

that these vessels carry on most of the English commerce, especially to the islands; but that the French government, desirous not to trouble the American navigation, for its own sake. Such is the tenor of letters received from Hamburg.

In point of fact, we deny what is asserted, that most, or any great part of British commerce is carried on in American vessels. The trade to the West Indies, is mostly American trade, and not British. The allegation that it is British, is a mere pretext with the French to excuse their rapacity.

It is a circumstance to be noticed, that the advocates of the French government allege, the late moderation of its tone in regard to America, to be the effect of Logan's mission, and hence insist that a change of Envoys to France, for instance Madison in lieu of those who have returned, will secure to us an accommodation of differences—This is the extreme of arrogance and impudence.—The French moderation, which is more apparent than real, as far as it amounts to any thing, is the effect exclusively of the high spirited measures taken by our national legislature at the late session—most of the merits of which the Jacobins are taking to themselves.—The late effect might have been produced earlier, had our legislature been disposed to place the country in a dignified attitude of defence.

The French go to war with the United States! And what will they get by it? Joel Barlow thinks America is lost, undone, ruined forever, by even venturing to incur the risk of hostilities with France. Yet hostilities will injure France ten times as much as they will the United States. The French know this—we are beyond the reach of any material annoyance from French power.—We ought therefore, while we treat their government with justice, to yield no one nation ought to their intrigue or menaces.

*Compliment per force, to the gallant TARS of America.*

A member of the Council of Five Hundred in public conversation with a general officer, observed, "We shall shew to the world, generally, the contempt with which we behold every effort of the unprincipled rabble of America, by an immediate declaration of war."

No doubt, replied the General, you are correct in any comparative view of the strength of the armies of the two nations. But if this is to be a war of speculation only, and nothing is to be gained by going to meet the enemy, our honor and laurels, of which we have already a plentiful stock, will it not be best to humble the British marine before we force 40, or 50,000 Tars as ferocious as those of England, to arm against us, on a coast where we have heretofore cut no figure in competition but with the English alone?

The answer produced a frown and a monkey-like stare, sufficiently significant to those who understand French.

The manly fortitude, patience and urbanity discovered, by the American Envoys to France, have excited the admiration and applause of all Europe. Their whole conduct is the subject of panegyric in all the papers we have met with. It is contrasted with the cringing, supplicating attitudes assumed by the ambassadors from the most powerful kingdoms of Europe—and with the ready subservency with which the ministers of less considerable states have acquiesced in all the mercenary and insidious demands of the directory.—It has increased the consideration of our government—it has led those into an inquiry into our strength and resources, who scarce knew such a nation existed—and has thus far proved beneficial to our country in Europe.

A curious experiment was made not long since on the Seine, at Paris. Twelve flat boats entered the water in order of battle, and with the aid of a machine, which emulates the body, they traversed the Seine with great celerity. After having drawn up in platoon on the opposite bank they re-entered the river and in the middle of it set up a fire of musquetry well sustained, and charged with bayonets, tho' they had under their attack twenty one feet of water. Besides the weight of the men, this machine will carry a burthen of five myriagrammes, without sinking! The inventor, is citizen Mangin, a lieutenant general, with the minister of the interior.

BALTIMORE, November 20.

OFFICIAL ACCOUNT.

By the schooner America captain Vibert from Cadiz, 43 days, the official account

of the action between the British and French fleets, in the mouth of the Nile, is received in manuscript, from on board the Ville de Paris, admiral Jervis.

*Ville de Paris, off Cadiz, Sept. 27, 1798.*

THE commander in chief has inexplicable happiness in communicating to the officers, seamen and marines of his majesty's ships before Cadiz, that an action was fought at the mouth of the Nile, on the first, second and third of August, and under the direction of God, and the meritorious conduct of the officers and crew of the squadron under the orders of rear admiral Sir Horatio Nelson, knight of the bath, a most signal and glorious victory was obtained over that of France, as will be best seen by the number of their ships taken and blown up, as follows:

*[Here follows the list of French and English ships, as in an enumeration of the killed and wounded in the latter, as published in No. 35, of this Gazette.]*

MEMORANDUM.

This action took place in Kioetta Bay, at one of the mouths of the Nile, with the enemy at anchor, when the British fleet came (excepting the leading ship the Culloden, which unfortunately got on shore) and anchored along side the French with head and stern anchors.

Minute of facts stated in the dispatches to Lord St. Vincent.

The French transports ran into the Nile, and Buonaparte landed with only a few days provisions on hand, without thirty eight thousand men, two thousand having been cut to pieces on an attempt to land at Alexandria, where they expected a passive reception. The last dispatches stated that the only supplies Buonaparte could get were a little rice and water, brought to him on camels by the Arabs. But that the Turks were taking measures, not only to cut off this succour, but to march against him.

The crew of the Timoleon, when the ship took fire, attempted to save themselves on shore but were all cut to pieces. The L'Orient's people were in part destroyed in the same manner, and blown up, only a few escaped, perhaps into the woods to save.

The French fleet, at the time of the action, had only five days provision on board.

[We further learn by Mr. Yates, who came passenger in the America and who was favored by Admiral Jervis himself with the official particulars above mentioned, that none of the transports were destroyed, having probably run up the bay or Kioetta into shallow water, and that nothing certain had transpired to unravel the true projects of Buonaparte, whether he meant to settle down in Egypt, or whether he cast his withering eyes on the distant shores of Malagore. His situation at best, appeared to be hopeless—His armed ships captured or destroyed, transports blocked up, his retreat cut off, his provisions nearly exhausted, and a supply precarious, at least, if not unattainable; & above all pressed on every side by forces of Saricens, too barbarous to be worked upon even by French delusion.

The forebodings of the invader must forcibly assure him, that the despoiler of Italy and the conqueror of Egypt, will never be united in the same man, and that he has, fortunately for the world, perhaps, left the channel of Britain to perish on the banks of the Nile.]

COMPARATIVE STATEMENT

Of the British and French force, in the mouth of the river Nile, called the Bay of Kioetta.

	FRENCH.	
1 ship of	120 guns and	1010 men.
3 do. of 80's	240	2400
9 do. of 70's	630	6300
4 frigates	166	1100
17 ships, with 1156 guns, 10810 men.		
	BRITISH.	
12 ships of 74 guns,	is 888	with 7130 men.
1 frigate	50	upward 310
1 sloop	18	do. 120
14 ships armed with 556 guns 7560 men		

The balance of force in favour of the French, was, 3 ships mounting 236 guns, 4250 men. Equal to three ships of the third rate of the line; superior to any three in the engagement. It made the French in guns, more than one fourth, and in

\* The list allots Le Guillaume Tell only 700 men: It is however to be presumed that she was as well manned as other French ships of her rate usually are, with 800.

† The British had in all 13 of the line—The Culloden ran ashore and was not engaged—The Majestic supplied her place in the list, and therefore made no difference in the stated force which the British brought to battle.

in men more than three fourths stronger than the British.—Add to this the situations in which they fought. The French were riding at anchor; it is therefore presumed their station, coolly and deliberately taken, was the most comfortable and best adapted for security which the place could afford.—The British had no other way of attacking them than by running in and anchoring alongside: which was done, probably under every inconvenience, in the best manner they could. Thus in situation, the French may be well understood to possess every advantage.—Admitting, which is not most probable, that the two French ships, L'Orient and Timoleon, blew up on the first day, still the French were only one ship of the line inferior, and in guns were superior, by a force equal to a half rate frigate.

It is known that in a action, frigates are of very considerable advantage, as well in assisting the disabled vessels of their own fleet, as in attacking the enemy; which they are often enabled to do with great effect.—Here again the French possessed a decided advantage. In every view in which it can be taken, the French, in numbers and force, as well as in contingent advantages, enjoyed an unquestionable preference.

This preference was still more promoted by the nature of the engagement, which put it out of the power of the English admiral to avail himself of the superior abilities which British officers and seamen undoubtedly possess over the present enemies. It was heretofore on the part of the French an alleviation of the disgrace of a defeat, that the wind favoured their foe, and that many circumstances prevented the whole energy of their fleet from appearing in their defence.—Here nothing of the kind can obtain; they were taken (so to use the word) on their own ground. They contend, that as engineers they are equal to any, and in point of bravery, superior to every nation on the earth. Kill as engineers, and bravery as soldiers were here only wanting. Their ships were fractionally as batteries opposed to each other. No manoeuvring to break the line, or gain any of the innumerable advantages which a British fleet in the open sea, is always qualified to secure to itself.

The French fought gallantly, say their friends, which is apparent from the havoc made amongst their enemies—readily admitted—every laurel every praise bestowed upon them, shine with double lustre on the brows of their conquerors. If 1000 Frenchmen, bravely fighting, were subdued, by 6500—which fought with most distinguished bravery—If THIRTEEN French sail of the line, gallantly defended, lost eleven of their number, and saved only two by flight when opposed to twelve inferior vessels of their enemy, who possessed most gallantry? To whom is most praise to be given? them or their enemies? Let the sans-culottes either of France or America, answer the question. Nay, let an honest man answer it! Every ship but one in the British fleet, took or destroyed a ship of equal or superior force; and that one, we shall suppose, put two ships to flight. Whether did the one, or the other, exhibit most gallantry, bravery and conduct? A feat it is an easy thing to say, which has exhibited the greatest proofs.

Upon the whole, through the unexampled series of naval victories which have graced the British arms, never was there one that more bespoke the hero in its commander.

Among the many causes to rejoice with it affords to the lover of Peace—the friends of mankind, we must regret that the hero who conducted it, has been, as we have reason to believe, severely wounded.—His wound, we understand, was in the head. While we are in suspense respecting his danger, of the prospect of his recovery, every breast must beat with anxiety for his fate. We have, however, the consolation of knowing, that if he falls, he falls as every honest man would wish, adding new honors to his beloved country.

NORFOLK, December 6.

Yesterday arrived here the schooner Swallow, capt. Logan, (in distress) 18 days from Cape Francois. In her came passengers Mr. Jacob Mayer, Consul of the United States for that place, accompanied by a French gentleman, who, we have reason to believe is the bearer of important dispatches from General Toussaint to the Executive of this country. We learn by this arrival that every thing was tranquil throughout the island, and that the crops bore a very promising appearance.

Yesterday also arrived the American brig Elizabeth, from Malaga, via G.

altar, 53 days. Sailed from Malaga in company with 15 sail of armed American vessels, among whom were the brigs Retaliation and Aralante, bound to Boston; and the brigs Commerce and Mary Ann, bound to New-York.

On Sunday last, 7 leagues to the southward of Cape Henry, spoke the United States sloop of war Herald, having in company the Moore and 1139 of war, the brig Norfolk, and the schooner Retaliation, all on a cruise; they were steering to the southward.

By gentlemen, passengers in the above brig we are informed, that there are upwards of 100 French privateers cruising between Cape de Gat and Cape Spartel; they mount from 8 to 15 guns, are well manned, and are fitted in the Spanish ports for the purpose of capturing Americans. Six or seven privateers were expressly fitted out to capture the American Mediterranean fleet; but their designs were frustrated by the American vessels being well armed, keeping close together.

At the time they left Gibraltar (the 8th October) a secret expedition was preparing; it was to consist of a strong naval force, and 3000 seasoned troops; the rumours respecting its destination were various, but generally supposed against Minorca.

They had received no accounts from Admiral Nelson since the arrival of the Mutine brig, but expected the prize ships there the brit wind. The British fleet, it was understood, would put into Candia to rest.

NEWBERN, DECEMBER 15.

We may see what an independent monarch the French Government allow the King of Sardinia to be, by the Proclamation of General Brune, issued at Malta. The Proclamation says that, "in consequence of the formal demand of the Executive Directory, the King of Sardinia has published a full and entire amnesty."—We learn further, that "no enquiry will take place with respect to the late disturbances"—that "all proceedings relative to opinions or political conduct are annulled"—and that "those who were prosecuted, or dreaded prosecution on these grounds, are free to return to Piedmont." The meaning of this is to invite the rebellious to renew their arts with better effect.

A citizen of South Carolina has invented a Lamp, upon a contrivance which consumes tallow and other fat substances in the manner of oil, without producing offensive smells or smoke. The author has obtained a patent, for his invention under the name of—"Love's patent lamp."

His Excellency William Richardson Davie, Esquire, is chosen Governor of this State, for the ensuing year.

The Honorable Alfred Moore, Esquire, is chosen one of the Judges of the Superior Courts of this State, in the room of Judge Stone, chosen a member of the House of Representatives of the United States.

Stephen Harris, Esquire, is appointed Sheriff of Craven county, in the room of John Spence West, Esq. appointed Marshal of the United States for this District.

MARINE LIST.

PORT OF NEWBERN. ENTERED. Sloop Polly, Bowen, New-Port: Sch'r. Polly, Chadwick, New-York: Brig N. Carolina, West, Barbadoes. CLEARED. NONE.

METEOROLOGICAL DIARY.

DECEMBER, 1798.

D.	M.	Mercury.	Winds.	Weather.
M.	m.	af. ev.	A. M. P. M.	
9	58	69	65	S. S. Clear.
10	48	57	53	N. N. do.
11	49	59	55	N. E. S. E. do.
12	50	60	55	S. E. S. Cloudy.
13	51	60	55	S. N. W. do.
14	48	59	54	N. N. do.
15	40	46	42	N. N. Clear.

NOTICE

IS hereby given, that William Koss, late of Craven county, is dead, and that the subscriber, Administrator to his estate, qualified at December sessions of Craven county.

All persons who have any claims against the estate of said deceased, are requested to exhibit them to the subscriber within the time limited by law, otherwise they will be barred from a recovery.

ELIZABETH ROS, Adm'r. December 15.