

By this Day's Mail.

BALTIMORE, May 28.

This morning, between the hours of 2 and 3 o'clock a fire broke out in the back house Mr. Patrick Millian, in South-street, had to have been occasioned by the burbling of the oven. The citizens soon turned out with their usual alacrity; but, notwithstanding every possible exertion was made by them to extinguish the flames, they in a short time spread to the buildings on Pratt-street, thence, round the corner of Pratt-street and Franklin Lane, to within one door of Wood-street.

The flames on the latter street and one on South-street, which are all that remain of the square, have been considerable injured. A list of the buildings destroyed, with the names of the owners and occupiers. William Woods, three floors, occupied by Woods, Taylor and Co.—James Piper—and William Jelfop. Redmond Barry, 1 house, by himself. A. W. Davey, 1 store, by William Ryland.

NORFOLK, May 23.

Yesterday the following Address was presented by a committee from the mayor, Recorder, and Aldermen of this Borough to capt. Truxton.

To THOMAS TRUXTON, Esq. commander of the U. S. ship of war Constellation. Sir, The mayor, Recorder, and Aldermen of the Borough of Norfolk, take pleasure in welcoming you to your native shores. Amid our congratulations on your safety, and that of the brave officers and men under your command, we view it, as a circumstance or pleasing contemplation, that at a time when the interests of your country call for the exertions of its citizens, you, Sir, by your late brilliant contest, have been the first to evince, to an imperious and insulting nation, the only TRIBUTE they can ever exact from the American character.

May your future returns to the bosom of a grateful country, be as auspicious as the present.

We are, Sir, in behalf of the Mayor, Recorder, and Aldermen, Your obedient servants, Seth Foster, F. K. Read, Committee.

To which he returned the following Answer. To the Mayor Recorder and Aldermen of the Borough of Norfolk.

GENTLEMEN, I receive with unexpressible emotions (through your committee Messrs. Foster and Read) the honor you have done me by this address. To be thus welcomed to my native shores, after a fatiguing campaign, and for my conduct to have met the approbation of so honorable and so respectable a body, is one of the first states of the union, is highly gratifying to my heart, and will leave an impression on my mind, that can only be defaced by the end of my existence.

To have been the first to evince, to an imperious and insulting nation, that the thunder of cannon and showers of ball, is the only tribute they can exact from the United States, has been my good fortune—for I have no doubt, but any of my brother commanders, in the other ships, having such a brave set of officers, and so active and determined a crew as that of the Constellation's, would have done at least as much as has been imputed to me, if chance had given them the opportunity.

Accept, fellow-citizens, my sincere thanks for your good wishes towards me in future and believe me always devoted to the honor, interest and happiness of my country.

Your obedient humble servant, Thomas Truxton.

May 12, 1799. The following is a correct list of the captures made by the Constellation frigate, during her last cruise.

- L'Inferente, 20 guns, 409 Men. L'Union, Letter of Marque, Dry Goods and Provisions. L'Diligente, Ditto, Flour. Ship's Brothers, of London, recaptured. By the Constellation, we also learn, that the U. S. brig Richmond, Lieut. Sparke, has captured a French schooner loaded with coffee.

Per the schooner Two Brothers, capt. Esterbrook, 7 days from New-Providance.

NASSAU, April 19. The brig Nancy, Coffin, from New-Orleans for Havana, with lumber, is sent in here by the Privateer, West.

The Hero privateer is in the office, with the American ship Eagle, Denmet, from Philadelphia, detained under suspicion of having enemy's property on board.

April 23. Yesterday arrived here, a Danish Government Schooner, with col. Peterfon, who is a Commissioner appointed to enquire into the captures and detentions of vessels, sailing under Danish colors made by the British cruisers in the West Indies. She left Port Royal on the 7th inst. when there was nothing new; and on the 12th called in at Cape Nicholas Mole, from which gen. Touf-

blint had gone a few days before, to meet Lieut. Col. Harcourt at Port-au-Prince. Augustus Love, the privateer, who was sent from hence to England in the Proteolyte frigate, has made his escape from Plymouth, and is supposed to be ere this in the West-Indies at his old occupation.

American schr. Sally and Peggy, Holliday, from Baltimore for Havana, with contraband goods; by the privateer Dasher, Picket.

April 26. A Spanish Xebec, laden with Whale Oil, &c. lately from Malaga, was last week cut out of Porto Plata, in St. Domingo, to windward of Monte Christi, by the Lark privateer, captain Tucker, and arrived here today.

RICHMOND, May 21.

EXTRACT FROM THE EXAMINER. "It is certainly necessary that the people of this country should weigh well the consequences of entering into those standing armies which are now raising in this country. Can any affectionate and prudent father willingly see his son consigned over to every vice which can disgrace human nature? Can any sensible young man engage with a body of men who have not one solitary virtue to compensate for their innumerable vices? Can he become a member of a society in which his principles will be contaminated and his moral feelings extinguished? It is said that there are to be twenty-two battalions in Virginia where the recruiting business is to be carried on and that to mark out the particular places of rendezvous is one of the objects of the military officers that are now in town. It is to be hoped that for the honor of Virginia there will be but few persons so ignorant or so unprincipled as to associate with the miserable beings who generally compose standing armies. Fellow-citizens, let not their intriguing arts ensnare you, let not their handsome coats and neat appearance captivate you, let not their insidious swaggers, and lofty airs frighten you into compliance. Be guarded. Freedom ought to adhere to the militia."

Richmond, May 16, '99.

REMARKS.

That the impudent swagger and lofty air of the federal troops should excite the fears of the Examiner or any other Jacobin, is as natural as that they should be offensive to the French, our open enemies; the mortifying circumstance of his not being admitted to associate with them while in town, accounts for his illiberality towards those who were. It is hoped that for the honor of Virginia, there will be but few persons so ignorant or so unprincipled as to associate with the miserable beings who generally compose standing armies, but what of all other things seems to be most distressing to him, he seems to be afraid that their intriguing arts may ensnare him into an enlistment; and that their handsome coats and neat appearance may captivate—Who? Madame; but although his diminutive figure and squeaking voice (strong evidence of imbecility) may be sufficient ground for one of his fears, it most certainly secures him from the other; for his strength would not enable him to carry a musket or a drum, and his Eunuch-like voice is not suited to the life. The soldiers are men, as well calculated to charm and give pleasure to the women as to excite the fears of Jacobins.

A SOLDIER. Richmond, May 19, '99.

NEWARK, May 28.

COMMUNICATION.

FACTION.

Among the many absurdities that attach to the opposers of our government, that of the gross perversion of language is not the least singular. If ever there was a government that could strictly be styled the peoples that of America is one. Yet the men chosen by the people to administer it, and the great bulk of the people who support it are termed a faction. If these compose the faction in this Country, then the legitimate government is lodged some where else, and where are we to look for it? Is it at Monticello in Virginia—at Lyon's district in Vermont—is it lodged with the Kentucky Assembly—or the Irish in the suburbs of Philadelphia? Do its decrees issue from the fowl pages of the Aurora, the Argus, or the Centurion of Freedom? Or are they to be gathered from the hasty resolutions of some obscure town meeting.

But the Federal cause cannot be successfully assailed by truth, by decent argument, or sound reasoning; for there is nothing in its character on which they can take hold. No; the more it is brought to the touchstone of truth, the brighter it shines. But calumny, like a bottomless pit of filth, is forever lending forth its noxious vapor, to obscure its beauty, and bring it down to the standard of its own deformity—a Faction! Those who apply this term to the federal government and its supporters, know they are a faction themselves; and they know the deferred odium that belongs to the character of the faction: hence it is that they apply the term to their opposers—Like the house-breaker, who thinks to escape detection by running into the street, and crying—shop thief!

CHARLESTON, May 8. STATE OF SOUTH-CAROLINA. By his Excellency Edward Rutledge, Governor and Commander in Chief, in and over the State aforesaid.

A PROCLAMATION.

WHEREAS I have received information that a malignant contagious fever now rages at the Havana; and it being of high importance to the health of the inhabitants of this state, that measures should immediately be adopted to prevent the introduction of so great a calamity; I have, therefore, thought fit to issue this my proclamation, ordering and directing that all vessels which shall arrive in this port from the Havana, or from any other part of the island of Cu-

ba be brought to under the guns of Fort Johnston, and there perform a quarantine of twenty-one days. And I do further order and direct, that all vessels which shall arrive in this port from any part of the West-India Islands, the Spanish Main, Pelelaca, or the Mediterranean, shall be subject to examination by the port physician, and to the performance of quarantine as he shall judge it necessary; and I do hereby prohibit and forbid all pilots and other persons, from bringing any of the said vessels, so arriving in port, beyond Fort Johnston, until they shall have received a permit for that purpose from the port physician. And the commanding officer at Fort Johnston, the port physician, and all other officers whose duty it is to attend to the same, as hereby required to be strict and punctual in the due execution of the regulations required by this my proclamation.

Given under my hand, and the seal of the state, in the city of Charleston, the tenth day of May, Anno Domini, 1799, and in the 23d year of the independence of the United States of America.

EDWARD (I. m. s.) RUTLEDGE. By the Governor. ISAAC MOTTE DART, Sec'y of State.

Yesterday arrived the brig Little Benjamin, Cooke, Teneriffe, 39 days.

The brig Little Benjamin, which arrived yesterday from Teneriffe, a vessel which was purchased in that Island by capt. Cooke, late of the ship Caroline, from London bound to this port, which was captured by a French privateer belonging to Bordeaux, and carried into that Island, where ship and cargo were condemned. The Little Benjamin was an English vessel, captured by the same privateer. Several of the passengers which were on board of the Caroline, at the time of her capture, arrived yesterday with capt. Cooke.

The privateer which captured the Caroline, carried 20 guns and 170 men. Capt. Cooke had 12 guns and 17 men; with this unequal force, he fought the privateer one hour: his mate was the only man wounded; he received a musket ball in the upper part of his cheek, which came out at the other; but he recovered, and arrived with captain Cooke. One man was wounded on board the French vessel.

The schooner Maria, of Charleston, T. Cortlett, master, failed from Philadelphia the 28th of March, laden with flour, tallow and some dry goods. April 2d, in lat. 25, 27. n. long. 74. 53. w. at half past one o'clock, a violent whirlwind upset the Maria, there being at the same time no appearance whatever of a squall or hard gale in two minutes after the schooner was filled with water, whereupon the master and his crew made every exertion to right her again, and for this purpose cut away all her sails from the masts and yards—having flaid by the vessel until ten o'clock, p. m. they were then obliged to quit her and take to their boat; they endeavored to keep the head of the boat to the sea, but the wind blowing very fresh from the westward, a heavy sea filled the boat with water several times during the night. At six o'clock a. m. made along side, when one of the men got into the weather cabin window, got a hand saw and cut away both masts, whereupon she righted a little; but at two o'clock, p. m. they were once more compelled to take to their boat, there being a heavy sea from w. n. w. In day light they directed their course by the sun, and during the night by the stars for four days.

On the 6th April, they were fortunately picked up by the sloop Peggy, capt. Joseph Smith, of Rhode-Island, capt. Cortlett and his crew being almost ready to perish with hunger and fatigue.

On the 11th of April, made the island of Bermuda; spoke a fishing boat, on board of which captain Smith put the master and crew of the Maria.

The next day they landed at the town of Hamilton in the island of Bermuda, and were treated very politely by the inhabitants, who raised by subscription 120 dollars for their relief, and afforded every requisite attendance on the sick.

St. Andrew's Society.

THE quarterly meeting of the St. Andrew's Society will be held TO-MORROW Evening, at Barnabas M'Shane's Tavern, North Third Street, at 7 o'clock.

Wm. YOUNG, sec'y. pro tem. may 30 thist

Twenty-five Thousand Dollars yet to let out for one year on good real estate, in this city and its vicinity, by mortgage. The title must be clear and the properties insured. Apply to JOHN SHIELDS, Broker.

No. 22, Chestnut Street. All kinds of Public Securities, Bills of Exchange, Notes, &c. bought and sold on commission. may 30 33w tm

Three or four gentlemen may be accommodated with Board and Lodging, at Mrs. M'CREA'S, no. 29, north Eighth Street. may 30 th fa. mo. th

Samuel Miles, jun'r. Of the city of Philadelphia, merchant, having assigned over all his effects, real, personal and mixed, to the subscribers, for the benefit of such of his creditors as may subscribe to the said assignment on or before the first of August next.

Notice is hereby given, That all persons indebted to the said estate, that they are requested to make immediate payment to either of the assignees, or to the said Samuel Miles, who is authorized to receive the same; in failure whereof legal steps will be taken for the recovery of such debts, as are not discharged accordingly.

GEORGE ASTON, CORNELIS COMEGYS, JOHN ALLEN, Assignees. feb. 14. 3awif

The Gazette.

PHILADELPHIA.

THURSDAY EVENING, MAY 30.

CONFIRMATION.

Defeat of the French.

Extract of a Letter received by a Merchant of this city, dated LONDON, April 10 '99.

The French have received a severe check from the Austrians, in a battle which took place lately. They lost upwards of 2000 men; this event is likely to give a new turn to the affairs on the continent. I pray, most sincerely these infamous despots may be crushed and blotted from the face of the earth.

This goes by the Minerva to Boston, which is to run (and will be out before the fleet) a packet.

Extract of a Letter from Madrid, dated 19th March, 1799.

I have learned from various quarters, that the gallant defence made by our armed merchant vessels against French privateers, in several instances, has greatly tended to inspire a respect in the crews of the latter for our flag. Captain Camille Bradford, commanding the ship Mary of Boston, carrying 25 men and 10 four pounders, has acquired much reputation by repulsing two French privateers of superior force, and entering safe at Malaga, a few days ago, with a valuable cargo of fish and sugar. He had not a man killed or wounded. The French privateers soon followed him into the same port, having had two men killed and thirteen wounded—some of them mortally. Letters from Algieras advise, that the French privateers, which have to long infested the straits of Gibraltar, are now very cautious in not approaching near American vessels, until it be ascertained whether they are well armed or not.

Extract of a Letter from a respectable mercantile house at Lisbon, to a correspondent in this City, dated 27th March 1799.

A large force is preparing in England to defend this country, so that we have not any apprehensions even if the French should make an attack on it. A Federalist shall be attended to.

Mr. James Casey is not interested in the new paper, mentioned in an article under the New-York head, in yesterday's Gazette.

This day's Mail, our readers will perceive, brings melancholy news of the further ravages of that destroying element, Fire: Property to the amount of half a million of dollars, is said to have been destroyed in this single instance. Whilst distress in its most horrid forms, is thus repeatedly visiting other cities, how grateful should the citizens of Philadelphia be for their remarkable preservation from this devouring element. It should not, however, be forgotten, that it is to the wise regulations of our corporation, that, under God, we have owed our escape hitherto, and in this view, we ought never to forget the man, (whom men vicious as himself would now reward with civic honors) to whom we are indebted for the nullification of the most salutary and necessary provision that ever was fallen upon for a populous city.

Colonel Silas Talbot of the American navy, heretofore appointed to command the United States' frigate now building in New York, is to command the Constitution, of 44 guns, vice Captain Nicholson.

The Montezuma sloop of war will proceed on a cruise this day or to-morrow, under the command of Capt. Mulowny, late first lieutenant on board the United States.

Capt. Murray, late of the Montezuma, is to be removed to another vessel. The quarantine of the sloop of war Delaware, Captain Decatur, will be out this day, when she will come up to the city.

Gazette Marine List.

Port of Philadelphia.

Arrived at the Fort. Brig Aurora, Strickling, Barcelona, via N. York.

The Herald, sloop of war, capt. Russell failed from N. Castle on Tuesday last on a cruise.

The Montezuma, capt. Malony, sails to-morrow. Brig Polly, Chamong, from hence, has arrived at Rotterdam.

An armed inward bound brig, was abreast of Chester this morning. The ship Criterion—of this port is supposed to have arrived in England, from N. York, as answers to her letters have been received, dated London, 5th April.

Ship Alex. Hamilton, Fenell, has arrived at London, from N. York.

Arrived at this port, this morning, Schr. Nancy, Logan from Havana; crew all well; failed the 15th inst.

Ship Harmony, Willington, of this port sent into New Providence on her passage from Cape Francois to Baltimore is condemned, with 400 bags of coffee, the remainder of the cargo to the value of 80,000 dollars, is liberated.



On Monday next, the 3d of June, WILL START, THE

SWIFT-SURE,

A NEW LINE OF STAGES, To run daily between PHILADELPHIA and New-York, by the short and pleasant Road of BUSTLETON, NEWTOWN, SCOTCH-PLAINS SPRINGFIELD and NEWARK.

THE excellence of this Road, the populousness of the country through which it passes, withundry other advantages, which render it so far preferable to the Old Road through Bristol, Brunswick, &c. long ago suggested the propriety of its becoming the Grand Thorough-fare from Philadelphia to New-York. During the present year, a minute survey of it has been taken, and its superiority over the Old Road, both in Winter and Summer, has been clearly ascertained. There are good bridges over all the other waters but the Delaware, and here the crossing is performed with great safety and in less than half the time required at the Trenton ferry. This Road is several miles shorter than the Old Road, but this is amongst the least of its advantages, because daily experience proves to us, that dispatch as well as comfort in travelling principally depends on the goodness of the road and the levelness of the country, and in these respects, the New Road is beyond all comparison, the best. It pretains none of those rocky hills, which render the Old Road so fatiguing between the Delaware and Newark. The soil, too, for the far greater part, is such as to produce but little mud in winter, and very little dust in summer, which circumstances, added to the beauty of the country and a considerable proportion of shade, will render travelling in the latter season peculiarly agreeable.

The SWIFT-SURE will start at 6 o'clock every morning (Sundays excepted) from the GREEN TREE, opposite the Lutheran Church, North Fourth Street, Philadelphia. It will go through Frankfort to Bustleton, where it will stop to breakfast; from Bustleton it will go through Newtown to Pennycott to dinner; from Pennycott through Hopewell, Millstone, Bound-brook, Quibbetown and Plainfield, to Scotch-Plains to lodge. The next morning it will stop at Springfield to breakfast, from whence it will go through Newark, and arrive at New-York by noon.

Fare for passengers, 5 Dollars. Way passengers, 6 cents per mile. Each passenger is allowed to take on 14lbs of baggage carriage free; but all other baggage, taken only a passenger will be charged at 4 cents per pound weight.

With respect to Packages sent on without passengers, the proprietors presume they have adopted a regulation, which, though unknown to other Lines of Stages, they think must meet with general approbation.—They pledge themselves to make good every package on the following conditions. The person who delivers the package at the office shall see it entered in the Stage Book, for which entry he shall pay 6 cents; he will then state the value of the package, and pay, (exclusive of the carriage) one per cent on the value, as insurance, and for which he will receive a receipt. Thus, for instance, if he estimates his package at one dollar, he will pay one cent, and if at one hundred dollars he will pay one dollar insurance, and in like proportion for packages of any other value.

Very few persons, it is presumed, will dislike this regulation; it will however, be optional with every one to avail himself of this security or not. But the proprietors think it right to state very explicitly, that they will be responsible for the safe delivery of no package, which is not regularly entered, and for which an insurance receipt cannot be produced.

In the distribution of the Route the greatest care has been taken to fix on such places and Taverns as shall always afford good accommodation and entertainment for the passengers at the most reasonable rates. The Stages are all well-equipped, furnished with fleet and steady horses, and committed to the care of intelligent, sober and obliging drivers. The Proprietors themselves live at the different towns and villages where the Stages will stop, so that the conduct of the persons they employ will be continually an object of their attention. They will take care also to see, that the passengers are well provided for and politely treated at the Taverns, and that no sort of chicanery or insolence shall be practised upon them: in short, they are resolved, that neither pain nor expense shall be wanting to render the SWIFT-SURE the very best Line of Stages in America.

- JOHN McCALLA, Philadelphia. THOS. PAUL, Bustleton. JOSEPH THORNTON, New-York. NICHOLAS WYNKOOP, do. JACOB KESLER, do. JOHN MOREHEAD, Pennycott. THOS. KILLMAN, near Milestone. ELIAS COMBES, Bound-Brook. R. STANSBURY, Scotch-Plains. ISAAC RAWLE, do. ROBERT PEARSON, Springfield Philadelphia, May 30, 1799.

FOR SALE, The fast sailing Sloop SWIFT PACKET.

She is well calculated as a Packet between this and the southern states, having handsome and extensive accommodations for passengers. She is well suited for the freights of West India trade, and can be sent to sea at a trifling expense. The inventory may be seen and the terms of sale made known by applying to N. & J. FRAZIER, No. 95 South Front St. may 30. 3w3awif