

on a very commanding point of the entrance. At one o'clock yesterday afternoon this gun opened upon us we passed: the Diamond's fire, however, silenced it in eleven minutes. The others opened upon us as we came round the point, and their commanding situation giving them a decided advantage over a ship in our position, I judged it necessary to adopt another mode of attack, and accordingly detached the marines and boarders to land behind the point, and take the batteries in the rear. As the boats approached the beach they met with a warm reception, and a temporary check, from a body of troops drawn up to oppose their landing: the situation was critical, the ship being exposed to a most galling fire, and an intricate pilotage, with a considerable portion of her men thus detached. I pointed out to Lieut. Pine the apparent practicability of climbing the precipice in front of the batteries, which he readily perceived, and, with an alacrity and bravery, of which I have had many proofs in the course of our service together, he undertook and executed this hazardous service, landing immediately under the guns, and rendering himself master of them before the column of troops could regain the heights. The fire from the ship was directed to cover our men in this operation; it checked the enemy in their advancement, and the re-embarkation was effected, as soon as the guns were spiked, without the loss of a man, though we have to regret Lieut. Carter, of the marines, being dangerously wounded, on this occasion.

The enemy's guns, three twenty four pounders, being silenced and rendered useless for the time, we proceeded to attack the corvette and the other armed vessels, which had by this time opened their fire on us, to cover the operation of hauling themselves on shore. The Diamond was anchored as close to the Corvette as her draft of water would allow. The Liberty brig was able to approach near, and on this occasion I cannot omit to mention the very gallant and judicious manner in which Lt. McKinley, her commander, brought this vessel into action, profiting by her light draft of water to follow the corvette close. The enemy's fire soon slackened, and the crew being observed to be making for the shore, on the English colours being hoisted on the hill, I made the signal for the boats, manned and armed, to board, directing Lieut. Gosset in the lugger, to cover them. This service was executed by the party from the shore, under the direction of Lt. Pine, in a manner that does them infinite credit, and him every honor, as a brave man and an able officer. The enemy's troops occupied the high projecting rocks all round the vessels, from whence they kept up an incessant fire of musquetry; and the utmost that could be effected at the moment was to set fire to the corvette (named L'Etoile, of 16 guns, twelve pounders on the main deck) and one of the merchant brigs, since as they fell the enemy pressed down on the sands, close to the vessels; Lieut. Pine therefore returned on board, having received a severe contusion on the breast from a musquet ball. As the tide rose again it became practicable to make a second attempt to burn the remaining vessels. Lieutenant Pearson was accordingly detached for that purpose, with the boats, and I am happy to add, his gallant exertions succeeded to the utmost of my hopes, notwithstanding the renewed and heavy fire of musquetry from the shore. This fire was returned with great spirit and evident good effect; and I was much pleased with the conduct of Lieut. Gosset in the hired lugger, and Mr. Knight, in the Diamond's launch, who covered the approach and retreat of the boats. The vessels were all burnt except an armed lugger which kept up her fire to the last.

The wind and tide suiting at ten at night to come out of the harbour again, we weighed, and passed the point of Herqui, from which we received a few shot, the enemy having found means to restore one of the guns to activity. Our loss, as appears by the inclosed return, is trifling, considering the nature of the enterprise, and the length of time we were exposed to the enemy's fire. Theirs, I am persuaded, must have been great, from the numbers within the range of our shot and shells. The conduct of every officer and man under my command, meets with my warmest approbation; it would be superfluous to particularize any others than those I have named; suffice it to say, the characteristic bravery and activity of British seamen never was more conspicuous.

Lieut. Pine will have the honor to present their Lordships with the colours which he struck on the battery; and I beg leave to recommend him particularly to their Lordships, as a most meritorious officer.

I have the honor to be, &c.
W. SIDNEY SMITH.

Evan Nepean, Esq. Sec. to the admiralty.
A return of the killed and wounded belonging to his majesty's ship Diamond, in the three attacks of the enemy's batteries and shipping, in Herqui, the 17th of March, 1795. Killed Two Seamen.
Wounded, first Lieut. Horace Pine, Lieut. Carter of the marines, and five seamen.

W. SIDLEY SMITH.

Philadelphia,
FRIDAY EVENING, May 12, 1796.

MARRIED.—Last Wednesday evening, by the Rev. Mr. Ulick, FRANCIS MURRAY, Esq. of Newtown, Bucks County, to Mrs. MARY MORRIS, of this City.

Mr. CHALMERS, late of the New Theatre, arrived in this City on Wednesday last, from Charleston, South Carolina.

DIED.—At Burlington, New-Jersey, on the 11th inst. ISAAC NEALE, Printer of that place.

From the COURIER FRANCAIS of this morning.

Extract of two letters from London, written by a merchant in London to his partner in this City dated March 18 and 21st.

"For three days past, all is here peace. The funds rise every day. The three per cents are this

day at 69, which is enormous for the time.

At the same time we have received this morning letters from Hamburg of the 11th, all speak of war. Notwithstanding which bets are laid of a HUNDRED TO ONE that we shall not have another Campaign. God grant it!

21st. I expect to announce to you in my next letter the news of peace.

Yesterday arrived in town, from New York, his Excellency ROBERT LISTON, Minister Plenipotentiary from the court of London to the United States of America.

A letter from London, of the 2d of April, received by the James, arrived at New York, mentions the arrival of ships General Washington, Price, and Reebuck, Shewell, of Phila. at Falmouth. The Prudence, Miller, of ditto, at London—and that the Boston-Packet had not arrived at the above date. The ship Henrietta, Robinson, from this port, is safe arrived at Londonderry.

PORT OF PHILADELPHIA.

ARRIVED.	DAY.
Ship Governor Mifflin, Kemp,	Charleston 11
Charlotte, Bell,	Greenock 50
Lady Washington, Tremels,	Bermuda 14
Edward, Linnel,	Lisbon 69
Betsy, Shanklin,	Jeremie 24
Schr. Sisters, Jackson,	Fardiericksburgh 4
Thorn, Green,	Tortola 24
Weymouth, Stevens,	New-York 5
Adventure, Burnett,	North Carolina 4
Pomona, Gardner,	Boston 10
Delia, Waton,	N. Providence 18
Sally, Benlack,	Virginia 4
Sloop Phoenix, Dennison,	Alexandria 10
Sally, Denike,	Norfolk 4

A Ship from Amterdam—and two Schooners are below.
The Ship Charlotte on the 27th of March, was boarded by the British frigate St. Florenza, one of Admirals Duncan's Fleet, that went in quest of the Dutch Fleet, which they informed, they had not met with.

In the Charlotte came 69 passengers.
The schooner Nancy, Capt. Peden, of and from Philadelphia to the West-Indies, was lost on Miguana Reef—captain and crew, and part of the cargo saved.

The following communication was this day received by a merchant of this city from Bermuda. Port of St. Georges, April 24, 1796.

Yesterday the following vessels were condemned here.

- Brig Harriet, Pearce of Boston, from Guadaloupe,
- Schooner Elizabeth, Trott, Norwich, from Esquibo.
- Sloop Alesto, Clark, Charleston, from St. Lucia, and in the last week the following vessels were condemned at Hamilton.
- Brig Betsy, Goodrich, Newbury-Port, from Guadaloupe.
- Schooner Judith, Cawer, Boston, from Marigalante.
- Schooner Rover, Cawer, do. from Guadaloupe.
- Brig Three Brothers, Assitant, New-London, from Guadaloupe.
- The 4 last condemned in less than 2 hours trial.
- The brig Resolution, Rockwell from Surinam for Boston with 300,000 weight of Coffee, was taken by Admiral Murray's ship the Resolution and sent in. The property of Mr. Apthorp a native of Boston.

BY THIS DAY'S MAIL.

QUEBEC, April 21.
HOUSE OF ASSEMBLY.

Friday, April 15. The house went into Committee on the bill for making a temporary provision for the regulation of Trade between this Province, and the United States of America, passed the same without amendment, which being reported, the bill was ordered to be engrossed.

BOSTON, May 9.

State of the Votes for Governor.
ADAMS 13,821—SUMNER, 9005—scattering 690—absolute majority for ADAMS 2063.

NEW-YORK, May 12.

The Marquis del Campo, Ambassador from Spain, was arrived at Paris, from London.
His arrival at Calais was announced by a discharge of artillery, and it is said he was received with the loudest acclamations by an immense crowd, calling out, "Long live our ally, the Spanish nation!"

From the Paris accounts, detailed in our last London papers, it appears that Gen. Pichegru had been succeeded in his command of the army of the Upper Rhine, by Gen. Moreau.—The motives of his resignation are said to have arisen from his having strenuously advised the executive to make peace—and even the surrender of the Netherlands, which were not attended to. The negotiations with Sardinia had been broken off.

The President of the Holland Convention, Peter Paulus, and one of the principal authors of the Revolution in that country, died suddenly, on the 17th of March.

It is asserted in the English papers, that the Executive Directory of France have deprived Oseand of the privileges it possessed under the Emperor.

Arrivals at this Port.

Ship Draper, Collins,	Dublin
Niagara, Black,	Hull
James, Dickinson,	London
Albemarle, Loring,	Cadiz
Brig Jane, Jackson,	Philadelphia
Betsy, Goodrich,	Bermuda
Extraft from the Log-Book of the Ship James,	Captain Dickinson.

April 1. Passed Woolwich for London, the ship Fair American, Capt. Goodrich, of and from New-York.

April 2. Passed Gravesend, the ship Light-Horse, of New-York, from Charleston, bound to London.

April 8. Between the Start Point and Lizard, spoke the ship Jane, of Philadelphia, from Charleston, bound to Hamburg.

April 25. In lat. 42, 22, N. long. 41, W. spoke the ship Friendship, of and from Baltimore, bound to Bourdeaux, out 14 days, all well.

By Captain Dickinson, of the James, in 31 days from London, we have received London Papers to the third of April. They contain many interesting articles, which we have selected for this Day's Advertiser—and which will be continued to-morrow.

PARIS, 4 Gerinial, (March 24.)

A public misfortune is announced: it appears, alas! to be too true. Pichegru has sent in his resignation of the command of the army of the Rhine and the Moselle. And this resignation was accepted on the 24th Ventose, (March 14) by the directory! Each of these facts is equally astonishing.—Pichegru has not without the most powerful motives, abandoned his post at the moment when what was said with truth of Turenne, might also, with out flattery, be applied to him: that his reputation was worth an army. Pichegru therefore owes to France the development of the causes which have obliged him to retire. If his retreat was not forced, it was dastardly, and the effect of weakness. A General who has attained such a degree of glory and consideration does not belong to himself: he belongs to the Republic, which requires from him new triumphs.

March 29.

The New Dutch Colours.—These differ from the old, in having a white Jack in the centre of the red flag, on which is depicted a virgin seated on a green bank, holding in one hand a lance surmounted by the Cap of Liberty, and resting the other on a fascis of prows. At her side is a Lion, who also grasps the lance, and turns his head around with an air of menace!

April 1.

Charette has at length been taken and shot.—Entirely defeated by the Republican army—his troops dispersed and incapable of being collected again and rallied—himself closely pursued—Charette assumed the dress of a peasant, with a hope of eluding the strict search that was making after him. He wandered for some time among the fields alone, and was at length discovered and pursued by a Republican patrol. His strength being at last exhausted, he sunk upon the ground, and was taken by two grenadiers, who carried him on their shoulders to the next post, from whence he was conveyed to Angers. At Angers he was tried and sentenced to be shot. The sentence was immediately carried into execution.

This event may be considered as the death blow to the Vendean war.

The negotiations with Sardinia, if we may believe the accounts in the French papers, had made considerable progress when they were broken off. Sardinia had consented to a provisional cession of Savoy and Nice; but she required that this cession should not be definite till the general peace, and that France should give his Sardinian Majesty compensation and indemnity.

This the French Government would not consent to, & the negotiations were immediately broken off.

The Batavian Convention, according to letters from the Hague, decreed, on the 10th ult. the levying of one man out of every thousand, for the service of the navy of the New Republic.

The commune of Amterdam, wishing to re-establish the credit of its bank, which had been destroyed by the Revolution, has just opened a loan of 7 millions of florins, at four per cent. interest. The property and revenues of the city are to be mortgaged as a security for the sum to be repaid in 20 years. The subscriptions were opened on the 14th instant, at the Treasury of the city of Amterdam.

April 2.

Eighteen Thousand Six Hundred Tons of Foreign Wheat are now ready to be imported from the Baltic into this country.

Lord Howe has intimated to the Admiralty Board, that he is ready to repair to Portsmouth at one day's notice, to assemble a Court Martial on Vice-Admiral Cornwallis.

Admiral Cornwallis has requested of the Admiralty Board, that no unnecessary delay may be made in bringing him to trial.

The following are slated to be the principal charges on which this officer is to be tried, exhibited against by the Admiralty Board.

That his return is a flagrant breach of trust, as well as a direct disobedience of orders.

2d. That the accident which ostensibly occasioned his return, happened only two days after he failed, and while they were still in the Channel.

3d. That after crossing the Bay, and to the southward of Cape Fioisterre, he sent another ship (declined for another service) on with the convoy, and returned to Spithead, instead of shifting his flag into, and going himself in that ship (the Minotaur.)

4th. And that the weather did not prevent him from shifting his flag, because when he left the convoy, Captain Louis, of the Minotaur, came on board the Royal Sovereign, to receive his orders.

Advices from France state, that in consequence of importations from Hamburg, &c. they had universally a superflux of corn.

From the London Gazette.

Admiralty-Office, March 26.
A dispatch, of which the following is a copy, has been received at this office from Sir John Borlase Warren, Bart. K. B.

La Pomone, Falmouth, March 24.

Sir,
I beg leave to inform you that on the 15th inst. in consequence of my letter to their lordships from Falmouth, I stood over to the French coast in search of the Artois, who joined me on the 18th; and on the 20th, at day break, having discovered from the mast head several fall of vessels in the S. S. E. the Saints bearing N. N. E. three or four miles, I made the signal to the squadron under my command, consisting of the ships named in the margin,* for a general chase, and upon our nearer

approach perceived them to be a convoy of the enemy steering in for the land, at 10 a. m. being up with part of the merchant ships, captured 4, and ordered the Valiant Lugger to proceed with them to the nearest port, I continued in pursuit of the men of war; who were forming in line a head to windward, and kept working to come up with the enemy, who I soon perceived were endeavouring to preserve their distance from us, and to avoid an action, by their taking at the same time with our ships: but being at length arrived within half gun shot to leeward, the two squadrons engaged, and passed each other upon opposite tacks. Immediately upon our sternmost ship being clear of the enemy's line, I made the signal to tack and gain the wind, which, by making a very short board on the starboard tack, was obtained; perceived them rallying round the Commodore close in shore, and beginning to form again, I made the signal for ours in close order, to endeavor to break their line, by cutting off the rear ships, and directed the Galatea to lead down for that purpose; but the enemy bore away, and made all sail possible from from us, and stood into the narrow part of the Raz de Fontenay among the rocks; I was, however, enabled to cut off their rear ship. Night approaching, and being unacquainted with the pass, I did not think it proper to continue the pursuit further, at the risk of losing some of our ships in so difficult a pass.

I have every reason to be convinced, from the firm support and zeal I have always experienced from the officers and men of every ship of the squadron under my command, that the issue of the contest would have been more complete if the enemy had been disposed to give them an opportunity of trying their force.

I have enclosed an account of the enemy's force, together with the vessels of the convoy taken; and a list of the killed and wounded on board his majesty's ships, whose damages I shall make all dispatch possible in repairing.

I have the honor to remain, Sir,
Your most obedient humble servant.

(Signed) JOHN BORLASE WARREN.
P. S. A ship corvette, two brig corvettes, and a lugger, remained with the convoy.

Evan Nepean, Esq. &c. &c. &c.
* Artois, Galatea, Anfon.

A list of republican men of war engaged by the squadron under the command of Sir J. B. Warren, Bt. K. B. on the 10th of March.

La Proserpine, Capt. Doglet, Commodore, 44 guns 18 pounders, 500 men escaped.

L'Unite, Capt. Durand, 40 guns, 18 pounders, 400 men escaped.

La Tamise, capt. Fradice, 32 guns, 300 men escaped.

L'Etoile, capt. Berthelice, 30 guns, 12 pounders, 160 men taken.

Le Cognone, Capt. Pilet, 22 guns, twelve pounders, 150 men escaped.

La Monche, brig 10 guns, 6 pounders, 80 men went off with the Convoy, at the commencement of the action.

(Signed) JOHN B. WARREN.
A list of vessels taken by the squadron under the command of Sir John Borlase Warren, Bart. K. B. on the 20th of March, 1796, being part of a Convoy belonging to the French republic.

Ship, name unknown, 500 tons burthen, from Brett bound to Rochefort.

Brig, name unknown, 200 tons burthen, from Brett, bound to L'Orient.

Brig, name unknown, 150 tons burthen, from Brett, bound to L'Orient.

JOHN B. WARREN.
La Pomone, Falmouth, March 25, 1797.

An account of officers and men killed and wounded on board the squadron under the command of Sir John Borlase Warren, Bart. K. B. on the 20th of March, in an engagement with a squadron belonging to the French republic.

La Pomone, none killed or wounded.
Artois no return made.
Galatea, Mr. Evars, midshipman, and 1 seaman killed; Mr. Burke, acting lieut. and 5 seamen wounded.
Anfon, none killed or wounded.

JOHN B. WARREN.
La Pomone, Falmouth, March 24, 1796.

EASTON, [M.] May 10.

At a numerous and respectable meeting of the people of Talbot county, assembled at Easton on the third day of May, in the year 1796, in consequence of previous notice, for the purpose of declaring their sense, relating to the execution of the Treaty lately concluded between Great-Britain and the United States, the hon. Robert Goldsborough was elected chairman by the meeting.

A committee of 13 members, consisting of Nicholas Hammond, James Tilghman, Jeremiah Banning, Thomas J. Bullitt, John Leeds Bozman, Hewes Goldsborough, John Roberts, Daniel Powell Cox, Perry Benion, William Hayward, John Coats, Samuel Chamberlaine, and Peregrine Tilghman, was appointed to propose certain resolutions upon this subject; who accordingly retired, and after some time returned and reported the following—which were twice read and unanimously assented to by the people.

Resolved, as the sense of this meeting, that the President and Senate have merited, and do merit the confidence of the people; and that the peace, happiness and security of the United States, require that the Treaty of Amity, Commerce and Navigation, lately concluded between the United States and Great-Britain, as ratified by the President and Senate, should be immediately carried into fair and honorable effect.

Resolved, as the sense of this meeting, that it be recommended to the House of Representatives of the United States to pass without delay the laws which may be necessary for the execution of the said treaty.

Resolved, that a copy of the foregoing resolutions be communicated by the chairman of this meeting to William Hindman, our Representative in Congress, to be laid before the House as our sense upon this important occasion.

By order of the Meeting,
ROBERT GOLDSBOROUGH,
Chairm.