

They wished to transport him along the left bank of the Rhine, but he himself requested to remain at Altkirchen, at the house of the Prussian commander, with some officers.

The next day the advanced guard of the enemy occupied Altkirchen. When the Austrian general Haddick was informed of this circumstance, he sent a safeguard to Marceau. General Kray visited him in person.

Tears flowed down the cheeks of this aged warrior. He himself had fought against Marceau for two years. These two generous souls were united by sentiments of friendship, even in the midst of battles. They waited only for the moment of peace to display them.

Some hopes of saving Marceau were still entertained. The principal surgeon of prince Charles exerted his utmost skill, but upon the 5th complementary day the symptoms became more alarming, his head grew heavy, and he expired at six o'clock.

The Austrian regiments of Barco and Blankenfeld, which had admired his valour at the head of our squadrons, contended for the honour of paying him the last duties; but the officers who had remained with him had gone to the archduke Charles, and requested that his body should be given to his brothers in arms.

The prince consented, with a request to the French general to apprise the Austrians of the moment when he was to be interred, in order that they might assist in the military and funeral honours which were to be paid to him.

The body of Marceau was buried in the intrenched camp at Coblenz, during a discharge of artillery from both armies.

#### LONDON, September 24.

##### *Destruction of the Amphion frigate.*

A dreadful event happened on Thursday evening, to the Amphion, of 32 guns, captain J. Pellew, in Plymouth harbour. By some accident, not yet known, the ship blew up, and the greater part of the crew perished.

Saturday morning, thirty of the unfortunate sufferers on board the Amphion frigate, were buried in the royal hospital burial ground, at Plymouth, in one large grave from east to west: It was a piteous and melancholy sight! The bodies that were owned were buried by their friends.

The Amphion arrived at Plymouth from the North Sea, on Monday se'night, and the day following went up Hamoaze to rest. Wednesday she went along side the sheer hulk, and got out a defensive bowsprit, and on Thursday morning a new one was fixed in its stead; in this, together with overhauling the rigging, &c. the officers and crew had been employed great part of the day; and such were the exertions used to get the ship ready for sea, that it does not appear that more than 18 of the sailors were ashore, on liberty. The captain, his first lieutenant, and captain Swaffield, of the Oversey, of 64 guns, now in this harbour, had dined together on board the Amphion; and while at table, at about 4 o'clock in the afternoon, the captain was alarmed by a sudden shock, which his apprehensions led him to fear was occasioned by gun-powder, and that moment communicating his fears to those at the table, requested them with much earnestness instantly to follow him, and he forced himself through the Amphion's quarter gallery to get into the water, or reach the hulk, the lieutenant following close at his heels; but before they were clear of the ship, the fore magazine blew up, and they presently found themselves on the deck of the hulk, but how they got there seems yet to be accounted for. Captain Swaffield, and the others, were not so fortunate; they have never been heard of since! It is generally supposed that they were drowned, and are now in the cabin, as it is expected that the after part of the ship may be entire, from the fire not having reached the after magazine, before the ship sunk. The explosion was dreadful indeed; and the melancholy effects that succeeded, are such as to beggar all description. Every part of the ship forward, together with masts, yards, &c. &c. were blown to atoms, and hurled to a great height in one instant; as also every person that was on the fore-part of the deck. All the persons that were taken up on the water, and parts of the wreck, alive, were blown from the after part of the ship, and were upon deck at the time of the explosion; these may amount to between 20 and 30, men and women. But all that were below the deck, went down in the ship, besides the crew, a great number of people belonging to Dock, such as wives of the sailors, women of the town, bumboat people and visitors, were on board; among the latter description, was a very respectable tradesman, a Mr. Spry, an upholsterer, and his son, who had been dining with his brother the carpenter of the ship, and were all below when she sunk.

The exact number of lives lost on this melancholy occasion, cannot yet be ascertained; but it is supposed to be from 200 to 250 people. The bodies of those that were picked up dead, presented a spectacle too shocking for description; they were immediately fown up in hammocks, and conveyed to a burying ground. Many were found on board the sheer hulk in a very mangled state; and so great was the force of the explosion, that four of the 12 pounder guns were blown from the Amphion and fell on the hulk's deck. The captain and lieutenant are slightly wounded. It never can be known by what means the accident happened, as the person who was the cause of it, together with all those that were near him, were in one instant blown to atoms. The remains of the ship are entirely under water, the only thing visible is the stump of her main-mast. The sheer hulk is hauled off from her, and the necessary preparations are making to weigh the wreck, as it lies quite in the channel way, abreast of the dock-yard. It is a sin-

gularly remarkable, that the sheer hulk, to which the Amphion was lashed, has not received the smallest injury, nor any person that was on board her, notwithstanding the guns, shot, splinters, fell so thick about and on board her.

A number of French troops are said to have left Leghorn on a secret expedition. General Buonaparte's lady is on her return to Paris by way of Milan.

The Dutch fleet went to sea September 26. An English fleet sailed after them from Yarmouth on the 28th. The Dutch had a good start. It is said to consist of 15 or 16 ships of the line, frigates, &c. The English of 12 sail of the line.

On the 12. Lord Malmesbury, it is at length settled, is the person who is to be sent to Paris as ambassador extraordinary from this country to the republic of France. He kissed the king's hand to-day, we understand; on his appointment, and took leave of his majesty. His departure is fixed for to-morrow evening or Friday morning, and he will probably reach Paris on Sunday night or early on Monday.

Perhaps there never was intrusted to any human being, a negotiation more difficult and delicate in its nature, and requiring more abilities and caution in the conduct of it, than that about to be entered into with the French republic. In former negotiations little else was to be adjusted beyond the claims of the contending powers to territorial possessions; the parties at war were not actuated by very violent prejudices or agitated by very deep resentments.

Materially different, however, is the present case: In this war it is not two nations that are engaged in a contest about some petty fishery, some navigable of an unproductive river, or the exclusive possession of some blasted heath—Of this war the complexion and character have been more deadly and fatal—old prejudices have been set against new systems—prejudices have been opposed to principles—the privileged have been contending with the unprivileged—the mind of man has been goaded, and irritated, and inflamed, beyond all former example, and all the passions of the human heart have been let loose to render the contest more remorseless; and to rage without constraint or control. To heal such wounds requires the nicest hand, and the most consummate skill. A short time will probably decide the fate of the negotiation. That the negotiators, deeply impressed with the necessity of a peace, and seeing this quarter of the globe faint with the loss of so much blood and treasure, may enter upon the negotiation with a determination to put a speedy period to the calamities of war, and to restore general tranquillity to Europe, is our warmest wish and our most ardent prayer.

Sunday last arrived at Margate the *Jemima*, of London, from Lisbon, which port she left on the 18th ult. Mr. Anderson, the master of the *Jemima*, reports, that the people of Lisbon were very apprehensive of an invasion from the Spaniards, and that the Spanish ships which had been carried in there by vice-admiral Vandeput had been all released. When the *Jemima* came away there was no packet at Lisbon, the *Hanover* having sailed from thence on the 13th ultimo.

On the 13. A council was held in the closet after the levee, at which all the cabinet ministers were present: when lord Malmesbury was introduced, and received his appointment as minister plenipotentiary to the Executive Directory of France, into which he was sworn with the usual forms, and had the honour to kiss the king's hand; and afterwards took leave of his majesty on going to Paris.

The cabinet dinner yesterday evening was at Mr. Pitt's; and a council was afterwards held, at which the Lord President, lord Chancellor, duke of Portland, marquis Cornwallis, earls Spencer and Liverpool, lord Grenville and Messrs. Pitt, Windham and Dundas—assisted. The object of their deliberation was to settle the final departure and instructions of lord Malmesbury, who is expected to set off on Saturday for Paris, to commence his negotiation with the French directory. The council broke up at half past nine.

A letter from capt. Weltham, of the *Adriatic*, arrived in the Downs from Quebec, dated off Deal October 12, says, "The principal part of the fleet is taken off the island of Belle-Isle."

An order has been sent to all the out ports, directing that no Genoese ships shall sail, till further instructions be given on this subject.

On the 14. Yesterday a commission passed the great seal, at the lord chancellor's house in Bedford-square, appointing lord Malmesbury ambassador extraordinary and minister plenipotentiary from this court to the directory of France. His lordship attended by Messrs. Silvester, Wilkie, Dressens, and Brooks, four of his majesty's messengers; will to-morrow set off from his apartments at Grenier's hotel, in Jermyn-street, for Paris.

George Ellis, Esquire, is appointed secretary to the embassy to Paris, and accompanies the noble earl in his voyage. We have not learnt who is to be his private secretary, nor of what number of persons the establishment is to consist. There is no doubt but from the appointment of a person of lord Malmesbury's consideration, it is intended to give it splendour and style. Whether this may recommend us to the studied plainness of the French directory, we know not. We understand that the *marquis del Campo* soon found it politic to abate from the magnificence of his appearance. Laced liveries and superb equipages were too strong a contrast to the grey frocks and sables of Paris.

The Spanish consul took his departure from England on Tuesday last. The ambassador still remains for instructions from his court.

A vessel which arrived from Malaga, yesterday, brings intelligence that an order had come down re-

quiring an account to be rendered on oath, of all Spanish property in the hands of the merchants there, and forbidding the delivering up of any part of it.

#### S A L E M, November 22.

##### *Sailing of a Spanish fleet.*

Captain Mafford arrived here on Sunday last from Cadiz. He sailed the 26th September in company with a Spanish fleet of 22 sail of the line, and 18 frigates and sloops of war, reported to be bound to Carthage. It was also said, that at Carthage they were to be joined by seven sail of the line, and to sail for Toulon. The admiral's ship carried 112 guns.

While captain M. lay at Cadiz, to Portugal armed ships of about 500 tons each, from the Brazils, were sent in there as prizes. They were very valuable, and were captured by a French privateer schooner of 15 guns, said to be in part owned by captain Billeby.

#### BOSTON, November 21.

##### *Important if true.*

Yesterday arrived, brig *Industry*, capt. Myrick, 32 days from Lisbon. The day before capt. M. left Lisbon, the American consul told him, that information had just arrived, and was believed—that the Spanish fleet had gone into the Mediterranean, and had fell in with an English fleet of transports, and 1 or 6 sail of men of war, from Corsica, supposed to be bound for Gibraltar, and had taken the whole of them, and carried them into Alicante, in the Straits.

A sloop was to sail, the next day after capt. M. left this port; which he supposes will bring the true paper containing this account. *Boston Chronicle.*

#### NEW-YORK, November 23.

##### *CORROBORATION.*

The ship *Lydia*, capt. Goodrich, arrived at this port on Friday last in 37 days from Lisbon.

Mr. George Pollock, the owner of the *Lydia*; informs, (after being questioned) that admiral Jervis's squadron, &c. had been captured in the Mediterranean, by the joint French and Spanish fleets!

The captain, who is a Quaker, a person whom we respect, probably unwilling to offend his employers, refused to give any information on the subject, but being told of capt. Myrick's account he could not help confessing that there was such a report, which was believed at Lisbon!

A similar account appears in every paper printed in Boston on Monday—they, however, differ in some respects. The *Polar Star* says, that the account was carried to Lisbon by a British packet from Gibraltar, which packet failed immediately for England; that the capture was made by a combined French and Spanish fleet.

It would seem, that the citizens of New-York would yet have remained totally ignorant of this interesting event (which is stamped with authenticity by the American consul at Lisbon) had it not been received at another port!!! This requires no comment.

The Boston paper also states, by Capt. Myrick, that it was daily expected Portugal would be invaded by the Spanish and French armies, which greatly terrified the citizens. That war was actually declared by Spain against England. That British influence was rapidly declining at Lisbon—in consequence of which the concealed patriots talked boldly, &c.

#### PHILADELPHIA, November 26.

His Britannic majesty's consul general, for the middle and southern states of America, gives this public notice to the merchants and traders, that he has received advices from his majesty's governor and commander in chief of the island of Martinique, that a foreign vessel; belonging to the subjects of any power or state, in amity with his majesty, laden with provisions of every kind; (excepting only salted beef, salted pork and butter) shall and may be admitted to the ports of Fort-Royal, St. Pierre, Trinity and Martin, until the first day of February next; the importers thereof, paying the colonial duties, and other: and shall be allowed to take rum and molasses for their respective cargoes.

P. BOND.

#### From the BOSTON MARINE INTELLIGENCER.

##### *A useful hint to seafaring people.*

From several experiments, it appears, that middle sized men; of those between five feet six inches, and five feet nine inches high, weighing about 150 pounds, and are in bulk equal to about 2½ solid feet; and small sized men, or those between five feet three inches, and five feet six inches in height, weigh about 135 pounds; and are in bulk equal to about 2½ solid feet; and from those experiments it also appears, that most men are specifically lighter than common water, and much more so than sea water. Consequently could persons who fall into the water, have presence of mind enough to avoid the fright usual on such occasions, many might be preserved from drowning; by a very small piece of wood, such as an oar, or a buoy a man above water, while he had spirits to keep his hold.

A gentleman who had been on board a Maltese frigate of war, observed hanging to the taffarel, a block of wood almost like a buoy, and so balanced that it end swam upright carrying a little flag staff with small vane: the person who was on duty on the frigate had orders to cut the rope by which the buoy was upon any cry of a persons falling overboard: and the block would be in a ship's wake by the time the person floated therein, he was sure of having something in his hand to sustain him, till the boat should come to