

at Sauton the next Wednesday evening by six o'clock.

88. From Petersburg by Goldson's (on Meherrin river) in Virginia—Warrenton, Lewisburg, Raleigh, Aversborough, Fayetteville and Lumberton, in North Carolina—Cheraw Court-house, Camden, Columbia, and Edgefield Court-houses, in South Carolina, to Augusta in Georgia: by estimate 441 miles.

The mail to leave Petersburg every Friday forenoon, at eleven o'clock—arrive at Fayetteville the next Monday morning by nine—at Cheraw Court-house on Tuesday afternoon by two—at Camden on Wednesday forenoon by eleven—and at Columbia in the evening by eleven—Edgefield Court-house on Thursday evening—and at Augusta on Friday forenoon by ten o'clock—Returning, to leave Augusta every Saturday morning, by six o'clock—arrive at Columbia on Sunday morning—at Camden on Sunday evening—at Cheraw Court-house on Monday evening—at Fayetteville on Wednesday morning by seven—and at Petersburg the next Saturday forenoon by eleven.

NOTE. It is expected that the post rider from Petersburg will proceed with the mails as far as Charles Harris's, on Nottoway river (30 miles) on Friday, and there meet the post rider from Warrenton: and having exchanged mails, they will severally set out on their return, in time to arrive at Petersburg by eleven in the forenoon of Saturday, and at Warratton by three in the afternoon.

On Cross-Roads.

89. From Camden, by Stateburg to Charleston. The mail to leave Camden on Wednesday forenoon, and arrive at Charleston the next Friday by ten o'clock in the forenoon. Returning, to leave Charleston every Saturday, by five o'clock in the morning, and arrive at Camden the next day by eight in the evening.

NOTE. These two next preceding mails (No. 88 and 89) are to be comprehended in one contract.

In North-Carolina.

90. From Halifax by Hicks's Ford, on Meherrin river, to Charles Harris's on Nottoway river: by estimate 61 miles.

To leave Halifax every Friday at four o'clock in the morning, and arrive at C. Harris's by four in the afternoon and having exchanged mails with the Post-rider from Petersburg, return to Halifax on Saturday, by three in the afternoon.

91. From Halifax, by Princeton, Mar-felborough, Winton on Chowan River, the bridge on Bennet's creek, to R. Mitchell's, on the post-road from Suffolk to Edenton, and thence to Edenton: by estimate, 105 miles.

To leave Halifax every Monday, at two o'clock in the afternoon, and arrive at Edenton the next Wednesday, by six in the evening. Returning, to leave Edenton on Thursday, at one o'clock in the afternoon, and arrive at Halifax by the next Monday noon.

92. From Suffolk (in Virginia) to Edenton, Plymouth, and Washington, in North-Carolina.

To leave Suffolk every Monday, at eleven o'clock in the forenoon, arrive at Edenton on Tuesday by eleven in the forenoon, and at Plymouth by six in the evening, and at Washington, on Wednesday by five in the forenoon. Returning, to leave Washington on Thursday morning by six, arrive at Edenton, by noon, on Friday, and at Suffolk, on Saturday afternoon, by five.

93. From Halifax, by Blountville, Wil-sonville, and Dailey's, to Plymouth; and from Plymouth to Windsor;—once in two weeks.

To leave Halifax every other Saturday, by five o'clock in the afternoon; arrive at Plymouth the next Tuesday evening; and at Windsor the next day by ten in the forenoon. Returning, to leave Windsor the same day, at two o'clock in the afternoon, arrive at Plymouth in the evening, and at Halifax, by noon, on Saturday, two weeks after the departure from thence.

94. From Halifax, by Tarborough and Greenville to Washington.

To leave Halifax every Monday, at five o'clock in the morning, and arrive at Washington, on Tuesday afternoon, by five. Returning, to leave Washington at six o'clock on Wednesday morning, and arrive at Halifax, on Thursday evening, by seven.

95. From Newbern to Washington.

To leave Newbern every Wednesday morning, at six o'clock, and arrive at Washington by six in the evening. Leave Washington the next morning at six o'clock, and return to Newbern by six in the evening.

96. From Newbern to Wilmington, once in two weeks. To leave Newbern every other Friday, at five o'clock in the morning, and arrive at Wilmington in the evening of the next day, or on Sunday morning by nine o'clock. Returning, leave Wilmington the next Monday morning, by five o'clock, and arrive at Newbern, in the evening of the next day, by seven o'clock.

97. From Newbern, by Kingston Wayne-borough, and Smithfield, to Raleigh, once in two weeks. The distance estimated at 149 miles.

To leave Newbern every other Monday, at six o'clock in the morning, and arrive at Raleigh the next Wednesday, by six in the evening. Returning, to leave Raleigh the next morning, at seven o'clock, and arrive at Newbern the next Saturday by seven in the evening.

98. From Tarboro', by Nash Court-house, to Lewiburg.

To leave Tarborough every Thursday morning, at six o'clock, and arrive at Lewiburg the next day, by ten in the forenoon. Returning, leave Lewiburg the same day, at two in the afternoon, and arrive at Tarborough, on Saturday evening, by six.

99. From Raleigh, by Chapel-hill, to Hillsborough, and from Chapel-hill to Chatham Court-house.

To leave Raleigh every Thursday morning, at six o'clock, reach Chapel-hill by noon, and Hillsborough by four in the afternoon. Returning, to leave Hillsborough on Friday morning at nine o'clock, reach Chapel-hill by noon, and Chatham Court-house by five in the evening. Leave Chatham Court-house on Saturday morning at six o'clock, reach Chapel-hill by ten, and Raleigh by six in the evening.

100. From Halifax, by Warrenton, Hillsborough, Martinville, and Salem, to Salisbury, once in two weeks. The distance estimated at 211 miles. To leave Halifax every other Monday, by five o'clock in the morning; arrive at Hillsborough on Wednesday morning by nine; at Salem on

Thursday, by five in the afternoon; and at Salisbury on Friday, by three in the afternoon. Returning, leave Salisbury on Saturday morning by nine, arrive at Salem by six in the evening, at Hillsborough, the next Monday by six in the evening, and at Halifax, the next Thursday evening by five.

101. From Hillsborough, by Perlen Court-house, Cafwell Court-house, and Rockingham Court-house, to Germantown, by estimate 103 miles, and thence to Bethania, 10 miles, once in two weeks. To leave Hillsborough every other Thursday, at six o'clock in the morning, arrive at Germantown the next Saturday, by three in the afternoon, and at Bethania by six. Returning, to leave Bethania the next day, at four in the afternoon, and arrive at Germantown by six. Leave Germantown on Monday morning at six o'clock, and arrive at Hillsborough the next Wednesday, by five in the afternoon.

102. From Salisbury, by Cabarrus Court-house, to Charlotte. To return by Fredell Court-house to Salisbury; making, by estimation, a circuit of 94 miles, once in two weeks. To leave Salisbury every other Monday, at six o'clock in the morning, and return to Salisbury the next Wednesday evening, or by noon on Thursday; waiting at each post-town or place on the route, at least two hours, unless sooner discharged by the postmasters.

103. From Salisbury to Fayetteville, once in two weeks, to go by the following routes alternately. By Montgomery, Anson, and Richmond Court-Houses, to Fayetteville; and by Randolph and Moore Court-Houses to Fayetteville; always returning, by the contrary route to Salisbury; making, by estimation, a circuit of 264 miles. To leave Salisbury every other Monday morning, at 6 o'clock, and return thither the next Wednesday forenoon, by six in the evening; waiting at each post-town or place on the route, at least two hours, and at Fayetteville, at least six hours, unless sooner discharged by the postmasters.

104. From Fayetteville to Wilmington; the mail to go alternately by Elizabeth-town to Wilmington; and by Sampson Court-house, the Cross-Roads near Duplin Court-house, and South Washington, to Wilmington; always returning the contrary way. To leave Fayetteville every Monday at noon, and arrive at Wilmington the next Wednesday by six in the evening; and leaving Wilmington on Thursday at noon, return to Fayetteville the next Saturday, by six in the evening.

105. From Edenton, by Hertford, Nixon-ton, Sawyer's Ferry, in Camden county, to Indian-town in Currituck county, once in two weeks.

To leave Edenton every other Tuesday, at one o'clock in the afternoon, and arrive at Indian-town on Wednesday evening;—leave Indian-town on Thursday morning, and arrive at Edenton on Friday by noon.

In North Carolina and South Carolina.

106. From Salem, by Bethania, Huntville, Rochford, Wilkes, Morganton, and Lincoln-ton, in North-Carolina, to Pinckney Court-house in South Carolina, once in two weeks. The estimated distance 215 miles. To leave Salem every other Friday, at six o'clock in the morning, arrive at Morganton the next Monday evening by five, and at Pinckney Court-house the next Friday evening by five. Returning, leave Pinckney Court-house on Saturday morning at six o'clock, and return to Salem the next Thursday by five in the afternoon.

N. B. Proposals for carrying this mail, No. 106, from Salem to Morganton and Pinckney Courts-House, will be received by Col. Joseph McDowell at or near Morganton, until the 20th day of August next.

In South Carolina.

107. From Cheraw Court-house to Georgetown. By estimate, 90 miles.

The mail to leave Cheraw Court-house every Wednesday, at six o'clock in the morning, and arrive at Georgetown the next Friday forenoon by ten. Returning, to leave Georgetown on Saturday, at six in the morning, and arrive at Cheraw Court-house the next Monday evening by five.

108. From Charleston to Savannah, going by Coofawatchy, to Siffer's Ferry, on Savannah river, and thence to the post-road from Augusta to Savannah. By estimate, 137 miles.

To leave Charleston every Saturday morning, at six o'clock, and arrive at Savannah the next Tuesday morning by nine. Leave Savannah the same day, at two in the afternoon, and return to Charleston the next Friday, by five in the afternoon.

109. From Coofawatchy to Beaufort. By estimate, 33 miles. To leave Coofawatchy every Monday morning, at six o'clock (taking the mail from Charleston, and arrive at Beaufort in the evening. Leave Beaufort on Tuesday or Wednesday, and arrive Coofawatchy by the time the mail arrives there from Savannah.

110. From Columbia, by Orangeburg, to Charleston. By estimate 115 miles.

To leave Columbia every Thursday, at one o'clock in the afternoon, and arrive at Charleston the next Saturday by six in the evening. Leave Charleston the next Monday at one in the afternoon, and return to Columbia the next Wednesday by six in the evening.

111. From Columbia, by Winnsborough, Chester Court-house, Pinckney Court-house, and Spartan Court-house, to Greenville Court-house. By estimate, 145 miles.

To leave Columbia every other Thursday, at six o'clock in the morning, arrive at Pinckney Court-house the next day by six in the evening, and at Greenville Court-house the next Sunday by noon. Leave Greenville Court-house on Monday morning at six, and return to Columbia the next Thursday by noon.

112. From Columbia, by Newbury Court-house, Laurens Court-house, Greenville Court-house, and Washington Court-house, to Pendleton Court-house. By estimate, 143 miles.

To leave Columbia every other Thursday, at seven o'clock in the morning, arrive at Greenville Court-house on Saturday evening, leave it the next day, at one o'clock in the afternoon, and arrive at Pendleton Court-house in the evening. Returning, leave Pendleton Court-house on Monday morning at six, and arrive at Columbia the next Thursday by noon.

NOTE. Proposals for carrying the preceding mails, No. 108 and No. 109, will be

received by Mr. Thomas Wright Bacot, postmaster, in Charleston: and for carrying the mails No. 110, 111, and 112, either by Mr. Bacot, in Charleston, or by such person in or near Columbia, as he shall name for that purpose. All the proposals must be made in writing, before the first day of September next.

113. From Edgefield Court-house to Cambridge, and thence by Abbeville Court-house and Pendleton Court-house, to Hat-ton's Ford on Toogeloo river, and thence to Franklin Court-house, in Georgia: by estimate 119 miles.

To leave Edgefield Court-house every other Saturday at noon, and arrive at Pendleton Court-house the next Monday by noon;—leave it at two in the afternoon, and arrive at Franklin Court-house the next day by ten in the forenoon. Returning, leave Franklin Court-house on Tuesday, at two in the afternoon, and return to Edgefield Court-house the next Friday, by six in the evening.

On the M-in Line, in Georgia.

114. From Augusta, by Waynesborough, to Savannah: by estimate 132 miles.

The mail to leave Augusta every Friday afternoon, at one o'clock, and arrive at Savannah the next Sunday evening by six. Returning, to leave Savannah every Tuesday morning by six o'clock, and arrive at Augusta the next Thursday evening by six.

115. From Savannah, by Newport-bridge and St. Savilla, to St. Mary's—once in two weeks: the distance estimated at 129 miles.

The mail to leave Savannah every other Monday, at seven o'clock in the morning, and arrive at St. Mary's the next Thursday by noon. Returning, leave St. Mary's on Friday morning, by five o'clock, and arrive at Savannah the next Monday, by five in the evening.

NOTE. Proposals for carrying this mail will be received by the Postmaster at Savannah, until the last day of August next inclusively.

On the Cross-Roads in Georgia.

116. From Augusta to Washington and Greenborough, and thence round by the great Falls of Ogechee, and Georgetown, to Augusta, making, by estimation, a circuit of 165 miles; once in two weeks.

The mail to leave Augusta every other Saturday, at six o'clock in the morning, and arrive at Washington the next morning by nine, and proceeding on the circuit, arrive at Augusta the next Wednesday evening, or by Thursday noon; waiting at every post-town or place, on the route, at least two hours, unless sooner discharged by the Postmasters.

117. From Washington, by Peterburgh and Eberton, to Franklin Court-house: by estimate 60 miles; once in two weeks.

The mail to leave Washington every other Sunday, after the arrival of the mail from Augusta, and arrive at Franklin Court-house the next Monday, by five in the evening. Returning, to leave Franklin Court-house on Tuesday, at noon, and arrive at Washington on Wednesday evening.

NOTE. Proposals for carrying the mails, No. 113, 114, 116, and 117, will be received by Mr. WILLIAM URGHART, Postmaster, in Augusta, until the last day of August next inclusively.

NOTE. If the general arrangement of the public mails should require any alteration of the times of arrival and departure before mentioned, it is to be made accordingly, either before the execution, or at any time during the continuance of the contracts; and if such alteration should necessarily increase the expense of carrying any mail, a reasonable allowance will be made to the contractor.

2. A convenient time, which, in some cases, may be ten minutes, and never exceed half an hour, for opening and closing a mail, is to be allowed at each post-office, at which the times of arrival and departure are not herein specified.

3. For every hour's delay, (unavoidable accidents excepted) in arriving after the times prescribed in any contract, the contractor is to forfeit one dollar: And if the delay continue until the hour of departure of any other depending mail, whereby the mails destined for such depending mail lose a trip, an additional forfeiture of ten dollars shall be incurred; and if such loss happen to the Augusta or Savannah mail, this forfeiture shall be increased to fifteen dollars; and if to the Charleston mail, it shall be increased to twenty dollars; and if to the great southern mail, due every Saturday at Peterburgh, in Virginia, it shall be increased to thirty dollars.

4. News-papers, as well as letters, are to be sent in the mails; and if any contractor would desire to carry news-papers other than those in his mail, he must state in his proposals, the respective sums for which he will carry it with and without the emoluments which may arise from such separate carriage of news-papers.

5. The contracts for the mails on the main post road, from Portsmouth, in New-Hampshire, to Savannah, in Georgia, and from Camden to Charleston, to be in operation the first week in October next, and to continue in force until the first day of October, 1796. The contracts for all the other mails herein mentioned, to be in operation the first week in October next, and to continue in force until the first day of January, 1796.

6. Altho' the precise times of arrival and departure are generally fixed in this advertisement, yet, in some cases, they may be altered to suit the convenience of the contractors. Persons offering proposals, and desiring such alterations, will state them, and the difference they will make in the terms of their contracts. But when either the contracts shall have fixed the times of arrival and departure, or experiment shall have proved those most convenient, those times are afterwards to be regularly attended to, unless changed agreeably to the provision in the first note.

TIMOTHY PICKERING, Postmaster-General, General Post-Office, Philadelphia, July 14, 1794.

PHILADELPHIA, JULY 16.

The French Fleet, under convoy of the Concorde and three smaller ships of

war, in all 45 sail, went to sea from the Bay at 12 o'clock on Sunday last.

Captain Green arrived yesterday from Brest, which he left the 5th June. In the beginning of that month or the end of May, there was a naval engagement between 28 English ships of the line and 25 French, in which much damage was sustained by both, and victory remained undecided. The French had several engagements in Flanders in which they were generally successful—Particulars to-morrow. Gen. Adv.

Yesterday arrived here in forty-one days from Brest, the brig Maria, Capt. Green. Capt. Green informs that on the 6th June he was boarded by a French frigate of 40 guns; the Captain of which informed him, that on the 30th May and 3d June, the British fleet, consisting of thirty sail, and the French fleet of twenty-five, had two severe engagements, near the British channel, off Scilly—that the two fleets had withdrawn, but no victory was obtained on either side. Three large frigates were in fight on the 7th ult. the Captain of the frigate suspecting they were enemies, left Capt. Green to proceed on his voyage.

In lat. 47, long. 12, Captain Green was boarded by an English Luggur.—On the 27th June spoke the brig Betsey of Boston, bound to Hamburg, out 15 days.

July 4. In lat. 40, 11, lon. 53, 30, spoke the brig Pomona of London from Port au Prince; in lat. 38, long. 68, 30, spoke the ship Jane, M^rPherson, from Philadelphia, bound to Hamburg. In lat. 42, 1, long. 46, spoke the brig Amelia of New York, from Port-au-Prince, out 30 days.

The foregoing is copied from the Coffee House Marine Intelligence.

To-morrow, Divine Service will be performed in the African Church, in Fifth, between Walnut and Spruce streets,—it being the first opening of the Church, a sermon, suited to the occasion, will be delivered, and a collection made, for the purpose of completing the Building. Worship will begin precisely at 11 o'clock.

This evening, is the last benefit for the season at the New Theatre; the proceeds are assigned to Mrs De Marques, Madame Gardis, Messrs. De Moulins & Blissett: The selection for the entertainment consists of the *Cameller*, the Sultan, &c. and will call forth the strength of the Company.—Every incitement therefore that can influence taste, fancy and generosity to attend, is addressed to the public.

By this Day's Mail.

BOSTON, July 11.

From Halifax, (N.S.) June 28.

The *Pigou*, prize to the *Blanche* and *Huffar* frigates, arrived the day before yesterday. She has an American register, and appears by that, to be owned in Philadelphia. The circumstances related as the grounds of her capture, are that she failed from Bourdeaux to the *Ile of France*—That a gentleman belonging to the *Blanche* frigate happened to be a prisoner on the *Ile of France*, at the time she arrived there, and while she was loading. That he affirms, she arrived under French colours, and wore French colours all the time she was there. When she was boarded by the frigates, an attempt was made to sink a number of letters and papers—that they succeeded in part in doing this; but a part of her papers were got possession of, which corroborated the gentleman's testimony above mentioned—that several French gentlemen are passengers on board, who are supposed to be the owner's at least, of a principal part of the cargo. There is on the whole, so much positive evidence, and so many corroborating circumstances to prove the property French that it seems highly probable she will be condemned.

From France.

Yesterday, arrived a schooner from Brest in 46 days. The French official account of the *Defeat of the Duke of York*, had not been published when she failed; but reports of it were in circulation, and it was considered as an event of great importance to the interests of France. Eight or ten prizes were arriving almost every day at Brest. An express boat from the Chesapeake fleet had arrived there, and 42 sail of the line, failed to convoy them in. On his passage the Captain of the schooner spoke the latter fleet, which being joined by vessels from L' Orient and Rochfort, were augmented to 56 sail

of the line; and were then cruising for the provision fleet.

The Captain of the schooner further adds, that it was reported at Brest that an English convoy had been carried into L' Orient.

From the Columbian Gazetteer.

Messrs. Buel & Co.

I send you an extract from a letter which I have just received from Montreal dated 22d June. It comes from a native of that place, who is a gentleman of such superior education and extensive knowledge, that few, if any, in that country can be supposed to have a better acquaintance with the disposition of its inhabitants and their present state of politics.

If you think proper to insert it in the Gazetteer, it may serve to shew that the Canadians are not so unanimous for war as some have represented them.

"I can tell you nothing from this retired place, but that we are in a profound peace, enjoying the most perfect tranquility—and that you know, is one of the greatest blessings that Providence can grant to men, as of all the plagues with which she afflicts the human race, War is the most cruel and disastrous. For this reason I am surpris'd that there should be in the United States, so great a number of those who are desirous of the latter."

Arrivals at New-York.

Ship Stadt Altona, Pache, Lisbon
Brig Sally, Tracy, Demerara
Sch. Harmony, Woodward, St. Johns
Schooner Margery, Thomson, Shelburne
Ship Joseph, Gardner, Boston
Sloop Eagle, Kerby, Casco-Bay
Brig Union, —, —
Joseph, Forest, Newry,
(with 350 passengers.)
July 15.

Ship Admiral, Mull, Lisbon
Gustava, Bruntrum, Leghorn
Brig Washington, Barnet, Charleston
Brig Eleven Sons, Lane, Jamaica
Columbia, —, Bermuda
George & Peggy, M^rFaul, Madeira
Schr. Harmony, Gigg, Wilm. N. C.
Sea Flower, Arnold, Richmond
Coley, William, Jeremie
Sloop Lyon, Ramond, St. Croix
Salem, Elkins, Philadelphia
Sally, Rice, St. Marks

The Captain of the Eleven Sons, 70 leagues from the Hook, fell in with a French fleet of 2 ships of the line and 2 frigates—an officer from one of the latter boarded the Eleven Sons, and behaved with the greatest politeness—asked for the papers, but did not examine them.

Captain Rice in 15 days from St. Marks, informs, that they had not heard of the recapture of Point Petre by the French, at the time of his sailing.

Arrivals at Baltimore.

Brig Henry, Green, Surinam
Maria, Wilmans, Williamson, Bremen
Abigail, Prior, Boston
Snow Commerce, Compton, Liverpool

Lachawannock.

A LARGE body of LAND on this river and its waters, is now for sale to Settlers only.

The soil is remarkably fertile, and numerous streams of water are interspersed through the whole country.

The main river flows through one tract of about thirty thousand acres, and is with the exception of one obstruction, navigable to the Susquehanna.

Spring Brook Creek, which with its branches, waters another tract of about forty thousand acres of good Land, empties itself into the Lachawannock, about twelve miles from the Susquehanna.

It affords numerous Mill seats, and its course creates large bodies of well watered meadow ground.

The other tracts are intersected by creeks of considerable importance.

Several Mills are already erected for the accommodation of the settlers.

Roads are cut in different directions, towards the most convenient markets.

The county town is not more than 12 miles distant from many parts of the settlement.

The Susquehanna affords an easy and safe navigation to Middleton, from whence the Canal to Schuylkill extends the communication to the city.

Another means of connection with Philadelphia, is by the Delaware, from which the distance in several places is about thirty miles.

The proprietors combining their own interest with that of the inhabitants, are disposed to erect works of public utility, open roads, &c. and in every 60 miles square, a tract of one hundred acres is allotted for a School, and one hundred acres for the first resident clergyman of any denomination of Christians.

For further particulars apply to
George Eddy.
Wilkes-Barre, Luzerne County,
Pennsylvania, July 9.
Letters directed to George Eddy, at Philadelphia, or this place, will be duly answered.