

he has done by blending with the fact, the sudden, though natural comments of an honest indignation. But the original itself, in its true size and shape, without the help of the least exaggeration, is to the moral eye a deformed and hideous monster.

Say, Aristides! did the character to whom you are so partial, imitate, in this case, the sublime virtue of that venerable Athenian, whose name you have assumed—did he dissuade his countrymen from adopting a proposition, because tho' nothing could be more advantageous, nothing could be more unjust? Did he not rather advise them to do what was both disadvantageous and unjust? May he not, as a public man, discard all apprehension of ostracism, for being the superlatively just?

P. S. Some additional observations are reserved for another paper.

Philadelphia, Sept. 19.

THE LATEST INTELLIGENCE FROM FRANCE.

Friday last the ship Ohio, Capt. Kemp, arrived at New-York in 30 days from Bristol. By this vessel London papers are received to the 11th August. We have room only for an abstract of the interesting information they contain.

August 1. The President of the National Assembly informed that body that he had received by post the declaration issued in the name of the Duke of Brunswick.—The Assembly decreed by acclamation, "That if the laws of war are not strictly observed, in regard to all Frenchmen taken with arms in their hands, all the officers belonging to the enemy, who may be made prisoners, shall experience a similar treatment, whatever may be their rank, titles or distinctions."

A letter was sent by the King to the Assembly, relative to the Manifesto—in which he says that it exhibits nothing that can be considered as a proof of its authenticity. He calls on the nation to be united—and professes in the warmest terms his determination to support the Constitution, Independence and Liberty of France.—This letter being read in the Assembly, a motion was made that it should be printed and sent to the 83 departments. On this motion, the previous question was called.—"M. Izard, having with difficulty obtained a hearing, said that the King's letter contained only a heap of falsehoods." The proposal of printing the letter was rejected.

August 4. The Envoys of the Commonalty of Paris, with M. Petion at their head, appeared at the bar, and M. Petion demanded in the name of the 43 sections, that the King should be excluded from the Throne, and that the management of affairs during the interregnum, should be entrusted to responsible Ministers, until the election of a new King in a National Convention.—M. Petion said the King has always shown himself an enemy to the people, an enemy to the laws, and an enemy to France. This excited a violent agitation in the Assembly. Several members desired to be heard, but the tumult rendered it impossible, and the President put an end to the sitting without any vote being come to upon it.

The Assembly have passed a decree, in which such temptations are thrown out to induce the Austrians and Prussians to desert their colours, as it is thought will desolate their armies as soon as they pitch their tents in France.—The Duke of Brunswick was expected to march on or before the first of August.—A letter from Paris, dated 4th Aug. in an English paper, has this passage—"I will not say that in this fever of republicanism, the King may not be declared to have forfeited his crown; but I am sure that republicanism will not endure for a week. I hope, however, that they will avoid the dreadful evil of suspending the King, as I am sure the same effect would disband their army."—Such was the state of things on the 4th August.

About the 28th July the Austrians made an attack on the French army at Maulde—the French advance Guard consisting of 6000 men was attacked by 10,000; the Austrians yielded the field—they lost 200 men, and great part of their baggage—and had it not been for the treachery of two Colonels who deserted, the victory of the French would have been complete. M. La Fayette was well, at the head of his army the 28th July.

M. Luckner in a letter to the National Assembly, has expressly denied that he ever accused M. La Fayette of an intention to march against Paris. M. La Fayette in another letter says, that such an accusation "is not true."

M. Montequiou, commander of one of the French armies on the Frontiers, has resigned.—M. Luckner, while at Paris, gave a most degrading account of the grand armies of France in respect to their numbers and equipments.—The King of Denmark being invited by the Kings of Hungary and Prussia to join the confederacy against France, has declined to accept of the invitation. Among other observations in his answer, he says, "Denmark has acknowledged, as well as the deceased Emperor of the King of Prussia, the constitution of France, since Louis XVth. has solemnly avowed it."—The celebrated Paul Jones, it is said, died in the utmost poverty—it has been conjectured that this was owing to his favoring the anti-revolution party in Paris.

The New-Brunswick Gazette says, notwithstanding the many discouraging accounts so frequently published from the Westward, the recruiting business goes on very well. It is conjectured by some that peace will overtake us sooner than many imagine.

In the ship Amelia, Hill, from London, arrived John Penn, Esq. and his Lady; Andrew Allen, Esq. with his four daughters and three sons; together with the domestics of both families, making 24 passengers.

The Dathwood Packet from England brought a Diploma from the University of Edinburgh, conferring the Degree of Doctor of Laws on the Hon. JOHN JAY, Chief Justice of the United States.

A correspondent observes, that he conceives it would be highly becoming in the people of the United States, to join as with one voice, in a day of thanksgiving to the Supreme Being, for the mercies he has so abundantly bestowed on them, of peace and general prosperity; and to implore, that he may avert the evils which are meditated by the Despots of Europe, against their fellow men, of the French and Polish nations, and that these Despots and all mankind, may be convinced in due time, of their folly and wickedness.

SHIP NEWS.

ARRIVED at the PORT of PHILADELPHIA.

Ship Harmony,	Osman,	London
Sophia,	Kerr,	Bristol
Bacchus,	Vanneman,	Oporto
Citizen,	Gardiner,	Cadiz
General Washington, Davis,		Dublin
Amelia,	Hill,	London
Baring,	Tingey,	Calcutta and Ostend
Harriet,	Ellison,	Londonderry
Suffex,	Atkins,	Havre-de-Grace
Glasgow,	Williams,	Glasgow
Brig Munton,	Parker,	St. Vincents
Cremona,	Barras,	Antigua

In the Ship General Washington, came passengers, Mr. Knox, Consul of the United States, for Dublin, &c. Messrs. Holmes, Preston, Ricketts, McLaughlin, Anderfon, and twenty-five others.

PRICE OF STOCKS.

6 per Cents,	22 1/2	} Int. off.
3 per Cents,	13 1/2	
Deferred,	13 1/2	} per cent. prem.
Full shares Bank U. S.	49	
3 shares,	60	

Various interesting selections and communications are unavoidably omitted.

The SUBSCRIBERS to the Universal Tontine

Are informed, that a general meeting is to be held at the State-House in this city, on Saturday the 3d day of November next, at 10 o'clock, A. M. agreeably to the sixth article of their association.

By order of the Agents, EBENEZER HAZARD, Sec'y. Philadelphia, Sept. 15, 1792. (rpt3N)

General Post-Office.

PHILADELPHIA, Sept. 10, 1792.

PROPOSALS will be received at this Office until the fifteenth day of November next, inclusively, for carrying the Mails of the United States on the following Post Roads, from the first day of January next, until the first day of June, 1794.

IN MASSACHUSETTS and NEW-HAMPSHIRE.

1. From Wiscasset to Portland in the district of Maine: The mail to leave Wiscasset every Tuesday by six o'clock in the morning, and arrive at Portland the next day by one in the afternoon.—Returning, to leave Portland every Thursday by six in the morning, and arrive at Wiscasset the next day by one in the afternoon.

2. From Portland to Portsmouth: The mail to leave Portland every Monday and Thursday by six o'clock in the morning, and arrive at Portsmouth every Tuesday and Friday by ten in the forenoon.—Returning, to leave Portsmouth every Tuesday and Friday at one in the afternoon, and arrive at Portland on Wednesday and Saturday by six in the evening.

3. From Portsmouth to Boston: From November first to May first, the mail to leave Portsmouth every Tuesday and Friday, at two o'clock in the afternoon, and arrive at Boston on Wednesday and Saturday by six in the evening.—Returning, to leave Boston every Monday and Thursday, by six in the morning, and arrive at Portsmouth on Tuesday and Friday by ten in the forenoon.—And from May first to November first, the mail to leave Portsmouth every Tuesday, Thursday and Saturday, by four in the morning, and arrive at Boston the same days by six in the evening.—Returning, to leave Boston every Monday, Wednesday and Friday, by four in the morning, and arrive at Portsmouth the same days by six in the evening.

IN MASSACHUSETTS, CONNECTICUT and NEW-YORK.

4. From Boston, by Worcester, Springfield, Hartford, Middletown, and New-Haven, to New-York: From November first to May first, the mail to leave Boston every Monday and Thursday, at one o'clock in the afternoon; and arrive at New-York every Saturday and Wednesday (the sixth day from its departure) by ten in the forenoon: Returning, to leave New-York every Monday and Thursday, at one o'clock in the afternoon, and arrive at Boston every Saturday and Wednesday, by ten in the forenoon: And from May first to November first, the mail to leave Boston every Monday, Wednesday and Friday, by three o'clock in the morning, and arrive at New-York every Thursday, Saturday and Tuesday (the fourth day from its departure) by eleven in the forenoon: Returning, to leave New-York every Monday, Wednesday and Friday, by one o'clock in the afternoon, and arrive at Boston every Thursday, Saturday and Tuesday, by six in the evening.

IN NEW-YORK, NEW-JERSEY and PENNSYLVANIA.

5. Between New-York, (by Newark and Elizabethtown) and Philadelphia, every day in the week, Sunday excepted: The mails to leave New-York at noon, and Philadelphia at one o'clock in the afternoon; and arrive at Philadelphia and New-York respectively, the next day after their departure, by ten in the forenoon; excepting the mails of Saturday, which are to arrive at the same hour on Monday.

IN PENNSYLVANIA and MARYLAND.

6. From Philadelphia to Baltimore: The mail to leave Philadelphia every Monday, Wednesday and Friday, at noon, and arrive at Baltimore each succeeding day by noon: Returning, to leave Baltimore every Monday, Wednesday and Friday, by four o'clock in the morning, and arrive at Philadelphia each succeeding day by eleven in the forenoon.

7. From Baltimore to Alexandria: The mail to leave Baltimore every Tuesday, Thursday and Saturday, at one o'clock in the afternoon, and arrive at Alexandria each succeeding day by eight in the morning: Returning, to leave Alexandria every

Monday, Wednesday and Friday by four o'clock in the afternoon, and arrive at Baltimore on Tuesday, Thursday and Saturday by ten in the forenoon.

IN VIRGINIA.

8. From Alexandria to Richmond, Petersburg, Suffolk and Portsmouth: The mail to leave Alexandria every Monday, Wednesday and Friday, at nine o'clock in the morning, and arrive at Richmond every Tuesday, Thursday and Saturday, by six in the evening; at Petersburg, every Wednesday, Friday and Monday at ten in the forenoon; at Suffolk every Thursday, Saturday and Tuesday by six in the afternoon; and at Portsmouth every Friday, Monday and Wednesday, by ten in the forenoon: Returning, to leave Portsmouth the same Friday, Monday and Wednesday, at one o'clock in the afternoon, and arrive at Suffolk the same days by seven in the evening; and at Petersburg the next Monday, Wednesday and Friday by eleven in the forenoon; leave Petersburg the same days at two in the afternoon, and arrive at Richmond the same days by six in the evening: leave Richmond on Tuesday, Thursday and Saturday, by four in the morning, and arrive at Alexandria the next Wednesday, Friday and Monday, by three in the afternoon.

9. From Richmond, by Williamsburg, York-Town and Hampton, to Norfolk. The mail to leave Richmond every Monday, Wednesday and Friday, by four o'clock in the morning, and arrive at Norfolk on each succeeding day, by five in the afternoon: Returning, to leave Norfolk every Wednesday, Friday and Monday, by six in the morning, and arrive at Richmond each succeeding day, by six in the evening.

IN VIRGINIA and NORTH-CAROLINA.

10. From Petersburg, by Halifax, Tarborough and Smithfield, to Fayetteville. The mail to leave Petersburg every Friday, at one o'clock in the afternoon, and arrive at Fayetteville the next Monday, by eight in the evening: Returning, to leave Fayetteville every Tuesday, by four in the morning, and arrive at Petersburg the next Friday, by eleven in the forenoon.

IN NORTH and SOUTH CAROLINA and GEORGIA.

11. From Fayetteville, by Cheraw Court-House, Camden, Columbia and Cambridge, to Augusta. The mail to leave Fayetteville every Tuesday, by four in the morning, reach Camden the next day by five in the afternoon, and arrive at Augusta the next Saturday by noon: Returning, to leave Augusta every Thursday, at five in the morning, arrive at Camden the next Sunday by five in the morning, and at Fayetteville the next Monday, by eight in the evening.

12. From Augusta to Savannah. The mail to leave Augusta every Saturday, at one o'clock in the afternoon, and arrive at Savannah the next Monday morning by ten: Returning, to leave Savannah every Monday, at two o'clock in the afternoon, and arrive at Augusta the next Wednesday, by five in the afternoon.

13. From Camden to Stateburg. The mail to leave Camden every Thursday by four in the morning, and arrive at Stateburg by eight: Returning, to leave Stateburg every Saturday, at two in the afternoon, and arrive at Camden by six.

IN MASSACHUSETTS, RHODE-ISLAND and CONNECTICUT.

14. From Boston to Providence. The mail to leave Boston every Monday and Thursday, by six in the morning, and arrive the same days at Providence, by five in the afternoon: Returning, to leave Providence every Wednesday and Saturday, by six in the morning, and arrive the same days at Boston, by five in the afternoon.

Persons offering proposals for this contract, are desired also to state the terms on which they will carry the mail between Boston and Providence, three times a week, and every day in the week (Sunday excepted) in case a stage waggon should run so often between those two places.

15. From Providence, by Norwich, to Hartford. The mail to leave Providence every Tuesday and Friday, by six o'clock in the morning, and arrive at Norwich the same days, and at Hartford on Wednesday and Saturday, by five in the afternoon: Returning, to leave Hartford every Monday and Thursday, at seven in the morning, arrive at Norwich the same days, and at Providence on Tuesday and Friday, by five in the afternoon.

Persons offering proposals for this contract, are also desired to state the terms on which they will carry the mail between Providence and Hartford three times a week, if a stage waggon should run so often between those two places.

16. From New-London to Newport, thence by Bristol and Warren to Providence, thence by Greenwich to Newport, and from Newport to New-London. The mail to leave New-London every Tuesday, at two in the afternoon, and arrive at Newport the next day by six in the evening; leave Newport every Friday at eight in the morning, and arrive at Providence the same day by six in the evening; leave Providence on Saturday at eight in the morning, and passing through Greenwich, arrive at Newport the same day by six in the evening; leave Newport the next Monday at eight in the morning, and arrive at New-London the next day by ten in the forenoon.

17. From New-Haven to New-London: The mail to leave New-Haven every Monday, at eight in the morning, and arrive at New-London every Tuesday by ten in the forenoon.—Returning, to leave New-London every Tuesday at two o'clock in the afternoon, and arrive at New-Haven every Wednesday afternoon by six.

18. From Middletown to New-London. The mail to leave Middletown, from November first to May first, every Thursday morning, and from May to November, every Friday morning, by eight o'clock; and arrive at New-London by six in the evening of the day of its departure: Returning, to leave New-London each next succeeding day by eight in the morning, and arrive at Middletown by six in the evening.

IN NEW-YORK.

19. Between the city of New-York (by Kingsbridge, Poughkeepsie, and the city of Hudson) and Albany. The carriers, with the mails, to leave New-York and Albany every Monday and Thursday, by four in the morning, meet, and return to each place on Wednesday and Saturday, by six in the evening.

IN PENNSYLVANIA.

20. From Philadelphia, by Lancaster, York-town, Carlisle, Shippensburg, Chambersburg, Bedford and Greensburg to Pittsburg. The mail to leave Philadelphia every Saturday at noon, and arrive at Pittsburg the next Friday by noon; remain there not

less than four, nor more than six hours, and return to Philadelphia the following Friday by noon.

IN THE STATE OF DELAWARE.

21. From Wilmington, by New-Castle, Cantwell's Bridge, and Duck Creek, to Dover. The mail to leave Wilmington every Monday afternoon, by five o'clock (or as soon as the mail from Philadelphia is received) and arrive at Dover by five in the evening of Tuesday: Returning, to leave Dover every Wednesday morning by five o'clock, and arrive at Wilmington by seven in the evening of the same day.

IN DELAWARE and MARYLAND.

22. From Christiana Bridge, by Middletown, Warwick and George-town Cross-Roads, to Chelster-town, and thence to Easton. The mail to leave Christiana Bridge every Monday afternoon; by six o'clock (or as soon as the mail from Philadelphia is received) and arrive at Easton by six in the evening of Tuesday: Returning, to leave Easton every Wednesday morning by five o'clock, and arrive at Christiana Bridge in the evening of the same day, by eight o'clock.

Persons offering proposals for carrying this mail, are desired to state the terms on which they will carry it from May first to November first, by leaving Philadelphia every Monday at half past nine, A. M. and reaching Easton the next day by four, P. M.—and returning, leave Easton every Wednesday by four, A. M. and arrive at Philadelphia the next day by noon: And perform the same tour; during the other half of the year, between half past nine o'clock of every Monday, and noon of the next Saturday. And also their terms for carrying an additional mail between Philadelphia and Chelster-town, leaving Philadelphia every Wednesday and Friday at half past nine, A. M. and returning the fourth day after by noon.

23. From Baltimore to Annapolis. The mail to leave Baltimore every Monday and Friday, at eight in the morning, and arrive at Annapolis the same days by five in the afternoon: Returning, to leave Annapolis every Tuesday and Saturday by eight in the morning, and arrive at Baltimore the same days by five in the afternoon.

IN VIRGINIA and NORTH-CAROLINA.

24. From Suffolk, by Edenton, Plymouth, Washington and Newbern, to Wilmington. The mail to leave Suffolk every Wednesday at four o'clock in the morning, and arrive at Wilmington the next Saturday, by six in the evening: Returning, to leave Wilmington every Monday by four in the morning, and arrive at Suffolk the next Thursday by six in the evening.

IN NORTH-CAROLINA.

25. From Halifax by Blountsville, Williamstown, and Daileys, to Plymouth, once in two weeks.—The mail to leave Halifax every other Monday by five o'clock in the morning, and arrive at Plymouth the next day by six in the evening: Returning, to leave Plymouth the next Thursday by five in the morning, and arrive at Halifax on Friday by five in the evening.

Note 1. If during the continuance of the contracts here proposed, any other times of arrival and departure of the mails should become necessary, to preserve a proper connection with other mails, the contractors are to conform to any arrangement which for that purpose shall be made by the Post-Master General, such arrangement not lessening the number of hours above allowed for carrying the mails respectively, without their consent.

2. A convenient time not exceeding half an hour, for opening and closing a mail is to be allowed at each Post-Office, at which the time of its arrival and departure is not herein specified.

3. For every half hour's delay (unavoidable accidents excepted) in arriving after the times prescribed in any contract, the contractor to forfeit one dollar; and for the non-performance of a trip, double the sum which the value of one trip shall bear to the value of the whole number of trips to be performed.

4. The mail may be carried on any of the post roads herein described, either in stage waggons or on horses: but when the state of the roads prevents travelling in waggons with the necessary expedition, the mails are to be carried on horses.—Every mail-stage must have in it a box in which the mail is invariably to be carried, under lock and key.

5. News-papers, as well as letters, are to be sent in the mails; and if any contractor would wish to be authorized to carry news-papers, other than those conveyed in the mail (agreeably to the 22d section of the post-office law) he must, in his proposals, state the respective sums for which he will carry the mails with and without the emoluments which may arise from such separate carriage of news-papers.

NEW POST ROADS,

IN NEW-YORK, MASSACHUSETTS and VERMONT.

An extension of the Post roads having been desired, from Connoyoharrieto Whites-town, and thence to Kanandaigua, in the state of New-York; from Stockbridge to Bennington, in the states of Massachusetts and Vermont; and from Rutland to Windsor, and Rutland to Fairhaven, in Vermont: Proposals for carrying mails on those routes, (at the expense of the contractors) will be received at the General Post-Office, until the fifteenth day of November next inclusively.—Persons offering such proposals, must state the days and hours when they will receive and deliver the mails at each place here mentioned, and the length of time (which cannot exceed eight years) for which they will contract.

The contractors, respectively, will have the exclusive privilege of carrying letters and packets on these roads, for hire; and be authorized to receive, to their own use, all the postages which shall arise on letters, packets and newspapers by them carried, at the rates established by law: but must carry, free of postage, such letters and packets as by law are, or shall be declared free.

For every hour's delay (unavoidable accidents excepted) in delivering a mail, after the time agreed on, the contractor to forfeit one dollar; and for the non-performance of a trip, one dollar for every ten miles distance, as far as the failure extends.

The persons whom the contractors shall designate for Postmasters, on these routes,—previous to their acting as such, must be approved by the Post-Master General, and take the oaths required by law. They are to agree for their compensations with the contractors, to whom alone they are to account for all the postages they shall receive. The same oaths must be taken by the contractors and their riders who carry the mails.

TIMOTHY PICKERING, POST-MASTER-GENERAL.