

# By this Day's Mail.

BOSTON June 18.

## IMPORTANT NEWS.

Capt. Foster, 34 days from Lisbon, heard it reported before he sailed, that the French fleet had got to sea. After sailing, May 27, lat. 37, long. 33, spoke the sch. Agnes, Bacon, bound to Philadelphia,—which had been boarded from a British Cutter, and the Captain informed that the French fleet was not only at sea, but had entered the Straights, and consisted of 27 vessels.

Capt. Foster brought with him a sketch of intelligence prepared by Mr. Bulkley.—It follows:

“It is reported, and credited here (Lisbon) that a French or Spanish fleet is at sea. Messengers from Lagos Bay, French—those from Oporto say Spanish. The Success frigates have been chased by them, and is gone to Gibraltar to give the information to Earl St. Vincent.

“The French have been worsted in Italy, and obliged to retire towards Milan. Some letters assert their head quarters to be at Lodi, (which is 20 miles S. E. of the city of Milan.) Most reports agree that the Austrians have taken Ferrara, (capital of the Duchy of that name, in the late Territory of the Pope.) The first Corps of Russian Troops are said to have arrived before Mantua. The French troops have evacuated Naples for fear of being cut off. The affairs of the French were never so bad in Italy, as at the present moment; and it is not likely there will be a Frenchman in Italy in three months time from the present day.

We obtain the most circumstantial intelligence of the French fleet being at sea, from a Halifax paper of June 8, in which it is given on indisputable authority, with an addition, that furnishes reasonable grounds to expect the British fleet has fallen in with them. The British Admirals, as was anticipated, received early information of the French fleet being at sea—numerous cutters soon conveyed the agreeable intelligence; and the best measures for meeting them have been adopted.

Halifax, June 8.

Extract of a letter from Lieutenant Courtney, of His Majesty's Ship Topaze, to a Gentleman in this Town.

“It is with great pleasure I can safely say you will be able to celebrate a great victory over the French in a short time. On the 1st of May the Black Joke, Luggar, was dispatched by Lord Bridport to Ireland, and on her way, in long. 8 17, W. Cape Clear bearing N. half W. distant 47 leagues, very fortunately fell in with us and gave us the pleasing intelligence of his Lordship being then in chase of the Republicans to the number of 15 sail of the line and 10 frigates. On the 25th of April, he came in with them, and unfortunately a fog fell on; however at the time the Luggar left him he was not more than twelve leagues from them, bearing N. N. E. of him supposed to be then steering in that quarter; and I assure you a very narrow escape we had; for when the Luggar first discovered us she made no doubt our convoy had then been captured, as the enemy's fleet, could not be more than six leagues to windward of us: We were then steering W. N. W. and Capt. Church judged Lord Bridport to be S. W. of us, thought it necessary to steer W. to join him: However we missed him, but fortunately saved (I verily believe) the convoy by it. If the Luggar had not been seen, we must inevitably have run directly into their mouths. We suppose they were destined for Ireland; but meeting two days after with Capt. Durham, in the Anton, with the Nalad, who were then reconnoitring, from some intelligence Capt. Durham had received, he was of opinion they were endeavouring to form a junction with the Spanish and Toulon fleet; but I think there is very little doubt of their going to Ireland. I assure you our expectations are wonderfully raised, conceiving to a certainty, Lord Bridport must fall in with them, and as our fleet, is the most powerful for the number that has sailed this way, will give a very satisfactory account of them. The following are the names of the ships of the Line, which I give you as accurate as possible.

Royal George	100	Impetueux	74
Prince	98	Formidable	98
Neptune	98	Triumph	74
St. George	98	Dragon	74
Glory	98	Saturn	74
Atlas	98	Defiance	74
Ajax	74	Robust	74
Cæsar	80	Ramilles	74
Achilles	74	Venerable	74
Pompee	80	Terrible	74
Serpent	78		

## RECRUITING.

Capt. LANGDON, of the Army of the United States, has nearly raised his Company, among the spirited youth of Troy (N. Y.) and its vicinity.—Col. HUNNEWELL'S Regiment, it is said, will be collected in the District of Maine; and with ease. The Recruiting Business in and near Boston, exhibits a promising appearance. The ease and respectability of a soldier's life, has to the informed laboring poor, attractions, which we may reasonably suppose are irresistible.

NEW-YORK, June 21.

The schooner Bird, captain Bain, arrived yesterday in 14 days from St. Bartholomew's, left there the following vessels:—sch. Caroline, of Boston, capt. Taylor, and Brig Fair American, of New York, captured by the French and recaptured by the English; also sch. Harriet, of Boston; all prizes to the French. Sloop Farmer, of New York; ship Active, of Nantucket, from the South Seas, loaded with oils; the sch. Alliance, loaded with lumber.

On the 20th of May a smart action commenced between an English schooner of 10

guns, and a French schooner of 12. In two hours the latter got under the protection of the fort of St. Bartholomew's and after several shots from the fort, the English sch. gave up the chase, and the French sch. came to anchor at St. Bartholomew's with three feet water in her hold, several of her crew wounded, and three killed.

May 25, an English schooner called the Sturdy Beggar, mounting 10 guns, was captured at anchor by a French sch. of 12 guns without a shot being fired on either side.

“I am sorry to add (says Capt. Bain) that St. Bartholomew is a rendezvous for French pirates. It often happens that a boat with a few muskets will go out under the guns of the fort, and take our vessels that are bound to St. Bartholomew's, bring them in, and get them condemned and sell them there.”

Mr. Berret, mate of the sch. Industry, of Boston, bound to Martinique, taken on the 26th April, and carried into Guatulupe vessel and cargo condemned.—Captain and hands in prison, they allowed 6 ounces of fish, and 3 1/2 lb. of very bad bread. Lett 50 at Basseterre (Gaud) came in a cartel to St. Kitts, with 30 masters of vessels; the American Consul gave each of them 8 dollars.

The ship Hero, Robinson, 43 days from Jamaica arrived yesterday in distress.

The above vessel sailed from Philadelphia in December last, for Algiers, with naval stores, &c. for government; and 2 days after sprung a leak and put into Jamaica: after repairing there, sailed with the May fleet, for Algiers, and 29 days after sprung a fresh leak and bore away for New York.

By arrivals yesterday.

The schooner Argus, Fowler, sailed from St. Bartholomew's June 6—cargo, sugar and coffee.—A King—sailed in company with the schooner Bird, for this port, under convoy of the Juno and Olive Branch, two British Letters of Marque of 20 guns for Liverpool.

Capt. Fowler informs, that since the United States sloop of war George Washington and brig Pickering sailed from the West-Indies with the last convoy, numerous captures of American vessels have taken place.—He recollects the following: The ship Active of Nantucket, from the South Seas, with a valuable cargo, was immediately condemned and sold to an Italian, for 25,000 dollars, which is about half price.—The sch. Alliance, of N. Yarmouth, brig Matilda, of Saybrook, both taken under cover of the guns—Sloop President, of Washington—schooner Farmer, of N. Yarmouth—all carried into St. Bartholomew's—and many others carried into St. Martins, the names of which he could not recollect.

Capt. Fowler mentions, that one private schooner of 14 guns, had, within a few days, captured thirteen American vessels. The ship Eagle, Barry, sailed with the convoy from Cork—cargo, dry goods &c. consigned to J. Gramond.

Passengers—Mr. John Murray, and Son, Miss McClenaghan and Miss Vernon.

In a speech delivered by a delegation of the Western Indians, to the President of the United States, in December last, is the following paragraph:

“Your enemies have but a short time past, sent us a strange three coloured Flag, with a War Belt, inviting us to hostile acts against you, but we wiped our kettles with their flag, and returned their hatchet without an edge. We are determined to be still brothers of the same family, relying on an equal distribution of Justice, and that your our Brother, will aid us in obtaining a fulfillment of past promises, and a liberal construction of the treaty of Greenville.”

## Another Fire in Baltimore.

BALTIMORE, June 20.

Another tremendous scene of destruction presented itself to the harassed citizens of this devoted place this morning. About 1 o'clock a frame shop occupied by a Mr. Guy, dier, in Fish street, near the German Lutheran Church, was, from some cause or other, not yet ascertainable, discovered all on fire, and before the least alarm was given, was so completely buried in flames, that a young fellow by the name of Morton, who slept in it, had scarcely time to make his escape in his shirt; and a horse in an adjoining stable which was consumed, was burnt to death. No exertions less than divine could save those houses; and a two story brick house in Fish street, occupied by Mr. John Barry, a three story do, occupied as a store by the same gentleman at the corner of Elish and Gay streets, and a three story do. in Gay street, occupied as a store and dwelling by Mr. Messer-smith, were soon reached by the element, but might in some measure have been preserved, had not the only engine then under way been unfortunately choked with mud, thrown in with the water taken from a shallow part of the falls. Mr. Messer-smith's house having a high fourth gable wall, the morning at that time calm, and the exertions of the people very great, the further progress of the element was arrested; but had the wind arisen as high as it did two hours afterwards, every house on that side of Gay street, to the falls, must inevitably have been burnt.

The question here naturally suggests itself—Why, after having been so fortunate during a long and inclement winter, is our city almost nightly ravaged with fire now! Negligence is, no doubt, the cause in some instances, and perhaps in this; but villainous incendiaries, it is to be feared, add to the calamity. A remedy against both, it is the province of our police to find out and apply; and we feel confident, that if the objects be attainable, their zeal and wisdom will be adequate to the task.

# The Gazette.

PHILADELPHIA,

SATURDAY EVENING, JUNE 24.

CONFLAGRATION.

The most destructive fire, that has occurred in this city for several years, broke out last night, in a Houfe near the corner of Calowhill and Second-streets. The ravages of the flames were not subdued until twelve dwelling-houses had been entirely consumed. Mr. Hare's Brewery, situated in the vicinity, was in imminent danger, and caught fire several times. A number of stables and other out-buildings also fell a prey to the flames. Mr. Jacob Kurtz, we learn, is the principal sufferer.

New-York, June 21, 1799.

“The brig Maria, capt. Brown, mentioned to have been taken by the Jay, arrived this morning from Cape François, after a passage of 20 days; and brings intelligence that Touffaint and Rigaud are at war, and have had several engagements. The former is said to have 50,000 men under his command, and the latter nearly the same force. Capt. Brown is of opinion that thousands have been killed in the different engagements. The Spaniards side with Touffaint in support of the independence of the island. There was a British frigate from Jamaica, lying three or four leagues to the leeward of Cape François from England with the Governor of Jamaica and the American commissioners on board, whose intent was to endeavor to compromise the dispute between the two Generals.

“Touffaint resides at the Cape, Rigaud, at Aux Cayes, but is generally with his army.”

[The Liberty, in 14 days from Cape-Francois, with dispatches to Government as late as the 7th inst. brings no account of these transactions.]

Philadelphia, 24d June, '99.

MR. PENNO,  
WITH surprise and regret I observed in your paper of last evening a piece No. 1. addressed to the managers of the Alms-House and House of Employ, containing strictures and observations, merely the result, in my opinion, of some malicious scribbler; who is willing to intrude himself into notice by attacking public institutions, founded for the most benevolent purposes—the operations of which he is as ignorant of as his conduct on this occasion is void of decency. It has ever been my decided opinion, no notice ought to be taken of the observations of anonymous writers; but let them amuse themselves with their own folly till they are tired, or convinced that they are unnoticed. I should have on this occasion supported my general opinion—but as there may be some good and well meaning people, who, for want of proper information, may be in some degree influenced by such trash, I shall offer a few general observations, not by any means with a view to enlighten or satisfy the impertinence of such writers, but merely to confute the unjust charges against the managers.

He appears to have discovered an error in the amount transferred from one account to that of another, which may be right; but upon what grounds does he lug the mayor and justices into a share of the blame. It is their duty to examine the receipts and expenditures of the institution to see that the taxes laid are applied according to law. What in God's name have they to do with the manufacturing account?—If this writer will read the poor laws he will find that he is mistaken in his opinion on this head; and if he will examine the books at the Alms House “he will find the scrutinizing eye of the Mayor, two Aldermen and three Justices” have not suffered anything within the line of their duty to escape their notice.

The writer (I wish he had given himself a name) it seems has found out by the account No. 3, that the paupers in the House are 605, of whom 153 are children. Poor infants, the inhuman wretch “throws them all out of the question because they do not work;” and no doubt would throw them all into the street for the same cause: of course the result is (as he states the case) that there remains 226 men and 227 women; and that their earnings average 4/ per ann. each, a lumping affair indeed: yet it is doubtful whether his earnings amount to half the sum. I am sure if his only employment was writing pieces to the managers, it would not produce a farthing. Joking aside: let us examine his proposition. 605 paupers, of which there are, he says, 153 children,

which being deducted, leaves 452 persons, of which, he says, two hundred and twenty-six are men, and two hundred and twenty-seven are women. Now, Mr. Scribbler, blurt—and candidly tell us in your No. 2, if 226 men and 227 women make only 452 persons. It is really shameful for you to undertake and execute so lamely: you will make indeed a poor hand when you come to the manager's accounts of receipts and expenditures, where you may have occasion to add, subtract, multiply and divide tens of thousands, when your arithmetical knowledge does not admit of correctness in the ad-

dition of units. However, admit your 226 and 227—Let us try to find employment for them, and employment for them too that shall not produce one cent per ann. In the first place, remember that there are 153 children—which require at least from sixty to seventy women to nurse and take care of them: say  
60  
For washing, 10  
For cleaning the house, 10  
Old and infirm, stationary, 56  
Sick of various complaints, who, as soon as they are cured, are discharged, and others received, 50  
Cripples and Lunatics, 14  
Persons employed in spinning flax, &c. 27

Thus, of 227 women, upon an average, there are never more than twenty-seven employed in the manufacturing departments, and but a small profit can be expected when there is no advance of price on the articles consumed in the House. Having thus placed to the view of every disinterested honest enquirer, the situation of the institution with regard to the women's apartment, though, perhaps, not minutely correct, yet so as to enable a candid mind to form a correct idea of the subject. I shall reserve the claps of the men for another occasion, and offer some general remarks on this head, the writer “cannot resolve it to his own satisfaction, that 453 grown people, who are all provided at the public expence with board, &c. should not earn 4s. each year, when an individual can earn twice as much in one day.” This is enough to raise a laugh in the most serious and fedate. Certainly this witticism must have lately paid a visit to the vagrant's apartment in the common prison of the city, and there been made to use his fingers in picking oakum.—He never certainly visited the Alms House, or if he possessed one grain of common understanding, he never would have found any difficulty in resolving his own query. As the case now stands, I must resolve it for him. He is willing, it seems (good natured soul) to make very large allowances; yet as good natured as he is, I cannot discover that he has made any—but all his allowances amount to a want of knowledge by his own confession. Every law which has been enacted in relation to the Alms House may be read from first to last, and no power will be found lodged in the hands of the managers to keep for one moment any person who is able to maintain themselves and by the same laws they are restrained to relieving poor and needy, sick and debilitate persons only—of course a reasonable and benevolent mind with a small share of confidence would not hesitate to say that out of the whole number above stated, of both men and women, there is never to be found one person able to do a week's work upon an average, in the year. How therefore, a man in his sober senses, could for a moment be at a loss to ascertain the cause of so little work being done by the paupers, is one of those astonishing cases which the modern illuminati alone can determine.

I shall close my observations for the present, leaving what I have hastily written to the candor and benevolence of the humane citizens of Philadelphia, pledging myself to continue such observations and remarks from time to time as my avocations will permit, for the information of my fellow citizens; and I assure you, Mr. Scribbler, I am under many obligations to you for setting this business on foot. I hope you will not give out, but continue your kindness, by promulgating your ignorance.

Yesterday morning sailed for Charleston, S. C. under the command of Lieut. D. S. Wykoop, thirty five Marines, for the U. S. Frigate John Adams.

## Gazette Marine List.

Port of Philadelphia,

ARRIVED.

Ship Adrianna, Charlton, London, failed with Convoy  
Brig Polly Henderson, Havanna, from the Fort

CLEARED.

Ship Benjamin Franklin, Senkey Bourdeaux ad Hamburg  
Brig Ruth and Mary, Arnold, Havanna  
Sloop Fox, Bunker, N. Bedford

Arrived at the Fort  
Ship Galen, Nichols, St. Sebastian via New York  
Schr. Agnes, Bacon, Lisbon  
Liberty, Grouzard, C. Francois a flag with dispatches for Government.

A ship said to be from New York, belonging to Bolton, name unknown, is below.

A ship, inward bound, name unknown, was at N. Castle yesterday.

An inward bound brig and two schooners names unknown are below.

A sch. supposed to be the Agnes, Bacon, 38 days from Lisbon, anchored at Gloucester Point last night.

June 22.

Ship Harmony, Snell, from London, for this port, loaded with dry goods, sailed with the Cork fleet—About 5 weeks since parted convoy and was soon afterwards captured by a French privateer—the captain and all hands taken out except the mate, cook and steward, and 2 men and women passengers, and nine Frenchmen put on board. After taking out all her cargo between decks, they ordered her for France. A few days after she was retaken (after a severe contest) by the people left on board. She is below, and expected to-day.

Ship Edward, Wickham, for this port sailed from Lisbon 15 days before the schooner Agnes, Bacon. The Agnes sailed from Lisbon the 13th of May, and soon after spoke a British cutter express, with the information of the French fleet having gone up the Straights  
Brig Geo. G. Howland, from hence to Oper. to, sent into Vigo has been liberated, cargo condemned.

A ship with 12,000 bushels of corn arrived at Lisbon the day the Agnes sailed, name &c. unknown.  
Brig B. G. Hanlon, from Hamburg, is below.  
A sloop, name unknown, has arrived at the Fort from Havana.

ALL PERSONS  
HAVING demands against the Estate of Donald Grant Mitchell, esq. late a Captain of Artillerists and Engineers, in the Service of the United States, deceased, are desired to produce their accounts legally authenticated—and those indebted to the said estate to make payment to  
NICHOLAS DIEHL, Administrator,  
No. 50, Walnut-Street.  
June 22 1800 cod4w



The Swift-Sure,  
A NEW LINE OF STAGES,  
NOW RUNNING BETWEEN  
PHILADELPHIA & NEW-YORK,  
By the short and pleasant road of  
Bullston, Newtown, Scotch Plains, Springfield and Newark.

The excellence of this road, its populosity, and the facility with which it passes, with sundry other advantages, which render it far preferable to the Old Road through Bristol, Brunwick, &c. long ago suggested the propriety of its becoming the Grand Thorough Fare from Philadelphia to New York. During the present year, a minute survey of it has been taken, and its superiority over the Old Road, both in winter and summer, has been clearly ascertained.—There are good bridges over all the other waters but the Delaware, and here the crossing is performed with great safety and in less than half the time required at the Tregon Ferry. The road is several miles shorter than the old road, but this is amongst the least of its advantages, because daily experience proves to us, that dispatch as well as comfort in travelling principally depend on the goodness of the road and the levelness of the country, and in these respects, the New Road is, beyond all comparison, the best. It presents none of those rocky hills, which render the Old Road so fatiguing between the Delaware and Newark. The soil, too, for the greater part, is such as to produce but little mud in winter, and very little dust in summer, which circumstance, added to the beauty of the country, and a considerable proportion of shade, is well always rendered travelling in the latter season peculiarly agreeable.

The Swift-Sure starts from PHILADELPHIA, at 6 o'clock every morning (Sundays excepted) from the GREEN TREE, opposite the Lutheran Church, North Fourth Street. It goes through Frankford to Bullston, where it stops to Breakfast; from Bullston it goes through Newtown to Penny-town to dinner; from Penny-town through Hopewell, Millstone, Bound-brook, Quibbittown and Plainfield to Scotch Plains to lodge. The next morning it stops at Springfield to breakfast, from whence it goes through Newark and arrives at New-York at noon.  
From NEW-YORK it starts at 3 o'clock in the afternoon (from Paulus Hook) and arrives at Philadelphia the next evening. For fares at New-York, application may be made to Edward Bardin, Old Coffee house, to A. Mathien, corner of Nassau and John streets, to B. Many, no. 48, Courtlandt, corner of Greenwich street, and to Michael Little, at his hotel, no. 43, Broad street.

Fare for passengers, Five Dollars.  
Way passengers 6 Cents per Mile.

Each passenger is allowed to take on 14 lbs. of baggage carriage free; but all other baggage, taken on by a passenger, will be charged at 4 cents per pound weight.

With respect to packages sent on without passengers, the proprietors presume they have adopted a regulation, which, though unknown to other lines of stages, they think must meet with general approbation. They pledge themselves to make good every package on the following conditions. The person who delivers the package at the office shall see it entered in the stage-book, for which entry he shall pay 6 cents; he will then state the value of the package, and pay (exclusive of the carriage) one per cent. on the value, as stipulated, and for which he will receive a receipt. Thus, for instance, if he estimates his package at one dollar, he will pay one cent. and if at one hundred dollars, he will pay one dollar insurance, and in like proportion for packages of any other value.

Very few persons it is presumed, will dilute this regulation; it will however, be objectionable with every one to avail himself of it, if security or not. But the proprietors think it right to state very explicitly, that they will be responsible for the late delivery of no package, which is not regularly entered, and for which an insurance receipt cannot be produced.

In the distribution of the route, the greatest care has been taken to fix on such places and taverns as always afford a good accommodation and entertainment for the passengers at the most reasonable rates. The stages are well equipped furnished with fleet and steady horses, and committed to the care of intelligent labor and guiding drivers. The proprietors themselves live at the different towns and villages where the stages will stop, so that the conduct of the persons they employ is continually an object of their attention.—They take care also to see that the passengers are well provided for and politely treated at the taverns, and that no sort of chicanery or insolence is practised upon them; in short, they have spared neither pains nor expence to render the SWIFT-SURE the very best line of stages in America.

The line has now run nearly a month, during which time a great number of gentlemen have gone through, both from Philadelphia and New-York. Every passenger has found the road to surpass very far all that has been said of its excellence; and the Proprietors are extremely happy to hear the behaviour of their drivers, and the treatment at Taverns, spoken of with the highest satisfaction.

JOHN McCALLA, Philadelphia  
THOS. PAUL, Bullston  
JOSEPH THORNTON, } Newtown  
NICHOLAS WYNKOOP, }  
JACOB KESLER, }  
JOHN McREHEAD, Pennypack  
T. LILLMAN, near Millston.  
ELIAS COMBES, Bound Brook.  
R. SANSURK, Scotch Plains.  
ISAAC RAWLE,  
ROBERT PEARSON, } Springfield.

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