

LIVERPOOL, June 16.
The English and French fleets.
Extract of a letter from an Officer on board the Platoon Frigate, dated Portsmouth, June 11.
I have the pleasure to acquaint you of my safe arrival at this place; and as, upon my late arrival at this place, you will naturally expect to hear from me, I fit down to acquaint you of the events which have recently occurred.
On the 28th of May, in company with the grand fleet under the command of Earl Howe, we were early in the morning, to windward of us, the French fleet, consisting of 25 full line ships, of which 4 were 3 deckers, and from 100 to 120 guns, 12 of 80 guns and upwards, and 9 of 74, with several frigates. At five the French bore down upon the British fleet; but soon after hauled their wind, considerable out of gun shot. Every exertion was made on the part of the British to come up with them, but without effect, until 5 in the afternoon, about which time our head-mast topsails, that is to say, the Bellefleur, Admiral Baudouin, the Audacious, Reuffel, and Audacious, successively opened on the French ship, which was a three decker, called the Bretagne, the Reuffel lay close to her for some time, when the Audacious, in a most gallant manner, having got well to windward kept away close under the Bretagne's stern, into which she poured her broadside, and fired her musquetry from the tops and poop. The French ships returned the fire—the Audacious lay on the quarter of the Bretagne near an hour and a half, during which time the Marlborough and Gibraltar came up and joined in the cannonade. The Bretagne being worked well to windward, poured her broadside, and raked the Bretagne, who in return gave her a broad sheet of fire.
About 8 A. M. the mizzen top-sail of the Bretagne took fire, which obliged her to cut away her mizzen-top-mast, on which the fore and main masts were supported. The enemy, during the attack on their rear, kept their wind and course. The Bretagne kept driving down towards our fleet; and as I have since learned, she was struck in the foremast, and her colours were thus ended the business of the 28th, having to windward to the enemy, which was not effected by us. Four ships fell towards dark. The Bellefleur, by this broad shot her main-top-mast shot away, and from damage done to the rigging; and so had some other ships, but they were all ready the next day.
Thursday, May 29.
In the morning the enemy were seen to windward. Lord Howe gave every necessary order for fighting the enemy. At half past 11 A. M. our van was engaged with their van. This day the action lasted seven hours. Our rear did not come into action till late in the afternoon. At nine A. M. the enemy opened on our rear, as they pulled to force a resolution. About 10 the French fired at our rear. The enemy's fleet was then on the line. At 12 minutes past two, five of the enemy's ships on the Queen Charlotte, two of which were first rate, and made off. The commanding at this time was very heavy and quick. About 5 P. M. we pulled several of our own ships, and cleared them, and the commanding soon after abated. At nine P. M. the Queen Charlotte bore a new fire on her rear, her own being quiet a row. Several of our ships fastened much this day in their sails and rigging, and some in their top-masts, particularly the Queen Charlotte, the Royal Sovereign, whose sails are quite rent with the French diligence was used in beating orders, and this observation is equally due to every ship that suffered on the day. The Invincible, Reuffel, and Leviathan, appeared to suffer most, the Reuffel making much water.
Friday, May 30.
Early this morning a signal was made that Lord Howe intended to renew the action; and another was made to ask whether all the ships were ready, which was immediately answered by Yes I Yes I from all. The line was soon afterwards formed, but it was difficult to distinguish our own ships. This weather continued, with little intermission till Saturday evening, May 31. During this fog as I have since learned, the French fleet were joined by four line of battle ships, two frigates, a brig, and an English ship of war; and they had detached two line of battle ships, which had lost their masts.
Sunday, June 1.
It is with infinite satisfaction I recount this great and glorious day, from minutes taken on board.
The English fleet consisted of 25 ships of the line—the French 26. At five minutes past nine A. M. the action commenced with three ships in the van, by the French. At ten minutes past nine the Admiral made signal to engage close. At 15 minutes past 9 the action commenced in earnest by the French: at 16 minutes past 9 the

French bore down to make more full: at 27 minutes past nine the Admiral engaged the second French Admiral, at 40 minutes past nine I fired one of our ships board a French ship which had lost her foremast and bowsprit; at 52 minutes past nine one of the French ships bore away, having been much damaged by the British: at 11 minutes past ten observed two of three French ships lay away with their masts entirely dismasted, and a fourth had lost her mizzen-top-mast; at 36 minutes past ten, observed the French Admiral's ship had lost its main and other masts; and at 46 minutes past ten, observed a three decker dismasted; at 52 minutes past ten the Admiral made signal for the Phœton to fall towards him. The Leviathan had been for some time battering a dismasted ship, but she soon after hauled their wind, and the French hull not having fired for some time, though her colours still flying wishing to join the Admiral as soon as possible, we passed the French dismasted ships, and were continuing our course when the opened her harbor quarter guns upon us. Two or three of her guns passed thro' our foreboard quarter guns, and shot a man's head off, broke both the thighs of another, and wounded seven, three of whom are since dead. It was 35 pounds. We turned a smart fire. On joining the Admiral, we were ordered to take the Defence in tow, one of our dismasted ships.
In endeavoring in my memorandum book to take a review of this glorious engagement, commencing on the 28th of May and concluding the 1st of June, my mind is filled with admiration and joy, that I have not been able to methodize my narrative: to windward and leeward are facts which may be depended on.
On the 29th the Caesar ran thro' the French fleet in a very gallant manner, receiving the fire of several of their ships. The Queen Charlotte broke the French line in a very spirited style. Never was so much activity shown on board a fleet, to repair the damages sustained, as this day; and it was a moment of pride and heartfelt joy to hear our gallant Captains, even those whose ships had most suffered, return for answer, when asked if they were ready to renew the action that they were all ready.
It is a sad thought to think that there never was a more desperate action on the sea. Those who were on Lord Rodney's feet that the latter bore no comparison to Alho the French fought desperately, I am convinced they did not stand such close fighting as on that day.
Lord Howe broke the French line in a noble manner, after engaging several of their ships as he passed them. He pulled for the French Admiral's ship, whose second foremast he intended, made fall to close in with Lord Howe. The Queen Charlotte bore down between the two ships, the boom of the French Admiral passing over the boom of the Queen Charlotte, who poured a broad side into both and lay by them for half an hour. The French Admiral's ship the Montague, finding the fire becoming too hot, bore away after having a number of men killed. The second Admiral had his mainmast carried by the board. It was then that victory seemed our own. The French line was broken in three pieces, and three of their ships had borne away, five were dismasted and one sank. The French soon gave way in every quarter. The remaining part of the 1st instant was employed in raising the position of the enemy's captured ships and taking the prisoners out of them. The Marlborough was for some time jammed in between two of the enemy's ships, one of which she completely dismasted and obliged the other to flee off. The Brunsvick, Capt. Harvey, engaged five ships at one time, when the Capt. of the Ramilies pushed forward to his assistance and relieved him. Every thing was performed on this day that human abilities could effect. No words can do justice to Lord Howe, who showed the great heroic virtues, courage, coolness, and every other virtue.
A few days prior to this action we fell in with 14 full of English merchant men, whose history is curious. They sailed for Newfoundland, were taken by the French, raken by Admiral Montagu's squadron, again taken by Bruto and Le Sine, and lastly recaptured by Lord Howe's fleet, which, from our critical situation, was obliged to burn them.—We also burnt, prior to our meeting the French fleet, one French frigate, one ditto brig, two cutters, and about twenty full of other ships.

NEW YORK, August 26.
The following extract of a letter, from one of the committee of American merchants, who waited on the British ministers for advice, respecting compliance with orders from America, contains much interesting information, which is of the more consequence, as it comes from an authentic source.
I think you will be full information contained in your several letters on the subject of perfecting disputes between the United States and this country. I wrote you my sentiments thereon yesterday in a letter forwarded to Livingston. I have experienced the satisfaction I feel in Mr. Jay's having been authorized to adjust those disputes, as from what I have seen of him and from what I know of the disposition of our government towards America, I am under no apprehensions of being again involved in a war with America. I know from repeated conversations on the subject, it is not the wish of our ministers. Indeed I must say that, except in the instance of issuing the unfortunate instructions of November 6, I have found them uniformly disposed to act a friendly part, towards America; and of her government, they have always spoke to me in terms of great respect. How it happened that those instructions were issued, I cannot tell; but when at the desire of the merchants, I went to our ministers, accompanied by a committee appointed for that purpose, and pointed out to them the mischief that would result from those instructions, they were easily convinced, and the revocation was published without delay. The conduct of the Admiralty courts in the West Indies, as stated in your letters, in condemning all vessels to sail, merely which are brought before them for judgment, is highly reprehensible. And truth will become the subject of enquiry.
I will not diminish the subject of politics, without mentioning another instance of the good will which I have given you to understand to be entertained by our ministers towards the United States of America. By the French property bill lately passed, it is made high treason to pay any money to or for account of, any person or persons who may have been in France, since the 1st of January last, or to furnish them with any American goods—see of course if any American goods had been in France, or to any part of the world, though perhaps on a visit of courtesy, or to be could have paid any money or have shipped any goods for his account; got have paid any bill, or have shipped goods for any house in America, in which he was a partner, without being liable to the penalties of the act. On this the committee of American merchants made a strong representation to Mr. Pitt, he immediately desired an interview with me and a subscription to the bill: he assured us that the fair commerce of America should be affected by the act; that the inconvenience complained of should be remedied by an order in council. He directed the Solicitor General to prepare such an order, before it was carried into the effect, he drew the draft to me with a request that I would lay it before the merchants; the alterations I was instructed to suggest he admitted without hesitation, and the order was published on the 15th instant. This is done while the subjects of all other nations are still subject to the operation of the bill: I am sure I have the pleasure of our being again involved in a war with America. I am persuaded we shall not only be free, but we shall be able to justify our conduct, in which this country cannot make with honor; and I have too high an opinion of the good sense of America to suspect that he is instructed to make any demand which would be an insupportable bar to the adjustment of the matters in discussion.
Since writing the foregoing I have had a further communication with Mr. Pitt, and therefore I was assured in saying, that if the same conciliatory spirit exists in the government of the United States, which certainly exists in the government of this country, there seems to be a reasonable prospect of an amicable adjustment.
HARTFORD, August 25.
Extract of a letter from London of the 23d June, to a gentleman in this town.
Mr Jay has been in town a week, is well, and has been well received by the Ministers. The language out doors suggests well to his mission. You will see by the papers the British and French fleets have had a severe action, in which the latter lost 6 or 7 ships of the line, but the victory on our part was dearly bought; we lost many brave officers and men; it is expected both fleets will be at sea soon. On the land the French appear to have the advantage, on the Spanish and Italian frontiers; to loafe on the Rhine—in Flanders continual and desperate fighting ends only in the loss of lives, for neither party has got any decisive advantage.
WANTED to purchase, 2000 feet of CHERRY STUFF, for which good pay will be made, by ABNER WILLIAMS, Williamsburgh, August 12, 1794.

London, June 22, 1794.
My Dear Friend,
I think you will be full information contained in your several letters on the subject of perfecting disputes between the United States and this country. I wrote you my sentiments thereon yesterday in a letter forwarded to Livingston. I have experienced the satisfaction I feel in Mr. Jay's having been authorized to adjust those disputes, as from what I have seen of him and from what I know of the disposition of our government towards America, I am under no apprehensions of being again involved in a war with America. I know from repeated conversations on the subject, it is not the wish of our ministers. Indeed I must say that, except in the instance of issuing the unfortunate instructions of November 6, I have found them uniformly disposed to act a friendly part, towards America; and of her government, they have always spoke to me in terms of great respect. How it happened that those instructions were issued, I cannot tell; but when at the desire of the merchants, I went to our ministers, accompanied by a committee appointed for that purpose, and pointed out to them the mischief that would result from those instructions, they were easily convinced, and the revocation was published without delay. The conduct of the Admiralty courts in the West Indies, as stated in your letters, in condemning all vessels to sail, merely which are brought before them for judgment, is highly reprehensible. And truth will become the subject of enquiry.
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FOR SALE BY
SIMEON BUTLER,
AT HIS
Bookstore & Bindery,
Nearly opposite the Court House, in Market Street, New York.
per hundred, 2d, and 3d, and 4th, and 5th, and 6th, and 7th, and 8th, and 9th, and 10th, and 11th, and 12th, and 13th, and 14th, and 15th, and 16th, and 17th, and 18th, and 19th, and 20th, and 21st, and 22nd, and 23rd, and 24th, and 25th, and 26th, and 27th, and 28th, and 29th, and 30th, and 31st, and 32nd, and 33rd, and 34th, and 35th, and 36th, and 37th, and 38th, and 39th, and 40th, and 41st, and 42nd, and 43rd, and 44th, and 45th, and 46th, and 47th, and 48th, and 49th, and 50th, and 51st, and 52nd, and 53rd, and 54th, and 55th, and 56th, and 57th, and 58th, and 59th, and 60th, and 61st, and 62nd, and 63rd, and 64th, and 65th, and 66th, and 67th, and 68th, and 69th, and 70th, and 71st, and 72nd, and 73rd, and 74th, and 75th, and 76th, and 77th, and 78th, and 79th, and 80th, and 81st, and 82nd, and 83rd, and 84th, and 85th, and 86th, and 87th, and 88th, and 89th, and 90th, and 91st, and 92nd, and 93rd, and 94th, and 95th, and 96th, and 97th, and 98th, and 99th, and 100th, and 101st, 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