were also made, a considerable time ago, and will be sold or not, at the option of the purchaser of the lot. Let tradesmen, whose business requires a public stand—let citizens, who wish a retreat for health, for pleasure, or repose, apply to the subscriber near the premises.  
NATHANIEL IRWIN.  
Neshaminy, march 4, 1799.  
Should the lot be purchased by a citizen of Philadelphia, whose business, or distance may render it inconvenient for him to superintend the erection of durable buildings, the subscriber will have no objection to erect such, either by contract or as agents for the purchaser.  
(1799) N. J.

## The Gazette.

PHILADELPHIA,  
TUESDAY EVENING, MARCH 25.

That extraordinary man, *Fouquier Tenille*, really entertains the most lively hopes of success: And so well grounded are they deemed by his contemporaries, that the squad which he has already selected to surround him in his new dignity actually, consider themselves as Judges, Attorney Generals and Secretaries elect.  
Should the new *Præfectus*, the new Public Accuser, and the new Secretary, be eventually fixed in their destined seats, who will say that the "intaminatis fulget honoribus" of *Horace*, will not apply to *Fouquier*?

Quis desiderio sit pudor aut modus  
Tam chari capitis?  
The Chief, elate with hope, and flushed with new confidence, already moves with a grace and dignity heretofore unknown to him. The venerable wig of *Mansfield*, (thereby hangs a tale) already assumes a shape severe, and formal cut, truly magisterial. Every thing more and more denoting that "No common habitant is he of Earth,  
" Cats bark'd, and horses whistled at his birth."

COMMUNICATION.  
WHEN we reflect on the glorious and successful stand that Great-Britain has made singly against the ferocious and defolating tyranny of France, it is impossible for us, if our feelings are not completely frenchified, not to contemplate with increased attachment and reverence, and pride, the great nation, from which we derive our natural and political existence, in all the fortunes of which we must share in the present contest, and wish which we must either stand or fall. Around her all is terror and dismay, and dependency; all, abject compromise, or timid submission to the power that all execrate, and all abhor. She alone keeps the station she originally assumed in the face of God and man. On the eternal basis of justice and equity, and right, she has kept her stand, and has singly braved the storm that has laid low so many of the most distinguished powers of the earth. The whole fabric of social order has been shaken; the work of ages has fallen in a heap of ruins around her; she alone has remained firm and unmoved; like her native oaks she has gathered strength from the storm. What a glorious distinction to be defended from such a nation? And what a proud pre-eminence would it be to be leagued with her in such a cause. While she exhibits such a spectacle to the moral eye, how mean, base, and execrable are the ravings and invectives of the infidel and anarchic; how low and contemptible that policy that would hug itself in a short sighted selfish neutrality! If there is any morality in the science of politics, it is the duty of all nations to unite in crushing such a profligate race as the present despots of France; as much, if not more than, it is of every member of the federal union, to subdue an insurrection in any one State. The French revolution is an insurrection against all nations, a war against all the laws of society, and vastly more dangerous to the peace and happiness of the world, than a partial revolt of a few counties is to the United States of America.

Extract of a letter from *Lieutenant Byrne* of *Cutter General Greene*, dated off the island of *Cuba*, March 9, 1799.  
"On the 5th inst. at 11 A.M. we fell in with and captured the schooner *Porpoise*, pierced for 12 guns, had 1 brass nine pounder, and 26 men, loaded with provisions from the *Havanna*, and bound to *Cape Francois*—She sails very fast. Capt. *Decatur* took all the men out of her, and we have manned her between us. The Governor *Jay* was not in fight when we captured her. We are conveying another fleet of 20 sail bound to different ports in the United States, but none to Philadelphia. We send the prisoners home by the fleet. There are two cruizers ready to come out of the *Havanna*, We hope we may fall in with them."

Extract of a letter from Capt. *Stephen Decatur*, to the Secretary of the Navy, dated On board the *Delaware*, off the *Moro Castle*, March 5, 1799.  
SIR,  
"I EMBRACE the earliest opportunity to inform you, that last night, about 12 o'clock, we saw a sail standing atho' us, after giving her four guns, she hove too, and proved to be the privateer *Marquis*, commissioned out of *Cape Francois*, which has expired several months. She mounts by her commission one brass nine pounder in her hatchway, ten swivels, ten muskets, thirty cutlasses, bound from the *Havanna* to *Cape Francois*, with a load of beef and pork, as I understand. She was commanded by Capt. *Hermaud*.  
Hon. B. Stoddert.

The History of Pennsylvania,  
By ROBERT PROUD,  
Will be Published this day, and delivered to subscribers and others,  
By ZACHARIAH POULSON, jun.  
At his Printing-Office, No. 106, Chestnut-street, nearly opposite to the Bank of North-America, and at the Philadelphia Library in Fifth-street, from two o'clock, until ten at night.  
WHERE the subscribers, in or near the city and such of them as live at a distance from Philadelphia are requested to direct their friends in the city to receive the same according to the terms in the proposals specified, excepting that both volumes being now ready, will be delivered together, instead of only one as mentioned in the proposals. All persons holding subscription papers, are earnestly requested immediately to return them, with the subscriptions, to  
ZACHARIAH POULSON, jun.  
march 25 fri 17

PENNSYLVANIA HOSPITAL.  
At a meeting of the Managers,  
JOSEPH SAUNDERS LEWIS,  
was elected Treasurer to the Pennsylvania Hospital, in the room of his father, *Mordecai Lewis*, lately deceased.  
Published by order of a board of Managers,  
SAMUEL COATES, Secretary.

MARRIED]—last evening, by the Rev. Mr. *Abercrombie*, Mr. *ROBERT GOLDSBOROUGH*, of the State of Maryland, to Miss *SALLY POTTER*, of this city, daughter of the late Mr. *John Potter*, deceased.  
— last evening, by the Rev. Dr. *Rogers*, Mr. *ROBERT HAMILTON*, of this city, to Miss *JESSY McNAUGHTON*, daughter of *Patrick McNaughton*, Esq. of Cumberland county, Pennsylvania.

DIED]—on Sunday last, Mrs. *Eleanor Cochran*, wife of *James Cochran*, Esq. late member of Congress from the State of New-York, and daughter of Mr. *John Barclay*, of this city.

### Gazette Marine List.

Port of Philadelphia,  
ARRIVED, Days.  
Ship *George Barclay*, *M'Alister*, *Calcutta* 127  
Brig *James*, *Gemmeny*, *Charleston*,  
Molly, *Churnides*, *Bermuda* 18  
Schr. *Porcupine*, *Newman*, do. 12  
Thomas, *Thomas*, *St. Johns*  
Brig *Alexandria*, *Holland*, of this port, from *Cadiz* to *Laguaira*, was carried into *Bermuda* and condemned, vessel and cargo.  
Schr. *Fair American*, *Venneman*, of this port, has arrived at *Charleston*.  
Brig *Jafon*,—from *Hamburgh* is below.

Upwards of twenty fail of vessels went to sea on Saturday last.  
By the ship *George Barclay*, *M'Alister*, four months and eight days from *Bengal*.  
Sailed from *Bengal* 17th Nov. Accounts of *Admiral Nelson's* victory were received at *Calcutta* early in *October*; *Buonaparte's* head quarters were at *Grand Cairo* the 15th Sept. Dispatches were daily arriving in *Bengal*, from the British residents at *Aleppo* and *Baffora*, respecting the movements of the French.

An advantageous treaty had just been concluded by *Lord Mornington* with the *Nizam*, by which all Frenchmen in his service were to be given up to the *Bengal* government, as prisoners of war; he had also stipulated to receive ten thousand company troops into his service.  
*Tippo Saib* had shewn some hostile appearance, and was suspected, which occasioned the *Madras* government to make some peremptory demands—the port of *Mangalore* was required as a guarantee for his neutrality—and we understand that *Tippo* had actually surrendered *Mangalore* to the British.

Capt. *M'Alister* put into the *Cape of Good Hope*, on the 17th Jan. was embargoed for a few days, and failed on the 29th of same month, in company with a fleet of homeward bound India men, consisting of six sail, which he parted with on the following day. All was tranquil at the cape; a strong garrison and fleet lay there. The famous privateer *Apollo*, from *Mauritius*, which had taken so many vessels in the *Indian* sea had been taken, and carried into the cape, by one of the frigates. A division of ships of war, under the command of commodore *Blanket*, had sailed for the *Red Sea*; admiral *Sir H. Christian* died about the end of *December*.

On Wednesday the 6th current, in lat. 20, 55, N. long. 55 west, spoke the ship *Merrimaid*, of *Portsmouth*, Capt. *John Tilton*, from *Portsmouth* bound to *Tobago*, out 24 days, all well.  
Tuesday the 12th current, in lat. 28 50, N. and long. 63, spoke the *Baltimore* ship of war, and Revenue cutter *Virginia*, capt. *Bright*, with three fail under convoy, bound to the *West Indies*, out eight days from the *Chesapeake*, all well.  
On the 29th had a very heavy gale of wind in at. 39 39, N. and long. 75 30 W. The ship *Jafon*, from *Hamburg*, has had a passage of 123 days—of course brings nothing new.  
The United States sloop of war, *Norfolk*, from a cruise, is below.

New-Theatre.  
The last week before the benefits.  
TO-MORROW EVENING, March 27,  
WILL BE PRESENTED,  
A celebrated COMEDY, called  
THE DRAMATIST;  
Or, Stop him who can.  
To which will be added, ASPEAKING PANTOMIME, written by the late *David Garrick*, called  
HARLEQUIN'S INVASION  
Of the Realms of Shakespeare.  
With the original music—The accompaniments by Mr. *Gillingham*.  
With an entire new Medley Overture by Mr. *Keisar*'s.  
In the course of the Pantomime will be introduced a variety of Scenery and Machinery.  
The Scenery designed and executed by Mr. *Milbo* rna.  
On Friday, EVERY ONE HAS HIS FAULT—With a Farce (never acted here) called BOTHERATION; OR, A TEN YEARS BLUNDER.  
On Saturday, ROMEO & JULIET, with Entertainments.  
Mrs. *MERRY's* Night will be on Monday next.