

TUESDAY EVENING, MARCH 19.

PRICES OF STOCKS.

Table with 3 columns: Stock Name, Price per share, and Exchange Rate. Includes entries for Six Per Cent, Three Per Cent, and various bank and insurance shares.

COURSE OF EXCHANGE

Table showing exchange rates for various locations: London, Amsterdam, and others, with rates per 100.

When we look back to the origin, and view the progress of the opposition to the measures of our government to preserve our national independence against the attempts of the French to reduce us to the state of all the republics of Europe, we may with strict propriety and justice call this opposition a "FRENCH faction"...

It is a fact that the FRENCH faction in Northampton has assumed, and do now wear the French cockade.

It is presumed that the patriotic members of the legislature who have gone to Northampton well know what has been the origin of the insurrection, and who are, in this business, behind the curtain.

No orders has yet been published relative to the marching a military force against the insurgents in Northampton county, in this state; but we are informed that different volunteer corps are directed to hold themselves in readiness; and notices are issued for assembling the City Cavalry, and other militia companies.

COMMUNICATION.

ON INLAND NAVIGATION. LETTER II. March 19th, 1799.

To the CITIZENS OF PENNSYLVANIA. MY first letter, of the 5th instant, conveyed the Petitions of the Delaware and Schuylkill Canal Companies, to the honorable Senate of this Commonwealth; and was intended as introductory to an account of the Proceedings of the learned Council, respecting the Charter Rights of the Company, on a subject of the first magnitude; deeply interesting, not only to our Commercial Metropolis, but to the Citizens of Pennsylvania at large; in every possible view, leading towards the improvement of the natural advantages of our Country, whether in respect to Commerce, or to Agriculture, Manufactures, Political Economy and the good Government and Happiness of the Commonwealth.

In the years 1790, 1791, the Legislature of Pennsylvania (embracing the final arrangement and flourishing condition of their finances) turned their serious attention to public improvements; and particularly to the promotion of the internal trade, manufactures and population of their country, by facilitating every possible communication between the different parts of the state, by means of good roads and the improvement of our numerous rivers and navigable waters. To aid in this great work, a Society, which had subsisted some time, by the name of "the Society for the Improvement of Roads and Inland Navigation," and had collected much useful information in respect to the Geography and Hydrography of the country, presented an interesting Memorial to the Legislature, setting forth—"That Pennsylvania, from her situation and extent of territory, is a respectable commonwealth in the union. Her soil is fertile, her products various, and her rivers, by the bountiful Author of Nature, have been made to flow in every direction, as on purpose to bear from all parts the produce and wealth of the land, in an easy, cheap and expeditious manner, to her principal mart and port in the city of Philadelphia. That to combine the interests of all parts of the state, and to cement them in a perpetual commercial and political union, by the improvement of those natural advantages, was one of the greatest works which

could be submitted to legislative wisdom and public spirit. That the moment, then present, was particularly auspicious to the undertaking; and, if neglected, the loss might be hard to retrieve."

"That when once trade has forced its way, even through a less advantageous channel, it is difficult to alter its course; and a small expence, judiciously and seasonably applied, may retain a stream in its channel, which with immense sums cannot be restored, if once diverted from it. Large emigrations from Europe are now directing their course to this country, and will be encouraged by every improvement we make by means of good land and water carriage, between our metropolis on the Atlantic waters, and the more remote parts of the state."

The memorial then proceeds to delineate, or describe the two great branches of our Inland Navigation, with all their ramifications, the nature and situation of the waters, and the distances of the various places of embarkation for the metropolis; viz.—

1st. The DELAWARE NAVIGATION, from the tide-water at Trenton Falls, to Lake Otesego, the north-east branch of Susquehanna. Also, from the great Bend on the said branch, by way of Tioga, Connetquot Lake, the Seneca and Onondago Rivers, Oswego, on Lake Ontario; with an estimate of the expence.

2. The SUSQUEHANNAH NAVIGATION, as connected with the waters of Schuylkill on the east, and the Ohio and great lakes, westerly, comprehending the Schuylkill and Susquehanna Canal and River Navigation to Juniata, and from the head of the same by Conemaugh and Kiskiminetus waters to Allegheny river, thence down to Pittsburgh, on the Ohio, or up to French Creek, and by the same to Le Boif and Presquisle on Lake Erie, with all the ramifications and portages of this navigation, beyond the limits of Pennsylvania, to the utmost limits of the United States! In short, this memorial, with the documents and remarks which accompanied it, will bear to be read and kept in view, as a magazine of information, as long as the improvement of water and roads for internal commerce, shall continue to be the object of public attention and care.

It was received and immediately acted upon by a Legislature animated by the warmest zeal for the improvement of their country, although they could not subject the finances of the state to the burthen of the whole execution; nevertheless they came forward with a high sense of duty, and made liberal appropriations of public money, for the improvement of such roads and navigable waters as lying too remote from the more populous parts of the state, and the inhabitants but thinly settled, required more immediate aid, as preparatory and connecting links in the great system of land and water communications; and for the accomplishment of the rest, following the example of the wisest states in the old world, they passed acts of incorporation, to encourage and stimulate private enterprise, in aid of public good.

The Grants from the Legislature for roads and waters from April 13th 1791, to April 10th 1792 \$96,426

From April 10th 1792, to April 11th 1793 \$4,333
Large grants have been since made, of which I have no account at hand; except in 1791, 1792, the total of which amounts to \$110,759

The Companies incorporated for Canal Navigation, were as follows, viz.

1791, Sept. 29.—The President, Managers and Company of the Schuylkill and Susquehanna Navigation, by means of the waters of Tulpehocken, Quitapahilla, and Swatara.

1792, April 16.—The President, Managers and Company of the Delaware and Schuylkill Canal Navigation, by means of the waters of Philadelphia, to the mouth of Stoney-Creek, at Norriton, and the Streams lying between the north bounds of the city aforesaid and the distance of eight miles therefrom.

1793, Apr. 10th.—The Conewago Company, for opening and improving that part of the river Susquehanna, from Wright's Ferry to the mouth of Swatara, with a Lock Navigation and Canal, from the head to the foot of Conewago-Falls.

Total expenditures on Inland Navigation, From 1791, 759 66 dollars, granted by the State for roads and waters, deduct about 54,750 dollars the part appropriated for roads and there remains

1st. Granted by the state for waters, \$6,009
2d. Expended by the Schuylkill and Susquehanna Canal company, 249,403
3d. By the Delaware, and Schuylkill Canal company, 213,134
4th. By the Conewago Canal company, exclusive of the State grant of 14,000 dollars (part of the above 56,009 33 dollars) 90,710
Total 609,256

Besides the 609,256 dollars granted in 1791, 1792, for the improvement of Inland Navigation, very considerable sums had been granted by the State before that period, and further grants are almost every session since that time collected and obtained.

The present state of these three Canals, and the waters connected with them is as follows—

The Conewago Canal and its Locks are in operation, for the passage of boats with great ease and safety; but to introduce boats descending from Middleton, at certain heights of the river, certain improvements, about 60 yards over the regulating Lock, which will cost about 2,710 dollars, are contemplated by the company, although beyond the limits of their contract.

The Schuylkill and Susquehanna Canal, might soon be in operation, the main sets of locks at the summit level being long since completed, and the remaining flock of the company, if it could be fully collected would be sufficient, by recurring to the original plan, viz. the beds of the Tulpehocken, Quitapahilla and Swatara, with a little aid from the state for the better clearing those rivers, and passing the several mills, by locks or sluices—At least two thirds of the works of this Canal are completed, and almost the whole digging of the middle ground, which connects the Schuylkill and Susquehanna waters.

With respect to the Delaware and Schuylkill Canal, the company have stated in their Memorial to the Legislature, that it is at least half completed in point of expence; and that the remainder lying through much easier ground, may be completed in the short period of two years, if the company are duly aided and encouraged in the work.

In short, a far less sum than has been already expended on the part of the State and the Canal Companies, would (if judiciously applied) be amply sufficient for the final accomplishment of the whole system of Inland Navigation, as at present contemplated, for connecting the Western Waters of the Susquehanna, the Ohio and great lakes, with the Port of Philadelphia; thereby opening an almost unbounded prospect of future wealth and importance to the citizens of this Commonwealth.

I shall proceed in my next letter to state some of the difficulties and discouragements which have occurred in the prosecution of this great plan of Inland Navigation, and shall not omit to take notice of some late proceedings and visionary Steam Projects, which were the subject of discussion before the honorable Senate, as having a tendency to frustrate, or at least to procrastinate for a long time, the perfecting the Delaware and Schuylkill Canal, as a capital link in the great system of Inland Navigation, as well as the true and permanent source of a supply of pure Water for the Drinkers, as well as many substantial articles for the Eatens in the City.

By two vessels arrived at New-York from New-Orleans, accounts are brought of an engagement having taken place on the 19th of Feb. between the Delaware sloop of war Capt. Decatur, and a French privateer of 18 or 20 guns.—Letters from on board the Delaware, dated the 26th, of Feb. have been received in this city, which make no mention of such a circumstance;—we are therefore warranted in suspecting the truth of the account.

February 26th, 1799. Dunwoody's tavern, Market-street, Philadelphia.

At a meeting of a large number of citizens, from every part of the state, It was unanimously agreed, That

JAMES ROSS, Esq. of Pittsburgh, will, in the opinion of this meeting, be generally acceptable to the people of Pennsylvania, as their Governor; in consideration whereof, and of the high sense entertained of his virtue, talents and patriotism, Resolved unanimously, That it be recommended to our fellow-citizens throughout the state to support him with their votes and interest, and that we will use our utmost exertions to promote his election.
FRANCIS GURNEY, Chairman.
BENJAMIN R. MORGAN, Secretary.

Lost or Mislaid.

SAMUEL CORP's draft on James Phillips, and by him accepted, dated New-York, 30th Jan. 1799, in favor of Isaac Moses & Sons, and by them endorsed, for three thousand five hundred and seventy-six dollars and 15-100ths, payable 90 days after date. As payment is stopped, it can be of no use to any one. Whoever will bring the same to No. 64, South Front Street, will be gratefully thanked.
March 19.

Pursuits of Literature.

In a few day will be put to press and published without delay, by J. ORMSBURY, No. 41, Chesnut street,

The Pursuits of Literature.

A Satirical Poem. In four Dialogues, with Notes. This celebrated work will form one large octavo volume, will be printed from the last London edition, with the Notes translated by the author, on a fine paper and good type, and will be delivered, handsomely bound and lettered to subscribers at two dollars.
March 18.

Attention, Cavalry.

Citizens of the city and liberties of Philadelphia, desirous to become members of the Volunteer Troop of Cavalry, are informed that there are several vacancies in the Troop; and that a committee consisting of Henry Merriam, Jno. R. Taylor, James Hamilton, Owen Foulk and James Simons, will attend at Wm Ogden's tavern, Chestnut-street, every Monday evening, 6 o'clock for the purpose of receiving applications.
JAMES SIMMONS, Sec'y.
Feb. 6.

All Persons

Indebted to the Estate of HENRY HILL, deceased are requested to make payment to the subscriber and those having any demands on the same to produce their accounts for settlement.
GIDEON H. WELLS,
Agent to the Ex-
no. 135, Market Street
Philadelphia Dec. 4, 1798.

Albany, March 12.

Not any thing is more true than the remark of the hon. Mr. Dayton, in his reply to the vote of thanks, inserted under the Congressional head—viz. there are some whose approbation must be considered by the meritorious as a censure, and whose censure must be regarded, as the highest testimony of merit. He whose misfortune it may be, whether placed in the most dignified situation in the power of his country to bestow, or performing the duties attached to the character of a genuine American, in the private walks of life, in either case to receive the laud of Jacobinism, the panegyrics of a desperate, unprincipled faction, null, in the hour of reflection, excite in his mind sensations the most unenviable—and cannot fail of leading him to a scrutiny with respect to that conduct which has brought upon him such humiliating approbation—a scrutiny that will result a self-condemning sentence, accompanied with a resolve (if the heart is right) to shun the unhallowed walk where the laurels of real patriotism are blighted by the poisonous influence of the overpreaching ivy.

Gazette Marine List.

Port of Philadelphia.

ARRIVED.
Ship Alex. Hamilton, Rimington, Martinique
Schr. Friendship, North Carolina
Brig Hopewell, Dandelot Cuba
Ship Good Friends, Earl, from the Havana and another ship name unknown, are below.

The Alex. Hamilton failed from Martinique, the 12th ult. with convoy, touched at St. Kitts, and left there the 16th, went into St. Thomas's, and failed from thence the 22d, brings no news.

An inward bound brig got up to Marcus Hook yesterday.

The outward bound vessels that lay at Reedy Island went down on Sunday.

Ships Star, George, and Gen. Washington, lay at Marcus Hook on Sunday.

The Benj. Franklin, Morris, from New-Orleans, arrived at Wilmington on Sunday.

New-York, March 18.

ARRIVED, days
Brig Franklin, Black, N. Orleans 31
Prudence, Wilcox, ditto 20
American Hero, Brown, Martinique 36
Brothers Luther, Charleston 8
Schr. Lucinda, Ingham, Surinam 40
Sally, Verdworth, Jeremie 35

CLEARED—Ship Perseverance, Ogelvie, Galway.

The Brig Integrity, Gillender, has arrived at Surinam from this port.

The Brig Adamant, has arrived at Fayal from Shelburne.
Brig Triumph, has arrived at Grenada from St. Johns.

Sloop Minerva, Sanders, has late arrived at Curacao, in 20 days.
Sloop Sally, Morris, run upon Block Island, cargo saved, and in hopes of getting off the vessel.

Sloop Delight, Hubbel, has arrived at the Havana.

On the 22d February, Capt Back, of the brig Franklin, on his passage from New-Orleans, was boarded by his Majesty's ship Thunderer, Capt. Crowley, of 74 guns. The next day was boarded by the Hannibal, of 74 guns, which had in tow two Spanish prizes, captured the day before—one of them was a brig from the Mediterranean, and considered a very valuable prize—the other a schooner.

On the 26th, was boarded by a Spanish cruising brig—while undergoing an overhaul, she elyped a sail, and made off.

The sloop Harriot, capt. Sellers, from New-Orleans, on the 22d ult. off the Chandlers, fell in with an English squadron of 7 sail—one a 90 gun ship, one of 74, four frigates, and a sloop of war. Capt. Sellers was informed by the officers of one of these ships, that Capt. Decatur, of the sloop of war Delaware, on the 19th ult. in the Gulf passage had an engagement with a French brig of 18 or 20 guns, which lasted for four hours, and that they separated, (to use the Captains phrase) "so good and so good."

An engagement between the Delaware and a French privateer of some kind is not altogether improbable, from the circumstance of capt. Decatur's being in the Gulf on the 12th of February—vide his letter of this date. Besides, it was told to captain Sellers in terms of positivity, though not particularly. We are inclined, however, from capt. Decatur's known bravery, not to believe that the engagement terminated as here stated, unless the Frenchman had the advantage in metal, men, and position.

The above Squadron is that which lately blocked the Havana.

Capt. Seller suffered much on the Coast from the late severity of the weather—three of his hands were frost bitten, and unable to do duty.

The brig American Hero, capt Brown arrived yesterday from Martinique, in 36 days. Left there the ship Diana, capt.—, to sail in 15 days.

The brig Aurora was at Martinique, discharging.

B. failed in company with a fleet of 43 sail of Americans, under convoy of the ship Merrimack.

Spoke on English frigate, who informed, that commodore Barry was in chase of a French 50 gun ship.

We understand capt. B. has brought dispatches to Government, from Capt. Truxton,

Macpherson's Blues.
BATTALION ORDERS.

MARCH 18.
THE Infantry Companies of the Blues, in the city, are ordered to parade at the Manage in Chestnut street, on Wednesday next, precisely at 3 o'clock, P. M. in their fully equipped.
Robert Heysbam, Adjt. P. T.

THE first Troop of Philadelphia Cavalry, will meet at the usual place of parade, on Thursday next, at 2 o'clock, in the afternoon. More than common punctuality will be necessary as an inspection of arms, &c. will take place.
John Dunlap, Captain.

THE second Troop of Philadelphia Cavalry will meet at the Manage in Chestnut street, on Thursday next, at 2 o'clock in the afternoon. More than common punctuality will be necessary as an inspection of arms, &c. will take place.
Abrabam Singer, capt.

THE Troop of Volunteer Greys, will meet at the Manage in Chestnut street on Thursday next, at 2 o'clock in the afternoon. More than common punctuality, will be necessary as an inspection of arms, &c. will take place.
John Morrell, capt.

Artillery Blues.

Take notice that a special meeting of said company will be held at Ogden's tavern, Chestnut street on Tuesday evening, (19th inst.) at 5 o'clock in the evening, on behalf of great importance; therefore it is expected every member will give his attendance.
John M. Jones, ser't.

N. B. As there are some vacancies, application to become members will be received at the same time.
march 18.

Philadelphia Rifle Company

are to parade in complete uniform, at the house of Lewis Young, in Sixth-street, on Wednesday next, precisely at 3 o'clock P. M. As business of great importance will be laid before the Company, punctuality is expected. Those members who have been ballotted for, and have not yet appeared in uniform, are pointedly called upon to equip with dispatch.
JOHN COYLE, Capt. march 18.

Postponement.

The sale of the spring thbury ground is postponed to April 20th 2 o'clock in the afternoon on the Premises.

Canal Lottery No. II.

Tickets are now selling by Wm Blackburn No. 64 South Second-street, at 20 dollars each.—FOUR days drawings, only, remain in the Wheel, and the price of Tickets will be raised after to day.
march 19.

New-Theatre.

WEDNESDAY EVENING, March 20. WILL BE PRESENTED,
A FACIOUS TRAGEDY, called, THE GRECIAN DAUGHTER,

Dyonisius, Mr Warren.
Philostrus, Mr Fox
Melanthon, Mr Downie.
Phelion, Mr Hardings.
Arcas, Mr. Warrell, jr.
Calippus, Mr. Warrell,
Greek Herald, Mr Wood.
Evanter, Mr. Wignell.
Euphrasia, (The Grecian Daughter) Mrs. Merry.
Erictus, Miss L'Estrange.

TO WHICH WILL BE ADDED,
For the first time, a DRAMATIC SKETCH, interspersed with SONG and SPECTACLE, called the

CONSTELLATION;

Or, a wreath for American Tars.

Drag. Mr Warren; Jack Hawk, Mr Bernard; Buckram, Mr Blisset; 1st Sailor, Mr Darley; 2d Sailor, Mr Fox; 3d Sailor, Mr Warrell.

Mr's Dragg, Mrs Francis; Nancy, Miss L'Estrange.
With a representation of the Chase and Action between the

Constellation and L'Infurgente FRIGATES.

The whole to conclude with an Appropriate Ballet—composed by Mr. Byrne.
The principal characters by Mrs. Byrne, Mr. Byrne, and Mr. Warrell, jun.

Box, one Dollar—Pit, three quarters of a Dollar—GALLERY, half a Dollar.

The Doors of the Theatre will open at a quarter past 5, and the Curtain rise at a quarter past 6 o'clock precisely.

Places in the Boxes to be taken of Mr. Wells at the office of the Theatre, from ten till one, and on the days of performance, from ten till four.

For Sale on a long Credit,

THE SLOOP New-York to Philadelphia PACKET.

NOW lying at Henry Pratt's wharf the first-bow Race-street, burthen 56 3/4 tons—she may be lent to sea at a small expence—1st. not to be sold Monday the 18th of April, she will then be sold at public sale at the Merchants' Coffee House at 7 o'clock in the evening.

Pratt & Kintzing,

No. 95, North Water-street.

WHO HAVE FOR SALE.

80 tons Hemp, 3000 bushels low priced Salt, 17 pipes Port Wine, 300 boxes Window Glass, 200 bales Picklenburgs, Hellian Rolls, utterbence Cream, Britanias, Checks and Stripes, &c. &c.
march 19

To be sold by private sale.

A NUMBER of Lots for building, of different size and situation, on the Bristol road, adjoining that well known stand called the Washington tavern, between the 9 and 10 mile stones, where the mail and a number of public stages are flying continually. The situation is high and healthy and easy of access both by land and water, within a few rods of the Prunypack creek, where there is safe navigation and good landing, where grist and merchant mills are carrying on a considerable trade; the above road being the belt at all seasons of the year of any coming out of the city.—A plan of the said lots may be seen, and the conditions of sale made known by the subscriber near the premises.
JOHN HOLME,
ts. sh. fs. f.