

July 1794, will be subject to confiscation it occasions a very serious alarm to those, who have property by sales made in that country.

Resolved, That the Representatives of this city in Parliament be directed immediately to apply to his Majesty's Ministers, on this important subject; that they represent in the strongest terms, the very great damage and loss that must arise, not only at present, but for the time to come, to every description of inhabitants in this City, should the above Edict continue in force; and that they use their utmost exertions to obtain effectual relief from so alarming and threatening an evil.

Resolved, That copies of these resolutions, be transmitted to the Representatives for the County of Norfolk, and that they be requested to co-operate with the Members for the City of Norwich.

Resolved, That the foregoing resolutions be inserted in the two Norwich and Bury papers, the Times, the Morning Chronicle, the Sun, and Star.

Resolved, That the thanks of this meeting be given to the Chairman, for his attention to this important business.

ROBERT PARTRIDGE, Chairman.

UNITED STATES.

BOSTON, June 13.

From Halifax, June 5.

On Sunday last arrived here from Virginia, his Majesty's ships Dædalus, commanded by Sir Charles Knowles, and Terpsichore, Captain Bowen.

The Dædalus sailed from England last fall, bound for this place; but meeting with a course of severe storms, and having received great damages, besides having sprung her main-mast and fore-mast, so as not to be able to carry sail on them, she was obliged to put into Norfolk;—at which time two French frigates were in the Chesapeake. On her arrival there, she got in two new masts, and having completed the other necessary repairs, Sir Charles Knowles, intended immediately to proceed to this place; but just as the ship was ready for sea, a French fleet, consisting of two ships of the line, four frigates, and two corvettes, arrived from France, to convoy home a fleet of French merchantmen which had been lying in the Chesapeake. Those ships were immediately so stationed, as to block up the Dædalus, and to render her departure impossible. In this mortifying situation, the officers and crew of the Dædalus have been exposed to every mean insult, both from the French and Americans, that it is possible to conceive of.

But great merit is due to Sir Charles Knowles, his officers, and ship's company, for the steady contempt with which they have uniformly repelled a conduct so unmanly and ungenerous.—To insult an enemy so very inferior in force, while it betrays every mark of cowardly little minds—in the breast of the brave man, of any nation who hears it, will excite a generous abhorrence and indignation. One great object intended by these insults, was, if possible, to provoke the people of the Dædalus to some seeming impropriety of conduct, that might form a pretence for them to take advantage of, to proceed to greater outrages. Sir Charles Knowles saw into their designs, and by the steady discipline maintained in the Dædalus, rendered their insidious intentions abortive.

The 20th of April, the French fleet consisting of about 150 sail, convoyed by two ships of the line and six frigates sailed for France. After the departure of the fleet, the Concorde frigate, and a Corvette of 17 guns, moved up to Cranby Island.

About the beginning of May, three musket balls were discharged into the Dædalus, from an American fort erected nearly opposite to where she was anchored. On Sir Charles Knowles's remonstrating to the Governor on this shameful proceeding, some enquiry was made, and the persons who had discharged the muskets, it was supposed, would be punished.

On the 14th of May, despairing of the arrival of any British ship to their relief, Sir Charles Knowles ordered the Dædalus, to unmoor, with a determination to proceed to sea early the next morning. The ship was unmoored accordingly, and, every arrangement made for her departure, when the most pleasing sensations were suddenly excited throughout the ship, by the joyful and unexpected arrival of a small boat along side, in which was a midshipman belonging to his Majesty's ship Terpsichore, dispatched by Captain Bowen, to acquaint Sir Charles Knowles, that that ship was at anchor in Lynhaven-Bay, and that he was ready to co-operate with him. On a return being

sent to this message by Sir Charles Knowles, the Terpsichore proceeded up the river to Hampton Road, where both ships joined, and saluted each other by three cordial cheers.

The 15th and 16th of May, the weather was stormy and disagreeable; but the wind becoming fair on the 17th, in the morning, the Dædalus and Terpsichore got under way, and proceeded to the Lower Road, where the Concorde and Corvette were lying, and passing them, proceeded down the Bay.—About three quarters of an hour afterwards, after having taken all the men out of the Corvette, and increasing thereby her ship's company to above 500 men, the Concorde got under way and followed the ships down the Bay. To increase this galconading appearance, she made a great display of grappling irons, and other arrangements for boarding.—At 10 o'clock, his Majesty's ships reached Cape Henry, and proceeded four or five miles to sea, then hove too, to wait for the Concorde. At 11 o'clock, the Concorde reached Cape Henry, where citizen Van Dogen saw it fit prudently to come to anchor. The Dædalus and Terpsichore stood off and on, under an easy sail, till the next morning, when they stood in to Cape Henry; but could see nothing of the Concorde. They passed the whole day of the 18th, at a little distance from the Cape, and on the morning of the 19th stood in again; when finding it vain to wait any longer, they proceeded for this port, leaving the *Sans Culottes* quietly to return and sing "*The Carmagnole*;" and Citizen Van Dogen, if possible, to make out a Tale for the Convention, that will save his head from the Guillotine.

It appears by the statements under Halifax head, that Captain Van-Dogen did not look sharp after the Dædalus and Terpsichore. It was said, when he returned to Norfolk, he was unable to come up with them. *Slow sailing* vessels indeed, that could not overtake others that were lying too! But then this is a Halifax account—and is not to be credited!

In contradiction of the Halifax news, it is said several arrivals from Norfolk, mention the *Concorde's* chasing the British frigates 48 hours.

PHILADELPHIA,

JUNE 19.

Rule as to the sailing of the vessels of war of the Belligerent Nations from the United States.

WHEN any vessel, whether of war or merchantize public or private, belonging to any belligerent nation, shall depart from the United States beyond the jurisdictional line of the United States on the ocean, and a vessel of war, whether public or private, belonging to another of the belligerent nations, being adversely, shall at the time of the departure of the first mentioned vessel, be within such jurisdictional line, the last mentioned vessel of war shall not sail beyond such jurisdictional line, until the expiration of twenty-four hours, after the departure of the first mentioned vessel.

If any vessel of war belonging to a belligerent nation shall fail contrary to the foregoing rule, she shall be deemed to have violated the law of nations, and the government of the United States will take measures for causing to be restored, any prize, taken by her, and brought within the power of the United States.

This rule shall commence forthwith, and shall be notified to all the foreign ministers, residing near the United States.

True Copy,

GEO. TAYLOR,

Chief Clerk in the Department of State.

June 18, 1794.

By this Day's Mail.

NEW-YORK, June 18.

Two English frigates are arrived at the watering place; they are said to be the *Quebec*, Capt. Rogers, and the *Alarm*, both from Admiral Jarvis' fleet; they are getting a few stores and are to sail again.

From the *Minerva*.

The report of the committee of Congress, appointed to examine the accounts and proceedings of the Treasury Department, is now before the public. This report is lengthy; making a pamphlet of 86 pages. In their statement, the committee have exhibited all the essential modes of transacting business in that department—the methods of receiving and disbursing all public monies—the forms of bills, warrants and receipts, used in the business—an account of all loans and deposits in the several banks—the duties of the respective officers—the manner in which the books are kept in the several offices—the amount of the public revenues for

each year, and the total amount for the whole term since the establishment of the government.—The amount of appropriations and the balances in favor of the treasury for each quarter—the sources from which the revenues arise—the history and operations of the sinking fund—the proceedings of the Secretary with respect to the foreign loans—the disposition of the monies borrowed—the amount of the debts of the United States, and the amount of each respective debt, foreign and domestic, distinguishing the amount of the several species of funded and unfunded certificates. This report will, it is presumed, be gratifying to the public, who feel interested to know the state and management of the national finances. It will, at the same time, wipe away the unjust and abusive aspersions cast on the Secretary of the Treasury—it will establish his reputation for incorruptible integrity, and confound the calumny of his enemies, tho' it may not silence their slanderous tongues.

A melancholy accident happened yesterday afternoon:—A lad of about 13 years, son of Mr. Dawson, in Cortlandt-street, barber, by some fatality, caught his neck in a line, which was hanging in the yard, in such a manner, that he was strangled beyond recovery in a few moments after.

Last evening arrived the *America*, Howell, in 4 months and 20 days from Canton.

The *Washington*, Randall, was to sail in three weeks after the *America*.

PORTSMOUTH, June 10.

Arrived here yesterday, the schooner *Industry*, Capt. Woodward, in 26 days from St. Thomas's. Beef when he left there, was selling at 7 dollars per barrel.

Capt. Woodward informs, that there was a report in circulation at St. Thomas's that the Danes had declared war against France, and that three French privateers then at St. Thomas's were detained on account of the report.

NORFOLK, June 11.

On Monday last arrived the brig *Jolly Tar*, Capt. Dixon, from Barbadoes. Capt. Dixon informs, that the sloop *General Green*, of Providence, (R. I.) Edward Bois, master, arrived at Surinam, from the coast of Africa, with 81 slaves, on the 23d April. The sloop came too below the town, and Capt. Bois went up in his boat, and left word with the mate to bring the sloop up the next morning. At 2 o'clock, A. M. she was cut out by nine pirates, (supposed to be soldiers from the fort) and ran out to sea. The second mate made his escape out of the cabin window into the boat, before they got out of the river. The chief mate was confined until they got out, and then ordered on deck to conduct the sloop to Martinique. The pirates sometimes spoke French, and one of the sloop's people understanding it, found they intended as soon as they made the Island, to kill all hands and run the sloop on shore. They therefore took the opportunity when the pirates began to be sea-sick, and at 1 o'clock, P. M. on the 24th, they attacked them, killed 5 and confined the other 4;—the mate and one of the sloop's people only, were wounded; and on the 11th of May arrived safe at Barbadoes. The Captain having all the papers, the mate could not proceed to any other island. When Capt. Dixon left Barbadoes, the mate had obtained permission to sell his slaves.

SAVANNAH, May 29.

By the sloop *Fancy* from Cape Nicholas mole, we learn that Cape Francois was attacked and taken by the Spaniards about the 13th instant.

Yesterday afternoon a fire broke out in the ship *Grenada Packet*, lying along side of the wreck of the *Ceres* at Hutchinson's Island, by the boiling over of a pitch pot on deck; she drifted over to the wharves on this side, and went up with the flood tide; on passing Mr. Clay's wharf one of the stores caught fire, but was soon extinguished; at Mr. Miller's she was flopped by an old wreck, where the greatest exertions were used by the inhabitants and others, for upwards of two hours, to stop the fire on board, but without effect; however it was happily prevented from communicating to the buildings ashore; and near high water in the evening she was towed a considerable way up the river, so as not to endanger any further, the wharves or shipping.

NEWARK, June 18.

We have the pleasure to announce to the public, that on Saturday last, the large mill for spinning of cotton by water was put in operation at Paterson, to the great satisfaction of all those who wish well to the manufactures of this

country, and from the specimen given on that day, there is no doubt the expectations of the public will be fully answered. The dam and canal are complete, and there is water sufficient for all kind of mills and great conveniences for placing them.

The mill was opened with great parade; a considerable company was collected from all parts who went in procession to the mill, and a ball was given to the children and workmen of the factory; and the expectations of the public were not only gratified but greatly raised in contemplating the future importance of their rising fabrics.

BALTIMORE, June 17.

Extract of a letter from Jamaica, dated May 11.

"There is a most malignant fever raging here at present, and it is highly necessary, as you tender the safety of your families and the community, that the condition of the crews of every vessel from this place should be strictly inspected before they are suffered to mix with society. The hot weather is now coming on in America, and by reasonable precaution you may prevent a similar catastrophe to what has already happened to the first town in the United States."

Sunday last arrived here, the ship *Union*, Capt. Johnston, in 15 days from the Havannah. Thirty leagues to the southward of Cape-Henry the *Union* was boarded by two British frigates, the *Quebec* and *Alarm*, who deprived her of two hands, under pretence of their being British subjects. The commander of the *Quebec* informed Capt. Johnston that there were 8 British frigates on our coast, daily in sight of each other.

EXTRACT.

There is a certain class of beings "whose praise is exultation and whose blame is praise." They will always cavil, always scribble and catch at errors, if they exist.—Dryden says,

"Errors like straws upon the surface flow,
"He who would search for pearls must dive below."

As long as our beloved *President* conducts himself in the administration of our government as he hitherto has done, he need not indeed "fear the envenomed breath of malevolence;"—Are all the signal services he rendered us through a long and, (at many times,) a doubtful contest so soon to be forgotten? Or rather are they only to be remembered for the purpose, (let me call it the *diabolical purpose*) of abusing him?—It is well known that at the unanimous suffrage of his fellow-citizens he left the sweets of domestic retirement, and entered upon the *great political theatre* with *reluctance*; disclaiming every idea of *pecuniary compensation*, (as he did when he was appointed commander in chief,) for his services.—

How has the *President* been requited?—Oh! *gratitude*, hast thou like *Astrea* left the earth?

PRICE OF STOCKS.

6 per Cents,	18/4	} Interest off.
3 per Cents,	10/4	
Deferred	11/7	} Dividend on.
U. S. Bank stock,	15 1/2	
N. A. do. do.	16	

PORT OF PHILADELPHIA.

ARRIVED,

Ship Princeps Sophia Magdalena, Sar-rinon,	Bourdeaux 49	days
Schr. Nancy & Betsey, Justice Virg. 5	Fair Lady, Thompion, New-Providence 14	
Sloop Wonder, Pecca, N. Carolina 9	Cynthia, Watson, N. York 4	
Maria, Sacket, do. 5		

CLEARED.

Ship Britannia, Greenway, Cadiz	
Nuten, Berkett, Malaga	
Schr. Willing Maid, Tatem, Currituck	
Isabella, Stay, Fort Dauphin	
Sloop Ame, Gardner, Sherbourne	
Abigail, Smith, New-York	
Lark, Peniston, St. Martins	

Capt. Rofs of the brig *Sally & Betsey*, in 22 days from Martinique informs, that he left there several American vessels, among which the ship *Fabius*, Capt. Cortan, Philadelphia; he further informs, that on the 3d inst. he was boarded by two English frigates of 36 guns each, which refused to give their names, but said they were from Virginia, on a cruise to Bermuda; they threatened several times to take out some of the crew belonging to the *Sally & Betsey*, but the Captain insisted on the impropriety of such proceedings; and after strict examination they dismissed him, lat. 35 4, long. 71, 30.

The piece signed *Metellus*—lates to a subject, which the party principally concerned wishes should not be reviewed.

A stated meeting of the American Philological Society, will be held at their Hall on Friday evening, the 20th inst. at 7 o'clock.

R. PATTERSON, Secretary.



For MADEIRA,
The Ship
CATHARINE,
Capt. McCOLLUM.

TO sail directly. A few barrels will be taken on freight, if speedy application is made. Apply to

PETER BLIGHT,
Or
JOHN CRAIG.

The Owner of the *Catharine* begs to inform the gentlemen, importers from Madeira, the *Catharine* returns directly to this port, and will take freight on moderate terms.

June 19

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THE BRIGANTINE
Schuykill,
Captain KNOX,

BOUND to St. Croix, will touch at St. Eustatius, to accommodate any passengers who may wish to be landed there. She will sail on Saturday morning next. Apply to

WHARTON & GREEVES.

June 19.

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NEW THEATRE.

Mr. Green's Night.

TO-MORROW EVENING,

JUNE 20.

Will be Presented,

A NEW COMEDY, never performed in America, called

How to Grow Rich.

Written by the Author of the *Dramatist*, Notoriety, &c.

Pave,	Mr. Chalmers
Smalltrade,	Mr. Bates
Sir Thomas Roundhead,	Mr. Finch
Lattit,	Mr. Green
Hippy,	Mr. Francis
Warford,	Mr. Moreton
Sir Charles Dazzle,	Mr. Cleveland
Plainly,	Mr. De Moulin
Nab,	Mr. Rowson
Formal,	Mr. Warrell
Servants,	Messrs. Bliffet, J. Darley, J. Warrell, and T. Warrell.

Lady Henrietta,	Mrs. Whitlock
Kola,	Mrs. Marshall
Miss Dazzle,	Mrs. Francis
Betty,	Mrs. Cleveland

End of Act III. a Comic SONG, in character, by a Gentleman, being his first appearance;—and at the end of the Comedy, by desire, Mr. Bates will sing "THE LITTLE FARTHING RUSH-LIGHT."

To which will be added,

A new serious PANTOMIME, originally performed at the Theatre in Paris, called

La Foret Noire,

Or, The

NATURAL SON.

The Overture and Music entirely new, composed by Mr. Reinagle; With new Scenery, designed and executed by Mr. Milbourn.

The Pantomime under the direction of Mr. Francis.

Geronte, father of Lucille,	Mr. Green
Lauzedan, Lucille's lover,	Mr. Moreton
Adolphe, the natural son, Master T. Warrell	

Pince, finical Abbe,	Mr. Francis
Lubin, a peasant,	Mr. Warrell
Fronte and Paquin, servants to Geronte	
Messrs. Warrell and Darley jun.	

Lucille, daughter to Geronte, Madame	
Gardie	
Marton, Lucille's maid,	Miss Rowson
BANDITTI.	
Le Terreur, captain of the banditti,	Mr. Marshall
Sans Quartier, the lieutenant,	Mr. Cleveland

Le Fourbe,	Mr. Bliffet
Robbers,	Messrs. De Moulin, Lee, Baion, &c.

Tickets to be had of Mr. Green, at No. 68, north Eighth street.

On Monday the Tragedy of JULIA, with the Comic Opera of The Waterman,—Or the Fifth of August—for the benefit of Mrs. Shaw.

Mr. Moreton and Mr. Harwood's Night will be on Wednesday.

Tickets to be had at the office near the Theatre, at the corner of Sixth street and at Carr & Co's Musical Repository, No. 122, Market street.

Places in the Boxes to be taken at the Box-Office of the Theatre, at any hour from nine in the morning till three o'clock in the afternoon, on the day of performance.

As inconveniences to the public have arisen from the Box book being open on the days of performance only, in future attend ance will be given at the office in the Theatre every day from ten till one, and on the days of performance from ten till three o'clock in the afternoon. Applications for Boxes, it is respectfully requested, may be addressed, to Mr. Franklin, at the Box-Office.