

which the power of Kings will stop of itself because it always directed [monstrous assertion] by Justice and Wisdom. The fewer Obstacles they meet with in the Execution of their Will, the more they are afraid to exhaust their Forces.

None of us is ignorant of the extraordinary Experience which the present situation of Affairs require of you, and we are sensible of the full Extent of our Duty on this score. Obliged to sacrifice our very Lives to the safety of the State, how could we refuse it the Tendency of our Fortunes? But 'tis not the Imposts themselves that now alarm us; their Nature and Duration only fright us, &c.

April 28. The letters of the 13th inst. mention, that their commerce was so much interrupted up the Levant, &c. that their Merchants were greatly distressed; and that, to add to their distress, no less than fourteen of their ships were within a few days taken in their passage from the Levant, and some carried to Leghorn and others to Port Mahon.

It appears, by letters from Rome, March 9, that 712,000 Crowns have been expended by the Pope, for the Use of the Pretender in his Expedition to Scotland.

May 5. The English have intercepted and taken a Spanish ship with Guns, Stores, Ammunition, &c. from Ferrol, bound to the Havannah.

From the Boston EVENING POST.

CHARLESTOWN, in South Carolina, May 18.

We hear that Mr. Knowles, (who carried the Aldborough with him from Boston to the West-Indies, after she had careen'd there) had appointed a new commander of that ship, and removed Capt. Innis into the Warwick of 60 guns. Here it will not be improper to take notice, that by Mr. Knowles's taking the Aldborough away, from this important station, [when the Adventure was disabled] our coasts and trade have been left exposed to the insults and deprecations of the enemy's privateers for near nine months, during which time, among a great number of other prizes, some have been taken even in sight of this Harbour, with considerable quantities of goods for the Indian Trade; by which means, the enemy have been enabled to supply our Indians with goods, and to ingratiate themselves with their chiefs, by large presents made at our cost.—'Tis said Capt. Innis had leave from the board of Admiralty, to go to Boston to careen the Aldborough, but we shall leave it to our superiors to enquire, whence it came to pass, that such leave was either applied for or obtained, seeing all the ships that have heretofore been stationed here, constantly did careen here. If it was on account of the great expence that attended the careening that ship upon her first coming to this station (when Capt. Uring commanded her) it is surely worth the consideration of the Lords of the Admiralty, to what cause the same was truly owing; that we may not, by this precedent, be exposed to the like Inconveniencies for the future.

[The Aldborough lay in Nantasket Road a Month or two after she was repair'd and fitted for the sea, and was then taken away by Mr. Knowles, as were the ships from several other stations: What better End they have answer'd in the West-Indies, than they might have done by protecting the Trade on their own proper Stations, we have not yet heard.—Our Carolina Typographer seems to think much that their station ships should come to Boston to careen, and to be so long from their duty there: But pray, Brother Type, who should know best, you, or their commander's? do you think we have not more polite Company, and finer Ladies here, than can be expected in Carolina? or, would you never let the Gentlemen go to different parts to divert themselves, and improve their stock of good breeding, by handing the Ladies about the streets, and in bowing and cringing to them? Surely you are not so unconscionable! 'Tis well known the sea is not every commander's Element, nor do many of 'em enjoy so good a State of Health at sea as on Shore, nor are they able to endure the nauseous smell of Pitch and Tar, and sometimes of gun powder too. Besides they cannot bear to be coop'd up in a ship, surrounded by a parcel of rugged unpolish'd Tars.—My Lord marquis of Halifax, in his Rough Draught of a new Model at sea, says, "The Gentlemen shall not be capable of bearing office at sea, except they be Tar-paulins too; that is to say, except they are so trained up by a continued habit of living at sea, that they may have a right to be admitted free denizens of Wapping." They will find it will take off the objections which are now thrown upon them, of setting up for Masters, without ever being Apprentices; or at least without having served out their time.—If the Gentlemen smelleth as much of Pitch and Tar, as those that were swaddled up in sail-cloth, his having an Escutcheon will be so far from doing him Harm, that it will set him upon the advantage ground: It will draw

"a real respect to his quality when so supported, and give him an Influence and Authority, infinitely superior to that which the meer sea-man can ever pretend to.—When a Gentleman hath learned how to obey, he will grow much fitter to command.—To expect that quality alone should waite men up into places and employments, is as unreasonable, as to think, that a ship, because it is carved and gilded, should be fit to go to sea without sails and tackling." ]

B O S T O N .

Extract of a Letter from a Person who went Passenger in Capt. Keating, who sail'd from hence last Winter in a Brigantine, as a Packet, for England, dated Fyal, March 3. 1747-8.

I Embrace this Opportunity of writing to you by a Schooner bound to Piscataqua, to give you a small narrative of the misfortunes we met with since we left Boston, which was on Wednesday the 6th day of January:—The next morning we sail'd from Nantasket, and about four days after met with very hard gales of wind, the sea running as high as our masts heads, one broke in upon us, and carried away Mr. Hodge, the Master of the Canterbury, as he was standing upon the Quarter-Deck; Mr. Whitrong, an Officer belonging to Louisburg, William Mayberry Mate, William Bryant and John Butler, sailors, were also wash'd over-board and drowned together; and had we been all upon deck, we should every one of us have shared the same fate: The Master of the Vessel and Boatswain being at the Helm were both of them wash'd over board at the same time, but were hove in again upon the Quarter-Deck by the ascent of the sea; the Master of the Vessel's Thigh and Ankle were broke against the Boom of the Main-sail, by the Force of the Sea, and was in a most terrible condition, not having any surgeon to set his Bones, and nothing but a little Rum to bache it with.—The Vessel lay with her Gunnel under water for the space of an hour, her boat floated upon deck, and the sea making a free passage over us, having then between six and seven foot water in the hold, so I leave you to judge what a deplorable prospect we had before us, not knowing how soon we should sink into Eternity together; every time we saw a sea coming we were obliged to run down into the steerage, to screen ourselves from the Waves; at last we got upon deck, and cut away the Fore-mast, which carried away the Main-top-mast and the Head of the Main-mast, then the vessel righted, which sav'd our lives: We then lay to the mercy of the sea driven up and down, the Masts and sails being all over board; in this sad condition we lay for a fortnight before we could get any Canvas upon her to make sail for any Port; but after we had cut away the raft from the ship's sides, all hands of us took our spells at the pumps 'till we had pump'd her dry, which took us from ten o'clock 'till two in the afternoon; all our Fingers were in a most terrible condition a pumping, for as soon as the Water came in upon deck it freez'd, so that our Fingers were frost bitten: We had but three men left of the ship's company to do duty, so that we were obliged to take Watch and Watch for the security of our lives.—It was six weeks before we made any land, and seven before we saw a ship.—We are now arriv'd at Fyal one of the Western Islands belonging to the Portuguese, but can't tell when we shall get from hence, it being very difficult to get Masts, Sails, &c.

WILLIAMSBURG, August 4.

We have certain advice from Norfolk, That two or three Men, belonging to His Majesty's Ship Fowey, Capt. Drape, were arrived there, and give Information, that the said Ship, bound to Virginia from the West-Indies, is unfortunately lost on the Keys, in the Gulph of Florida; but that the Officers and most of the Men were saved. That the Fowey had a few Days before her Misfortune, met with and taken a Spanish Register Ship, with upwards of a Million of Pieces of Eight on board; which valuable Prize was also unfortunately lost, with the Fowey, on the same Rocks; but that the Fowey's Men had saved about 60,000 Pieces of Eight out of the Wreck. That some of the Officers and Men had got to South-Carolina, and intended shortly to Virginia, with the Money that was saved.

Since our last we have had several Reports of a General Peace being concluded between Great Britain, France, Spain, and the other Powers at War; but have receiv'd no Certainty of the Truth: However, as there appears great Probability of it, by the following Depositions, which we have been favour'd with, this Day, from Norfolk, we publish them verbatim, that the Readers may form their judgments thereon.

Norfolk Borough, ff.

Capt. John Northcott, Commander of the Ship Raleigh, being of lawful Age, on solemn Oath declares, that he sail'd