

From a late London Paper.

The following elegant Address was written by Mr. Cumberland, and spoken by Mr. Wroughton, before the play performed at Drury-lane theatre, for the benefit of the widows, &c. of the brave Seamen who fell in the late action.

To those immortal shades, whose vital pure

Floats on the waves that tinge Batavia's shore,

We consecrate the bounties of the night,

Your generous tribute, and their valour's light.

How gallantly they fought, 'twere joy to tell;

How mournful to relate what numbers fell!

Peace to their dust—the perishable frame!

Death has dissolved—the mute embalms their fame.

How long, whilst hovering on the hostile coast,

Did these brave centinels maintain their post!

How oft, whilst listening to the whistling wind,

Wast the sad sigh to those they left behind,

In the mid-watch, night's melancholy noon,

Humming their duty to the pale-faced moon!

Then curs'd dull care, and troll'd the tune along,

Susan, or Nan, the burthen of their song.

Now at the bottom of the watery deep,

In their cold grave the mistle sleep;

But Victory snatch'd for them fame's glorious wreath,

And crown'd them sinking in the arms of Death.

Something they ow'd their country, but the score

With their best blood wash'd out—what could they more?

The babe unfather'd, and the widow's wife,

Those mournful relics of connubial life,

Are now your supplicants—and who shall pay?

If Fate has rent the tender ties away?

Perhaps the spirit of the dead may feel

A conscious interest even in this appeal;

And the brave Chief, drench'd in whose patriot blood

The Ardent's deck became a crimson flood,

Exclaims, while pointing to his mangled crew,

Britons, behold! these heroes bled for you!

Duncan, whose very name a spell conveys,

The guardian spirits of this Isle to raise;

He, and his brave associates in the fight,

Are suitors to your Charity this night:

Their honor is in pawn; for as they led

Their squadrons each, each to his warriors said—

“Be firm, my hearts! Our children and our wives

We leave to them for whom we risk our lives:

Stand for your country!—serve her, and defend;

Each grateful Briton is a seaman's friend.”

Lo, 'tis confirm'd, the gallant word is true;

'Twas pledg'd by Valour—'tis fulfill'd by you.

TRUE HAPPINESS.

An Italian bishop struggled through great difficulties, without repining, and met with much opposition in the discharge of his episcopal functions, without ever betraying the least impatience. An intimate friend of his, who admired those virtues, which he thought it impossible to imitate, one day asked the prelate if he would communicate the secret of being always easy. “Yes,” replied the old man, “I can teach you my secret, and with great facility; it consists in nothing more than making a right use of my eyes.

His friend begged him to explain himself. “Most willingly,” returned the bishop: “in whatever state I am, I first look up to Heaven, and remember, that my principal business here, is to prepare for my journey there! I then look down to the earth, and call to mind how small a space I shall occupy in it, when I come to be interred; I then look abroad into the world, and observe what multitudes there are who, in all respects, are more unhappy than myself. Thus I learn where true happiness is placed, where all our cares must end, and how very little reason I have to repine or complain.

From the Farmer's Weekly Museum. FACT.

At a highly respectable Literary Club in England, the virtues and achievements, the probity and integrity of Washington

were the subject of conversation. After a lengthy, and merited eulogium of our late President, a gentleman asked the Hon. Edmund Burke, who had graced the eulogium of Washington with his peculiar energy, whether, in justly estimating the character of Washington, some allowance ought not to be made for the energy, of the panegyrist; and whether Mr. Burke supposed himself there ever existed so exalted a character, as he had contributed to define. I forgive you replied Edmund Burke, for I myself never believed that a man of the exalted dignity and intrepidity of George Washington could possibly exist, until I personally conversed with John Adams.

ACCOUNT OF THE DREADFUL CATASTROPHE OF THE SHIP THOMAS, OF LIVERPOOL.

Barbadoes, 14th Oct. 1797.

“On Tuesday afternoon last, drifted on shore on the North East part of this Island, a boat with women and a boy.

“Of all human sufferings, few, if any can exceed what these miserable, ill-fated mortals experienced, nor can dangers equal what they encountered, at the recital of which our blood freezes, and our feelings cannot but be deeply distressed at the relation of such a scene of human misery.

“These are part of a crew belonging to the ship Thomas, M'Quay, of Liverpool, on his middle voyage from the coast of Africa to this Island. From that coast being infested with French privateers, captain M'Quay had taught his male slaves the use of arms, in order that they should aid him to repel the attacks of the Enemy, should any be made, as he had frequent skirmishes with them on his last voyage.

But instead of becoming auxiliaries in his defence, they took advantage of his instructions, and seizing his ammunition chest, on the 2d September, early in the morning, about 200 of them appeared on deck, accoutred, and fired on the crew, some of them fell, others in dismay leaped overboard, who were also fired at, whilst others cut away the boat lashed to her stern, and took refuge in her by escaping through the cabin windows, leaving the captain and the rest of the crew endeavouring to quell the insurgents, by discharging such arms as are usually kept in cabins; but upon the Captain's observing that some were in the boat, and about to desert the ship, he remonstrated so warmly as to induce them to return; but they, perceiving that they were overpowered, and seeing no possibility of escaping the danger that awaited them, again secured the boat and quitted the ship, of these were 12.

“Having fled from the fury of savage ferocity, they now became a prey to the winds and waves, to hunger and thirst, and after having suffered the horrors of these for some days, they providentially took a small turtle, whilst floating asleep on the surface of the water, which they devoured; and again being driven to distress for want of food, they soaked their shoes, and two hairy caps which were among them, in the water, which being rendered soft each partook of them.—But day after day having past, and the cravings of hunger pressing hard upon them, they fell upon the horrible and dreadful expedient of eating each other: and to prevent any contention about who should become the food for others, they cast lots, when he on whom the lot fell, with manly fortitude resigned his life, with the persuasion of his body becoming the means of existence to his companions in distress, but solicited that he might be bled to death, (the Surgeon, being with them, and having his case of instruments in his pocket when he left the ship). No sooner had the fatal instrument touched the vein, than the operator applied his parched lips, and drank of the blood that flowed, whilst the rest anxiously watched his departing breath, that they might satisfy the hunger that gnawed them. Those that glutted themselves with human flesh, and human gore, and whose stomachs retained the unnatural food, soon perished with raging insanity, from putrefaction, as we conceive, superseding digestion. Thus the dreary prospect became the more so to the survivors, from seeing their fellow companions expire before them, from the very cause that ravenous hunger impelled them to imagine would give them existence. Those that remained attribute the preservation of their lives to having rejected following the example of their fellow-sufferers. Indeed they assert having refused risking their lives to

the chance of a straw, but the majority having determined it, they could not refuse.

“Our narrator, Mr. Farmer, residing near Joe's River, whose veracity, we are informed, is undoubted, has not furnished us with the time when the death of the others took place, but proceeds in stating, that on Tuesday morning, the 10th inst. (being the 38th day), the lonely travellers deserted the shore, but having no helm to guide their little boat, despair took possession of their almost exhausted spirits, and, being hopeless resigned themselves to death.—That providence, however, without whose knowledge a sparrow doth not fall to the ground, and whose gracious interposition in favor of the two has been apparent, became their helm and guide, and directed them to the shore; which, when having approached, worn-out nature could scarcely permit them to leave the boat, and embrace the earth to fervently wished: for the boy having fallen into the surf, and unable to make an effort was drowned. The remnant of the woeful twelve, exerting their little strength, crawled on their bellies to the mouth of Joe's River; where they slaked their thirst, and being discovered by a Mr. Mascol, then in the Bay House of Mr. Haynes, he hospitably gave them that assistance which humanity dictates, and extreme distress required.”

PORTSMOUTH, Feb. 17.

United States Navy. Hampshire. It is worthy of remark, that the first Frigate launched in the then United States; the first frigate built under the authority of the Federal government, and the only seventy four equipped in the United States were either launched or built and launched in New Hampshire. The same builder colonel James Hackett, was employed in the construction of both frigates:—and the same superintendent Col. Thomas Thompson, conducted their building and equipment. About 30 of the carpenters, who worked on the Raleigh in 1776-77 were employed on the Crescent in 1796 and 97.—The Raleigh was built and launched in 63 working days.—The Crescent was completed in 6 months, excepting her cannon. It is computed that a 36 gun frigate might be finished every half year, and much sooner if necessity demanded. Were a similar spirit of exertion, to be called into active operation, throughout the capital maritime ports of America, as Portsmouth has witnessed in the different trials, the United States might float 60 sail of frigates and 15 or 20 line of battle ships; in the course of one twelve months.

RICHMOND, March 23.

[The following letter from Mr. King Minister Plenipotentiary from the United States, at the Court of London, to the Mayor of this city, was received by last night's mail.]

LONDON, Dec. 18, 1797.

Sir,

In order that the public may be protected against the frauds about to be practised upon them, I take the liberty to send annexed the copy of a letter that I have lately received from Mr. Colquhoun an enlightened and vigilant Magistrate of this city, I shall dispatch copies to the principal ports of our country, and hope that they may arrive in season to put the Custom-house officers, and others upon their guard.

With perfect respect,

I have the honor to be,

Sir,

Your obedient and faithful serv't.

RUFUS KING.

The Mayor of Richmond, Virginia.

—COPY—

Charles Square Hoxton, 14th Dec. '97.

Sir,

Having reason to suspect since the circulation of Dollars has been stopped, that some of those miscreants both here and at Birmingham, who were concerned extensively in the coinage of false dollars, have found means to send quantities to America, for the purpose of perpetrating the same species of villainy which has been but too successfully practised in this country—I feel it to be my duty as a magistrate to apprise you of this circumstance, that if you conceive it necessary you may put the executive government of the United States upon its guard against these nefarious designs to cheat and defraud the innocent and unwary, and to furnish the means of detecting the infamous agents who may be engaged in this traffic, which I suspect will be principally confined to Jews in the large trading towns.

The Dollars which are or may be fabricated for this particular purpose, will be

without the Tonce or King's mark or head. They are made of copper, and generally covered with a thin plate of silver, and the workmanship and imitation is very perfect. They are generally discovered by ringing one against another, or by boring with any sharp pointed instrument, which last operation discovers the copper at once. If you have a desire to transmit a specimen of this false coinage, I will with pleasure send you one. I have the honour to be with great respect and esteem,

Your most obedient and

Most faithful humble servant,

P. COLQUHOUN.

To his Excellency }
Ratus King, Esq. }

CHARLESTON, March 15.

Extract of a letter from a merchant of respectability in Bourdeaux, to his friend in this city, dated the 11th of January, received on Tuesday, by the brig Aurora, captain Woodman.

“Although a coolness still continues between our governments, we here persist in believing that there will be no rupture; but be assured, that American vessels will be molested, unless they are cleared in the most satisfactory manner. However, we hope the Americans will shortly correct the mistakes in their mode of clearing vessels, which has occasioned so many captures and confiscations.

“That there may be nothing to dread, (while there is not a declaration of war) every American captain before he sails ought to be provided with—

1st. A certificate of the property on board being American.

2d. A passport conformable to the model annexed to the treaty of commerce of 1778.

3. A role d'equipage, signed by the marine-officers of the place from whence the vessel departs, containing the names, surnames, places of birth, residence, &c. of the crew.

4th. A declaration from the marine officers, which shall set forth that the captain has delivered a duplicate of the foregoing list, or role d'equipage, to them.

5th. Bills of lading, signed by the captain, on which there ought to be specified “for the account of—, merchant and citizens of the United States.”

6th. The Invoice, signed by the shipper.

7th. The Charter Party. “An American captain, furnished with these vouchers, has nothing to apprehend from our cruisers.

“It ought also to be known, that all these vouchers are to be produced, if required, at sea; and in case of capture, the captain ought to insert in his journal, that he had produced them, and they are to be left on board in his trunk, under seal, and he is to be careful not to take them with him in his pocket: for the papers found on board, are the only ones acknowledged. Should the captain land with them in his pocket, they will not be taken as evidence.

“With these precautions, which may be depended upon, and which you may impart to your friends, that their property may be preserved from seizure, you may with safety send vessels to France, as long as there is no declaration of war; and we do not think that such an event will take place more particularly at a moment when all our wishes are for a general peace.”

• This &c. must mean, height and complexion.

Fifty Dollars Reward.

A MULATTO fellow belonging to me, named ALLSTON, ran away last week from Mr. Gorton Chace, to whom I had hired him for one year—he is tall, well made, about the age of 23 years, and remarkably expert as a workman in the shoemaker's trade. It is probable this fellow has left the state; if so, whoever will apprehend him out of the state, and deliver him to me, or to Mr. Chace, shall receive from me the above reward—if the fellow is taken within the state, on his being delivered to Mr. Chace the person delivering him will be paid the sum of Ten Dollars, and all reasonable charges paid.

W. H. HILL.

N. B. Masters of vessels, it is hoped, will take this as a caution.

April 5. 66 3

PASSPORTS and ROLLS of EQUIPAGE, agreeable to the 25th and 27th articles of the treaty between France & the United States, made the 6th of February, 1778, for sale at the Printing-Office.

Wilmington, March 9.