

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 on Tuesday and Saturday, by four o'clock in the afternoon, and return the same afternoon to Bethlehem: Leave Bethlehem every Monday morning, at 6 o'clock, and arrive in Philadelphia 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 o'clock in the evening.
53. From Philadelphia by Norristown, Pottsgrove, Reading, Lebanon, and Harrisburgh 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 Harrisburgh on Friday, and at Carlisle on Saturday by 11 in the forenoon.—Returning, to 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 waggon, which ply on this road, the times of its departure and arrival are to conform to those of the stage waggon, 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 eight 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 Newcassel, 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, Daggborough, 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.

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.


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,**
The American Sloop
VENUS,
Captain McConnell.
Now lying at Mr. ROSS'S Wharf, an excellent vessel, about 280 tons register; carries near 2500 bis. Flour, is remarkable well found, and may be sent to sea, at a very small expense, having lately had upwards of one hundred pounds sterling, laid out on her.
If not sold in fortnight, she will then be exposed at public auction. Any reasonable credit may be given.—Inventory may be seen on board, by applying to Capt. M'CONNELL, or to


Peter Blight,
WHO HAS FOR SALE,
Port Wine in Pipes and half Pipes and Quarter Casks,
Muscovado in do. do.
Lavanna White Sugar in Boxes.
d2w.


**For Hamburg,**
The Ship
HARMONY,
CAPTAIN LOWELL, Having great part of her cargo on board, will sail in a few days. Freight will be taken if applied for immediately, for which as well as for passage, apply to
Andrews & Meredith,
At Willing's Wharf.
August 6. 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 decks, and supposed to carry from 2400 to 2800 barrels. She may be sent to sea at a small expense. Apply to
Wharton & Lewis.
Aug. 4 d

**For LIVERPOOL,**
The Ship
AMIABLE,
John Thompson, master.
BURTHEN about 250 tons, a very substantial ship, built of live oak and cedar, of an 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 Messrs. Warder & Co's wharf, or
John Mayo.
July 22 d

**For Charter,**
The Brig
SEA NYMPH,
JOHN PADEN, Master.
SAILS fast, and will be ready to take in 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 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
RUMFORD & ABIJAH DAWES,
Water Street, No. 7, south.
7th mo. 25 d

PHILADELPHIA,

AUGUST 11.

Gen. Neville and Major Lenox arrived in Town last Friday from the Western Counties—they went down the Ohio as far as Marietta—and from thence crossed the Wilderness to Virginia.
We are assured that the above gentlemen found the people in the Western Counties of Virginia, well disposed to support the laws of the union, and very generally reproaching the conduct of the Rioteers in this State.—The public papers from that quarter hold that language—indeed it is the language from every part of the union where the intelligence has been received.

The following INTELLIGENCE was received in town on Saturday, in a Barbadoes paper brought by the brig MOLLY from Dominica—had the EDITOR been fortunate enough to have obtained it by two o'clock on that day, it should have been published by HALF AFTER THREE.

LONDON.

ADMIRALTY-OFFICE,
June 10, 1794.
STR ROGER CURTIS, first captain to the Admiral Earl Howe, arrived this evening with a dispatch from his Lordship to Mr. Stephens, of which the following is a copy:
Queen Charlotte, at sea, June 2, 1794. Ushant, E. half N. 140 leagues.

Thinking that it may not be necessary to make a more particular report of my proceedings with the fleet, for the information of the Lords of the Admiralty, I confine my communications chiefly, in this dispatch, to the occurrences which in the presence of the enemy, yesterday.
Finding, on my return off Brest on the 19th inst, that the French fleet had, a few days before, put to sea; and receiving, on the same evening, advices from rear admiral Montagu, I deemed it requisite to endeavor to form a junction with the rear admiral as soon as possible, and proceeded immediately to the station on which he meant to wait for the return of the Venus.
But having gained very credible intelligence, on the 21st of the same month, whereby I had reason to suppose that the French fleet was then but a few leagues farther to the westward, the course before steered was altered accordingly.
On the morning of the 28th, the enemy were discovered far to the windward, and partial actions engaged with them that evening and the next day.
The weather gage having been obtained in the progress of the last mentioned day, and the fleet being in a situation for bringing the enemy to close action the 1st inst, the ships bore up together for that purpose, between 7 and 8 o'clock in the morning.
The French force consisted of 26 ships of the line, opposed to his Majesty's fleet of 35 (the Audacious having parted company with the sternmost ship of the enemy's line, captured in the night of the 28th) waited for the action, and sustained the attack with their customary resolution.
In less than an hour after the close action commenced in the centre, the French admiral, engaged by the Queen Charlotte crowded off, and was followed by most of the ships of his van in condition to carry sail after him, leaving with us about 10 or 12 of his crippled or totally disabled ships, exclusive of one sunk in the engagement. The Queen Charlotte had then lost her foretopmast and the main topmast fell over the side very soon after.
The greater number of the other ships of the British fleet were at this time, if much disabled or widely separated, and under such circumstances with respect to those ships of the enemy, in a state of action, and with which the firing was still continued, that two or three, even of their dismantled ships, attempting to get away under a spritsail raised on the stump of the foremast, could not be detained.
Seven remained in our possession, one of which however sunk, before the adequate assistance could be given to her crew; but many were saved.
The Brunswick, having lost her mizenmast in the action, and drifted to leeward of the French retreating ships, was obliged to put away large to the northward from them. Not seeing her chased by the enemy, in that predicament, I flatter myself she may arrive in safety at Plymouth. All the other 24 ships of his Majesty's fleet re-embled later in the day: and I am preparing to return with them, as soon as the captured ships of the enemy are secured for Spithead.
The material injury to his Majesty's fleet I understand, is confined principally to their masts and yards, which I conclude will speedily be replaced.
I have not yet been able to collect regular accounts of the killed and wounded in the different ships. Capt. Montagu, is the only officer of his rank who fell in the action. The number of both descriptions I hope will prove small, the nature of the service considered; but I have the concern of being to add on the same subject, that admiral Graves has received a wound in the arm, and that rear-admirals Bowyer and Pasley, and Captain Hutt, of the Queen, have each had a leg taken off: they are, however, I have the satisfaction to hear, in a favorable state under those misfortunes. In the captured ships the numbers of the killed and wounded appear to be very considerable.

Though I shall have, on the full communication of the different actions of the enemy, distinguished examples hereafter to report, I presume the determined bravery of the several ranks of the officers and the companies employed under my authority, will have been already sufficiently demonstrated by the effects of their several exertions, and, I trust, I shall be excused for polluting the more detailed narrative of the other transactions of the fleet, thereon, by being communicated at a future opportunity; more especially as my first captain, Sir Roger Curtis, who is charged with this dispatch, will be able to give what further information, the Lords Commissioners of the Admiralty may at this time require. It is incumbent on me, nevertheless, now to add, that I am greatly indebted to him for his councils as well as his conduct in every branch of my official duties: And I have similar assistance, in the late occurrence, to acknowledge of my second captain, Sir Andrew Douglas.
I am with the greatest consideration
Sir,
Your most obedient humble servant,
HOWE.

P. S. The names and force of the captured French ships with the fleet is transmitted herewith. List of the French ships captured the 1st day of June.

La Julie	80 guns
Sans Pareille	80
L'Americque	74
L'Achille	74
Northumberland	74
L'Imperieux	74
Vengeur	74

Small immediately upon being taking possession of.

N. B. The ship stated to have been captured on the evening of the 28th of last month, is said by the prisoners to be the Revolutionaire, of 120 guns.

St. JOHN'S (ANTIGUA) July 23, 1794
A vessel arrived from Guadaloupe yesterday, brings the glorious account of the French being defeated by Lord Howe seven days before the battle of the Clouds, and more were immediately expected—Admiral Montagu's fleet had taken One Hundred and an Eleven of the French fleet of Merchantmen from America; this intelligence may be depended upon, as in the London Gazette Extraordinary containing the particulars were seen and read by an officer of the 35th regiment.
All his Majesty's ships at Guadaloupe fired royal salutes yesterday upon the occasion, and the troops there fired a Feu de Joie.
The harbour of Brest is blocked up by Lord Howe's fleet.

Martinique, July 17, 1794.
A vessel arrived here yesterday from London, which left it the 11th of June and brings accounts of the engagement between Lord Howe and the French fleet which began the 29th of May, and lasted to the 31st.
On the last day he took 7 sail of the line, viz. 1 three decker, 1 24, and 5 74's.—His fleet was very much damaged, but that he had left a very strong force before Brest, to intercept the remainder of the convoy from America. Six sail of the line and several frigates had taken one hundred and eleven sail of French merchantmen from America bound to France.

By this Day's Mail.

BOSTON, August 6.
Last evening arrived and anchored in this port, the Concorde French frigate, of 44 guns, Citizen Mabe Commander, and the Perdrix Loop of war. They are a part of the convoy of the Provision fleet, which was lately dispersed by Admiral Murray's squadron. None of the vessels, late under their convoy, came in with them.
A Letter from New-York, by last night's mails says, that they have not heard of the arrival, at any of the southern ports, but of seven of the late convoyed fleet.
From London, May 29.
(From a merchant there, to a merchant here.)

"We lay the account of your late silence to the embargo laid by Congress on all ships bound to foreign ports, which has much alarmed us, and suspended orders that were executing, as we are entirely ignorant of what measures Congress mean to adopt respecting this country.
"As far as relates to his nation, either politically or individually, there is no disposition to be upon ill terms with your States. In proof of which I enclose you the papers, wherein the ministers, in their public capacity, assure the nation, that every thing has been done, to conciliate the difference with the Indians, and to evince a disposition perfectly amicable between the two countries."
Capt. Myrick off Georges, fell in kind with the sloop Hope, Capt. Clark with the Lance a Veau, Hispaniola, which had been captured by Admiral Murray, and was then commanded by a Prize-mast-maker Mr Young, & Midshipman Williams, their ships; could any noble Lord, and 7 men of the Revolution.—The boat was sent, with the midshipman and four men on board the brig to procure fresh water, which they were short of while the was gone the Captain of the sloop went below, and taking a gun from under his bed where he had contrived to secret it; went upon deck &

of the French fleet, and the return of a boat he used several times, and compelled her to go back to the brig where they were received on board and confined.
The brig went along side the sloop and captain Mabe spared his masts, and what assistance he could to help her into port.

LATE AND IMPORTANT European Intelligence.

By Capt. Myrick, who arrived in this port yesterday, in 63 days from Southampton, (Eng.) he obtained papers to the 29th May, from which the important extracts are made that this day's Mercury contains. As a subject which has peculiarly exercised the expectations of the American public, we pay primary attention to the motion of the Marquis Lansdown, and the attending observations—which our previous account from Europe left him on the eye making.

BRITISH PARLIAMENT. HOUSE OF LORDS. Monday, May 26.

DIFFERENCES WITH AMERICA.
The Marquis of Lansdown called the attention of their Lordships to the relation in which we stood at this moment with the United States of America. He particularly our treatment of the Grand Duke of Tuscany, of the Genoaese, of the Swedes and Danes, and said that this treatment had at last produced a Treaty for the maintenance of their neutrality and of the rights of nations, which we should have serious occasion to deplore. Nor was it only towards the neutral powers of Europe that we had acted in this arrogant and unwise way, but towards the American People also, our conduct had been still more unjustifiable. The Noble Marquis went over rapidly all the grounds of complaint which the Americans had to prefer, and some of them he feared with too much justice. The barrier ports had never been delivered up; and this great bone of contention which had rankled in the breasts of the Americans, now made the first article of their charge.
It was impossible to deny, but that in this instance our conduct had neither manifested a disposition to cultivate the friendship of the Americans, nor any degree of a large and magnanimous policy. The Americans had their suspicions too that we had not acted either with openness, or even indeed confidence, with the rights of nations, in the part which we had taken between the court of Portugal and Algiers. They suspected that the treaty was made with no kind intentions towards them. It was concealed for six weeks after it was made, until the Algerine cruizers could be let loose upon their trade. They had their suspicions that this secrecy was kept by design; and that this measure on the part of the court of Portugal, was not dictated by their own policy, as it was directly opposite to their own system, but by the interference of England. The orders of the 6th of June and the 6th of November, had further provoked the Americans, and in his mind, neither of these orders could be justified by the Rights of Nations. The second was avowedly hostile to all the laws of civilized, as well as to all true policy, that Ministers had found themselves in the situation incident to all rash men—they had been forced to retract it. The noble Lord then came to the last and most curious instance of our conduct, and which demanded, in his mind, a very serious explanation. A paper had been put into his hand; it was a New-York newspaper; and in it was contained a most extraordinary communication, which if true, called for the immediate and most direct interference of that House. He would read it, that their Lordships might know its contents. It was as follows:

[Here Lord Dorchester's Speech, which has been published in all American papers, was recapitulated by the Marquis.]
After a paper of this extraordinary kind, was it to be wondered that the Americans had laid an embargo on their ports for 30 days? After all the exasperating circumstances of our conduct; after condemning so many of their ships; could any noble Lord, judging from his own feelings, wonder that they had been at length roused into active indignation? And yet their moderation and forbearance had been exemplified. His pockets were full of the proceedings, in which with temper, kindness, and regard for this country—the reverse of what we had practised to-