

MARYLAND GAZETTE.

THURSDAY, FEBRUARY 9, 1797.

LONDON, November 14.

HE expedition which has been sent to Flushing, failed a few days since from the Texel, under the command of major Doyle and captain Osborne, by whom it is said to have been planned. It was conducted with great secrecy, but it has not proved successful. The squadron consisted of the Robust and Ramillies men of war, besides several gun-boats and fire-ships, and had 1500 land troops on board. The object was to set fire to the shipping in the Texel; but on reconnoitring the harbour, a council of war was summoned, when it was resolved that the expedition was impracticable.

GIBRALTAR, October 15.

Secretary's Office.

As the continuance of a number of merchant's vessels in this port, would be attended with the most serious evils, at a time when they cannot be supplied from the garrison with provision, water, or firing, and when there is a greater probability of their being set on fire by the enemy than escaping, and as the present favourable opportunity of their being protected through the Straits by admiral Mann's squadron, who will possibly give them safe convoy to Lisbon, is an advantage not likely to happen again in a reasonable time, and as these vessels, being either set on fire or drove on shore, (a casualty to which they would be very liable where they now anchor) might be prejudicial to the safety of the place; under these circumstances, I think it necessary to give directions to every British vessel, now in the place, to hold themselves in readiness to sail on the signal from admiral Mann. In consequence of disobedience, or neglect of this order, they will be answerable for the consequences.

This will be publicly read by the secretary, and recorded in his office.

CHAS. O'HARA.

BERMUDA, December 27.

We have had for a length of time very heavy gales of wind from the northwest. Many vessels have been seen to pass by, some apparently in distress, particularly a large armed ship, on Sunday evening last on the north side, but too leaky for any pilot to attempt to board her—she has not been seen since. The next morning the schooner Dispatch, Bates, from Boston, for Baltimore, blown off the coast, with lumber, &c. run on the rocks, but was got off and brought safe into harbour—lost her deck load in the gale.

Tuesday arrived brig Juno, Bertram, from Liverpool, England; bound for New-York, after about 60 days passage, with horses, &c.

And this day came in a sloop from New-York, bound for Charleston, with rum.

Entered at the custom-house, schooner Industry, Hoie, from Baltimore, with loss of one man, and leaky.

Jan. 7. Strong northwest gales have driven a number of vessels in here, in distress, from the coast of America:

There is a great scarcity of corn here now; a few cargoes would sell at high prices, as the consumption of that necessary article is very great in these islands.

Came in here in distress, schooner Thetis, Latruite, from Barbadoes for Baltimore, with loss of foremast and bowsprit—schooner William, Nichols, from St. Bartholomews, for New-York—schooner Fortune, Lindsay, from Grenada, for Wells, in Massachusetts.

Jan. 14. Within the last fourteen days past several parts of wrecks have come on shore on the north side of these islands, supposed to belong to some ship or brig cast away on the rocks, and we fear the crew were all lost.

Reported inwards and outwards, blown off the American coast, in distress.

Sloop Betsey, John Dawkins, from Port-au-Prince, bound for Philadelphia.

Sloop Industry, Timothy Russel, from St. Ubes, for Philadelphia.

Saturday last the brig Three Brothers, George Brown, master, of and from New Haven, in Connecticut, run on the rocks off the West End, and knocked her rudder off; she afterwards came to an anchor, but in getting under weigh again on Sunday, to endeavour to get in, was obliged to cut the anchors away, and the vessel making a great quantity of water, after fruitless attempts, the crew was obliged to abandon her: and she is totally lost, with all her valuable cargo of cattle, live stock, beef, pork, corn, &c. not the least part of which was insured, to the great loss and ruin of the captain, whose whole property was in the brig, as it has reduced him from a state of the greatest affluence to the greatest misery in one fatal stroke—We hear a subscription is setting on foot for the purpose of relieving so worthy and respectable a character, whose best endeavours were used to bring a supply of

provisions for the inhabitants, which would have relieved the country much at this juncture, had not the misfortune happened, as there is not a bushel of corn, any pork, or beef for sale. To set such a person once more afloat, would redound to the honour of the country, and can be done with the greatest ease by its wealthy and affluent inhabitants.

Monday came on a violent gale of wind here, which continued all the day and following night, but we do not yet hear of any mischief being done at sea. It came on with the wind at east, but at last got to the N. W.

S A L E M, January 20.

By the schooner Raven, captain Ambrose Martin, which arrived at Marblehead on Monday evening last, in 38 days from St Eustatia, we have the following intelligence:—On the 4th of December, 3 ships of the line and a frigate, under British colours, came down Statia Road, and commenced an attack upon the town, and the Medea French frigate and a sloop of war, and after firing two hours (in which time they were well answered from the fort and the two French ships) they returned, without doing the least damage to the town or the French ships, excepting lodging about 60 shot in the empty stores. But in their progress, they committed an action, which will stand recorded an eternal disgrace in their naval history.

—Captain Benjamin Diamond, in a sloop belonging to Salem, that very morning carried in by a French privateer, being bound to Antigua from Charleston, then lying in the Road, was wantonly run down by one of the British ships of war; and his mate, one sailor, and a black and a white boy were drowned, and the vessel and cargo were entirely lost. Another ship endeavouring to run down captain Martin's schooner; the mate only was on board (the crew having all died) and perceiving their intention, endeavoured to cut the cable, but not being able to effect this, he loosened it, and the schooner fell off, the ship just passing her. One of the crew, as she passed, threw a billet of wood at the mate, from the fore-castle—and an officer, looked over the quarter, ordered the "damn Yankee rascal to hale down his colours"—which was immediately complied with. But not content with this, veering his ship, he fired a broadside into the schooner—and there were 19 shot holes in her mainmast, 4 shot in the mainmast, two of which remain there, and a 32lb. shot passed through the schooner's quarter, and lodged in the lower hole in a barrel of sweet oil—which shot captain Martin preserved and brought home as a lasting memorial of the amity of Great-Britain to this country. N. B. Capt. Martin's schooner is exactly "seventy tons" burthen.

Captain Diamond, finding his vessel lost, endeavoured at the hazard of his life, to preserve his crew—he hired two negroes and a boat to go off and take up his men—but the negroes finding the shot flew so thick, refused to go off, and neither threats, or persuasions could make them go. Capt. Diamond then went on board a Danish brig, where he was most brutally treated, and threatened to be thrown overboard. While on board the Danish brig, capt. D. saw one of his men at mast head, waving his handkerchief for assistance—but alas! he could not relieve him, and he with three of his companions, perished, victims to British insolence and wickedness.

Captain Diamond has entered his protest against this unwarrantable proceeding.

Captain Martin supplied captain Diamond (who has thus by ruffian hand of violence been deprived of his all) with money, and offered him a passage in his vessel—as did captain Story, of Marblehead, with whom he took passage for Philadelphia. He was also supplied with clothing, board, &c. by a gentleman of St. Eustatia, previously he had applied to the American consul, who refused to give him any assistance whatever.

While captain Martin was at Statia, a copper bottomed British ship, loaded with clayed sugars and coffee, from Martinique bound to London, with 12 six pounders and 20 men, was captured and brought in by a small French privateer with eight four pounders, and 50 men. She sold for 7500 joes at auction.

Captain McCortney, in a schooner belonging to Boston, from London to Demarara, was captured by a British frigate, and ordered for Martinique, with a prize master and eight seamen. On the passage thither captain McCortney, with the supercargo, and his son, secured the Englishmen below, and retook his vessel. A short time after, being at helm, with loaded pistols in the waistbands of his small cloath, received a blow from the diller, and one of the pistols went off, and wounded him in the thigh mortally. He then gave up his vessel again, and released the Englishmen. She was carried into Fort Royal, where capt. McCortney shortly after died of his wound.

Every article, except rum, molasses and hides, are prohibited at Martinique, except 100 wt. of sugar, and 100 lb of coffee, for each vessel's stores.

B O S T O N, January 23.

On the 29th November, the French attacked the island of Anguilla, and took it. After landing, they found 15 French prisoners recently butchered—which so exasperated the French commander, that he gave orders to spare no one, and give the town up to plunder—which orders were punctually executed; and those inhabitants who could not escape into the country, all perished. After the unfortunate act of retaliation, and the whole town was conquered, the French returned to St. Martin's.

January 24.

Captain Stover, from Surinam, informs, that the English were about to blockade that place—vessels of war for this purpose had arrived in the river. The inhabitants expected an attempt would be made to get possession of the colony. A number of vessels were sunk in the river to obstruct the passage to the town, Provisions were scarce—Island-produce high.

Captain Hollis, from Guadaloupe, says, the French at that island are also depredating on American commerce. They have equipped a number of privateers, and capture all vessels belonging to the United States, going to or coming from British ports.

The orders for capture of American vessels, received at Guadaloupe, were from the minister in America. They were not sufficiently explicit, and captain Very, who arrived on Saturday, informs, that he brought dispatches from Victor Hughes to citizen Ader, on that subject.

Capt. Cole, who arrived last evening from Aux Cayes, states, that American produce is very high and scarce at that place—but that the nefarious conduct of the administration of that place, towards Americans, continued, and deterred many from entering the port.

FORTUNE'S FAVOURITES.

No. 11,000, the fortunate number which drew 20,000 dollars, is owned by Messrs. Reed, and Green, of Keene, N. H. They had been confined in prison for some time for debt; and one of them, in custody of an officer, arrived in town on Saturday, to claim this boon of fortune. It is said that 35,000 dollars have been drawn in the last Harvard lottery, by three tickets owned within 8 miles of their residence.

PROVIDENCE, January 21.

Extract of a letter from Copenhagen, to a gentleman in this town, dated October 5.

"Our government have lately passed a resolution, permitting American vessels to bring India goods to this market, direct from any port in the East-Indies, China excepted, on the same footing in all respects as Danish ships. We expect this measure will give our friends in America a good opportunity of extending their India trade."

N E W - Y O R K, January 28.

An extract of a letter from Guadaloupe, dated December 14, contained in the Gazette Francaise of yesterday, has the following sentence:

"It is possible that a thirst for revenge of the affair at Anguilla, caused the English to appear before Marie Galante: but there was nothing but smoke. They might have known this from their attempt on St. Eustatia some days since, where two ships of the line and two frigates would vainly resist the batteries on shore; they retired very much damaged."

Jan. 31. By the last arrivals from London we learn, that the Portuguese minister, commissioned to treat for peace, arrived in Paris on the 7th of October.

The East-India Company have it in contemplation to apply to parliament for leave to add to their capital stock the sum of two millions. The reasons assigned by the chairman of the court of directors, are, the high price of war freights—large payments to the bank of England and especially the vast increase of their trade. The war with Tippoo had also created a drawback of two millions from what would otherwise have been derived from their territories.

On the 28th October, Mr. Pitt brought forward his proposition, in the house of commons, for funding the navy and exchequer bills. The former amounting to 11,993,167l. sterling; the latter two millions and a-half. These navy bills fall due at different periods—none were due at the time of this proposition, but the minister observed, that such a quantity of floating securities in market injured the public credit and the operations of commerce. After debate, the motion passed.

During the discussion, Mr. Pitt made the following remarks on the subject of peace and the pending negotiation.

"Not do I confide it as a measure less eligible in another view of our situation in the prospect of peace. It cannot surely be expected that, at the very commencement of a negotiation of so momentous a nature, and so extensive in its relations, any occurrence should