

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 route.

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 Peterburg 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 six.

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 nine in the morning—at Hagerstown on Monday forenoon by ten o'clock, and at Chambersburg in the evening by six.—Returning, to leave Chambersburg on Tuesday morning, by eight 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 five 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 six in the evening. Returning, to leave Brownsville on Tuesday morning, at eight o'clock, and arrive at Hagerstown the next Monday, by ten in the forenoon.

In Delaware.
59. From Wilmington by Newcastle, Cantwell's Bridge and Duck-Creek, to Dover.
The mail to leave Wilmington every Wednesday morning, at six o'clock, and arrive at Dover by six in the evening. Returning, to leave Dover every Tuesday morning, at six o'clock, and arrive at Wilmington by six in the evening.

In Delaware, Maryland and Virginia.
60. From Dover, by Frederica, Milford, Dagsborough, Snowhill, Horntown, 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.

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 SALE,
At the STORES of
Jesse & Robert Waln,
PORT WINE in pipes, hds. 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 cases of 50 bottles each.
ALSO,
A few cases Champaignewine;
MADEIRA,
In pipes, hogheads and quarter casks,
FOR SALE BY
JOHN VAUGHAN,
No. 111, South Front Street.
Jan. 2, 1794. dtd

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

NO. 68.
District of Pennsylvania,
TO WIT.
BE it remembered that on the twentieth day of July in the nineteenth year of the independence of the United States of America, JOSEPH BOGGS, of the said district hath deposited in this office, the title of a book the right whereof he claims as author in the words following, to wit:
"The Philadelphia Directory, for the year 1795—by Joseph Boggs."
In conformity to the act of the Congress of the United States intitled "An act for the encouragement of learning by securing the copies of maps charts and books to the authors and proprietors of such copies during the times therein mentioned."
Sam. Caldwell,
Clerk of the District of Pennsylvania.
July 30 d

Carolina Rice and Indigo,
BAY MAHOGANY and FRENCH
BURR STONES,
FOR SALE BY
Gurney and Smith.
May 14. 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 Horse-Shoe, from Shannon Hill.
No. 3. A morning view upon the Schuylkill, near the commencement of the Canal.
No. 4. The Sun dispersing 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 subscribing—the other half on the delivery of the Prints, according to the priority of the subscriptions.
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 McElwee's, No. 75, South Front Street.
July 11. d2w.

A French Family,

WOULD wish to be entrusted with the care of a FARM, about the city of Philadelphia or Trenton, under such compensations as may be agreed upon by applying at Mr. OSMONT'S, No. 117, north Second Street.
Aug. 4 d

Wanted to Charter,
Three Vessels,
Of about 100 to 110 tons each.
Louis Osmont,
No. 117, north Second Street,
Who has for sale,
Glass Ware and Bottles,
A few tierces of
Hams and Butter in firkins.
Aug. 4 d

For Sale,
A Stout Ship,
ABOUT six years old, built of the best seasoned white Oak, butt bolted throughout and sheathed last fall, is 62 feet keel, 24 feet 2 inches beam, 11 feet 4 inches hold, 4 feet 8 inches between deck, and supposed to carry from 2400 to 2800 barrels. She may be sent to sea at a small expence. Apply to
Wharton & Lewis.
Aug. 4 d

For LIVERPOOL,
The Ship
AMIALE,
John Thompson, master.
BURTHEN about 250 tons, a very substantial ship, built of live oak and cedar, of a easy draught of water, sails 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 M. Mrs. Warder & Co's wharf, or
John Mayo.
July 22 d

For Sale or Charter,
The SHIP
GEN. WASHINGTON
Isaac Sylvester, master.
NOW lying at Say's wharf, the 3d 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 '95 d

For Charter,
The Brig
SEANYMPE,
JOHN PADEN, Master.
SAILS fast, and will be ready to take in 4 cargo in a few days.
For terms apply to
Joseph Sims,
WHO HAS FOR 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

For the New-York Daily Gazette.
Mr. McLEAN,
The fears of the public are at this time excited, by the unwarrantable opposition to the laws of our country. Whence springs all that disturbance, in the Western country, unless from the seeds of discord, industriously sown by a faction, long known to have been inimical to our present government? The constitution, of the United States, at the time of its adoption, was looked upon as an event, highly favorable to the liberties and interests of the community; and, though it had met with severe and steady opposition, yet it was hoped from the respectable majority which were in its support, that the minority would have contented themselves, under the impression, that they had done their duty, and as good citizens ought not to impede its operations. Such a conclusion, as this, was expected as well from the candor and liberality, with which it was discussed, as the affection and good will, which it might be imagined they bore toward their country. No sooner however was the machine set in motion, than these very men again came forward, and by declarations and actions, evidently evinced themselves its still avowed enemies. Slander and abuse was poured forth upon the individuals, who had first proposed, and upon those, who exerted themselves in carrying into execution, the Federal Government. Just when we began to experience some of the many happy consequences, resulting from our new situation, and were looking forward to a sure, peaceable

and undisturbed enjoyment of civil and religious liberty, plans long concealed, and fostered in the lap of antipathy were observed, to be carrying on with great rapidity, and threatened the glorious fabric of unity just reared; private meetings, conferences, and hushed up stories, were ripening apace in public assemblies, to open caballing and bold assertions of villainy and peridy in our rulers.

Measures appeared to be taking in each of the states, to keep alive old jealousies, to quibble and catch at at, whatever might in the public opinion, have a tendency to blast the private, or public character of those who were entrusted under the federal government, or who were in any way its advocates. And having once imagined, or heard of the smallest deviation, from that which in their minds constituted rectitude, they watched the opportunity, and Jacobin like, denounced the unhappy victims, as undervaluing of public esteem, bad citizens, and vile patriots. Only to talk of these things, amongst themselves, did not answer their purposes; they did not produce in the people, a disaffection to our government, a desire to renovate it, or a wish once more to be a separate people. On the contrary, the more they reviled, the less they were noticed.

Happy, interesting, I hope to the people of France, but certainly prejudicial to us, were the means there taken, to effect a change of government, and to proclaim grievances, which were endeavored to be concealed. They may have been adapted to the genius of its inhabitants, but can never comport (how ever congenial to the sentiments of a few) with our situation. No intermediate power or body should any where subsist, between the people and their representatives, as it certainly will defeat the intentions of both. By representing, or pretending to represent the wishes of the one, and the actions of the other, facts may be mislaid highly destructive of public felicity. To whom are either to resort in such a case? surely not to such a body as this, for they considering themselves, as a free and lawless set will be accountable to neither.

The Democratic Societies, instituted in this country, are a species of the Jacobin Clubs, some time since established in France. The intention, or effects of each, however, different—The one destroyed a government founded in tyranny, oppression, and violence—and substituted another, that contemplates the peace, liberty, and happiness of its citizens—The other appears to be emulous in assailing and battering to pieces, the best and most free of all governments—and to erect one replete with anarchy and confusion. If these societies have in view, the detection and expulsiion of public officers, and intend, (as they ought to) to support our government, why are they so particular in disclosing, and criticising, at those laws, which appear to them, bad and unwholesome? Are there no laws, no acts, no doings, done by our rulers, deserving of public approbation? If there be, why are they not detailed, with as much exactness and nicety, as their misdeeds are? Individuals become disgusted, and angered, when they do not perceive, that they experience what is pleasant and good for them—and are told of, and perpetually troubled with, descriptions and mentions of things, that are disagreeable and offensive. So, in government, to preserve peace and good order, the people ought to be informed, and reminded, of the salutary effects produced by certain good laws, as well as disturbed with repetitions and foretellings, of unavoidable and necessary occurrences, from bad ones. Had this been the conduct of these societies, they would have rendered themselves an useful body; but their only pointing out the ugly side of the picture, and concealing the beautiful, makes them a suspected and odious class of men.

It is therefore to be wished, as well for the preservation of our lives, liberties, and interests, that these societies, will, in future, once in a while, publish to our fellow-citizens, an account of some of our wholesome laws; otherwise, a society of a counter kind, will have to be set on foot—when they will dwindle into nothing.
A CITIZEN.

For the Gazette of the United States.
MR. FENNO,
THE doctrine recently advanced respecting direct Taxes is not new—it is intimately connected with that of a perfect democracy's being the best form of Government. Both the positions may be true, when applied to a people, few in number, and young in a state of civil Society—but applied to a people

advanced as the citizens of the United States are, in numbers, property and social improvements, they are pregnant with every species of mischief to which human nature is incident.—I have the charity to suppose that some of the advocates for direct taxes, may be actuated by honest views.—But so stubborn are facts in the experience of this country and of mankind in general, in opposition to the principle, that it is not possible the writers in general, in favor of that mode of raising the supplies necessary for the public service, can be exempt from unworthy motives. It is true, that every proposition ought to stand on the basis of its own merits—and that motives should not be brought into view in the investigation of principles.—This is a good general rule—but when extraordinary measures are proposed—when a dereliction of established principles, sanctioned by the happiest effects in their operation, is urged with a specious shew of singular patriotism—the mind is immediately arrested in its reflections on the subject and irresistibly impelled to search for the reasons or motives which give birth to such extraordinary propositions.—There is but one class of people in the community, which in the present circumstances of the country, can be pleased with the plan of direct Taxes—those who would pay nothing.—For let it be remembered that in no part of the United States where the system has ever been adopted—do those who pay almost the whole, ever apportion the Tax.—All the legislature can do is, to pass laws to levy a gross sum—the details of assessment are made by men who are paid for their trouble, and who will do it the cheapest—the ostensible plan is always to seek for the property where it is to be found—not where it is not.—Now except by a poll tax, nothing can be collected from a very numerous proportion of the people—Is your Correspondent H. ready to propose a poll tax? If he is not, the consequence is obvious—and if he is a man of fortune let him reflect on the probable effects of a subversion of the present system.

From the Delaware Advertiser, printed at Wilmington, by Messrs. Adams and Smyth, Saturday August 2d, 1794.
A L A R M - B E L L.
PUTRID HIDES FROM NEW-ORLEANS!
In our last we gave notice of the arrival of the Lark loop, Captain Cuyler, of this port, from NEW-ORLEANS, laden with Raw Hides.—We then could not make the proper enquiries, or remark on the impropriety of the captain, nor could we allow ourselves to criminate the health officer, (if any) of this port; but, as friends to humanity, and servants to the public, we submit to their consideration the following queries—the result of general report:
1st. In consequence of the late unhappy visitation at Philadelphia, ought not every precaution that human wisdom could devise, be adopted, and enforced, to prevent the like calamitous event?
2d. Are not the pilots of the different branches, belonging to the Delaware, under strict regulations and official orders, to the following effect, viz. "That no vessel whatever, coming from the freights, or from other parts beyond the seas, where the infection of the plague is apprehended, particularly from NEW ORLEANS, (where the yellow fever now rages) be permitted to land any of the crew, passengers, or goods, nor to break bulk, or come into port, previous to a visit from the Health officer, and a due performance of the usual quarantine?"
3d. Have any of these orders or injunctions been observed, in the smallest degree, by this vessel, notwithstanding her DIRECT ARRIVAL FROM THE CENTRE OF CALAMITY?
4th. Are not the crew very sickly; and have not two of them died of the Yellow Fever, and been buried, since their arrival in this port?
5th. If there was no cause to suppose any infection being aboard, or any dread of the contamination being found out, why should the silent hours of NIGHT, be chosen to land from this sloop, A LARGE QUANTITY OF PUTRID HIDES.
These are of too serious import to pass unnoticed. If such exist, and escape investigation, we again ask, What is to be expected from the dreaded consequences? Too many scenes, distressing to the human heart, might be depicted, to awaken to a sense of danger, those whom official authority would warrant in the prevention of such arrivals, at least, until they were properly recognized and attested.

To the People of Philadelphia
The Editors of this paper would recommend the most PRECISE EXA-