

By this Day's Mail.

NEW-YORK, June 17.

We lament, sincerely, the loss of the Ontario, REMARKS From the Log-Book respecting the loss of the ship ONTARIO, on the 14th Jan. 1799, as written by Mr. COWMAN, the first officer of the ship.

At day-light made Sooratoo, bearing about E by S. At 6 A.M. squally with heavy rain from the N. At 8 A.M. extremes of Sooratoo bore from ENE, to NE 1/2 E, distant 8 or 9 leagues—three small islands from the N. of ditto, from NE 1/2 E, to NE by N. At 10 AM. course SE 1/2 S, squally from the N.W. closed up the fore and main top-gallant sails—Capt. Whetten and the starboard watch upon deck attending falls squalls more moderate, ship going at the rate of 3 1/2 or 6 miles per hour, when she unfortunately struck upon a reef of coral rocks, at 1 1/2 past 10 A.M.—the falls being full, were immediately closed up; the ship then came too and brot the wind abast the beam; the falls were immediately laid aback, and the main and mizen top-falls sheeted home and hoisted, in hopes of backing her off, as the reef appeared to be deep: the ship during this time furling very heavy, and falling over to leeward; looking over her side, saw a quantity of sheathing broke into shivers rising from the after part of her fore-chains; immediately upon finding ourselves ashore, the waste guns were fired, and ensign hoisted union down, but which was instantly blown away, the wind having by this time very much increased, and an English jack was hoisted in its place, in order to give the Swift timely notice of our situation and her own danger, as she was then standing directly towards us; we likewise sent some of the people aloft in the rigging to wave to her, in order that she might haul her wind athwart our stern, but they were unnoticed. After laying aback our sails and the ship not being loosened by them, a gang of hands were sent to both pumps, and a gang to clear and get out the boats; the jolly boat being hoisted out, 4 men were sent away towards the Swift to inform them of their danger, as the still edged towards us—and they were likewise ordered to go round our stern in order to sound and make remarks on their passage to the Swift—Immediately after, the pinnace being hoisted out and manned, capt. Whetten ordered the chief mate to pull up directly to the Swift and inform them of our situation and their own danger, and to make remarks both going and coming, as we could not see the extent of the reef, the wind blowing hard and a heavy rough sea. It was now 11 A.M. the carpenters and a number of hands had been employed sounding and working both pumps from the first—when he first sounded she had but 13 inches of water in the well; he continued sounding as fast as he could, and found her to increase 2 inches each time, so that at 11, when the 1st mate left the ship she had 4 feet 6 inches in the well. (Remarks from 11 until noon)—Put off in the pinnace and pulled round the bow, found the reef, to run 8 or 10 fathoms upon the weather bow; on our passage to the Swift, we overtook the jolly-boat, which I sent back to the ship, with orders to take a small sweep around the Ontario's stern, in order to find and discover how far the reef extended in that direction—pulled under the Swift's lee and informed them of the Ontario's misfortune and her situation, when I left her—and found that the reef ran in a S.E. direction farther than we had yet been able to discover; in consequence of which she anchored and hoisted out her cutter. I pulled down towards the Ontario, and took a sweep of at least 2 cables length ahead, and fell in with the reef about one point on the lee bow, her head being then S.S.E.—pulled on board along the weather side of the reef, and could now for the first time see the sea break upon several pointed rocks, but so very small as not without great difficulty to be distinguished from the tops of common seas—got on board about noon: Capt. Whetten and the people on board during my absence had hoisted out the long-boat, and had cleared the decks of lumber, &c. At noon the people were employed in putting in the boat some water, provisions and fire-arms, and the most useful part of their clothing; as we did not entertain the most distant idea of saving the ship, the having then 7 ft. 10 in. water in her hold—the gun-room and cabin deck being much risen, and the ship continuing to surge very heavily to leeward—a fresh wind from the N.W. with a dark gray horizon, and the water ebbling fast by the reef. About 5 minutes past noon, capt. Whetten ordered the chief mate to take six hands in the pinnace, and to pull up to the Swift, which lay at anchor about two miles, and inform capt. White, that he (capt. Whetten) intended to lay in the Ontario until he saw the long boat put off from the wreck with the people. As it was impossible to pull the long boat up to windward, there was no other alternative than running directly thro the narrowest part of the reef to leeward, in order to avoid the pointed rocks which the falling water had by this time left level with its surface, and which must necessarily be attended with the most imminent danger—he therefore sent by me a request to capt. White to get under way and pass round the fourth end of the reef, as near as he could with safety, we having not yet ascertained exactly its extent. The surgeon and spicerego accompanied me, and we reached the Swift about 1 P.M. Informed capt. White of capt. Whetten's resolutions and wishes, upon which he began immediately to have up and to get under way, but a short chopping sea and a fresh gale with a current to the S.E. of at least one mile per hour, caused us to get in the cable very slowly.—At 2 P.M. the Swift began to drive altho' she had upwards of forty fathoms of cable then out. I then (i.e. chief mate) took six hands in capt. White's pinnace, and pulled away towards

the fourth end of the reef in order to sound and if possible to discover its extent—a signal having been agreed on in case of my falling in with the reef, as the Swift was to follow the track of the pinnace to go to leeward of the wreck. Not meeting with it in passing round under its lee—and the Swift driving very fast to leeward, not having her anchor up, I pulled up towards the Ontario.

About three P.M. saw the Ontario's long boat put off from the wreck, and pass thro the reef—the Swift having by this time got sufficiently to leeward distant from the wreck about 5 1/2 or 6 miles, expecting to find capt. Whetten and all hands in the long boat, we pulled across towards her and spoke them—they informed me that capt. Whetten had remained on board, with the jolly boat and two of his men. The long boat had on board the officers and 27 men, and her masts and small spars towing in a raft astern, in order to prevent her from overturning, she was then fudding before the wind and a heavy swell, under a full formed one of the Ontario's royals. About 1/2 after 3 P.M. saw the jolly boat put off and run down towards the Swift—spoke her to leeward of the reef, about 1/2 mile. After speaking with the capt. in the jolly boat, I pulled up to wreck to save some of my clothes if possible. When the long boat left the ship she had in her well 11 feet 6 inches of water—when capt. Whetten left her, she had 14 feet 7 inches in the hold and three streaks heel to windward. From noon until 3 P.M. they had been employed on board handing the falls, to ease her masts, and thus prevent them from going overboard and flaving the long boat along side. They also cut away the tiller, and hoisted up the rudder to the upper deck, in order to get up some bread, the water being above the gun-room deck, and likewise over the main hatches betwixt decks.

The long boat was unable to bring away any weighty things, as she had to pass through the most shallow part of the reef. I reached the ship about 4 P.M. and found her much in the same state as when capt. Whetten left her, excepting that she had more heel to windward. I was on board near half an hour, and during that time she had near two streaks more heel to windward, so that when I came away she heeled at least six streaks—having her starboard quarter gallery in the water. From the time I had been absent from the ship, the water had fallen at least 5 feet by the reef, and still continued to fall when I came away from her. A rock which lay about three fathoms from our starboard gallery, was frequently dry for the space of a minute, its top did not exceed two feet in diameter, but increased towards its base, so that it, as well as the reef which were to be seen, very nearly resembled a sugar loaf or cone in shape. The reef abounded with rocks of the above description, with their tops awash, while the bed of the reef was one fathom or 1 1/2 under water. The extreme length of the reef from the examination and observations which we could make, does not exceed two cables' length, running S.E. by S and N.W. by N, the breadth about one cable's length.

When the Ontario was laying on the N.W. part of the reef, the following bearings were taken, viz.

N.W. part of Quoine Island bore N, E part of Sooratoo Island bore NNE 7 or 8 leagues,

Carimata was open with the E part of Sooratoo about one quarter of a point.

E part of Quoine Island just joining with the W part of Sooratoo.

At 1/2 past 4 P.M. the long boat reached the ship Swift in safety.

At half past 5, capt. Whetten got on board the Swift, from which he took the following bearings, viz.

Ontario's wreck bore N.W. half N, distant about 7 miles.

W part of Quoine Island N half W, E part of Sooratoo, N by E half E.

Centre of Carimata's high land N.N.E.

Distance of the ship Swift from Sooratoo 8 or 9 leagues.

I arrived on board the Swift, in her boat, about 20 minutes past 6 P.M., distance between her and the Ontario's wreck, about 9 or 9 miles.

Further remarks by the Surgeon

The above remarks are taken from the Ontario's log book, as written by the chief mate, which was saved in the boat, which observations I believe to be as accurate as circumstances would permit, the severity of the wind and the great obstacle to all our eyes, prevented us from seeing any part of the cargo and making general remarks for the benefit of the public, as they were in all probability never seen, and if laid down in any charts of this coast, that which has at length been most unfortunately discovered by capt. White.

Yours, &c. Thomas M. B. Esq. his Britannic Majesty's Consul General for the Eastern States of America.

A letter from Alicante says, "The proceeds of a cargo of fish were lately stopped here, under pretence that a discovery was made that the fish were English caught. Through the exertions of the American minister at Madrid, however the property was released."

CHARLESTON, June 7.

THE JOHN ADAMS.

Will be completely coppered and have her standing masts and rigging fixed, before she is brought down from Mr. Paul Pritchard's ship yard—The guns and warlike stores of the frigate arrived in the ship South Carolina, capt. Garman, from Philadelphia. Mr. Pritchard, the mauler builder, is entitled to and receives great praise for the beauty and excellency of his workmanship, and the faithfulness and attention with which it has been executed.

CHARLESTON, June 7.

THE JOHN ADAMS.

Will be completely coppered and have her standing masts and rigging fixed, before she is brought down from Mr. Paul Pritchard's ship yard—The guns and warlike stores of the frigate arrived in the ship South Carolina, capt. Garman, from Philadelphia. Mr. Pritchard, the mauler builder, is entitled to and receives great praise for the beauty and excellency of his workmanship, and the faithfulness and attention with which it has been executed.

The United States brig General Pinckney, Samuel Hayward, esq. commander, and Revenue Cutter (brig) South Carolina, James Payne, esq. commander, yesterday fixed each a federal salute, in compliment to the successful launch of the frigate JOHN ADAMS. They were dressed with various colors throughout the day. The American ensign and pendants were displayed at their main-topmasts and their flag staffs; the English colors at their fore-topmasts, and the French tricolor under the spiritmasts yards. They were visited by his excellency the Governor, Gen. Pinckney, Brig. Gen. Washington, &c.

It is said that the report extracted from a Philadelphia paper, stating that new instructions, had been given to the ships of war of the United States, tending to suspend hostilities with French armed ships, is totally without foundation.

The Gazette.

PHILADELPHIA,

TUESDAY EVENING, JUNE 18.

Duane the editor of the Aurora, by way of insinuating a lesson to the Jacobins within our country states, that the United Irishmen in Ireland, notwithstanding they have been disappointed in the expected succor from the French, still retain their loyalty and gratitude to, and dependence on the Great Nation. On this fact we might have safely relied, coming as it does from an United Irishman. It is however confirmed by the following remark, in the late report of the select committee, of the British House of Commons. The reporters observe: "The vigorous resistance opposed to the rebellion in Ireland, the success of the measures, which have been employed, for detecting, and defeating the designs of the conspirators here, and the general and ardent spirit of loyalty, and attachment to the laws and constitution, have hitherto counteracted the progress of the mischief, and averted impending danger; but even these circumstances by no means appear to your committee, to justify the hope, that the mischief is eradicated or the danger passed. Their reliance on the assistance and co-operation of France, by which they expect ultimately to effect their purposes, continues undiminished." Can it be doubted, that the societies of United Irishmen in the United States, have not been, and are still laboring for the downfall of our excellent government, that their loyalty to France continues unabated and undiminished.

With so many instructive facts before our eyes, who is so blind, as not to perceive the propriety of the conduct of the United Irishmen, within the United States, in their various attempts to stir the alien and sedition laws, and the object of their secret and dreadful conspiracies.

The French, like the Romans, draw from war, wherewith to nourish war; they profit by one conquest, only to make another conquest; they weaken by the most insidious arts the nation they would subdue; they subvert among its discontented or factious subjects or citizens, the hope of a new and better form of government, which they alone are to administer. Having ripened the people for revolution, and the army for defection, they declare war, over-run the country; set up a new form of government administered by their partisans, the discontented and factious among themselves who publish in their scandalous newspapers, their gratulations at every kingdom or state reduced to the yoke of France, knowing that it is to give new resources, and therefore shortens the eventful period, at which the people of these United States, must either yield up their government and country into the most contaminated hands, or defend them by a long and bloody contest. That Frenchmen within the United States should rejoice at the successes of the great nation, is natural; that United Irishmen should do so, agreeable to their association and oath; but it is shocking to think, that there are Americans base enough to join in such rejoicings.

Boston, June 11.

The underwriters have received information of the loss in the India seas, near Sumatra, of the valuable ship Ontario, of New-York, 800 tons; from Canton. There were 64,000 dollars insured on her in this town.

Boston, June 11.

I sailed from Cadix, March 26, bound to Charleston; on the 2d, April, in lat. 33 N. long. 26 W. was attacked by a French privateer sloop of 6 guns, and full of men, and engaged her in a running fight for seven and an half hours, during which she attempted to board us four different times, but without success; we sustained much injury in our sails and rigging, but lost none of our crew. April 4th, was attacked by another privateer, a ship of 18 guns and 141 men, which we fought half an hour, when I had the mortification to see every gun, but one, on the side of the enemy, dismounted; and it being calm could not bring the other side to bear; in consequence of which I was obliged to surrender, very much against my will. The Harmony mounted 14 cannonades, and had 26 men. Anfel Crewel was wounded in this action, and died at St. Cruz, where we were carried in, and the whole crew with myself put on shore. Being stripped of every thing, our situation became deplorable. Finding no American consul there, I applied to the French consul for provisions for the people, who granted us the allowance of a quarter dollar per day, for each man; but this scanty support was withdrawn after nine days. I then applied to Mr. Cullman, our consul at Port Orataca, who arrived there the day before from Ireland, but I had not even an answer from him. I petitioned the Spanish governor in our behalf, but could draw no assistance from that quarter. The little money I had was expended; and our situation became desperate. We therefore formed a resolution to re-polish ourselves of the Harmony, as she lay moored under the mussels of the heavy guns of the Fort, though her topmasts were struck, and no provisions or water on board; in consequence of which, it was agreed that

Capt. Donahue, of the Pennsylvania, informs, that he parted company with the Cork fleet 35 days since, in company with the Surois, Boyd, of and for this port, and brig William, Hurst, of and for Baltimore, and parted from them the 9th inst. in lat. 49 1/2, long. 96, 10, in a gale of wind.

Brig Flora, Crawford, from hence, has arrived at Savannah, and a febr. suppoled to be the George, Elieron, from this port.

Yesterday arrived in this port, the ship Orono, Choate from Liverpool—failed with the convoy from Cork the 11th April.

Same day, the febr. Ann, Platt, 10 days from Charleston. The Mail papers of that place, to this inst. have been received.

The brig Greyhound, Johnson, from London, one of the Cork fleet, arrived at Charleston on the 6th inst.

The febr. arrived at the fort is from Jamaica.

The brig Peter, Hanfen, from Hamburg, is below.

Capt. Platt, of the Ann, a few days ago, spoke a brig from New Orleans, bound to this port.

No arrivals at the Fort.

Schr. Maria, Smith, from St. Jago de Cuba, to this port, was captured on the 24th inst. by the British frigate Maidstone, capt. Donnelly, and ordered for Kingston, Jamaica.

Portland, June 10.

Arrived sloop Dispatch captain Abiel Briggs, 43 days from Surinam. Capt. B. has furnished the following particulars:

"Left at Surinam April 20, in company with ship Harry, Webb, of and for Salem, 8 guns. Brig — Bartlet for Baltimore, 5 guns. Schr. Betsey, Moody, Portland.—Left there, brig Fanny, Alger, Providence, to sail in ten days.—Schr. —, Samuel Wheaton, Providence, to sail in 3 days. Sloop Providence, Arnold, for New York. Brig Mehitable, Orne, for Newburyport. A New-York brig was sent in by a French privateer—not condemned, though generally supposed the would be—the governor was trying to have her cleared, being apprehensive of losing our trade, if the French were allowed to send in and condemn American property; but it cannot at present be prevented, as their papers are sent to Cayenne for trial. Markets dull and produce high. April 30, to windward and in sight of Guadalupe and Antigua, was bro't too by the U. S. brig Pickering, Edward Preble master, in company with the U. S. ship Washington, then in fight, who sent his lieutenant on board, after which capt. Preble came on board himself, and informed me that three days before he had retaken a brig from New-York laden with flour and dry goods, worth 50,000 dollars, and sent her into Montserrat. In lat. 17, 31, long. 61, at 12 o'clock saw a fleet of 6 sail standing for me—at 2 P.M. was brought too by a French privateer of 12 guns—sent a boat on board me, with a prize master and 3 men, took me on board the privateer, examined my papers, treated me politely, sent me on board my vessel, wishing me a good passage—then stood on with the fleet which consisted of 1 brig from Newburyport, a sloop from New-York, 1 febr. from Baltimore of 5 guns, one febr. from Philadelphia, and one febr. from Surinam homeward bound, which I suppose to be capt. Lemuel Moody—all of which she had taken on her passage from St. Bartholomews to Guadalupe—the capt's and crews, except the mates, were permitted to stay on board their own vessels. The capt. of the privateer said there were too many American cruizers among the islands, that retook his prizes. This was probably the case the next morning, as he was crowding sail to get in with the land, and was only about 70 miles from the east end of Guadalupe, where captain Preble and the Washington were cruising. They kept just far enough apart to see a cross from Guadalupe to Antigua, so that I think it almost impossible for the Frenchman to get in, even without the prizes."

Boston, June 11.

From the Log Book of the Brig Harmony captain W. Marshall.

"I sailed from Cadix, March 26, bound to Charleston; on the 2d, April, in lat. 33 N. long. 26 W. was attacked by a French privateer sloop of 6 guns, and full of men, and engaged her in a running fight for seven and an half hours, during which she attempted to board us four different times, but without success; we sustained much injury in our sails and rigging, but lost none of our crew. April 4th, was attacked by another privateer, a ship of 18 guns and 141 men, which we fought half an hour, when I had the mortification to see every gun, but one, on the side of the enemy, dismounted; and it being calm could not bring the other side to bear; in consequence of which I was obliged to surrender, very much against my will. The Harmony mounted 14 cannonades, and had 26 men. Anfel Crewel was wounded in this action, and died at St. Cruz, where we were carried in, and the whole crew with myself put on shore. Being stripped of every thing, our situation became deplorable. Finding no American consul there, I applied to the French consul for provisions for the people, who granted us the allowance of a quarter dollar per day, for each man; but this scanty support was withdrawn after nine days. I then applied to Mr. Cullman, our consul at Port Orataca, who arrived there the day before from Ireland, but I had not even an answer from him. I petitioned the Spanish governor in our behalf, but could draw no assistance from that quarter. The little money I had was expended; and our situation became desperate. We therefore formed a resolution to re-polish ourselves of the Harmony, as she lay moored under the mussels of the heavy guns of the Fort, though her topmasts were struck, and no provisions or water on board; in consequence of which, it was agreed that

Boston, June 11.

The underwriters have received information of the loss in the India seas, near Sumatra, of the valuable ship Ontario, of New-York, 800 tons; from Canton. There were 64,000 dollars insured on her in this town.

Boston, June 11.

I sailed from Cadix, March 26, bound to Charleston; on the 2d, April, in lat. 33 N. long. 26 W. was attacked by a French privateer sloop of 6 guns, and full of men, and engaged her in a running fight for seven and an half hours, during which she attempted to board us four different times, but without success; we sustained much injury in our sails and rigging, but lost none of our crew. April 4th, was attacked by another privateer, a ship of 18 guns and 141 men, which we fought half an hour, when I had the mortification to see every gun, but one, on the side of the enemy, dismounted; and it being calm could not bring the other side to bear; in consequence of which I was obliged to surrender, very much against my will. The Harmony mounted 14 cannonades, and had 26 men. Anfel Crewel was wounded in this action, and died at St. Cruz, where we were carried in, and the whole crew with myself put on shore. Being stripped of every thing, our situation became deplorable. Finding no American consul there, I applied to the French consul for provisions for the people, who granted us the allowance of a quarter dollar per day, for each man; but this scanty support was withdrawn after nine days. I then applied to Mr. Cullman, our consul at Port Orataca, who arrived there the day before from Ireland, but I had not even an answer from him. I petitioned the Spanish governor in our behalf, but could draw no assistance from that quarter. The little money I had was expended; and our situation became desperate. We therefore formed a resolution to re-polish ourselves of the Harmony, as she lay moored under the mussels of the heavy guns of the Fort, though her topmasts were struck, and no provisions or water on board; in consequence of which, it was agreed that

I should remain behind, and join the mate and crew, (who were to proceed to lat. 27, and 40 leagues W. of Peru) with provisions &c. having secured a passage for that purpose. Accordingly, on Sunday the 25th of April, thirteen brave fellows embarked in the course of the day on board two American vessels then lying in the harbor, having with them all the arms I could procure, which was only two pair of pistols and one sword, the rest were armed with sticks; at 9 at night they boarded the Harmony, secured the guard without injuring them, bent the main and stay-sails, cut the cables, and made off; they got her about three leagues, when it fell calm; in the morning she was discovered, and attacked by a number of gun-boats, and the poor fellows obliged to abandon once more the property which they withheld to secure, and which they again fought for three quarters of an hour though furiously engaged by unequal numbers. The chief mate Mr. Livingston, and nine of the hands left the vessel just as the Spaniards boarded her, and got off; Mr. Brown, the ad mate, the gunner, and another man, who were in a boat, towing a head, were taken prisoners; the mate and people that left the vessel kept at sea as long as they could, but being oppressed with hunger, were obliged to land, and were also taken prisoners.

WILLIAM MARSHALL.

Captain Marshall arrived in Boston, on the 9th inst. passenger on board the schooner Neptune, captain Mann.

New-York, June 17.

We have the pleasure to announce the arrival of several of the Cork fleet; they came up yesterday—viz.

Ship Atlantic, captain Deas, from London  
Portland, Huffer, Liverpool  
Atlas, Wilton, Bristol  
Captain Huffer left the convoy in lat. 39, 0, N. long. 67, W.

Passengers is the Atlantic.

Mr J Farmer,  
S. S. Bruh,  
William Alice,  
Captain George Dekey,  
Passengers in the Atlas,  
Mr. Robert Bird and family.

The brig Lydia, captain Callahan, arrived yesterday in 40 days from Lynceick, brought no papers—a passenger has favored us with the following, which he read in an English paper of the 4th or 5th of May.

The French fleet, consisting of 25 sail, 18 of which were supposed to be of the line, failed from Brest on the 26th April. Lord Bridport had met with, but lost sight of them in a fog, and immediately sailed for Cape Clear; his fleet consisted of 16 sail of the line, with frigates, Lord B. supposed their destination was Ireland, and had sent into Kingmill for a reinforcement of one or two ships.

The Union between England and Ireland, it was supposed, would take place.

On the 24th of May, spoke the — sloop of war, with a convoy for Quebec, out 30 days from Spithead.

Mr Jacob Mark came passenger in the Lydia

Yesterday the United States brig Pickering, captain Preble, came up to the city. She is lated the first on her way up, which was returned.

WILL BE SOLD,

At the Merchants' Coffee House, on Thursday Evening next, at 8 o'clock, for approved indorsed notes at 60 and 90 days.

THE SNOW

ABIGAIL,

Burthen 180 tons per register,

Now lying at the Still-house wharf

Inventory to be seen at the Auction Room, and at the Coffee-house

BENSON & YORKE, Auctioneers.

June 18

FOR SALE,

The remarkably fast sailing coppered

SHIP

S P Y,

RICHARD WEST, master,

has ten six pounders and four swivels, small arms and ammunition, and two suits of sails.

For terms apply to

Stephen Kingston,

46 Walnut-street

N. B. If not sold before Friday next, will then be disposed of at Public Sale at 12 o'clock at the Coffee House.

June 18

St. Croix Sugar,

OF THE FIRST QUALITY,

WILL be landed To-Morrow, at South-street wharf, from on board of the brig James arrived at the Fort,

FOR SALE BY

PRAGERS & Co.

June 18

61 Hhds of Richmond

TOBACCO,

of an excellent quality,

FOR SALE BY

Peter Barker & Co.

No 148, High street

6 mo. 18

JUST ARRIVED,

In the ship Stockport, from Liverpool,

And for sale at No. 90,

The corner of Market and Third-Streets,

A PARCEL OF BEST CRESHIRE

And Double Gloucester Cheese,

By the Hamper or larger Quantity at reduced prices.

JOHN FRIES,

June 17

TO LET,

A genteel three story brick house with

extensive back buildings, and many conveniences.

The proprietor would exchange rents upon a lease,

for a small farm within 9 or 10 miles of this city.

ALSO—A lot on Palyunk Road containing 10 acres, about three quarters of a mile below South-street. Enquire at the office of this Gazette.

June 17, dwt

Gazette Marine List.

Port of Philadelphia.

ARRIVED, days

Ship Maria, Wade, Newbern 6

Orono, Choate, Liverpool 56

Brig Dorotha, Madecop, Hamburg 70

Pennsylvania, Donakue, Hull failed in

convoy

Schr. Eagle, Woodward, Richmond 6

Ann, Platt, Charleston with the Mail.

Sea Flower, Mann, Richmond

Sloop Hetty and Polly, Green, North Carolina.

CLEARED,

Brig Amiable Creole, Eldridge, Hamburg

Arrived at the Fort.

Sloop Jefferson, Morris, St. Croix,

Schr. Hope, Johnson, Jamaica, 23