

PROPOSALS,

FOR CARRYING
The Mails of the United States,
On the following Post Roads,
Will be received at the General Post Office,
Philadelphia, until the 10th day of July
next.

1. FROM Portsmouth, by Hampton Falls,
Newburyport, Ipswich, Beverley, Salem
and Lynn to Boston, three times a week.
From April 15 to October 15.

Leave Portsmouth every Tuesday, Thursday
and Saturday at 4 A. M. and arrive at Boston
the same days by 6 P. M. Returning, leave
Boston every Monday, Wednesday and Friday
at 4 A. M. and arrive at Portsmouth the same
days by 6 P. M.

From October 15 to April 15.
Leave Boston every Monday, Wednesday
and Friday at 11 A. M. arrive at Worcester by
6 P. M. Leave Worcester every Tuesday, Thursday
and Saturday at 3 A. M. arrive at Brookfield
by 10 A. M. at Springfield by 2 P. M. at
Suffield by 5 P. M. and at Hartford by 9 P. M. the
same days. Leave Hartford every Monday,
Wednesday and Friday at 3 A. M. arrive at
New-Haven by noon; leave New-Haven at 1 P. M.
and arrive at Stamford by 9 P. M. same days.
Leave Stamford every Tuesday, Thursday and
Saturday at 3 A. M. and arrive at New-York
same days by 12 o'clock, noon. Returning,
leave New-York every Monday, Wednesday
and Friday at 11 A. M. arrive at Stamford in
the evening; leave Stamford every Tuesday,
Thursday and Saturday by 2 A. M.; arrive at
New-Haven by noon; leave New-Haven at 1
P. M. and arrive at Hartford by 9 P. M.; leave
Hartford on Wednesday, Friday and Monday
by 3 A. M.; arrive at Springfield by 10 A. M., and
at Worcester by 9 P. M.; leave Worcester every
Thursday, Saturday and Tuesday by 3 A. M.,
and arrive at Boston same days by 1 P. M.

From October 15 to April 15.
Leave Boston every Tuesday, Thursday and
Saturday by 2 A. M. arrive at Worcester by 8
P. M.; leave Worcester on Wednesday, Friday
and Monday at 4 A. M.; arrive at Suffield same
days by 8 P. M. Leave Suffield Thursday, Saturday
and Tuesday at 4 A. M. and arrive at
New-Haven by 8 P. M. Leave New-Haven every
Friday, Monday and Wednesday at 4 A. M.,
and arrive at New-York the next days
Saturday, Tuesday and Thursday by 11 A. M.
Returning, leave New-York every Monday,
Wednesday and Friday at 11 A. M.; arrive at
New-Haven on Tuesday, Thursday and Saturday
by 8 P. M. Leave New-Haven every Monday,
Wednesday and Friday by 4 A. M., arrive at
Suffield by 8 P. M. Leave Suffield Tuesday,
Thursday every Monday, Wednesday and Friday
at 4 A. M. and arrive at Boston the same days
by 4 P. M.

3. From New-York by Newark, Elizabeth-
town, Rahway, Woodbridge, New-Brunswick,
Princeton, Trenton, Bridgeton and Frankford
to Philadelphia, every day, Sunday excepted.
Leave New-York every day, Sunday excepted,
at 1 P. M. and arrive in Philadelphia the next
day at 7 A. M. 18 hours. Returning, leave Phi-
ladelphia every day, Sunday excepted at 1 P.
M. and arrive at New-York the next day by
7 A. M. From November 1 to May 1, the
hour of arrival at Philadelphia and at New-
York shall be extended to 8 A. M.

4. From Baltimore by Bladensburg to Wash-
ington every day, Sunday excepted.
April 1 to November 1.
Leave Baltimore every day at 11 A. M. and
arrive at Washington by 6 P. M. Returning,
leave Washington every day at 3 A. M. and
arrive at Baltimore by 11 A. M.

November 1 to April 1.
Leave Baltimore every day at 4 A. M. and arrive
at Washington by 3 P. M. Returning, leave Wash-
ington every day at 10 A. M. and arrive at Balti-
more by 7 P. M.

5. From Washington city by Georgetown,
Alexandria, Colchester, Dumfries, Aquia,
Palmouth, Frederickburg, Bowling Green and
Hanover court house to Richmond, c. h. every
day, Sundays excepted.
From April 1 to November 1.
Leave Washington every day at 8 A. M. and
arrive at Frederickburg by 7 P. M. Leave
Frederickburg every day at 3 A. M. and arrive
at Richmond by 6 P. M. Returning, leave
Richmond every day by 3 A. M. and arrive at
Frederickburg by 6 P. M. Leave Frederickburg
every day by 3 A. M. and arrive at Wash-
ington by 4 P. M.

November 1 to April 1.
Leave Washington every day at 4 P. M. and
arrive at Alexandria by 7 P. M. and arrive at
Frederickburg the next days by 7 P. M. Leave
Frederickburg every day at 4 A. M. and arrive
at Richmond the next days by 10 A. M.
Returning, leave Richmond every day at 2 P. M.
and arrive at Frederickburg the next days by
9 P. M. Leave Frederickburg every day at 4
A. M. and arrive at Washington the next days
by 8 A. M.

6. From Richmond to Petersburg every day,
Sundays excepted. Leave Richmond every
day at 4 A. M. and arrive at Petersburg by 10
o'clock, A. M. Returning, leave Petersburg
every day at 2 P. M. and arrive at Richmond
the same days by 7 P. M.

7. From Richmond by New Kent court house,
Williamsburg, York-town and Hampton to
Norfolk, 3 times a week.
April 1 to November 1.
Leave Richmond every Tuesday, Thursday
and Saturday at 3 A. M. arrive at New-York
by 6 P. M., and arrive at Norfolk the next days,
Wednesdays, Fridays, and Sundays by 1 P. M.
Returning, leave Norfolk every Tuesday, Thurs-
day and Saturday, at 10 A. M.; arrive at York
in the evening. Leave York every Wednesday,
Friday and Sunday by 3 A. M., and arrive at
Richmond the same days by 6 P. M.

November 1 to April 1.
Leave Richmond every Monday, Wednesday
and Friday at 2 P. M.; arrive at Norfolk in two

days on Wednesday, Friday and Monday by 10
A. M. Returning, leave Norfolk every Mon-
day, Wednesday and Friday at 2 P. M. and
arrive at Richmond in two days on Wednesday,
Friday and Monday by 10 A. M.

8. From Petersburg by Cabbins Point Sarry
court house, Smithfield, Suffolk and Port-
smouth to Norfolk three times a week.
Leave Petersburg every Monday, Wednes-
day and Friday at 10 o'clock, noon, arrive at
Suffolk the next days by 1 P. M.; leave Suffolk
at 2 P. M., and arrive at Norfolk by 8 P. M.
Returning, leave Norfolk every Monday, Wed-
nesday and Friday at 4 A. M.; arrive at Suffolk
same days by 10 A. M. Leave Suffolk at 11
A. M., and arrive at Petersburg every Tuesday,
Thursday and Saturday by noon.

9. Petersburg by Harrisville, Goldsenville
and Warrenton to Louisa three times
a week.
Leave Petersburg every Monday, Wednes-
day and Friday at 2 P. M., and arrive at Loui-
sbourg in two days on Wednesday, Friday and
Sunday at 10 A. M. Returning, leave Loui-
sbourg every Monday, Wednesday and Friday at
2 P. M., and arrive at Petersburg in two days on
Wednesday, Friday and Monday at 10 A. M.

10. From Louisa by Raleigh, Averys-
boro' and Fayetteville to Mc Falls, three times a
week.
Leave Louisa every Sunday, Wednesday
and Friday at 2 P. M., arrive at Mc Falls on
Tuesday, Friday and Sunday by 9 A. M.
Returning, leave Mc Falls on Monday, Wed-
nesday and Friday at 3 P. M., and arrive at
Louisa on Wednesday, Friday and Monday
at 10 A. M.

11. From Mc Falls by Chereau court house to
Camden three times a week. Leave Mc Falls
every Sunday, Tuesday and Friday at 1 P. M.,
and arrive at Camden on Tuesday, Thursday
and Sunday at 10 A. M. Returning, leave Cam-
den every Tuesday, Thursday and Saturday at
2 P. M., and arrive at Mc Falls on Thursday, Sat-
urday and Monday at 10 A. M.

12. From Camden by Stateburg and Jame-
sville to Charleston, three times a week. When
the river is high as to make long ferries, the
mail shall be carried from Camden on the fourth
side of Santee river.
Leave Camden every Sunday, Tuesday and
Thursday at 2 P. M., and arrive at Charleston
on Tuesday, Thursday and Saturday at 10 A. M.
Returning, leave Charleston every Sunday,
Tuesday and Thursday at 2 P. M., and arrive at
Camden the next Tuesday, Thursday and Sat-
urday at 10 A. M.

13. From Camden by Columbia, Edgefield
court house, and Campbell town to Augusta,
three times a week.
Leave Camden every Sunday, Tuesday and
Thursday at 2 P. M., and arrive at Augusta on
Tuesday, Thursday and Saturday at 10 A. M.
Returning, leave Augusta every Sunday,
Tuesday, and Thursday at 3 P. M., and arrive at
Camden on Tuesday, Thursday, and Saturday
at 10 A. M.

14. From Charleston by Jacksonville and
Coosawhatchy to Savannah twice a week.
Leave Charleston every Tuesday and Thursday
at 6 P. M. arrive at Jacksonville on Wednesday
and Friday at 2 P. M. arrive at Coosawhatchy on
Thursday and Saturday by 5 A. M. and arrive at
Savannah on Friday and Sunday by 8 A. M.
Returning, leave Savannah every Saturday and Tuesday
by 4 A. M. arrive at Coosawhatchy by 8 P. M. and
arrive at Charleston on Tuesday and Thursday
by 10 A. M.

15. From Augusta by Louisville to Savannah
once a week.
Leave Augusta every Tuesday at 2 P. M. arrive
at Waynesborough on Wednesday by 8 A. M. and
arrive at Savannah on Friday by 3 P. M. Return-
ing, leave Savannah every Saturday at 9 A. M. arrive
at Waynesborough on Monday by 3 P. M. and
arrive at Augusta on Tuesday by 9 A. M.

16. From Augusta by Waynesborough to Sav-
annah once a week.
Leave Augusta every Tuesday at 2 P. M. arrive
at Waynesborough on Wednesday by 8 A. M. and
arrive at Savannah on Friday by 3 P. M. Return-
ing, leave Savannah every Saturday at 9 A. M. arrive
at Waynesborough on Monday by 3 P. M. and
arrive at Augusta on Tuesday by 9 A. M.

17. From Waynesborough to Louisville.
Leave Waynesborough every Wednesday at 9
A. M. and arrive at Louisville by 3 P. M. Return-
ing, leave Louisville every Thursday at 5 A. M. and
arrive at Waynesborough by 1 P. M.

18. From Savannah by Sunbury, Riceborough,
Darien and Brunwick to Stary's once a week.
Leave Savannah every Wednesday at 9 A. M.
arrive at Riceborough on Thursday by 10 A. M. and
arrive at Stary's on Saturday by 9 A. M. Return-
ing, leave St. Marys every Saturday at 3 P. M.
arrive at Riceborough the next Monday by 3 P. M.
and arrive at Savannah the next Tuesday by 3 P.
M.

NOTES.
Note 1. The mail on the route No. 9, 10,
11 and 12 is to be carried in a wheel
carriage or by a led horse. A penalty at ther ate
of 12 cents a mile will be incurred by the
contractor for each time and mile that he
shall carry the same without making use of
either a carriage or led horse. No altera-
tion will be made in the times fixed for the
arrival and departure of the mails in these
routes.

Note 2. The Postmaster-General may alter
the times of arrival and departure at any
time during the continuance of the contract,
he previously stipulating an adequate com-
pensation for any extra expence that may
be occasioned thereby.

Note 3. Fifteen minutes shall be allowed
for opening and closing the mail at all offices
where no particular time is specified.

Note 4. For every fifteen minutes delay
(unavoidable accidents excepted) in arriving
after the times prescribed in any contract,
the contractor shall forfeit one dollar; and
if the delay continue until the departure of
any depending mail, whereby the mails des-
tined for such depending mail lose a trip, an
additional forfeiture of five dollars shall be
incurred.

Note 5. Newspapers as well as letters are
to be sent in the mails: and if any new-
paper, making proposals, desires to carry new-
papers, other than those conveyed in the mail,
for his own emolument, he must state in his
proposals for what sum he will carry it
with that emolument, and for what sum
without that emolument.

Note 6. Should any person, making pro-
posals, desire an alteration of the times of
arrival and departure above specified, he must
state in his proposals, the alterations desired,
and the difference they will make in the
terms of his contract. This note does not
apply to the routes No. 9, 10, 11 and 12.
No alteration will be made in those times.

Note 7. Persons making proposals are de-
sired to state their prices by the year—Those
who contract will receive their pay quar-
terly, in the month of January, April, July
and October.

Note 8. The contracts for the routes
numbered 1 to 13, are to be in operation on
the 1st day of October next, and are to con-
tinue in force until the 31st of October 1804.
Contracts for the routes number 14, 15, 16,
17 and 18, are also to be in operation on the
1st day of October next, and are to continue
in force until the 31st of April 1805.

JOHN HARRISHAM,
Postmaster-General.
General Post Office,
Philadelphia, March 20, 1800. } conty.

QUESTIONS
To Merchants, Storekeepers, and Traders
in general, &c.
1st. PRAY Gentlemen, is a perfect standard of
discount, or interest, calculated on every dol-
lar (without exception) from 1 to 2000, from
one day to sixty-four days inclusive, of any
value, whether used as a standard, or as a
check upon the merchants' own calculations.

2d. Is it of any importance to know the best
methods of computing the exchange, be-
tween this country and the principal mari-
time trading place in Russia, Sweden, Den-
mark, Norway, Prussia, Poland, Germany,
Holland, Flanders, Spain, Portugal, Italy,
in several of the Westward and Leeward
West India Islands, and many ports in the
East Indies?

3d. Is a table of all the coins and monies of
account in the places aforesaid, of any use?

4th. Are the coins and monies of account in the
aforesaid places, when reduced to dollars and
cents, of any service?

5th. Is a table of compound interest of any uti-
lity?

6th. Is the table by which the banks determine
the value of gold, desirable?

7th. Is the amount of interest, accurately cal-
culated for each month from one to twelve
months, and on every dollar (without ex-
ception) from 1 to 2000, of any value?

8th. Is a table of all the post towns in the United
States, and of the postage therewith, of any
use?

9th. Will not a book, which together make a book, as
generally used, and convenient as ever en-
tered a counting house or store?

10th. Will not the whole, when comprised in a
quarto volume of from 100 to 225 pages, be
worth two dollars?

And lastly, Is the person, who at the expence
of FOUR THOUSAND DOLLARS un-
dertakes to perform upwards of one hundred
and sixty thousand calculations of interest, and
of giving all the preceding information to the
public in the most complete manner, de-
serving of your Encouragement and Sup-
port?

If the answer is in the affirmative, you are
individually and respectfully invited to sub-
scribe in one of the specimen books, exhibited
at the City Tavern, Hardy's Hotel, Francis's
Hotel, the Indian Queen, Dunwoody's Tavern,
the Franklin Head, and at the George.

It is proper to state, that the work will not
be executed unless fifteen hundred subscribers
are obtained; for four thousand dollars is too much
to hazard.

NOTHING TO BE PAID
Subscribers to take the work when pub-
lished, are not delivered rigorously conformable to my
agreements with the public, expressed in the
conditions affixed to the specimen books, each
of which consists of six detached pages of the work.

I am, with respect,
Gentlemen,
Your humble servant,
JOHN ROWLETT,
Accountant, Bank of North America.

The Gazette.
PHILADELPHIA,
THURSDAY EVENING, MAY 1.

Julum et tenacem propositi virum,
Non civium ardor prava jubentium,
Non vultus instanti tyranni,
Mente quiescit solida.

TRUE AMERICAN.
THE True American is an hermapro-
dite character, partaking in nearly equal
proportions of the Democrat and Federalist;
not attached to the low tyrants of France,
because they have plundered the American
commerce; prejudiced, and stupidly jealous
of the English, because the United States
once were British colonies; and possessed of
an extravagant idea of independence and
autocracy, as the Emperors of Russia or Chi-
na.

When a Bull roared through the mea-
dows, he excited the vanity of a Frog, who,
thinking he could swell himself up to an
equal size, made the foolish attempt, and
burst.

The Democrat hates the British govern-
ment with as much justice as a highway-
man hates the law, because it has been the
champion of religion and social order against
the most impious and powerful combination
to ruin both, that men ever beheld. The
True American is shy of this government.

For the same reason as an ingrate skuns his
benefactor, or the insolvent his creditor, to
whom he owes more than he intends ever to
pay.

If the American states continue united, it
will be owing to some other cause than the
existing strength of their government, or
the present virtue of their citizens. Private
ambition and state jealousy will oppose every
attempt to strengthen the Executive, how-
ever necessary; and every attempt will have
ten, more or less, a dissolution of the union.

Feuds and jealousies, aggravated by foreign
intrigue, will pave the way to civil wars and
all their attendant miseries—and altho' they
may still be called independent states, whether
under one or more sovereign heads, they
will always be wretchedly dependent on the
superior influence of foreign politics.

As long as we affect to be completely inde-
pendent of the great maritime powers of
Europe, we shall alternately be the sport
and victim of each. Their politics and ours
will all be taken from the profligate pages
of Machiavel.

It will require centuries to establish a na-
tional character, or to create a national spir-
it in the United States of America. The
mixture is too heterogeneous; it is com-
pounded of too many rival ingredients, to
permit any part to be proud of the whole.

Principles in indivi-
duals, as well as individuals, must be mo-
rally good. Any other kind of greatness
is like the blaze of a comet, or the eruptions
of a volcano—evanescent, though terrible.

Fiat justitia, si ruat cælum.

From the Reading Weekly Advertiser.

To the FREEMEN of BERKS COUNTY.
Our most excellent, humane, and impar-
tial Governor having closed his official (or
electing) arrangements, as far as re-
spects Berks county, by appointing John S.
Heiler, Esq. to supercede George Eckert,
Esq. as Prothonotary of the Common Pleas
and Clerk of the Sessions—and Colonel Peter
Frasley to supercede Messrs. Jacob Bower
and James Scull, in their offices of Register
of Wills, Recorder of Deeds and Clerk of
the Orphan Court—I think a few remarks
on the propriety of these arrangements will
not be amiss.

I shall therefore, in two or
three subsequent numbers, according to the
room Mr. Jungman has to spare in his paper,
enquire how far the Governor is supported
by Fact in reasons which he has assigned for
his conduct and in his assertion that "if his
appointments are judged by an impartial test
he will be entitled to approbation."—He
shall be judged by the test of truth, that bug-
bear to the Jacobins, and you, my Fellow
Citizens shall determine how he stands it.
As the Governor acknowledges himself ac-
countable to his constituents for his discreet
exercise of his power, I shall make no apology
for this address except by stating that I am

An Independent Elector.

The legislature of this state have extended
to the Pennsylvania owners of lands within
the seventeen townships (to which the Con-
necticut claimants heretofore made preten-
sions) their opportunity, until the first
day of November next, to make application
for the benefits of the act of assembly of
Pennsylvania, of the 4th of April 1799.

The Connecticut settlers, before the decree
of Trenton, have till the 1st of January
next to make their submissions and releas-
es, &c. A very considerable number have
already applied for the favor of the state,
under the law aforesaid.

These two States, then, shipt almost two
fifths of the Exports of the United States!
Philadelphia is known to carry on very lit-
tle of the export trade for the counties of
Pennsylvania, which lie to the westward of
Susquehanna. Baltimore does much of the
business of the South westerly part of Ches-
ter and Lancaster, and nearly all the business
of Cumberland, York, and Franklin. The
other counties on the Susquehanna, on its
east and west branches, Juniata and Penn-
creek, also carry on trade through Baltimore.

Georgetown (on Potomac) Washington and
Alexandria also receive some of the produce
of Franklin, Bedford, Fayette, &c. All
those towns are essentially ports of this state.

The new settlements in various parts of
Pennsylvania occasion a vast consumption
of its produce, by persons emigrating from
the other States and from Europe, to settle
in that State. It is supposed, that the late
Allegheny county alone has received such
settlers to the amount of 3500 adult males
(besides women, youths and children) in the
last four years. The supplies furnished by
Pennsylvania for the western posts and
army in flour, meat, grain spirits, horses, wag-
gons, saddlery, and other leather articles,
iron work, musquets, &c. have been very
considerable.

The consumption by persons
passing, as emigrants, through Pennsylvani-
a in every direction to Genesey, the West-
ern and South-western country and States,
forms a very considerable and profitable ob-
ject, little observed, and not reducible to
any certain estimate. A man entering Penn-
sylvania from Jersey, New-York, &c. at the
Delaware, and proceeding with his family,
cattle and waggon to Pittsburg, will be
near or quite three weeks on a medium, be-
fore he leaves Pennsylvania. During all
this time he and his family are consumers
of the food, forage, fuel, liquors, &c. of this
State. The increased consumption of the
manufactures of Pennsylvania is very impor-
tant. Pennsylvania and the United States
have contracted with a single workman (for-
merly the journeyman and son of an English
gunmaker) for arms to be made here, to the
amount of 20,000 dollars. Negotiations
with other States are depending with the
purpose to the amount of 50,000 dollars more.

Other similar contracts for the same article,
and rifles, have been made, in various places
—such as Philadelphia, Lancaster, the vicinity
of Pittsburg, &c. A glass work has
been established in Fayette, which makes
common glass ware in quantities sufficient
to supply all the settlers on the western wa-
ters. Since the Lancaster Turnpike Road
has been perfected, not less than one hun-
dred buildings have been erected thereon, to
the vast increase of the value of that line of
country. The quarries, timber, clay and
limestone of the country have been converted,
from their rude and worthless natural state,
into dwelling houses, barns, store-
houses, mills, &c. Many other facts of a
like nature might be adduced. It is only
by considering these details of exportation
through the Delaware, Ohio, Chesapeake,
and Potomac; the internal consumptions
by emigrants, new settlers, the army and
manufactures, and these internal improve-
ments of farms and building lots, that the
vast and indisputable prosperity of Pennsylv-
ania can be duly understood and estimated.

In the late session of the legislature, ten
new counties were created, viz. "Centre,"
in the centre of the State; "Adams," out
of the western part of York; "Erie," on
Lake Erie; "Armstrong" out of West-
moreland, Allegheny and Lycoming on Al-
legheny river; "Crawford," including the
upper part of Frenchcreek and Meadeville;
"Senango," including the lower part of
Frenchcreek, Fort Franklin, part of Alle-
gheny river, and part of Lycoming north
of Toby's Creek; "Butler, Beaver, Warren,
and Mercer," adjoining to each other and
to several of the preceding. The great road
from Bildeagle, in Centre county, through
Huntingdon, Lycoming, Venango, Craw-
ford and Erie counties was commenced in
1799, and will be finished, throughout its
whole course of 350 miles, in the year 1800.

Nothing, however, will more fully and ef-
fectually contribute to the animation of the
real property of Pennsylvania, than the fol-
lowing act of assembly, which opens a door
to foreigners, who may incline to serfdom
in any part of America at some future time;
and which confirms to the numerous and
respectable foreigners, who have purchased
lands, ground rents, mortgages, &c. in
Pennsylvania, the full and complete title and
ownership of their property.

(Copy of the act before mentioned.)

An Act to enable Aliens, in certain Cases, to
purchase and hold Real Estate within this
Commonwealth.

Sec. 1. Be it enacted by the Senate and
House of Representatives of the Common-
wealth of Pennsylvania, in General Assembly
met, and it is hereby enacted by the authori-
ty of the same, That from and after the
passing of this Act, it shall and may be law-
ful for each and every Foreigner or Foreign-
ers, Alien or Aliens, not being the Subject
or Subjects of some foreign State or Power,
which is or shall be, at the time or times of
such purchase or purchases, at war with the
United States of America, to purchase lands,
tenements, and hereditaments within this
Commonwealth, and to have and to hold the
same, in fee simple, or for any lesser estate,

as fully, to all intents and purposes as any
natural-born Citizen or Citizens may or can
do: Provided always nevertheless, that any
Foreigner or Foreigners, Alien or Aliens,
shall, previously to such purchase or pur-
chases, declare his or their intention to be-
come a Citizen or Citizens, agreeably to an
act of Congress, entitled, "An Act Supple-
mentary to and to amend the act entitled,
"An Act to establish an uniform Rule of
Naturalization, and to repeal the Act hereto-
fore passed on the Subject;" passed the

December 17

CITY OF WASHINGTON.

THE POSSESSORS
OF OBLIGATIONS or CERTIFICATES sig-
ned by the subscriber, (or undivided Shares or
Lots on his purchase within the city of Wash-
ington, who have not yet applied for and received
their Deeds, are hereby notified, that their several
Titles will be duly completed to the order of those
who in conformity with the terms of the said Cer-
tificates, do make the Payments in full thereof,
either to Thomas McEuen & Co. or to the sub-
scriber at Philadelphia, on or at any time before
the 31st day of May next.

Samuel Blodget.

FOR SALE,
SEVERAL VALUABLE
BUILDING LOTS,
Near the corner of Arch and Ninth streets.

Also,
To be Sold or Let,
A number of excellent Pasture Lots,
On the Willsheikon road, about half a mile
from the city.

Enquire at No. 18 North Fifth Street.
November 15, 1800. } xawif