



THE WESTERN SUN.

VINCENNES, JUNE 15, 1811.

We are informed by a gentleman from St. Louis, that about 10 days ago, a party of Indians (supposed to be the Putawatamies) attacked an American family living about 30 miles to the south east of Cahokia, when the father and mother being from home, the Indians killed one of the sons, and took a daughter prisoner. When the parents returned, an alarm was raised, and capt. Whitesides with a party of volunteer Americans pursued after the savages; on the 3d day they came up to a camp but just deserted by the Indians, where they found the daughter, tom-kawked in sundry places, but still possessing life—in returning home with the girl, they met a party of Indians, of whom they killed two.

Captain Whitesides and his patriotic party, in refusing their scouting, came up with a party of forty warriors! we say warriors, because they were unprovided with either horses or women—but captain Whitesides finding this number of savages too strong for his small band of citizens, found it prudent and advisable to return to the settlements, in order to re-inforce his volunteers—who, we are informed, are determined to extirpate the savages who infest the Illinois country.

Our informant adds, that the citizens are moving into forts in every direction.

From the N. Y. Gazette, May 24:
NAVAL ENGAGEMENT.

Yesterday, about 12 o'clock, the U. S. frigate President, commodore Rodgers, arrived off Sandy Hook, from the Chesapeake. In the afternoon, two officers came up from her on board the pilot boat Thorne, from whom we have the particulars of the firing off Cape Henry, which, has, for the last two days, given rise to so many reports and conjectures. The fact, as stated below, will, we have no doubt, prove substantially correct. The mistake will be regretted by all, and none will be found to censure commodore Rogers for the course he pursued.

Particulars of the engagement between the U. States frigate, President, commodore Rogers, and the British sloop of war, Little Belt, capt. Bingham.

On the night of the 16th inst. about 9 o'clock, the frigate fell in with the sloop of war about 20 miles N. E. of Cape Henry, & when within pistol shot of her commodore Rogers hailed her—no answer was given—commodore Rogers hailed her a second time and in the act of hailing, a shot was fired from the sloop of war into the frigate, which struck her mainmast. The frigate immediately fired a shot into the sloop of war; she then poured a broadside into the frigate. Here the action commenced, and continued about 15 minutes, when the sloop of war ceased firing. The frigate remained near her all night—the next morning commodore Rogers sent an officer on board, to offer any assistance they might require, and to express his regret at the circumstance which had occurred the preceding evening. The sloop of war proved to be the Little Belt, capt. Bingham, who apologized, and gave as a reason for firing into the frigate, that he supposed her to be a Frenchman; and politely declined any assistance, as he believed he would be able to reach a port in safety.

The Little Belt lost in killed & wounded 30 men, was very much injured, having had nearly all her masts and spars shot away, besides several shot in her hull.

This sloop of war is a Danish built ves-

sel, & was taken at Copenhagen—in Steel's list she is rated a 20 gun sloop, but carries 24 thirty two pound carronades.

The President received some trifling damage in her rigging, & had one boy slightly wounded in the arm.

ANOTHER ACCOUNT.

From the Mercantile Advertiser, May 24.

At length we are enabled to satisfy the public mind respecting the rumors lately circulated of an engagement off our coast.

On Thursday morning, the U. States frigate President, commodore Rogers, saw a strange sail at a great distance, resembling a ship of war, and immediately stood for her. About 9 o'clock P. M. came up with the ship and hailed her. On enquiring who she was, the commodore received no answer. He again enquired who and what she was, and received two cannon balls by way of answer, one of which wounded one of his lieutenants. Commodore Rogers upon this, returned a single shot, which was answered by a full broadside. The commodore, not to be behind hand with his antagonist, returned a broadside from the President which soon terminated the contest.

Commodore Rogers remained by the vessel until morning, when he sent his boat on board, and was informed that she was his Britannic majesty's sloop of war Little Belt, capt. Bingham, of 28 thirty two pounders, on a cruise—that during the engagement, he lost 30 men killed, & several wounded; and that his ship was very much shattered. The capt. of the Little Belt, further stated that he had supposed the President to have been a French frigate, and regretted very much that he had fired into her. Commodore Rogers offered the capt. of the Little Belt, every assistance in his power, which was not accepted, as the captain stated he could go to Halifax and repair.

The President has received no injury, & had only one boy wounded slightly.

The President anchored off Sandy Hook yesterday about 1 o'clock, and commodore Rogers dispatched two officers to this city, from whom we received in substance, the above account. One of them proceeds to Washington this morning with the official account of this affair.

Extract of a letter from merchant in Stockholm, to another in this city, dated March 7.

"All the American vessels now in Swedish ports are at liberty to proceed with their cargoes, whenever the season permits it. Orders were given a few days ago, to return the papers which had been taken from them in November. Aurora.

We are happy to learn that there are at present in operation on the sea coast, near Wilmington, in North Carolina, five salt manufactories, which will in future make about 20,000 bushels of salt annually.

Ral. Reg.

NEW GOODS.

JOHN D. HAY,

INFORMS his friends and the public in general, that he has just received, and now opening a general assortment of

DRY GOODS & GROCERIES,

From Philadelphia and Baltimore, which he will sell unusually low for cash.

Vincennes, June 1st, 1811.

TAKEN up by the subscriber on the 12th day of June, inst. two bay mares, one about 8 years old, the other four, neither of them branded—the owner or owners is desired to come forward, prove property, pay charges, and take them away.

Mark Barnett.

Vincennes, June 13, 1811.

LAST NOTICE.

THE subscriber for the last time informs all those indebted to him, that he must be paid by the 1st day of August next, or suits will indifferently be commenced—those having demands against him will please call and receive their dues.

Thomas Jones.

June 13, 1811.

PROPOSALS FOR CARRYING MAILS OF THE U. STATES

ON THE FOLLOWING POST-ROADS, WILL BE RECEIVED AT THE GENERAL POST-OFFICE, IN WASHINGTON.

Until the sixth day of July next, inclusive.

IN INDIANA, ILLINOIS AND LOUISIANA.

212. From Cincinnati, O. by Northbend, Vevais, Laurenceburg, Port William, K. and New-castle, to Frankfort, K. once a week.

Leave Cincinnati every Tuesday at 6 a. m. and arrive at Frankfort on Friday, by 10 a. m. Leave Frankfort every Friday at 2 p. m. and arrive at Cincinnati the next Monday by 6 p. m.

213. From Louisville, K. by Jeffersonville, Berry's on Blue Ridge and Mudhole to Vincennes, once a week.

Leave Louisville every Sunday at 6 a. m. and arrive at Vincennes on Tuesday by 6 p. m. Leave Vincennes every Thursday at 6 a. m. and arrive at Louisville on Saturday by 6 p. m.

214. From Berry's to Corrydon, once a week.

Leave Berry's every Monday at 6 a. m. and arrive at Corrydon by 11 a. m. Leave Corrydon at 1 p. m. & arrive at Berry's by 6 p. m.

215. From Vincennes to the U. S. Saline, once in two weeks.

Leave Vincennes every other Thursday at 6 a. m. and arrive at U. S. Saline on Friday by noon. Leave U. S. Saline every Friday at 1 p. m. and arrive on Saturday by 6 p. m.

216. From Kaskaskias, by Prairie du Roche, St. Philip, Harrisonville, Cahokia and St. Louis, to St. Charles, once a week.

Leave Kaskaskias every Wednesday at 6 a. m. and arrive at St. Charles on Thursday by 6 p. m. Leave St. Charles every Monday at 6 a. m. and arrive at Kaskaskia on Tuesday by 6 p. m.

217. From Eddyville K. by Livingston c. h. Smithland, Fort Mifflin and Tywappety, to Cape Girardot L. T. once in two weeks.

Leave Eddyville every other Friday at 6 a. m. & arrive at Cape Girardot the next Monday by 10 a. m. Leave Cape Girardot on Monday at 2 p. m. and arrive at Eddyville on Thursday by 6 p. m.

218. From Kaskaskia by St. Geneva, Mine au Burtou and Herculaneum to St. Louis, once in two weeks.

Leave Kaskaskia every other Wednesday at 6 a. m. and arrive at St. Louis the next Friday by 6 p. m. Leave St. Louis every other Saturday at 6 a. m. and arrive at Kaskaskia on Monday by 6 p. m.

This contract to commence, January 1, 1812.

219. From Kaskaskia, by St. Geneva, Little Shawanee, Big Shawanee and Cape Girardot, to New Madrid, once in two weeks.

Leave Kaskaskia every other Wednesday at 6 a. m. and arrive at New Madrid on Saturday by 10 a.

m. Leave New Madrid every other Saturday at 2 p. m. and arrive at Kaskaskia the next Tuesday by 6 p. m.

220. From Henderfonton, K. by U. S. Seline, to Kaskaskia, once a week.

Leave Henderfonton every Saturday at 2 p. m. & arrive at Kaskaskia on Tuesday by 6 p. m.—Leave Kaskaskia every Wednesday at 6 a. m. and arrive at Henderfonton on Saturday by 10 a. m.

NOTES.

1. The Post-master General may expedite the mails, and alter the times for arrival and departure, at any time during the continuance of the contract, he previously stipulating an adequate compensation for any extra expense that may be occasioned thereby.

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

3. For every thirty minutes delay (unavoidable accidents excepted) in arriving after the times prescribed in any contract, the contractor shall forfeit one dollar; & if the delay continue until the departure of any depending mail, whereby the mails destined for such depending mail lose a trip, a forfeiture of double the amount allowed for carrying the mail one trip shall be incurred unless it shall be made to appear that the delay was occasioned by unavoidable accident; in which case, the amount of the pay for a trip, will, in all cases be forfeited and retained.

4. Persons making proposals are desired to state their prices by the year. Those who contract will receive their pay quarterly—in the months of February, May, August and November, one month after the expiration of the quarter.

5. No other than a free white person shall be employed to convey the mail.

6. When the proposer intends to convey the mail in the body of a stage carriage, he is desired to state it in his proposals.

7. The Post-master General reserves to himself the right of declaring any contract at an end, whenever one failure happens, which amounts to the loss of a trip.

8. The contracts are to be in operation on the first day of October next, and continue until December thirty-one, eighteen hundred and fourteen.

GIDEON GRANGER,

Post-master General,

General Post-Office:

Washington City, April 10, 1811.

Society for the encouragement of Agriculture & the Useful Arts.

A STATED meeting of the society will occur on the first Saturday in next month, at P. Jones' Inn, at 12 o'clock—a full meeting of the members is desired, as, at that time premiums ought to be arranged.

By order of the President,
B. Parke, Secy.

June 7th, 1811.