

Mr. WILLIAMS observed that the sense of the committee would be first taken upon the propriety of going into the measure; if there was a majority in favor of it (and he could not doubt it) the matter would be referred to a select committee, who would make their report upon it.

Mr. S. SMITH was in favour of going into this measure; for if the war continued in Europe, he thought probable we might be drawn into it.

Mr. SWANWICK should not be opposed to the present motion, because he agreed with the gentleman from Maryland, that whilst the war continued in Europe there was a probability of this country being drawn into the vortex. But he thought there was some weight also in the observation of the gentleman from Virginia, with respect to the ways and means; because if, after they should agree to carry into effect certain measures, they should disagree about the means their time would have been spent to no purpose.

The question was put and carried, there being 62 yeas in favour of it.

Mr. W. SMITH moved the second Resolution.

Mr. NICHOLAS wished to know whether the provision already made for completing the three frigates was not sufficient?

Mr. W. SMITH said he had no information on the subject; he had inserted the word "completing" as well as "manning," lest there should be any deficiency.

Mr. OTIS was not prepared, in so rapid a way, to press resolutions of this importance, without having them printed, or time to deliberate upon them. If he voted for these resolutions, he should consider himself as pledged to carry them into effect. He therefore, hoped the committee would rise.

Mr. MASON was opposed to this resolution. He did not believe that seamen could be got to man the vessels, as nearly four times the price was paid for seamen's wages that was paid when the law for building these vessels passed.

Mr. RUTLEDGE was in favor of the committee's rising.

Mr. NICHOLAS had no objection to the committee's rising, if gentlemen wished it; if so, he hoped the resolution agreed to would be reported. He wished the principle of the different resolutions, however, to be settled in a committee of the whole.

Mr. CRAIG, Mr. CLAYBORN, Mr. VARNUM, and Mr. COIT were in favor of the committee's rising.

Mr. SWANWICK thought it would be best that a committee should be appointed to report on the business.

Mr. S. SMITH saw no reason for the committee's rising, because if gentlemen were not prepared to vote upon this resolution, they might go on to others. Tho' he should vote in favour of this proposition, he should not hold himself bound to vote ultimately for the bill, if he disliked it.

The motion for the committee to rise was withdrawn, and afterwards renewed by Mr. McDOWELL, who also withdrew it, on a suggestion from Mr. LIVINGSTON that the resolution would be less objectionable to run, that a committee be appointed to enquire into the propriety of &c. and when the committee had the business referred to them, they could possess themselves of all the necessary facts, and report them to the house.

Mr. GALLATIN said, if the question was to determine the principle of manning the frigates, the resolution stood right as it was; but if it were not intended, by adopting this resolution, to commit any man, but only to say, that they would take the business into consideration, and if found useful and necessary, and funds were attainable, they would carry it into effect, then the amendment of the gentleman from New-York (Mr. Livingston) would be proper. As to the committee's rising, he could see no ground for it, as these propositions were not new they had been before them for three weeks in the speech of the President; for course, so far as related to the frigates, gentlemen must have formed an opinion, yet he agreed that it was desirable to see some documents on the subject, before a decided affirmative or negative was given. He was therefore in favour of the amendment for a committee to be appointed.

He withheld all those subjects which were of a doubtful nature to be thus determined. On the other hand, upon which members were ready to vote at once, either by an acceptance or rejection, might be voted upon in the form in which they were introduced.

Mr. PARKER read the motion which was entered into last year, and thought it would be a good model for the present.

Mr. W. SMITH was of a different opinion; he thought the committee should first decide the abstract principle. He thought it would be wrong to refer to a select committee a business in which every member was so intimately interested, and he doubted not gentlemen were ready to decide upon this abstract question. With regard to expense, he was of opinion, that if the situation of the country required it, that should be no objection. If gentlemen thought different, they would of course negative the proposition. Any information on the subject, could be got before the business was finished. He thought they should first say what were the necessary objects of expense, and then provide the money, which might be done by borrowing or by taxes. If there was a necessity for the expense, there was no doubt the money would be raised. If gentlemen were not prepared to discuss the subject, he had no objection to the committee's rising, and, in the House, the Secretary at War, might be called upon for information.

Mr. NICHOLAS thought the question was not fairly presented. It was whether they should man the frigates. But when they were called upon to determine this; they should know when they would be ready to receive the men. The probability was, that the frigates would not be ready to receive the men before the next session of Congress.

Mr. DAYTON (the speaker) was in favour of the original proposition. He wished to provide for manning all the frigates which could be got ready before the next session of Congress. He believed if they adopted this plan, unnecessary delay would be prevented.

Mr. PARKER was ready to vote for the proposition of the gentleman from S. Carolina. He believed the frigate in Philadelphia, might be equipped, rigged and manned in three months. The only reason why he varied his motion was that he might include the next proposition; but he believed it would be better for them to stand separate, as he would be voted for the additional vessels, he should wish to know how the

means were to be got, and for what purpose they were to be used. The vessel at Boston, he said, would not be ready so soon, but it would be in readiness before the next meeting of Congress; that at Baltimore would be in readiness to receive her men in four months.

Mr. S. SMITH said, the frigate building at Baltimore, would be launched on the 4th of July, and the equipments were in greater forwardness than those for the frigate at Philadelphia.

Mr. BALDWIN was again referring this proposition to a select committee. It would be desirable, in order, to know what the cost of doing the business would be, but every one knew how little to be relied upon were estimates of this kind. He was ready to vote for manning the frigates; indeed, there was no question upon which he was ready to say *aye*, as upon this.

The question was about to be put on Mr. Livingston's motion, when

Mr. VARNUM said he thought the wording of the resolution improper, as the word "completing" would clash with the act of last session.

The question was put and negatived, 39 to 34.

Mr. MASON wished the frigates to be completed, but not manned, he therefore moved to strike out the words "and manning."

The question was put and negatived—there being only 34 yeas in favor of it.

Mr. GILES moved to strike out the word "completing;" but, after some conversation, the motion was withdrawn, and the original resolution was carried.

The third proposition next came under consideration.

Mr. NICHOLAS hoped the gentleman who introduced this motion would tell them for what purpose these additional vessels were wanted. He supposed this resolution to be connected with the next, and if so, he thought they should be considered together. What he asked, were to be the instructions given to the commanders of these vessels? He thought it a very embarrassing business, and one that would certainly lead to war; nay, indeed, the thing seemed to be a war operation in itself.

Mr. W. SMITH wished the gentleman had made his enquiries before. They would have come more properly when the frigates were under consideration, as the same objection would lie against both; as the next resolution had no more connection with this than with that already agreed to. The gentleman seemed to have let go the opportunity of calling upon him; as, however, he did not wish to evade his call, (tho' he was not willing to say he would himself vote for the measure) he would say, that it appeared to him, from the present state of the commerce of this country, to be necessary to provide convoys for our vessels. These vessels might not, indeed, be employed as a regular convoy, but partly confined to the coasts and harbours. This was a separate question; or it might be left to the executive to employ them as he might see proper. He was not, however, ready to give an opinion on the subject. He rose principally to remark upon what had fallen from the gentleman last evening, as to employing a convoy being an act of war. He would not look deeply into the subject at present, but he recollected in our treaty with Sweden, there was a stipulation, that when both powers were neutral, they should protect each other's commerce.

Mr. GILES thought this a very extraordinary measure. He called the attention of the committee to the critical situation of Europe, and thought, before they went into any expensive operations, they should wait the issue of the negotiation, especially as he supposed it was probable a full session might be necessary. It had been said several of the ports in the West Indies were in a blockaded and rebellious state. He did not suppose it was the intention of the committee, by means of a convoy, to press a trade to those ports; this would be a certain means of provoking war. He thought they ought to make a pause—as it was probable that in less than four months from this time they might again be in session, and in the mean while, the affairs of Europe might have taken such a turn as to do away the necessity of going into hostile measures.

Mr. NICHOLAS expected the gentleman from South Carolina would have acknowledged that the two resolutions were connected. Indeed he must have intended these vessels to be employed in this way, or such a resolution would not have been introduced. With respect to Sweden's treaty for a reciprocal convoy, there was some ground for it, as there was a difference between the northern powers of Europe as to the principle of free ships making free goods—but where there was no difference as to principle, no such thing could take place.

Mr. GALLATIN said the present resolution was certainly in some degree connected with the next. It was understood that the purchasing of frigates and convoys of war was for the purpose of conveying our trade. Under the present circumstances of this country he should be opposed to this proposition; not that he denied the right of neutral powers to afford convoys to their merchants' vessels; but because under present circumstances it was impolitic to adopt the measure, not only for the reasons urged by the gentleman from Virginia, but on account of our situation with respect to France at the present moment. By our treaty with France every property was to be respected on board American vessels, and certain articles used in the building of ships were exempted from the list of contraband; the President would of course be obliged to give orders to have our vessels protected in this situation, and who could not see that this would be the force of war? And if the convoy were not to be employed to enforce these two privileges, he did not see what use it could be of. He knew that deprivations without number had been committed in the West-Indies; but he was led to believe they were done by pirates rather than by any other vessels. But suppose we were practicable to distinguish between piratical and regular captures, yet, he must confess, he would not be for running the risk of a rupture, by sending out armed vessels to contact the point, especially when we have reason to believe that these attacks are unauthorized by the French Government.

Mr. G. thought it would be necessary to extend our navy in case of war only; and were this unhappily to be our situation, vessels might easily be purchased without delay; but whilst we were at peace, he did not think the advantages which could be derived from a convoy, would be a sufficient inducement to go into the measure. Besides he was induced by another motive to give this proposition his negative. He knew the deprivations on our commerce had been great; but he did not look upon the loss as fallen only upon merchants. There was not an individual who did not bear a part of it. For instance, if a merchant paid 10 or 15 per cent. additional upon his cargo, he will put a proportionally high price upon his commodities, which must eventually be paid by the consumer. Therefore, so far as an argument might be drawn from this circumstance, it became a question of expediency, and he thought it would be granted that the loss to individuals would be less in this way than if they had to support a navy to protect our trade.

Mr. W. SMITH acknowledged there was considerable weight in the arguments of the gentleman from Pennsylvania, though he did not find sufficient to induce him to change his opinion. The gentleman from Virginia had endeavoured to show that as there was no difference of opinion as to principle between France and this country, the regulations entered into with Sweden did not apply; whilst the gentleman from Pennsylvania had produced arguments to show that we were in that situation. With respect to the treaty articles in dispute, it would be an easy matter, Mr. S. said, for the President to give the commanders of our vessels proper instructions to that head. And would any gentleman say it was not right to defend our vessels against pirates? Would not the French say, if they were applied to for redress, "You know these were pirates, why did you not defend yourselves against them?" The expense, which seems so much to alarm gentlemen, should be put out of the question, said he: if your property is unjustly attacked, will you defend it?

But it was said the loss did not fall upon the

merchant, but upon the consumer. Mr. S. assented to it upon the country; and so far from the expense of the proposed armament being equal to the loss sustained by captures, it would not, in his opinion, be a tenth part of the amount; for whatever the plunderers got, this country lost. Mr. S. said he had made a rough calculation of what would be the expense of three frigates of 16 guns, and 6000 of war of 16 guns, and found it to be 925,000 dollars, including the equipment and manning for one year.

But, said Mr. S. does not the farmer suffer by these fluctuations? He certainly does; for, if the merchant were obliged to pay an extravagant insurance, he would give the loss for the farmer's produce; but, added he, the expense of the frigates, will be no loss to the country, as, if they cost a million of dollars, the whole will be paid to our own citizens, every article used in the building of these vessels being the produce of the United States.

But gentlemen complain of our impatience in the business; he thought the wrongs we had suffered sufficient to rouse our resentment. It was also said, that there was a probability of peace, and why go on with this expense? But he might as well say, there was no probability of peace. One supposition would stand against the other. Indeed, who knew that the Czar of Russia would not join the coalition against France. A hope of peace, therefore, was not a sufficiently stable ground upon which to calculate. We must, said he, either interdict all trade, suffer merchants vessels to arm, or go into the measure proposed.

But it was said that France had declared certain British ports in the West Indies blockaded and in a state of rebellion, and therefore, we must not trade with them, but he did not know why our vessels should be subject to be taken, and our seamen to be hung, because they chose to make these declarations. Declarations, which he trusted this country would never acknowledge.

What, said Mr. S. will be the consequence of negotiating without taking any measure of defence? It will put it in the power of France to make requisitions on us to any amount she pleases, she may spin out the negotiation, by throwing difficulties in the way of it; she may take all our vessels; and, when she has drained us of all our wealth, it will be said, *we must submit*.—Where will then be your privateers? Your vessels are taken, and your seamen gone!

The gentleman from Pennsylvania admitted the right of neutral powers to convey their vessels: That gentleman put the matter upon the expediency of the thing, which was the true ground upon which he wished to have it discussed.

Mr. GILES said the gentleman from South Carolina talked of defensive measures, but his plans were offensive. That gentleman had undertaken to doubt the right of France to declare her ports, Rebel ports. Was this defensive? Every nation Great Britain exercised it against us. Yet, aided by a convoy, he wished to push our trade to these ports. This would not only be hazarding the peace of the country, but taking the direct road to war.

Mr. BALDWIN said, in all their determinations, with respect to a naval force, however great the emergency, it had always been determined to build, rather than to purchase vessels, and he saw no reason for departing from this mode, in the present instance.

After some objections from Mr. W. Smith to the building plan, which he said would take three or four years to furnish the proposed vessels, whereas merchants vessels might be immediately purchased, which would answer the purpose of small frigates, the Committee rose, reported the two resolutions, which the House took up and agreed to, and Committees were appointed to report upon them by bill or otherwise.

A message was received from the Senate, with two bills which had passed that House, viz. a bill for prohibiting for a limited time, the exportation of arms and ammunition, and encouraging the importation thereof; and a bill to prevent citizens of the United States from privateering against nations in amity with, or against citizens of the United States. Both which were twice read, and committed to Committees of the Whole to-morrow. Adjourned.

The Gazette.

PHILADELPHIA,
TUESDAY EVENING, JUNE 6, 1797.

The brig Mary, Capt. Ward, arrived at New York, left the Texel the 20th March,—there lay 23 fail of French and Dutch men of war ready for sea; there was that day off the Texel 21 fail of English men of war, cruising within 3 leagues of the land.

The 4th of April, in the Straights of Dover, was brot too and boarded by an English frigate, treated with politeness and ordered to proceed on the voyage, lat. 46, lon. 20, 00.

April 13, was brot too and boarded by a French ship of 16 guns, after a chase of 28 hours—took the Captain and two hands on board, examined the papers, and found them to be agreeable to an act of the Convention of France; treated them with politeness, and detained them two hours, and then ordered them to proceed on their voyage. The Commanding Officer told Cap. Ward that he should take every American vessel bound to or from America, whose papers were not arranged agreeable to the act of the Convention.

April 11, the same ship captured the brig Juno, Capt. Walker, and ship Charlotte, both failed in company from Charleston, the brig was bound to Hamburg, the ship to Bremen, and sent them into Brest—the Captains and crews was on board the ship, prisoners at large. They told Captain Ward the reason of their sending the two vessels into France, was for want of the great seals of the United States, and of the Convention of France, being on their certificates of the list of men belonging to their vessels—all vessels that are not manned with real subjects of the United States, are subject to be sent into France and confiscated.

May 11, long. 55, W. lat. 42, 30, N.

spoke the snow Dublin Packet, of and for New York, from Havre-de-Grace, out 96 days, lost her main boom.

May 26, spoke brig American Hero, of and from N. York, bound to Cadiz, all well.

Appointments by authority.
The President of the U States, by and with the advice and consent of the Senate, has appointed

CHARLES C. PINCKNEY, of S. Carolina, FRANCIS DANNA, of Massachusetts, JOHN MARSHALL, of Virginia, Envoys Extraordinary and Ministers Plenipotentiary to the Republic of France.

COMMUNICATION.
The people approve of the government—a great majority of the Representatives of the people in Congress, after three weeks opposition on the part of the opposers of the administration, have solemnly assured the President of the United States, that they "believe that the conduct of the government has been just and impartial towards foreign nations." In this state of things, the Executive is maligned by the tools of a foreign faction, because men are appointed on a mission to France who are known to be attached to the government and its administration. Malign'd—Nay, charged with the infamous design of involving the country in war, while professing to be friends of peace! It is impossible that the machinations of this faction should deceive the people. Such detestable insinuations must be spurned with horror. We trust the practice of nurturing an opposition to our Government by appointing to office secret or open enemies to the Constitution, will never be adopted. At the present moment this is the game the faction is playing—The Government, equally with the People, must desire peace; it is not possible always to command it—every measure will most assuredly be adopted that is consistent with the honor, rights, duties and interest of the country, to ensure the invaluable blessing. But to send persons of equivocal characters, or such as from their predilection for France would sacrifice the Independence of the United States, will never take place.

PRICES OF STOCKS.
PHILADELPHIA, MAY 22.
6 per Cent. 16/10
Deferred 6 per Cent. 12/9 to 13/5
51 per Cent.
41 per Cent.
3 per Cent. 10/3 to 4/6
BANK SHARES.
Bank United States, 13 4/20 per cent. advance.
Pennsylvania, 25 1/2 to 1-2
North America, 47 1/2 to 50
INSURANCE COMPANY SHARES.
I. C. of N. A. 35 1/2 to 37 1/2 per cent. advance.
Pennsylvania, at par.

New-York, June 5.
ARRIVED. DAVIS.
Brig Dublin Packet, Clay, Havre-de-Grace 69
Iphigenia, Thompson, New-Orleans 20
Love, Orcklad, Nantz 69
Sch'r Mary and Eleanor, Patterfon, Halifax 20
Americana, Bell, Wilmington, 6
Fair Trader, Osborn, N. Carolina 5
Sloop Brimo, Burr, Charleston 8
Captain Osborn, left Thursday, in lat. 37, 8, sailed twice round a brig or ship, bottom upwards, but could not discover her name; she had a hole cut in her bottom large enough for the admission of a man—her stern painted blue.

The D. Forester, from London to New-York, is taken, and carried into Merlais.

Captain Thompson, in lat. 39, was boarded by the Tritis, captain Cochran, company with the Topaz, on a cruise. Off the Concomber, was boarded by a Spanish 44, in company with two others.

The ship Sally of New Bedford from Hamburg to Havre de Grace, about the first of March, was stranded near the harbor of Ostend: the captain, wife and child, with the crew lost: Part of the cargo saved after the Sale.

The Commissioners
FOR carrying into effect the sixth article of the treaty of amity, commerce and navigation, concluded between his Britannic Majesty and the United States of America, on the 19th day of November, 1794, having this day constituted their Board, pursuant and agreeably to the said treaty, do hereby give notice, that they are ready to proceed to business accordingly; and they desire that all claims under the said article (which so far as the same describes the cases thereby provided for, is hereto annexed) may be lodged with their Secretary without delay.

They further desire that all such claims may not only state in what manner the several cases come within the description of the said article, but also especially set forth the nature of the evidence by which the claimants respectively undertake to substantiate the same.

Extra'd from the said article,
"Whereas it is alleged by divers British merchants, and others his Majesty's subjects, that a considerable sum of money, which were bona fide contracted, before the peace, still remain owing to them by citizens or inhabitants of the United States; and that by the operation of various lawful impediments, since the peace, not only the full recovery of the said debts has been delayed, but also the value and security thereof have been in several instances impaired and lessened, so that by the ordinary course of judicial proceedings, the British creditors cannot now obtain and actually have and receive full and adequate compensation for the losses and damages which they have thereby sustained: It is agreed that in all such cases where full compensation for such losses and damages cannot for whatever reason be actually obtained, had and received by the said creditors in the ordinary course of justice, the United States will make full and complete compensation for the same to the said creditors; but it is distinctly understood, that this provision is to extend to such losses only as have been occasioned by the lawful impediments aforesaid, and is not to extend to losses occasioned by such insolvency of the debtors or other causes, as would equally have operated to produce such losses, if the said impediments had not existed; nor to such losses or damages as have been occasioned by the manifest delay, or neglect, or willful omission of the claimant."

By order of the Board,
GRIFFITH EVANS,
Secretary.

Philadelphia, Commissioners' Office,
No. 3 fourth Sixth-street, May 29,
1797.

NOTICE.

The partnership of William Young, John Mills, and John Mills, jun. Bookbinders and Stationers, under the firm of W. Young, Mills and Son, is this dissolved by mutual consent. All persons indebted to the partnership are requested to make payment to William Young, and those having demands are desired to produce their accounts for settlement.

William Young,
John Mills,
John Mills, jun.

Philadelphia, June 6. 1797.

W. YOUNG
Continues the bookbinding and stationery business at the usual place, wholesale and retail, where he has now a very large assortment of
Writing and Printing Papers and Books,
Of which catalogues with the prices affixed are directed gratis.

Wanted,
A person well qualified in the bookbinding and stationery business. Applications will be received till the first July next, at No. 38, fourth Second-street, corner of Chestnut-street.

June 6. dpp

Just published,
By J. Ormrod, No. 41, Chestnut-street, and to be had of the other Book-sellers also.

An Address to the Graduates in
Medicine:

Delivered at a Medical Commencement in the University of Pennsylvania, held May 12th, 1797. By John Andrews, D. D. Vice-Provost.

June 6. e33p

For Freight or Charter,
THE
Brig Fame,

FRANCIS KNOX, Master:
A strong, excellent vessel, has been just threaded and ready to receive a cargo. She will carry 2000 barrels, has good accommodations for passengers.

Apply to
Capt. Knox, or to
Kearny Wharton.

June 6. 6o
An elegant House in Arch-street.

TO be let and entered on immediately, a large and elegant House at the corner of Arch and Ninth-street. There are two drawing rooms and one dining room—the largest is 31 feet by 16—and two are to be completed by finishing down as to make but one. Also, five bed rooms, besides five in the garret, well furnished for servants. There are stables and a coach house, with every convenience for a family. Enquire at No. 29, in North Seventh street, or at No. 218, Arch-street.

Also to be rented for the summer season, a small neat house and garden about 3 or 4 miles from the city, with stables and coach house. Enquire as above.

June 6. a19wsw
LAILSON'S CIRCUS,
South Fifth-street.

The Public are respectfully informed that
The Performances at the NEW CIRCUS
THIS EVENING, June 6,
Will begin by a Grand Parade of Equestrian
Performers of both sexes.

AND
A grand display of Horsemanship,
and other different exercises, by the troop of
Equestrian Performers, Tumblers, Dancers.
After which will be presented, (never performed in America)

Pierre de Provence,
And the BEAUTIFUL MAGELONE.

An heroic, historical Pantomime, in three acts, with new dresses, military evolutions, battles, &c. and three new scenes painted by M. Perouany. It will be terminated by a grand tournament, in which six combats will be fought with the fabre, the fix axe, the sword and the dagger.

Box, one dollar. Pit, half a dollar.

The doors will be opened at half past five o'clock, and the performances begin precisely at seven.

N. B. No person can be admitted in the centre of the Circus, which is exclusively appropriated to the Equestrian Exercises.

No person can be admitted without a ticket, which will serve for the day only.

* Days of performance, Tuesday, Thursday, and Saturday.

Mr. Lailson wishes to take a couple of apprentices, of a genteel family, from ten to fifteen years of age, to whom he will teach the Equestrian art, and every thing which belongs to his business.

Lancaster, Harrisburgh, Carlisle,
Shippensburg and Sunbury
STAGES.

THE public are requested to take notice, that the partnership which has for some time subsisted between Mathias Slough of Lancaster, and William Geer, is now dissolved; but, not as M. Slough intimates to the public without just cause; as will more fully appear by a letter on the subject from M. Slough to W. Geer, dated the 15th December last, a recital of which is not now deemed necessary. Any gentleman who wishes to be more circumstantially informed of the merits of this business, by applying to W. Geer may have the perusal of M. Slough's letter, and then can be at full liberty to determine whether or not W. Geer is not perfectly justifiable in attaching himself to any other person in the prosecution of the Stage conveyance from Philadelphia to Shippensburg, or any other place.

Now from the liberal and generous support the public were pleased to confer on the first effort in this business, William Geer, in conjunction with Messrs. Reily, Weed and Witmer, is determined to prosecute and carry it on, with every care, attention and dispatch that a zeal to oblige the public can possibly exert.

The above company, who are amply provided with carriages, horses, and every appurtenance to render the passage safe and commodious, inform those who wish to patronize and encourage the undertaking, that they can take their seats at George Weed's, the sign of the White Horse, Market Street, Philadelphia, on every Monday and Friday, to proceed to Lancaster, Harrisburgh, Carlisle and Shippensburg. The fare as hitherto established.

For the further accommodation of the public, a Stage will start every Wednesday from the house of Samuel Elder, in Harrisburgh, arrive at Sunbury in Northumberland county, every Thursday, and return from thence and arrive at Harrisburgh every Saturday; so that passengers destined for Lancaster or Philadelphia, may proceed on Mondays.

WILLIAM GEER.
Lancaster, Jan. 27, 1797.

N. B. This Line of Stages starts from the house of William Ferree, in Lancaster, on every Tuesday and Saturday morning at 6 o'clock, proceeding to the westward; and from the house of Samuel Elder in Harrisburgh every Wednesday morning, on the same evening arrives at Patrick Cochran's in Shippensburg, and returns from thence on every Thursday; performing the same routine daily as in its tour from Philadelphia.

June 6. a19wsw