

MARYLAND GAZETTE.

THURSDAY, FEBRUARY 6, 1783.

S A L E M, January 21.

AST Tuesday the letter of marque ship Julius Cæsar, commanded by captain Harraden, arrived here in 43 days from Nantes. No late news-papers were brought in this ship; but we have the pleasure of receiving, verbally, some agreeable intelligence. Captain John Buffaton, in the letter of marque ship le marquis de la Fayette, was arrived at Nantes in 28 days from this port, and carried in with him a ship from New-York, with 321 hogheads of tobacco on board. Captain Harraden, on his passage homeward, captured a ship from Gibraltar, of 600 tons burthen, which had been employed as a store ship in Lord Howe's fleet.

NEW-LONDON, January 17.

On the night after the 8th instant, between midnight and four o'clock, Mr. Giles Sill and his wife awaked from sleep, found their house in flames, the fire having got to such a head that it was with the greatest difficulty and danger they saved their small children from being suffocated in the flames; one of his small children and two young men, and a girl, leaped from a chamber window about two minutes before the roof fell in; but a brother of Mr. Sill not finding the window was consumed nearly to ashes, and an apprentice lad perished in the same way, his head and limbs were consumed, his body found in the coals, his back and vitals remaining whole; a girl who lodged in the lower room was also found about half consumed. Had the family tarried but two minutes longer in the house, ten other persons must have perished in the flames; but they escaped with nothing but their shirts on, to screen them from a most severe cold snow storm and travelled a quarter of a mile to a hospitable neighbour, who gave them all the relief in his power. The unhappy sufferers are persons of the greatest integrity and honesty; and by their more than common industry and prudence, had obtained a considerable interest; Mr. Sill being a mechanic, his interest was chiefly in his house and shop, both which, with their contents were consumed. Providence hereby speaks loudly to all, and shews us the uncertainty of life as well as the uncertain nature of worldly interest.

NEW-YORK, January 21.

Yesterday the following account was brought to town, that on the 7th instant, his majesty's ships Amphion, of 31 guns, Captain Bazely, and the Cyclops, of 28 guns, captain Christian, fell in with a fleet of French and American ships and other vessels, took five sail, and a French corvette, or sloop of war; the prizes are come through the Sound, and were on Monday night at White Stone. These active sons of thundering Jove, on the 17th of December, destroyed a cutter, and on the 19th, annihilated a large ship near Cape Charles. We are also informed, that the Sibyl French frigate, commanded by captain Kargoria, was seen in action with a British frigate, and during the engagement, a large ship of war, supposed of two decks, hove in sight, and rapidly stood for the contending champions, by way of decisive eclarcissement. There are from 250 to 300 French seamen, made prisoners by the above frigates in this their fortunate cruise. It is supposed the Count Rochambeau, late commander in chief of the French troops in America, embarked for Europe on board the Sibyl; and it is conjectured that the above mentioned ship bearing up for the engaged frigates, was the Endymion, of 44 guns, captain Smith, commander, who was bound for the West-Indies, after touching at St. Augustine.

Yesterday arrived a sloop from the Cape, laden with coffee and melasses, prize to the Cerberus frigate, Sir Jacob Wheate, bart. commander. It is said this vessel sailed with a fleet for the rebel ports of this continent.

It is said a letter is received from Silas Dean, Esq; at Ghent, dated 10th of November, which intimates the approach of peace; the principal terms of which respecting Great Britain are, that Canada be restored to France; Gibraltar exchanged for the Spanish island Porto Rico, and America return to her allegiance on the old constitution of 1763.

A person arrived in town a day or two ago asserts, that he read a paragraph in a late Antigua gazette, asserting that a British had fallen in with a French fleet, taken of the latter one 74 gun ship, and a packet; and the former was seen in chase of the main body of the French squadron.

PHILADELPHIA, January 18.

Since our last, advices have been received from Baltimore, which mention, that a vessel is arrived there, after a passage of 21 days from St. Thomas's. A gentleman in that island writes his friend in Baltimore, that London papers of a very late date had been received there, from one of which he copied a letter, dated November 29, from Mr. secretary Townsend to the directors of the bank of England, informing them that the parliament was further prorogued till the 4th of December; that he was directed to inform them, the negotiations were still going on at Paris, but not in such a state that any thing decisive could be said on the matter; but that at the meeting of parliament his majesty would lay before that body the proceedings of the negotiators, and finally decide as to peace or war.

This information was given to prevent any loss the public credit might sustain. We shall, probably, be soon enabled to give our readers a copy of this letter.

On Wednesday last a small schooner arrived at Baltimore, from Cape François; the captain of which informs, that Sir Samuel Hood, with 13 sail of the line, was cruising off that harbour, and that count d'Estaing was momentarily expected in the West-Indies, with a very formidable squadron from Old France.

The following is a particular account of the taking of the English settlements at Hudson's Bay, by the chevalier de la Perouse, in August last, as communicated in a letter from that officer to the marquis de Castries, secretary of State, and published in the Paris gazette.

Hudson's Straits, September 6, 1782.

YOU have been informed of my sailing from Cape François on the 31st of May last, with his majesty's ship the Sceptre, of 74, and the frigates l'Altree, and l'Engageante, under the respective commands of the chevalier de Langle, and the sieur de la Jaille, lieutenant in the navy, for an expedition in Hudson's Bay. I had taken on board at St. Domingo the following land forces; 250 men, draughted from the regiments of Armagnac and Auxerrois, and 40 artilleryists, together with two eight inch mortars, 300 shells, and four cannon. The above detachment was under the command of the sieur de Roitaing, major of Armagnac. The sieur de Certain, captain of artillery, in the service of the colonies, had the detail of the ordnance; the sieur Moneron, captain in the corps of engineers, was to direct the operation of the sieges, while the sieur de Manuy, captain engineer of the colonies, was appointed to take the draughts and charts of the coasts and bays which we were to visit.

Nothing happened to me remarkable during my navigation till July 17th, when I discovered, about 12 at night, the island Relolution. I had not sailed 20 leagues up Hudson's Straits, when I found myself every instant surrounded with new obstacles of every kind. The ships under my command remained entangled for several days among the ice, so far indeed that our failors could go on foot from ship to ship. The frigates suffered greatly, and were so damaged in their sterns as to alarm me about their safety: the Sceptre was in the most imminent danger of losing her rudder. Every thing was new to us in this navigation, and that very circumstance occasioned my neglecting to provide ice-anchors, which would have proved of the utmost utility: at last, on the 30th of July, I came in sight of Cape Wallingham, the most westerly part of the Straits. I had hitherto had no other rule to steer by than a few points determined geometrically, inserted in the practical navigator, and by the means of which M. de Manufuy and myself had sketched out a chart, which we altered as the hazy weather permitted us to discern land. I now thought all difficulties overcome, and was in the utmost impatience to reach Fort Prince of Wales. This was the place I had set down for my first attack. I had not an instant to lose, as the rigour of the season renders those seas impervious to all shipping about the beginning of September. But I had to undergo a further trial of patience. As I was sailing in perfect security in Hudson's Bay, I found myself, on the 3d of August, involved in a thick mist. I was soon surrounded with pieces of ice, a situation which compelled me to lie to. Two hours after the mist disappeared, and I perceived the three ships entangled in the ice, which extended out of sight: this gave birth to a well grounded apprehension, that I had missed the right time for my operations, and I was on the point of sending back my own ship, and one of the frigates, resolving to winter it there myself in the other, with part of the troops under the command of major de Roitaing, in hopes of being able, at the beginning of the next season, to destroy the English settlements: but on the 5th of August, the ice which surrounded my ship began to give way, and I resolved to cut a passage through it, by crowding sail, however dangerous the trial might prove to my little squadron. I was so lucky as to succeed; and on the 8th of August, at night, could perceive the English colours flying on Fort Prince of Wales. I approached, founding all the way, within a league and a half, and dropped anchor with my division in 18 fathoms of water, muddy bottom. An officer was instantly dispatched by me, for the purpose of founding, who assured me it was very practicable for our ships to draw very near the fort. I was rather informed, that if the enemy should offer to oppose any resistance, the Sceptre would be sufficient to keep them under. Every thing was instantly prepared for landing, but the night growing very dark, and the tide being against us, it was two o'clock in the morning before the boats were under way. We landed without the least opposition, three quarters of a league distant from the fort, which is built with free-stone, and seemed calculated to make an obstinate resistance. Major de Roitaing advanced with his detachment within gun-shot, and then halted; but perceiving that the enemy made no show of resistance, he sent them a summons to surrender. Not the least difficulty was thrown in his way; the gates flew open, and the governor, with his garrison, surrendered at discretion. A prodigious quantity of merchandise of all kinds was found in the fort; the ordnance was in the best condition, and all the magazines were covered with lead.

As I had not a moment to lose for the purpose of putting an end to my operations in Hudson's Bay, I resolved to commit every thing to the flames, except a few beaver hides, and other furs, which were put on board the Altree. I gave up to the savages whatever they thought proper to carry away, especially powder

and shot, those people living entirely on the produce of the chase.

On the 11th, I sailed on my way to Fort York, the chief place of the English settlements in the bay, but here I met with difficulties far greater than those I had encountered since my arrival in these seas. I was well aware that the coast was infested with rocks and shoals: I had no chart, and our prisoners obstinately refused to give me the least information; at last, after taking an infinite deal of precaution, and having escaped the dangers that surrounded us on all sides, sailing by seven or eight fathoms on a rocky bottom, I reached the entrance of Nelson's river, where I came to anchor, on the 20th of August, within five leagues of the shore: as good luck would have it, I had strengthened my squadron with the addition of three boats, taken at the Prince of Wales fort. They proved of the utmost service: I had entrusted them to the command of M. du Bordieu, a Swede, and an ensign in the navy; Doris, lieutenant of a frigate; and Carbonneau, a midshipman. It would have been impossible for any body to be of greater service than the three above named officers, founding a-head, and endeavouring to discover Haye's river, on which Fort York stands, and whose near approach I knew to be impracticable for every ship of burden.

On the 18th of August, Messieurs du Bordieu and Carbonneau, each in his boat, and the sieur le Fevre, in that belonging to the Sceptre, took an exact survey of the said river. I waited for them at our moorings, eight leagues at sea, out of sight of the land. They had minutely set down the soundings, and being returned on board, served as guides and pilots. On the 20th of August, my division dropped anchor on a good sandy bottom. The next day in the morning, I prepared to land: I thought it advisable, having nothing to fear from the enemy on the sea side, to bring up the van. Our great distance from shore might have suggested to the enemy the means and resolution of opposing us, which could not so well be the case at Fort Prince of Wales, by reason of the easy access my ship had to the latter settlement. I ordered the chevalier de Langle to follow me, and gave to the sieur de la Jaille the command of the division, assuring him, that the landing once effected, I should return on board the Sceptre, and leave the chevalier de Langle to command the boats, which, with their crews, were to remain on shore till the surrender of the fort.

Haye's island, on which stands Fort York, is at the mouth of a large river, which it divides into two branches; the one called Haye's, and the other Nelson's river. I knew that all the enemy's means of defence was along Haye's river: there was, moreover, a ship belonging to the Hudson's Bay company, mounting 26 nine pounders, and anchored in the mouth of the river, which is full of sand banks.

The currents are very violent, and the ebb and tide succeed each other with great rapidity: our boats might have run and remained on ground within gun-shot of the fort, and it highly concerned us not to give the enemy so favourable an opportunity, I therefore steered my course for Nelson's river, knowing full well that our land forces would have above 16 miles to march; but by this means we effectually rendered useless the batteries erected along Haye's river. On the evening of the 21st we arrived with our flotilla of boats at the entrance of Nelson's river. My boats, including those taken at Fort Wales, were 12 in number, with 250 men; my mortars, cannon, and eight days provision. Matters were so disposed that we wanted nothing from the ships with which it was not easy to settle a communication, as they were obliged to stand off at a great distance. Ordered the boats to drop anchor in three fathoms founding, at the mouth of the river, and accompanied by the chevalier de Langle, Messieurs Roitaing and Moneron, I went before, founding all the way up the river, on which I supposed the enemy might have made some preparations to oppose our landing. At five o'clock, P. M. we were got near enough to the fort, and the company's ship, for the enemy, with their spy-glasses to be able to distinguish the colour of our regimentals. A gun, loaded with shot, was fired from the ship, and answered by the fort. This, I supposed to be a signal for the troops to file off towards Nelson's river. What I had most to apprehend was from the savages, whom the English might have induced to take up arms against us, by supplying them with gunpowder and brandy.

As I proceeded in my soundings for the space of three miles, I found that Nelson's river could not be entered: the smallest boats could not approach in nearer than 100 fathoms distance, the remaining space being soft and muddy: we therefore determined to remain at anchor all night, and wait till the next morning; but the tide ebbing much lower than I had at first imagined, my boats anchored in two fathoms and an half, and were left aground by three o'clock in the morning. The chevalier de Langle proposed to major Roitaing, to walk over the mud, and thus get on shore. This was agreed to; all our men with their firelocks shouldered, waded for a quarter of a mile through the mud deep, and we at last reached a meadow, or rather marsh, distant half a league from the woods. The troops then formed themselves into battle array, and marched about three miles in their way to the woods, where we were in hopes to find a dry path that would lead us to the fort. A prisoner to whom we had been very liberal, had offered to be our guide; he pointed