

From Kingston I proceed to Niagara, in a schooner of upwards of one hundred tons burthen across this little sea of fresh water; a sea it may justly be called, for we are a great part of the time for three days out of sight of the land; though passages have been made in twenty hours; we enter the Niagara river between the fort and the town called Newark, with a beautiful prospect of both.

The fort stands in a commanding situation on a point formed by the junction of the river and lake, upon the east side of the river, and is a regular fortification, in good repair, and well garrisoned.

The mouth of this river affords a safe and copious harbour, sufficiently large for half the British navy.

The town of Newark is situated in lat. 43 north, on the west banks of the river, extending along the lake about a mile, enjoying in the summer the fresh breezes from this little sea, in almost every direction, plentifully supplied with fish at all seasons of the year. In the winter here are caught by seines, quantities of white fish, which seem to be peculiar to that river, they are generally from two to six pounds weight, and are considered the best fish in the lakes; besides these sturgeon, bass, and many other excellent fish, are in great plenty; salmon are taken in all the creeks round the lake; these varieties of fish are not only esteemed a luxury, but a great assistance to new beginners in supporting their families, many laying in a half dozen barrels or more for their winter's use.

The lower landing or Queen's, is about seven miles up the river from Newark, where the vessels discharge their cargoes, and take in furs collected from three to one thousand five hundred miles back, there I have seen four vessels of sixty and one hundred tons burthen, unloading at the same time, and sometimes not less than sixty waggon loads in a day, which loads they carry ten miles to the upper landing place or Chipawa creeks, three miles past the great falls. From Chipawa the merchandise is transported in bateaux to Fort Erie, a distance of eighteen miles and are shipped there on board of vessels for Detroit and Michilimackinac. Detroit, I was told was a pleasant country, through a low and marshy soil, more noted for its fur trade, than its agriculture.

Niagara is at present the temporary seat of government, consisting of a governor, a legislative council, and house of assembly chosen by the people; here annually in the month of May, they meet for the purpose of legislation. Members of the assembly are chosen for four years, and have already sat three sessions.

The freights of Niagara, from its peculiar situation, being the channel through which all the produce of the vast country above must pass, is looked forward to as a place of the first consequence, and where a farmer will at all times find a market for his produce, the transport being easy from thence to the Atlantic. Here have I seen with amazement that famed cataract, which exceeds every description I have ever heard of it, but it would be idle in me to pretend to give you an idea of it—it strikes the eye with more grandeur and sublimity than the pen can convey. Among many other natural curiosities, a spring about two miles above these falls, attracts the attention of the curious; emitting a gas, or inflammable air, which, when confined in a pipe, and a flame applied to it, will boil the water of a tea kettle in fifteen minutes: Whether this may hereafter be applied by machinery, to useful purposes, time will determine. It was lately discovered by clearing away and burning the brush under the bank of the river, to erect a mill, and was observed after the brush was consumed to burn for days together, to the great astonishment of the inhabitants.

About three hundred miles west of this fort Detroit situate on the east side of the freights, between lake Erie and Huron, around which a French settlement was established before the reduction of the province, but attending more to the Indian trade than agriculture, made but little progress as farmers. The English settlements lately begun on the opposite shore are already in a high state of cultivation, however the French have fine orchards, from which Niagara is at present supplied with cyder and apples.

To the northward of Detroit about three hundred and fifty miles, lies fort Michilimackinac, on an island between lake Huron and Michigan, is about five miles round, and an entire bed of gravel incapable of cultivation, but most remarkable for being the general depot and grand rendezvous of all the Indian traders, who meet in the month of June from every quarter, delivering their furs and receive their outfits for the ensuing year. Spanish settlements many miles down the Mississippi are supplied with British goods through this channel, to much greater advantage than from New-Orleans where the rapids of the Mississippi oppose almost insurmountable difficulties in ascending it.

This fort, the forts of Detroit, Niagara, and Oswego, fell within the United States, when the lines of separation were drawn, at the treaty of peace, in the year one thousand seven hundred and eighty three; fort Miami, which was built by the British lately, is also within those lines.

Philadelphia, FRIDAY EVENING, July 23, 1796.

Last evening were married, by the Rev. Doctor Andrews, Mr. William Harrison, jun. to Mrs. Sarah Miler.

Extract of a letter, dated New-York, July 20th, 1796. "Reports are spreading that we have the Yellow Fever amongst us, and I believe we have had a few instances of it, but do not find that it increases yet." Several other letters from New-York contain the like disagreeable information.

The Star of the 18th of May, the latest London paper brought by the Manchester, says, "We are informed from very high authority, that parliament will be prorogued to-morrow, and dissolved by proclamation on Friday."

The Letter bag of the ship Harriet, capt. Norman, for Hamburg, will be taken from the Post-office at 5 o'clock to-morrow evening.

The ship General Washington, captain Perry, the ship Huldy, captain Warner, and the brig Friendship, captain Trout, for Philadelphia, were advertised in Gore's Liverpool Advertiser of May 19. The Huldy to sail the 30th of May.

The ship Eliza, captain Benson, of Baltimore, has arrived at Liverpool.

Extract of a letter from Madame de la Fayette, to General Ferrarri, (one of the Emperor's Ministers.) "I am particularly grateful, for the regret you express at the impossibility of granting my requests. I made them in the first instance to the commanding officer of Olmutz, because his Imperial Majesty had told me to address myself to him—I made them in writing because I had no means of seeing him."

"I asked it, permission to go to mass, because I ought to do every thing in my power to go to it, on Sundays and holidays." "2d. To be attended occasionally by a servant, because having learnt when at Vienna, that M. Bournoville, Camus, Bancal, and others, Conventual prisoners, who had servants, enjoyed here the liberty of seeing them all the day long, I flattered myself that the same favor might be granted to me for some moments."

"I have also asked that M. de Maubourg and De Puzy might pass some hours with us, because in the different prisons of France, in Robespierre's time (where, as you know, I have passed sixteen months) I was in the habits of seeing the prisoners communicate with each other."

"I beg pardon, for having in this respect allowed my confidence to carry me too far."

"I confess with great pleasure, that we agreed to participate all the rigours of M. de la Fayette's prison, and that this was the only favor we applied for. Our sentiments are still the same, and we repeat with all our hearts, that we are happier with M. de la Fayette, even in this prison, than we should be any where else without him."

"To justify, however, the liberty I have taken with you, I will remind you, sir, that his Imperial Majesty in the audience he was pleased to grant me, had the goodness to say to me that 'I should find M. de la Fayette very well treated, and that if I had any request to make, I should be well satisfied with the commanding officer.'"

"I have also the honor of reminding you, sir, that his Imperial Majesty permitted me to write directly to himself, and to address my letter to the Prince of Rosenberg; and, as since we have been shut up, I have been utterly deprived of the means of writing to the Emperor, or even to Mr. Rosenberg, I conceived it my duty to address my requests to you, and beg you will excuse me, if they have appeared somewhat exaggerated to you."

ARRIVED AT THIS PORT.

BRIG	DAYS
Brig Jane, Lillibridge, New-Orleans	18
Sally, Stubbs, Jamaica	35
Betsy, Holt, Kingston	25
Sch'r. Sally, Hitchcock, Demerara	23
Nancy, Town, Jeremie	18
Betsy, White, Virginia	5
Kitty, Shaw, North-Carolina	6
Sloop Betsy, Colburn, Richmond	12
Mary, L'Hommecieu, New York	13

Ship Sally, Wickes, London
Sch'r. Sincerity, Copia, Aux-Cayes
Sloop Industry, Dillingham, St. Bartholomews.
Brig Lucy, Simons, from St. Jago, (Island of Cuba) is arrived at the Fort.

A ship, said to be the South Carolina, was in sight this evening (July 21.)
Captain Frott, of ship Molly, 64 days from Liverpool—spoke 22d June, lat. 42, long. 53; ship Fox, Dackray, from Savannah to London, 16 days out, all well.

25th, lat. 40, long. 62, spoke a schooner from Wiscasset to Liverpool, 16 days out, name not known.
July 17, about 10 leagues from Cape Henlopen, spoke ship Seaflower, Boland, from Philadelphia to Havre, with a number of passengers on board, all well.

14 Passengers came in the Molly-Ship Success, Babcock, from Bourdeaux to Philadelphia, was captured on the 8th inst. by the British frigate La Raifon.

The brig Twins, Keeler from St. Croix is in the river.

Arrived at St. Thomas's schooner Expedition from Philadelphia.
Capt. Peiree of the schooner Delight from Porto-Rico arrived at the Fort—in lat. 28 was boarded by two French 84's and a 50 gun ship from France—they were steering N. E. under easy sail.

Schooner Dion, Capt. Doyle for Philadelphia from Aux-Cayes is taken by the Argonaut and sent for Kingston, Jamaica.

BY THIS DAY'S MAILS.

BOSTON, July 16.
No particulars of the late engagement heard off the bay have transpired.—There are three French frigates on the coast, the Concorde, the Insurgent, and another.

It was reported yesterday, but upon no accountable authority, that the Concord French frigate had captured the Haffar British frigate. It is not impossible but that the report may be founded on truth.

Yesterday arrived here the French privateer Amour de la Patrie, from a cruise. She has sent in a prize.
The emigrations to the United States increase in rapid progression; maugre the sombre shades thrown over her character and prospects by the disorganizing faction.

FROM ST. VINCENTS, June 13.

Extra from a letter.
"It may be interesting to you to know how things go with the French and English. St. Lucia is totally in possession of the former; they stormed the forts, and succeeded in carrying them. Some negroes, and naturalized French were hanged, and some brought to this place for the same purpose. The commander in chief, Sir Ralph Abercrombie, arrived from thence to this place, seven days ago, with part of the forces to retake the windward side of this island from the French and Charibs, who have had possession, a long time past. On the 10th at sunrise, the British commenced their attack with 4,300 men; at two in the afternoon they stormed and took the old fort, and three redoubts between it, and the new fort. About three the firing ceased; and a flag of truce from the French came in.—Finally it was settled to surrender all the possessions on the island to the British, and the French prisoners to receive the honors of war. Those who were natural subjects of Great Britain, and had joined the French, were to be at the discretion of the commander in chief—as also those negroes who fled to them.—The Charibs, however, in the night, as well as the plantation negroes, got into the woods, and a body of rangers and riflemen are after them. On the 11th, at 3 o'clock, P. M. the prisoners came in, and were conveyed on board the different ships in the harbour. Such a shabby set I never beheld before. They amounted in all to above 400, out of whom only five or six were white men; the others were negroes and mulattoes. They were commanded by a negro, who had a French commission of Captain, as had also many of the other negroes and mulattoes. They came into town with their side arms, and (omitting the bulk of the prisoners, who were the dirtiest and most ragged crew under heaven) appeared decently dressed in their uniforms."

The English successes in the West-Indies, have not been equal to the immense expense of blood and treasure lavished to attain them. In one action at St. Lucia, we are assured by a correspondent, they lost six hundred men.

Notwithstanding we are not able to lay before our readers this day, the report of Marbois, announced in our last, we can assure them, that even a Hamilton, whose knowledge of the law of nations, whose talents and investigation, and uniform candour and liberality are universally acknowledged, could not have vindicated the rights of a neutral nation more forcibly, nor have condemned the Genetian conduct adopted in the United States, with more effect.

The French Directory are clothed with much more power than the President of the United States. Besides appointments, in which they have not to advise with a Council or Senate, they have the regulation of the armed force of the Republic; and they have lately increased the number of police officers, of those they have at their immediate command to execute their order, to 13,000 men.

Arrived ship Eagle, Capt. Sweet, 40 days from Lisbon, via Marblehead. Spoke July 2, brig Blossom, Capt. Mark Pool, bound to Hamburg, 7 days from Boston. Left there a brig belonging to Mr. Parsons of this town, had lost her main-mast; snow Ann, and Mary, Smith of Philadelphia;—sch'r. —, Gale, of do. July 9, capt. S. was brought too by the English frigate Raifon, formerly a French ship, Cape La Havre, bearing N. by E. 15 leagues, they had a ship in company that they had taken the day before from Bourdeaux, bound to New-York, captain's name was Babcock, he had a number of French passengers on board, July 10, was passed by two more frigates, one of which brought him too, and meant to have boarded him, but upon his telling him he had been overhauled the day before, by the La Raifon, he was then suffered to pass.

Arrived at BREST, 7th Floreal, April 27.
The Sea-flower, capt. Cromby, from Hamburg.
The Fame, of Boston, capt. George Cunningham, from Havre.

The Minerva, of New-York, capt. K. Eldridge from Havre.
The Commerce of Baltimore, capt. John Brown from Havre.

Sailed from Brest. The Sally of Boston, capt. Harlow, for Bourdeaux.
The Katy, of Boston, capt. Rides, bound to Setubal, in ballast.

The General Greene, of Philadelphia, capt. Hodge, for Bourdeaux, in ballast.
De Rouges of Boston, capt. Atkins bound to Falmouth with exchange of prisoners.

The ship —, capt. Blackington, owned by Mr. Messet, of Wiscasset, lately foundered at sea, in the English channel: the capt. and mate and one seaman saved. We understand she was insured.

NEW-YORK, July 21.

On Monday last, was heard before the Mayor, a complaint made by Messrs. George Lord, and Samuel Lord, of the 7th ward of this city, carpenters, against Geo. Tibberths, one of the cartmen, who drives No. 28, for a fraud. The following is a statement of the facts which appeared upon the examination: That Mr. Tibberths was employed by Messrs. Lord to cart two loads of plank from the Albany balon at the north river, to the Bowery, for which cartage, Messrs. Lord paid him eight shillings: That Messrs. Lord, as usual, intrusted him with the monies to pay to a captain Martling the amount of his bill for those planks; that upon such payment, Mr. Tibberths demanded of him also eight shillings for the cartage; that Martling at first refused, but Tibberths peremptorily insisted upon the payment thereof, and capt. Martling then paid him the eight shillings; that upon its being

discovered by Messrs. Lord that he had extorted payment from capt. Martling after Tibberths had returned the last mentioned sum to Martling.

Upon this statement of facts, the Mayor has displaced Mr. Tibberths from the office of a cartman of this city.

Arrived at this Port.
Sch'r. Regulator, Allen, Richmond, Vir.
New Adventure, Harrington, St. Thomas
Sloop Commerce, Johnson, New Providence
Franklin, Russell, Petit Guave

PORTSMOUTH, (N. H.) July 14.

Arrived here the Schooner Active, Capt. Samuel Cutts, in 21 days from Port-de-Paix. Left there the brig Friendship, Capt. Ripley, of Philadelphia, Schooner Harriot and Ann, Capt. Rider, and Schooner John, Capt. Stewart, of Charleston. Sloop Scrub, Capt. Williams, Middletown (Conn.) Sloop Crisis, Capt. Cook, of New-London.—A Pilot boat, Capt. Jones from Baltimore. The Brig Friendship, and the sloops Crisis and Scrub, were carried in there as prizes.

Capt. Wells, of the Sch'r. Success, has been waiting at Port-de-Paix, upwards of six months for payment from the Administration, and has received nothing as yet.

NEWBURYPORT, July 16.

St. LUCIA RE-TAKEN.
Last evening it was reported that St. Lucia was re-taken by the French. It was received by an arrival at Portsmouth.

KINGSTON, June 16.
His majesty's brig Drake, and schooner Port-Royal, arrived late on Tuesday evening from the Mole.

The Drake has taken and brought in with her, a French privateer sloop named the General Thouffaint, and a French schooner l'Oiseau; the commander of the former says he sailed from Port-de-Paix with a commission to cruise against the English, and had also instructions to send into that port, all American vessels he should fall in with, laden with provisions, which are extremely scarce there, flour selling at 50 dollars per barrel. He adds that they were in daily expectation of the arrival of Richery's Squadron at Cape Francois; at which place the master of l'Oiseau, says that Santhonax and General Rochambeau arrived in the late armament, which consists of two sail of the line, five frigates, and fifteen transports.

The American schooner Polly, capt. Easton, arrived on Tuesday evening, in 3 days from St. Jago de Cuba; she had been taken by the privateer Rights of Man, and all her cargo condemned and sold. The captain reports that a French privateer called Frebottie, a schooner mounting 2 guns, is cruising on the outside of the harbour, which took some days ago an English barque, and a brig bound to this island off the west end of St. Domingo; these vessels are layish in the outer road of St. Jago de Cuba, and not permitted to enter. The capt. likewise mentions that, a schooner privateer with one only, and a pilot boat which sails remarkably fast, and with about thirty men, are cruising on the north side of this island.

July 21st, 1796.
The Members of "the Society of the Sons of St. George, established at Philadelphia for the advice and assistance of Englishmen in distress, are requested to attend a quarterly meeting of the Society on Saturday the 23d inst. at one o'clock, P. M. at the City Tavern.
A HUMPHREYS, Sec'y.
N. B. Some new members to be balloted for. Dinner to be on the table at 4 o'clock precisely. 22—11

THE SALE OF THE TOWN, and OUT LOTS of the TOWNS of ERIE, WATERFORD, FRANKLIN and WARREN.

ADVERTISED for sale by the State Agents, in the Philadelphia Gazette and Universal Daily Advertiser, to be sold in the City of Philadelphia; will commence at the City Tavern or Coffee-House in Second-Street, in the said city, on Monday the 25th day of July inst. at 7 o'clock in the evening and be continued by adjournment from day to day, from 12 o'clock at noon, until two o'clock, and from 7 until 9 o'clock in the evening, until the whole of the said LOTS and OUT LOTS are disposed of. The conditions of sale will be made known, and the plans of the said LOTS and OUT LOTS be shown at the time and place of sale.
By order of William Irvine, Andrew Elliot and George Wilson Agents.
EDWARD FOX, Auctioneer.
July 22.

DUTY ON CARRIAGES.

Notice is hereby Given,

THAT agreeably to an act of Congress of the United States of America, passed at Philadelphia, the 28th day of May, 1796; laying duties on Carriages, for the conveyance of persons, and repealing the former acts for that purpose.—That there shall be levied, collected and paid, upon all carriages for the conveyance of persons, which shall be kept by or for any person, for his or her own use, or to let out to hire, or for the conveying of passengers, the several duties and rates following, to wit:

- For and upon every Coach, 15 dols.
- upon every Chariot, 10 dols.
- upon every Post Chariot, 12 dols.
- upon every Post Chaise, 12 dols.
- upon every Phaeton, with or without top, 9 dols.
- upon every Coach, 9 dols.
- upon other Carriages, having panel work above, with blinds, glasses or curtains, 9 dols.
- upon four wheel carriages, having framed posts and tops with steel springs, 6 dols.
- upon four wheel top Carriages, with wooden or iron springs or jacks, 3 dols.
- upon carriages with tops, 3 dols.
- upon chaises with tops, 3 dols.
- upon fulkies with tops, 3 dols.
- upon other two wheel top carriages, 3 dols.
- upon two wheel carriages, with steel or iron springs, 3 dols.

For and upon all other two wheel carriages, 2 dols.
upon every four wheel carriage, having framed posts and tops, and relying upon wooden spars, 2 dols.
The Collectors of the Revenue of the first year of the District of Pennsylvania, will attend daily, until the 30th day of September next, for the purpose of receiving the duties on Carriages, at No. 117, in Race or Saffras Street, in the City of Philadelphia; at the house of Daniel S. Clair, Esq. in the County of Montgomery; and at the house of Abraham DuBois, Esq. in the County of Bucks; of which all persons possessed of such Carriages are desired to take notice.

Notice is also given,

TO all retail dealers in Wines, and foreign distilled spirituous liquors, that licenses will be granted to them; one license for carrying on the business of retailing of Wines, in a less quantity, or in less quantities than 50 gallons—and one license for carrying on the business of retailing spirituous liquors in less quantities than 20 gallons at the same time, and at the same places, by the officers legally authorized to grant such licenses.

WILLIAM NICHOLS,
Inspector of the Revenue of the first survey of the district of Pennsylvania.
Office of Inspection, at Philadelphia, 21st July, 1796. } 5 30 6.

No. 134. District of Pennsylvania, to wit.

BE it Remembered that on the 23d day of May, in the year of the Independence of the United States of America, FRANCIS SMALLIS, of the said district hath deposited in this office, the title of a book, the right whereof he claims as author in the words following to wit: "THE DISAPPOINTMENT, or THE FORCE OF CREDULITY, a new Comic Opera in three acts, by Andrew Barton, Esq. 2d edition revised and corrected with large additions by the author."

"Enchanting gold! that doth conspire to blind,
"Mans' erring judgment and misguide the mind,
"In search of thee, the wretched worldling goes,
"Nor dangers fears, tho' friends of right oppose."
In conformity to the act of the Congress of the United States, entitled "An act for the encouragement of learning, by securing the copies of maps, charts and books to the authors and proprietors of such copies during the times therein mentioned."
SAMUEL CALDWELL, Clk. Dist. Penn.

The above Opera will be published in the course of two or three weeks. July 22

WANTED,
A SERVANT GIRL, or a NEGRO BOY in a genteel family, who can produce good recommendations, for whom constant employment and generous wages will be given. Inquire of the printer. July 22.