

The mail to leave Philadelphia every Wednesday, at 10 o'clock in the forenoon—arrive at Bethlehem the next day by 9 o'clock in the morning, and at Easton on Friday by noon.—Leave Easton at 1 in the afternoon, and return the same afternoon to Bethlehem: Leave Bethlehem every Monday morning, at 6 o'clock, and arrive in Philadelphia the next day by 9 in the morning.—NOTE. Should this mail be carried in the stage waggon, the times of departure and arrival are to conform to those of the stage waggon, and it is to be carried as often as that runs.

52. From Bethlehem to Reading. The mail to leave Bethlehem every Friday, at 6 o'clock in the morning, arrive at Reading by 6 in the evening. Leave Reading on Saturday morning at 6 o'clock and return to Bethlehem by 6 in the evening.

53. From Philadelphia, by Norristown, Pottsgrove, Reading, Lebanon, and Harrisburg to Carlisle.

From May 1st, to November 1st, the mail to leave Philadelphia every Wednesday morning, at 6 o'clock, arrive at Reading the next day, at Harrisburg on Friday, and at Carlisle on Saturday by 11 in the forenoon.—Returning, to leave Carlisle on Monday, at 4 o'clock in the morning, and arrive at Philadelphia the next Wednesday, by 4 in the afternoon. From November 1st, to May 1st, the mail to leave Philadelphia every Wednesday at 8 o'clock in the morning, and arrive at Carlisle the next Sunday by 11 in the forenoon.—Leave Carlisle on Monday, at 4 in the morning, and return to Philadelphia the next Thursday by 4 in the afternoon. NOTE. Should this mail be carried in the stage waggons which ply on this road, the times of its departure and arrival are to conform to those of the stage waggons, and it is to be carried as often as they run.

54. From Reading to Lancaster. The mail to leave Reading every Saturday, at 7 o'clock in the morning, and arrive at Lancaster by 5 in the evening.—Leave Lancaster every Monday morning, at 6 o'clock, and return to Reading by 5 in the evening.—Or the mail may leave Lancaster every Friday, arrive at Reading in the evening—and return to Lancaster on Saturday.

In Pennsylvania and neighbouring States. 55. From Yorktown, in Pennsylvania, by Petersburg and Tawneytown, to Fredericktown in Maryland; and thence to Leesburgh in Virginia.

The mail to leave Yorktown every Monday at noon, arrive at Fredericktown on Tuesday evening, by 6 o'clock, and at Leesburgh on Wednesday forenoon by 11. Returning, to leave Leesburgh the same day, at 2 in the afternoon, arrive at Fredericktown on Thursday forenoon by 9 o'clock, and at Yorktown on Friday evening by 6.

56. From Yorktown to Baltimore. The mail to leave Yorktown every Wednesday, at 1 o'clock in the afternoon, and arrive at Baltimore on Thursday, by 6 in the evening: Leave Baltimore on Friday, at 1 o'clock in the afternoon, and return to Yorktown on Saturday evening by 11.

57. From Baltimore, by Fredericktown and Hagerstown, to Chambersburg in Pennsylvania.

The mail to leave Baltimore every Friday, at 8 o'clock in the morning—arrive at Fredericktown on Saturday by 9 in the morning—arrive at Hagerstown on Monday forenoon by 10 o'clock, and at Chambersburg in the evening by 6.—Returning, to leave Chambersburg on Tuesday morning, by 8 o'clock, or as soon as the mails brought by the Postriders to and from Pittsburg, and destined for this route, are obtained; arrive at Hagerstown by noon, and at Baltimore the next Thursday, by 5 in the evening.

58. From Hagerstown, by Hancock, Oldtown, Cumberland, Morgantown, in Virginia, and Uniontown, in Pennsylvania, to Brownsville on the Monongahela: by estimate 192 miles.

The mail to leave Hagerstown every other Tuesday, at one o'clock in the afternoon, and arrive at Brownsville the next Monday, by 6 in the evening. Returning, to leave Brownsville on Tuesday morning, at 8 o'clock, and arrive at Hagerstown the next Monday, by 10 in the forenoon. In Delaware.

59. From Wilmington by Newcasttle, Cantwell's Bridge and Duck-Creek, to Dover.

The mail to leave Wilmington every Wednesday morning, at 6 o'clock, and arrive at Dover by 6 in the evening. Returning, to leave Dover every Tuesday morning, at 6 o'clock, and arrive at Wilmington by 6 in the evening.

In Delaware, Maryland and Virginia. 60. From Dover, by Frederica, Milford, Dagsborough, Snowhill, Hornstown, and Accomac Court House to Northampton Court House.

The mail to leave Dover every other Thursday, at five o'clock in the morning, arrive at Snowhill on Friday evening by five—and at Northampton Court-House the next Tuesday by four in the afternoon. Returning, to leave Northampton Court-House on Wednesday, by six in the morning, and arrive at Dover the next Monday, by five in the afternoon.

In Pennsylvania, Delaware and Maryland. 61. From Philadelphia, by Wilmington, Middletown, Warwick and Georgetown—Cross-Roads, to Chestertown.

During the six months from May 1st to November 1st, the mail to leave Philadelphia every Monday, Wednesday and Friday, at nine o'clock in the morning, and arrive at Chestertown on Tuesday Thursday and Saturday by ten in the forenoon. Returning, to leave Chestertown every Monday, Wednesday and Friday, at ten o'clock in the forenoon, and arrive at Philadelphia on Tuesday Thursday and Saturday, by three in the afternoon.

During the other six months of the year, the mail to leave Philadelphia every Monday and Friday, at nine o'clock in the morning, and arrive at Chestertown every Tuesday and Saturday, by four in the afternoon. Returning, to leave Chestertown every Monday and Friday, at eight o'clock in the morning, and arrive at Philadelphia on Tuesday and Saturday, by four o'clock in the afternoon.

62. From Chestertown to Baltimore, at all times, when a stage passes between those two places.

The times of arrival and departure of this mail are of course to correspond with the hours of arrival and departure of the stages.

In Maryland.

63. From Baltimore to Annapolis.

The mail to leave Baltimore every Monday and Friday, and arrive at Annapolis the same days: From May 1st to November 1st, starting at half past five (For the remainder see the last page.)

For LIVERPOOL, The Ship AMIABLE,

John Thompson, m. ster. BURHEN about 250 tons, a very substantial ship, built of live oak and cedar, of an easy draught of water, falls remarkably fast, and has very excellent accommodations for passengers: to sail the first week in August, and is intended to return immediately to Philadelphia.

For passage only apply to Capt. Thompson on board, at Messrs. Warder & Co's wharf, or

John Mayo.

July 22 d

For Sale or Charter, The Ship NANCY,

JAMES DEVEREAUX, Master.

SHE is well found, and ready for sea would take freight to the North of Europe or the West-Indies, and carries about two thousand barrels. For terms apply to

Deblois & Breck,

Between Walnut and Chestnut Street Wharves—Where may be had the following articles:

1000 lbs.

New Orleans Indigo,

A Few Casks New Rice,

Sugar in Hhds. and barrels,

Coffee in Tierces and do.

Russia Duck, and an Assortment of

English Earthen Ware.

July 11th, 1794 d.

For Sale or Charter, The Ship GEN. WASHINGTON

Isaac Sylvester, master.

NOW lying at Say's wharf, the 31 above

Market street, burthen about 2500 barrels, is a good strong vessel, and will be ready to receive a cargo in a few days.

For terms apply to the Captain on board or

RUMFORD & ABIJAH DAWES,

Water Street, No. 7, South.

7th mo 25 d

For Charter, The Brig SEA NYMPH,

JOHN PADEN, Master.

SAILS fast, and will be ready to take in

a cargo in a few days.

For terms apply to

Joseph Sims,

WHO HAS NOB SALE,

Madeira and Sherry WINE.

Fit for immediate use,

BRANDY,

Red and Pale Jesuits BARK,

White LEAD ground in oil,

BRIMSTONE, &c.

July 25 d

Carolina Rice and Indigo, BAY MAHOGANY and FRENCH BUR STONES,

FOR SALE BY

Gurney and Smith.

May 14. d

FOR SALE, At the STORES of

Jesse & Robert Waln,

PORT WINE in pipes, hlds. and quarter casks

LISBON do. in pipes and quarter casks

Souchong and Congo TEAS, in quarter chests

A quantity of Lisbon and Cadiz SALT

Soft shelled ALMONDS in bales

Velvet CORKS, in do.

Russia MATTS.

June 9 d

Excellent CLARET, In hogheads and in casks of 50 bottles each

A few casks Champaignewine; MADEIRA,

In pipes, hogheads and quarter casks,

FOR SALE BY

JOHN VAUGHAN,

No. 111, South Front Street.

Jan. 2, 1794. dcf

THIS DAY IS PUBLISHED,

By Thomas Dobson,

At the Stone House, No. 41, South Second Street,

1. LETTERS addressed to the Philosophers and Politicians of France, on the subject of Religion; to which are prefixed observations relating to the causes of the general prevalence of Infidelity,

By JOSEPH PRIESTLEY, L. L. D. F. R. S. &c.

Price one quarter of a Dollar.

II. TWO SERMONS, viz.

1. The present state of Europe compared with ancient prophecies. Preached on the Fast day, in 1794; with a preface containing the reasons of the author for leaving England.

2. The use of Christianity, especially in difficult times; being the Author's Farewell Discourse to his Congregation in Hackney; with Appendix to the two Sermons, Price one third of a dollar.

III. AN APPEAL to the Serious & Candid Professors of Christianity, on the following subjects, viz.

1. The use of reason in matters of Religion.

2. The power of man to do the Will of God.

3. Original Sin.

4. Election and Reprobation.

5. The Divinity of Christ, and

6. Atonement by the Death of Christ, by the same author.

To which are added,

A Concise History of the

rise of those Doctrines, and an account of the Trial of M'Elwail, for Heresy and Blasphemy, at Stafford Assizes.

Price one eighth of a Dollar.

The above three are re-published with the author's improvements and additions; and a considerable part of his works, in an improved state, will make their appearance as soon as convenience will admit.

July 28 cod3w

Periodical Publications.

JUST RECEIVED BY

John Omrod,

At Franklin's Head, No. 41, Chestnut Street,

The three first numbers of the

United States Magazine,

Printed at Newark, New Jersey, and published in Monthly numbers, by subscription at 2 dollars and 50 cents per annum.

LIKewise,

Five Numbers of the

Massachusetts Magazine,

Or Monthly Museum of Knowledge and Rational Entertainment, published by subscription at two Dollars and 50 cents a year.

ALSO,

SACRED MUSIC.

Law's Musical Magazine

Do. Christian Harmony

Do. Musical Primer

Do. Select Harmony

Do. Select Psalms and Hymns.

The succeeding numbers of the above

periodical works will be published the first

week of every month, and forwarded to

Subscribers without delay.

July 28

JAMAICA RUM,

LANDING at Hamilton's wharf, above the

Drawbridge, out of the Ship BACCHUS

Capt. VANNEMAN, from JAMAICA.

FOR SALE BY

PETER BLIGHT.

May 16 d

Choice St. Croix Sugar,

JUST IMPORTED,

And for Sale,

By JAMES YARD.

Also a quantity of RUSSIA MATTS.

June 24th. d

To the Public.

PROPOSALS

For Engraving in Aquatinta,

Four select Views;

On Plates 16 inches by 12.

Three upon the river Shannandoah, in the

state of Virginia;

And one upon the Schuylkill, in the

state of Pennsylvania.

From the paintings of W. Winstanley;

By G. J. PARKYNS.

No. 1. A view, by moon-light, on the

Shannandoah, near the Great Cliff, from the

foot of Shannon Hill.

No. 2. The Sun setting—a view of the

Harle-Shoe, from Shannon Hill.

No. 3. A morning view upon the Schuyl-

kill, near the commencement of the Canal.

No. 4. The Sun dispelling a fog—A View

upon the Shannandoah, from a hill west of

the Old Bloomery.

The Conditions are as follow:

The Price to Subscribers will be SIX

DOLLARS for the four Views.—One half

of which to be paid at the time of subscrib-

ing—the other half on the delivery of the

Prints; according to the priority of the sub-

scriptions.

Mr. Winstanley engages to deliver the

prints in October next.

Subscriptions received at Mr. Dobson's,

Bookseller, at the Stone House, Second-

Street, and at Mr. Joseph Anthony's, Silver

Smith, Market Street.

And at Mr. John M'Elwee's, No. 75,

fourth Front Street.

July 1. d2w.

SPANISH OFFICIAL ACCOUNT,

Of the retreat of the Spanish forces out of

Rouffillon.

[Translated for the General Advertiser]

From a Madrid Gazette of May 13,

received at New-York, by the ship

Columbus in 53 days from Cadiz.

MADRID, May 13.

Extract of a letter from Count de

L'Union, commander in chief of

the Rouffillon army, to his excellency

the Duke d'Alcudia, dated Figueras,

May 3, communicating the particu-

lars of his retreat from Rouffillon,

in which his talents, military

science, his activity and presence of

mind have shone conspicuously.

In my letter of yesterday, I commu-

nicated to you an account of two at-

tacks, which took place and which we

repelled gloriously on the 28th and 29th

of last month; of the formidable forces,

with which the enemy appeared to

intend renewing it, and that in a council

of the generals a retreat was unanim-

ously determined on.

But the enemy having attacked and

carried this morning the post of la

Trompette, commanded by Generals

Prince de Montforte and Don Alphonso

de Arias, it became indispensable to

hasten it the moment I received advice

of it at Ceret, to avoid the army's being

cut off. We succeeded, notwithstanding

the extent of ten leagues to cover,

in effecting it with incredible celerity.

I ordered that from the bridge of

Ceret, into Murallas, the forces should

from a column to cover the transporta-

tion of the artillery and camp equipage,

which passing by the rear division was

to take the only narrow pass of Murallas,

at the foot of the Pyrenees, border-

ing on Rouffillon. I also made proper

arrangements to attack and take the

necessary posts, and drive the enemy,

cost what it might, as often as they

should be found on our line of march

on the road of the defile of Portel;

having given the command of the right

or van-guard to Generals Marquis de las

Amarillas, Baron de Keffel, and Don

D. Izquierdo; that of the centre, com-

posed of Portuguese troops to Field

marshals Don A. Noronha and Don F.

Noronha; and that of the left or rear-

guard to Lieut. Gen. Don Pedro Men-

dinueta, and to Field Marshals Don Jos.

Moncanda and Count de Monino; hav-

ing kept with me the Quarter-master

Don Thomas de Meles, the Command-

ant of artillery Don Joseph Autran and

the chief engineer Don Antonio So-

pena.

It is indubitable that this plan of

retreat would have made all safe, had it

not been for the cowardice of the driv-

ers, who cut their traces and either

took with them or let loose a number

of the mules, overturning the carria-

ges, which formed so many obstruc-

tions in the road, no doubt to justify

their conduct; and in this situation it

was necessary to abandon the greatest

part of them [the artillery and maga-

zines]. Such articles as could be trans-

ported upon the backs of mules have

been saved; the provisions were burnt,

the ammunition set fire to; the sick

were saved, the military chest also and

such of the camp equipage as had been

sent off before hand, as well as the ma-

gazines of Junquera, and the remainder

of the Bellegarde artillery; that of

Rofas is removing, as well as the hos-

pitals and all that was in the lower part

of Lampourdan.