

# Gazette of the United States

A N D

## EVENING ADVERTISER.

[No. 92 of Vol. V.]

SATURDAY, March 29, 1794.

[Whole No. 551.]

### For Sale or Charter,



The SHIP  
**ANDROMACHE,**  
(An American bottom)  
John Moore, Master.

IS a stout good vessel, about two years old, burthen 232 tons, has only made three voyages, and may be sent to sea at a small expence. She may be seen at Vine-street wharf, and the terms made known by application to  
**WHARTON & LEWIS.**  
March 21. dtf

### For Amsterdam,



The new fast-sailing, copper-bottomed SHIP  
**ADRIANA,**  
K. Fitzpatrick, Master.

BUILT of live oak and cedar and was intended for a Liverpool Trader, will sail with all convenient speed. For freight or passage, having excellent accommodations, apply on board at Walnut street wharf, or to  
**THOS. & JOHN KETLAND.**  
N. B. Passengers will be landed in England if required.  
March 6, 1794. dtf

### For Sale,



The American Brig  
**TRITON,**

BURTHEN 700 barrels, with her tackle and apparel as she came from sea. She is a staunch vessel, not two years old, and may be put to sea immediately. For terms apply to  
**GARDINER & OLDEN,**  
Arch Street wharf,  
Who have for sale,  
Pork, Lard, and Hams as usual,  
a quantity of Bacon, Bees Wax, and a few casks Timothy Seed—also  
Pig and Bar Iron, and Iron castings, in any form executed on the shortest notice.  
March 14. \*drot

### Just Imported,

In the Ship Apollo, Capt. Fitzpatrick, from Amsterdam, and now landing on Walnut-street wharf, viz.

**G**IN in pipes,  
A few bales Holland Duck,  
Ditto Oxenburghs,  
Holland Sheetings,  
Juniper Berries,  
Glass Ware, viz. Tumblers and Mugs, various sizes.  
Sheathing Paper,  
Swedes Iron, square and flat bars,  
Hair Ribband, No. 4.  
Duteb Great Coats,  
A quantity of Fank and Oakum, &c. &c.  
FOR SALE BY  
**THOMAS KETLAND, Jun.**  
The above-mentioned Ship is for Sale—Should application be made within a few days; otherwise she will take freight for Amsterdam.  
March 1, 1794. d—tf

### The following Certifi-

cate of the funded three per Cent Stock of the Domestic Debt of the United States standing on the books of the Treasury of the said United States, in the names of Donald and Burton of London, merchants, and signed by Joseph Nourse, Register of said Treasury, to wit:—No. 5476, dated 24th August 1792 for 2969 dollars and 53 cents was transmitted from London in the ship Peter, Paul Husley, master, bound for New York, and has been lost.—The Subscriber intending to apply to the Treasury of the United States to have the same renewed, desires all persons who are interested in the said certificate, to make their objections thereto, if any they have.  
**Francis Macy,**  
Philad. March 27. d6w

### FOR SALE,

BY **MATHEW CAREY, No. 118,**  
Market-Street,

### An Essay on Slavery:

Designed to exhibit in a new point of view, its effects on morals, industry, and the peace of society. Some facts and calculations are offered to prove the labor of freemen to be much more productive than that of slaves; that countries are rich, powerful and happy, in proportion as the laboring people enjoy the fruits of their own labor; and hence the necessary conclusion, that slavery is impolitic as well as unjust.  
PRICE 25 CENTS.  
February 15. dtf

### The Public are cautioned to

beware of counterfeited Five Dollar Bills of the Bank of the United States, and Twenty Dollar Bills of the Bank of North America, several of which have appeared in circulation within a few days past; they are a good general imitation of the genuine Bills, but may be distinguished by the following

### M A R K S.

Five Dollar Bills of the Bank of the United States.

ALL that have appeared have the letter F. for their Alphabetical Mark.

The Texture of the Paper is thicker and whiter and it takes the ink more freely than the genuine paper.

The O. in the word Company is smaller than the M. and other letters of that word, so that a line extended from the top of the O, to touch the top of the M. would extend considerably above the range of the whole word.

In the word United the letters are narrower and closer together than the rest of the bill.

The j and f in the word promise are not parallel, the f inclining much more toward than the i.

The engraving is badly executed, the strokes of all the Letters are stronger and the device in the margin particularly is much coarser and appears darker than in the true bills. Some of the counterfeits bear date in 1791—Whereas the Bank was not in operation till December, and no five-dollar bills were issued in that year.

Twenty Dollar Bills of the Bank of North America.

ALL that have appeared have the letter B. for their alphabetical mark.

They are printed on a paper nearly similar to that of the counterfeited Five Dollar Notes above described; the engraving is better executed, and they approach nearer to the appearance of the genuine bills.

The fine ruled lines through the word Twenty, in the body of the bill, are in number thirteen in the genuine bills, and but twelve in the counterfeits.

The word Company is much like the same word in the Five Dollar Bills as described above, the a being less than the n, and the following.

There is no stroke to the t in the word North whereas in the genuine bills the stroke is well defined.

The letters en in the word Twenty, to the left hand at the bottom, do not come down to the line, but are so cut as to give an irregular appearance to the word, the w and the y going below them.

The Signature J. Nixon, has the appearance of being written with lamp-black and oil, and differs from the other inks used in printing the bills and the cashier's signature.

It is supposed these forgeries were committed in some of the Southern States, as all the counterfeits that have appeared, have come from thence, and two persons have been apprehended in Virginia, on suspicion of being the authors of them.

The reward of ONE THOUSAND DOLLARS will be paid to any Person or Persons who shall discover and prosecute to conviction the several offenders of the following descriptions or any of them, viz.

The person or persons, who manufactured the paper on which the Bills are printed.

The person or persons, who engraved the plates.

The printer or printers, of the bills.

Every person who has acted as a principal in any other way, in the counterfeiting and uttering the said bills.

**THOMAS WILLING,** President of the Bank United States.

**JOHN NIXON,** President of the Bank of North America.

By order of the Committees of the Representative Boards.

Philadelphia, March 28, 1794. dtf.

### TO BE SOLD,

Agreeably to the last Will of **DEBORAH MORRIS,** deceased,

### The House No. 245,

A N D

### Lot of Ground

On which it stands, wherein **JAMES BIDDLE** now lives, on the north side of Market-street, near Sixth-street.

THE House being 18 feet 10 inches in Front on Market-street, and the Lot 117 feet deep. The whole will be sold subject to a ground rent of twelve pounds per annum, payable to the contributors to the Pennsylvania Hospital, and their successors forever. For terms apply to

**SAMUEL COATES,**  
**JONATHAN JONES,**  
**ANTHONY MORRIS,**  
**SAMUEL POWELL GRIFFITHS,**

Surviving Executors of  
Deborah Morris, dec'd.

March 1, 1794. \*eop 3w

### George Bringhurst,

### COACH-MAKER,

In Mulberry (Arch) between Fourth and Fifth Streets, adjoining the Episcopal burying-ground,

TAKES this opportunity of returning his grateful thanks to his former employers, and requesting their future favors, as well as those of the public in general.

He continues to make and repair at the shortest notice, all kinds of pleasure carriages, such as coaches, chariots, phaetons with and without crane necks, coachees, chaises, kittereens, windfor fulkeys and chais, and harness of every description, in the neatest and newest fashion now prevailing in the United States.

And as he has a quantity of the best seasoned wood by him, and capital workmen, he has not the least doubt but he will be able to give satisfaction to those who please to employ him.

He has for sale, several carriages almost finished, such as coachees, an Italian windfor chais, hung on steel springs, a light phaeton for one or two horses, and a sulkey with a falling top.

### Carriages sold on Commission.

Philadelphia, Jan. 6, 1794. m&th3m

This Gazette shall be enlarged, as it receives encouragement—The Subscription increases daily—Advertising Favors are solicited—These constitute an essential Item in diminishing the Debt side of the Account.

### Congress of the United States.

#### House of Representatives

Wednesday, January 29.

The **SPEECH** of **MR. SMITH,** of South-Carolina, in reply to **MR. MADISON,** on the subject of the Commercial Regulations.

### [CONCLUDED]

Great Britain the gentleman had assured the committee, would not dare to contend with us because we could by our regulations turn 250,000 of her manufacturers out of employ.

But would not those regulations and the counter-regulations which might be adopted operate injuriously on a much larger number of persons in the United States; would not all the owners and cultivators of land suffer materially by the loss of the best market for half of our whole exports? The evil to Britain would be partial, to us general, depreciating the whole landed property of the country. If there were expected a clamor in Britain which was to drive her government into a repeal of her navigation Act, we ought to anticipate a clamor from our farmers and landholders when they found their produce rotting in ware houses and were compelled to pay 25 per cent. more for their necessary supplies.

When the gentleman stated the causes of failure of the attempt in 1784 by separate states to regulate our foreign commerce he had imputed them entirely to the want of a federal government. But Mr. Smith was of opinion that they were principally ascribable to the diversity of local interests and habits in the states; did that diversity less exist at this time? would it not produce similar effects and would not regulations which might be pleasing to some parts of the union prove to intolerable to others that they would cease to complain till they could effect a repeal of the grievance.

As far as the fact then with regard to past experiments could guide, it was against the proposition; former regulations produced inconvenience and were abandoned. So jealous were the southern states of this power in the hands of Congress to regulate trade, that the delegates of some of them would not accede to the present constitution until it was stipulated that the consent of two thirds of the Senate should be necessary to the formation of treaties.

It was not however true that 250,000 British manufacturers would be thrown out of employ: Our supplies would still consist of British manufactures, though circuitously obtained, as admitted by the gentleman himself, and at the dearer rates,

because we cannot fill the chasm ourselves, and there is no other country which can.

But we are to starve her West-India Islands. Those who felt an abhorrence at the attempt on the part of the combined powers to reduce the French by starving them now viewed with composure the project of reducing the British nation to our own terms by starving the inhabitants of the West-Indies, who at least were innocent of the charges preferred against the mother country. Mr. Smith was satisfied the American character was not of a nature to tolerate such a project as that of starving the inhabitants of the British Islands: The philanthropy of our fellow citizens would urge the repeal of any law producing such dire effects—Nay the member himself would be prompted by his humanity to be among the foremost to repeal it, But the idea was extravagant—we want to sell as much as they to buy, if they could not obtain the requisite supplies elsewhere, they would go to them circuitously from us.

A pleasing picture had been drawn of the benefits which would result to our navigation by a transfer of our commerce from Britain to France. The actual quantity of our tonnage for a year, ending 30th Sept. 1792, with the different powers, Mr. Smith stated as follows;

With the dominions of France,	81,570
those of G. Britain,	66,582
U. Netherlands,	61,979
Spain,	28,408
Portug. I.,	24,809
Denmark,	12,216
Sweden,	1,846

From this it appeared that our actual tonnage was greater with the British dominions than with those of any other country, except France, and it had been shewn that this excess was adventitious & temporary. Our navigation with the European dominions of Great Britain was 60,889 tons, with those of France only 14,777, that is more than four to one: this difference, he said, might be considered of a permanent nature, that which was derived from colony advantages as precarious and temporary, because contrary to the general principle of the colonial policy of all the European nations & contrary to the very principles of the new French navigation act.

The gentleman had ascribed our late increase of navigation to temporary causes; it would, however, be found to be principally applicable to our trade with the British dominions, and therefore not so, but the result of our regulations. In this respect, our statements terminate with the year 1792, a period prior to the effect of any temporary causes affecting Britain.

It had been said if we transfer our exports from Britain to France, we shall increase our navigation ten-fold: But would a vote of the house make that transfer? would it create a demand for our exports in France which did not exist? why had she not taken a greater proportion hitherto? was it not because she had not a demand for them?

Great Britain, said the gentleman, could not obtain elsewhere the articles with which we supply her. Mr. Smith examined this part of the argument, under the different heads, Wood, viz. masts, spars, timber, boards, staves—It was less than thirty years, he observed, since Britain derived her supply of those articles almost wholly from other countries, namely, Russia, Sweden, Norway and Germany. The latter, through Holland, supplied the greatest part of Europe with oak timber, pipe hoghead and barrel staves, in which we have less to fear from competition than in respect to other articles; indeed without some extra advantages, we could not well maintain a competition with the countries on the Baltic, in the European trade of wood, owing, principally, to our greater distance, which makes the freight much higher from this country than from the Baltic: hence, probably, it was that we shipped so little to France.