

MARYLAND GAZETTE.

T H U R S D A Y, JULY 20, 1797.

SALEM, June 30.
 Captain Mirick, of the *Flora*, arrived at New Bedford, and who left the Isle of France on the 30th of March, the following positive facts may be relied on, being handed through passengers upon that ship:—
 That at the time of their sailing, no orders from France had been received to stop American vessels to or from English ports; and that the colonial assembly of the island had passed some late favourable decrees respecting American trade—ordering that our vessels should not be stopped or molested in any of their distant India voyages, or in any way whatever. The Americans were much respected there.

July 7.
IMPORTANT!
 Captain Bray, arrived in the brig *Mercury*, at Marblehead, on the 6th inst. in 30 days from Lisbon. She left there June 4. By captain Hinckley, a passenger in the above brig, we are informed, that two days before he sailed, he was told by a Mr. Dorman, a reputable English merchant in Lisbon, that an English frigate had that moment arrived from Portsmouth, having slipped her cables, and brought intelligence that the mutiny on board the grand English fleet had arisen to such a height, that an engagement had actually commenced between several of the ships, and it was conjectured, that this frigate was dispatched to give intelligence of the situation of the grand fleet to admiral Jervis.—The passage of the English frigate is not ascertained; nor was it known by captain Hinckley.

N. B. Captain Hinckley had read, previous to this intelligence, in the English newspapers, the accounts of the mutiny in the fleet at Portsmouth.
 Previous to the arrival of this frigate, there were three mails due at Lisbon from England—which had excited considerable alarm.
 It was currently reported at Lisbon, and generally believed, that Mr. Pitt had absconded from England—or rather, that he dared not appear to public, and was obliged to continue in disguise.
 Admiral Jervis still continued the blockade of Cadiz—and expected every day to receive orders to attack and take the city—which it was supposed he would effect, as the Spanish ships were all dismantled; and could make but a feeble resistance. Several English men of war lay almost within reach of the cannon from the Spanish batteries.

Captain H. informs, that 4 American vessels were carried into Vigo—two of which belonged to Boston.
 The Boston Centinel, in remarking on the above, observes, that the reports via Marblehead, are various and contradictory; and supposes the above to have reference to the accounts already published here.]

BOSTON, July 8.
 The reports said to have been received by the arrival at Marblehead from Portugal, are various and in part contradictory. Under the Salem head will be found the most current of them. In our opinion, the prominent part of the report is founded on the fracas which had happened on board admiral Colpoys's ship, in which five sailors were killed, as we have before mentioned. Had we known the passage of the English frigate, and the reason why, if bound to admiral Jervis, who was known to be off Cadiz, she should put into Lisbon; we should be better enabled to calculate the amount of the intelligence.

None of the various arrivals yesterday brought any other than tidings of *spoliations on spoliations*. Several captains returned in their vessels.
 Captain Clarke, in the private sloop *Hope*, has arrived at New London, and with an English ship of six guns, and 16 men, convoyed 27 sail of American vessels home, from Cape-Nicholas-Mole. Several French families came in those vessels. The British West India fleet of about 100 sail, was to sail from the east of Jamaica, on the 3d of June. Capt. George Clark, late of the brig *Neutrality*, of Bath, has arrived at New York, from Jamaica, in the *Eleven Sails*.
 Vessels spoke.—June 10, long. 67, captain Preble, in a schooner from hence, for the Havanna, armed. June 26, lat. 39, long. 73, the *American Eagle*, Pierion, of Boston, from Lisbon for Philadelphia. The *Atlantic*, of Wiscasset, from Liverpool for New York, was spoke June 29.

We still continue in anxious expectation of intelligence from Europe later than before communicated. In Holland, as late as May 16, the latest from that kingdom—the voice of complaint assumes a louder pitch, and presents a bolder aspect—the government, though evidently agitated, appears determined to suppress every effort of the people—and numerous arrests, prosecutions, punishments and other coercive measures are the consequence. Reform, civil and religious, is deemed a dangerous and impious innovation, and every thing bears the appearance of some important crisis.

jecture is divided between a civil war, and a complete reformation in the civil concerns of Ireland.

Extract from a letter written by capt. Wm. S. Plummer, of the brig Telemachus, to Robert Montgomery, Esq. American consul at Alicante, dated Cartagena, May 20, 1797.

Sir,
 You no doubt must have been a spectator of my capture off your harbour, in company with captain Cruft in the *Pomona*, captain Atwood in the *Abigail*, and captain Muckford in the *brig of Salem*—we were all taken by three French privateers, and arrived at this port yesterday at eleven o'clock—all are confined on board our vessels, our papers taken from us, and have no liberty to go on shore. What will be the event God only knows. Your presence here may be of service to us, and I most earnestly request you to proceed to this place, if your health will admit, immediately after receipt of this letter—I do not yet know that I shall be permitted to send it; if possible, I shall forward it by express.

Sunday Morning, May 21.
 Since writing the above, I am allowed to go on shore—have passed an examination on board one of the privateers, and from the treatment I have received from the French consul, I expect no mercy—have only time to intreat you, again, to lose no time in coming here, and remain with respect,

Your humble servant,
 WM. S. PLUMMER.

Robert Montgomery, Esq.
COMMERCIALY IMPORTANT.

The following letters must be interesting to those American merchants who trade to the Mediterranean, as it indicates the appearance of another enemy in that quarter. It was communicated by Mr. Winflow, of this town, who is supercargo on board a Swedish ship bound for this place, to captain Rose, who arrived here four days from Alicante, with a desire that it might instantly be made public. It will be recollected that the United States has not effected a treaty with Tunis, and the arrangement spoken of was a truce made about the time Mr. Barlow effected a treaty with Tripoli. As the dey of Algiers is a real friend to the United States, it is hoped his mediation in our favour will be successful. Here follows the letter entire:

Leghorn, 13th March, 1797.
 John Mathieu, Esq; Naples.

Dear Sir,
 I came here the 8th current, and found letters from Algiers, purporting the hostile intentions of the bey of Tunis to the United States, having declared he would not accede to the arrangements made in October last—the consequence is, open hostilities on his part. You would therefore do well to caution such Americans as are at your port, against his cruelties. Mr. Barlow at the same time tells me, he flatters himself the matter will soon be accommodated, as the dey of Algiers has undertaken the affair.

With great respect,
 Your most obedient,
 JOS. DONALDSON, jun.
 [Mr. J. M. Mathieu is the American consul at Naples. The vigilance of Mr. Donaldson is well known.]

NEW-YORK, July 8.
 Ship *Eliza*, captain Allen, arrived on Thursday in 30 days from Jamaica, belongs to Mr. Theophilus Brower of this city. The *Eliza* had been taken by a British frigate, detained several months; then libelled, tried, and acquitted. She has a good return cargo on board. Was boarded by two French privateers and suffered to pass.
 Captain Allen has politely handed to Jamaica papers to the 6th June. By these we find that the yellow fever leaves melancholy traces of its malignity at Jamaica, particularly on board the fleet; lord Balcarres and his secretaries were confined with it; 80 men died on board the British ship *Adventure*, of 44 guns, in 7 days. That governor Simcoe had left Port-au-Prince with 3000 men for L'Arcahayes, and expected Mirabais and Grand Goave would give themselves up. That admiral Sir Hyde Parker had shifted his flag from the *Queen* to the *Adventure*.

July 12.
 Arrived—schooners *Adventure*, Doac, Antigua, 12 days; *Nancy*, Ward, Philadelphia, 4; sloop *Minerva*, Chichester, St. Kitt's, 13.
 Last evening arrived the sloop *Minerva*, Henry Chichester, 14 days from St. Kitt's. Sailed in company with the schooner *Fiddle*, of North-Carolina; schooner *McCullin*, of Baltimore, and five large English transports, bound to London with prisoners and invalids.

The *Miss Sidney*, of Baltimore, had her colours taken from her main-top-gallant-mast head after the *Queen* had her papers given up to captain Parker, by the ship *Padres*, captain Poye, of 20 guns.

Captain C. informs, that an American East-India man lay at St. Kitt's when he sailed, belonging to Philadelphia, which was taken from a French privateer by the sloop of war, *Lapwing*. Her trial was to come on in a few days.

On further inquiry upon the subject of the information given by captain Sanger at Port-au-Prince, and of a supposed corroboration of it by a passenger in the *Betty*, captain Lovett, arrived at this port on Saturday from Leogane. Of the French crews, to take and condemn American vessels, we are led to believe that there is no foundation for the account. Capt. Lovett informs us, that he heard nothing of the kind.

The treatment of captain Lovett was peculiarly aggravating and cruel. Captain Lovett was first taken by the *Quebec*, British frigate, being bound from New-York to Leogane, and carried into Port-au-Prince, where he was obliged to sell his cargo, but otherwise treated well, and received near fifty per centum more for his flour than if he had gone in voluntarily. Capt. Lovett purchased a return cargo, and set sail for home; on the next evening he was taken by a French barge, and carried into Leogane, where he had all his papers taken from him, and he and the crew turned on shore. The vessel was soon libelled, tried, and condemned at the Cape, after which the owner of the barge declared, he did not conceive she was a good prize, and that she would not have been condemned had there been any one present to offer a few more fees than were given by the barge agents! Captain L's certificate from the French consul at this port, setting forth his destination, together with his sea letter, never appeared before the court, have never been seen since, and were probably destroyed.

Schooner *Rajah*, 134 days from the west coast of Sumatra, John Carnes master, and 76 days from the Cape of Good Hope, informs, that

On the 15th April, 1797, there was a sharp dispute in the British army, between the Irish artillery and the English infantry at the Cape of Good Hope, concerning the landing of the French in Ireland, which brought on an action which lasted some time. It began in the barracks where they would admit of no officers for thirty-six hours. The artillery had six men wounded; the infantry three killed and eleven wounded. The latter part of the second day general Craig entered the barracks, armed with a hanger and pistols, and demanded the cause of the disturbance, and if any soldier or officer had any thing to say to him; to advance; which caused a silence on their part—the next day two corporals and a sergeant of the artillery were shot, and so ended the riot.

LEXINGTON, June 6.

We have received information from a gentleman immediately from Detroit, that shortly before his leaving that place near 1500 Indians had applied to the commanding officer of the British garrison for provisions, which was refused, and they were not permitted to go within the garrison, but were ordered to depart. The same informant mentions that about 700 of the above party made application to the commanding officer at Detroit for a supply of provisions, which was granted. Shortly after they had received the amount of their request, the whole of the Indians disappeared. To what quarter they have gone, or for what purpose, is not known.

PHILADELPHIA, July 11.

In the senate, on Saturday morning, the order of the day was called for on the motion for expelling William Blount from his seat in the senate (which was on Friday postponed to take into consideration the message of the house of representatives) and Mr. Martin and Mr. Coker were sworn by a magistrate who attended for the purpose, and interrogated as to the handwriting of Mr. Blount, which they substantiated. The business had not been far proceeded with, when Mr. Blount took his seat, and informed the house Messrs. Dallas and Ingersoll, his counsel, were ready to plead in his defence. They were allowed to take their seats at the bar of the house, and Mr. Dallas commenced the defence in a very able and ingenious address which occupied more than three hours.

Mr. Ingersoll followed him in a speech of nearly two hours. These gentlemen had recourse to every precedent which could be produced from history, and to every argument which ability and ingenuity could suggest. They particularly relied on the ground that the punishment of an offender should in no case precede his trial, and that to expel Mr. Blount from his seat at this time, would be to do what could only be done, provided he was found guilty on the impeachment preferred, which, however, they denied the right of the house of representatives to prefer.

The defence being finished, Mr. Ross rose, and in a very luminous speech examined all the arguments which had been adduced by the counsel, and showed their want of solidity. He justified the expulsion of Mr. Blount from his seat, on the evidence which they