

In sum et tenacem propositi virum, Non civium ardor prava jubentium, Non vultus instantis tyranni, Mente quatit solida.

medy for this being to equal liberty, and legal rights, but an extension of the powers of the judicial department, at least equal to that in England? And is it not certain that until this shall be done we can never have a permanent public credit? Do not the above mentioned, with other precedents of violating public faith, assure us of the danger that awaits this country whenever the calamity of a long war may happen? Could Congress, with our present mongrel character, support a seven years war which might call for twenty or thirty millions annually, more than all the revenue, aided by taxes? Let any sober man reflect upon this serious subject, and judge of the wisdom of continuing the present system, and the policy of continuing the breaches of public faith open—so long and loudly charged upon Congress in the above instance?

ACIREMA.

"We also are men of like passions with you, and preach unto you, that ye should turn from these vanities."

DURING the first stages of christianity, the apostles and the primitive builders of the church went about, like their benevolent master, doing good. While thus itinerating among those simple and credulous tribes scattered over the east, which the day spring from high had not yet visited, many of the most familiar acts of these venerated men would appear of a supernatural cast. Ignorance invariably begets wonder; that species of it, which was excited in the villages of Palestine, and the oriental cities, by the conduct of the first christians, was the rude admiration of the populace, and who more sunk in ignorance, than the people of that remote age? Every thing, beyond their narrow comprehension, would appear, like magic, and, in every rare exhibition of power, Gods, and not men, must be the agents.

Paul and Barnabas, we learn from their own history, were colleagues in apostleship and companions in travel. In Lystra and Derbe, cities of Lycania, they preached the gospel. The sanctity of their demeanour would, of course, attract the respect of the hearers, and the slightest act of such good preachers would be magnified. Paul, in his walks through the streets of Lystra, observed and relieved the impotence of a cripple. Though the healing arts, which the Sains employed, were, doubtless, seconded by providence; yet mortal skill were sufficient to make "the lame, his crutch forego." The men of the city, when they witnessed the cure, supposed, it must be effected by a celestial physician. They accordingly laid a belief that the gods had descended in human shape. Barnabas was exalted into Jupiter, and Paul's eloquence dubbed him Mercury. Shocked at this impiety, and unwilling to arrogate any but deserved honours, the modest apostles, bearing that the priests and garlands, and victims were at hand, and remonstrated to the enthusiastic people. "Sirs, who do you these things? We too are men of like passions with you, and preach unto you that ye should turn from these vanities. Our appearance among you maybe easily explained. Believing a new and rational system of religion ourselves, were willing to impart it to others. Who we heal your sick, we discharge one of the most important duties of man. There is no occasion to render us divine honors. Weigh fervently that not only ourselves but ye, might in purity of heart approach divine nature. But we know that we are mortals, and frail ones too. We can, perhaps, sometimes cure the sick, but what course can we take with the well. Those who are whole indeed in body, but tainted and perverted in mind. We may exhort others to the practice of virtue and yet be ourselves among those who dwell carelessly. Are not such beings men? Yes, verily we are not any less, but feel the weakness of human nature."

Every age has its errors. Good preaching and benevolent actions, in the opinion of barbarians, exalt men to Gods. Among a polished and speculating people, neither the sound homily of the parson, nor the charities at his door avail, unless his uniform practice is as divine as his precepts. He is secretly thought, sometimes openly called a hypocrite; and men doubt the rectitude and piety of his path, because he sometimes stumbles, or runs aside. But virtue is the same let her followers treat her as they may; and if it promise our well being to go where this charming power leads, if you find a million, my good friend, who only show the rout she has taken, without joining her train, let not such inconsistency prevent thy pilgrimage.

These reflections are suggested, by the common remark "If my divine practice, as he preaches I might believe his doctrines." But his wild deviations are no impeachments of the rules. It is agreed that man is at best, a feeble being, who should an individual in black be required to possess double the strength of him in green? Habits of meditation, of studying the scriptures, of contemplating the operations of Providence, and him to preach gravely. But still he is a man, of like passions with you, ye captious hearers, and, like you, he will sometimes indulge them. But, believe one, who has looked upon the world for four times ten years, passion is never indulged without remorse and suffering. This then is virtue's proof, that those, who slight, yet trumpet her charms. Give the Preacher credit for the morality of his writings, exhibit that morality in your lives, and inquire not too curiously whether his life and doctrine are coincident. Possibly they are not; possibly he is "in week-days and wanderings often;" but if he errs, it should be remembered he is a man of like passions with you. The candid Paul confesses, that he delighted in the law, after the inward man, that is, his judgement was convinced of the utility of good morals, but there was a law in his members, warring, a word of singular emphasis, warring against the law of his mind. He

adds, in his rapid logic, that which I do I allow not. If then I do, that which I would not, I consent unto the law, that it is good. An adept in every mystery of human nature, and sagacious, if not holy as a saint, has a phrase, like the following; I can easier teach twenty, what were good to be done, than to be one of the twenty to follow my own teaching.

THE LAY PREACHER.

From the SHOP of MESS. BOLLES & SPONDER.

POLITICAL PORTRAITS.

From the SHAKESPEARE GALLERY.

A TOLERABLE LIKENESS.

The late political cliques portend no good; love cools, friendship falls off; brothers divide; in cities factions; in the country discord; and the bond is crack'd 'twixt son and father. Machinations, hollows, treachery, and all ruinous disorders follow us disquietly.

ANOTHER.

I can keep counsel, mar a curious tale in telling it, and deliver a plain message bluntly: that, which ordinary men are fit for, I am qualified in; and the best of me is diligence.

THE POLITICAL PORTRAIT.

A glass gazing, super fervens, felineal rogue, of very soft society, and great shewing. Indeed, to speak feelingly of him he is the very card or calendar of gentry. He has got the tune of the time, and outward habit of encounter; a kind of yelly collection, which carries him through and through the most fond and winnow'd opinions. Do but blow him to his trial, the bubble is out.

A BELLOWING ORATOR.

This is some show Who, having been prais'd for bluntness, doth affect A fancy roughness; and constrains the garb, Quite from his nature: He cannot flatter, he! An honest mind and plain,—his well speak truth: As they will take it, to; if not, he's plain: This kind of knaves, I know, which in this plainness Harbours more craft, and corrupter ends Than twenty sily ducking orators: That stretch their duties merely.

To be continued.

Legislature of Pennsylvania.

HOUSE OF REPRESENTATIVES.

WEDNESDAY, March 5.

A motion was made by Mr. Frazer, seconded by Mr. McNair, and read as follows: viz.

Whereas the agricultural and commercial interests of the people of Pennsylvania require that every practicable mode of conveyance and communication, by roads and inland navigation, should be improved; and it has accordingly been the policy of the Legislature to promote this object by the grants of money and other encouragements as were thought best calculated for the attainment of so important and valuable an end:

And whereas the establishing of a good, safe and certain route of conveyance from the eastern to the western parts of the State, would prove highly beneficial, by preserving the advantages arising from the great and increasing Commerce of the Western Country; but the efforts hitherto made for extending and completing a Canal navigation between the waters of Delaware and Ohio, have proved inefficient; Therefore Resolved, That a Committee be appointed to enquire and report to the House, on the practicability and propriety of extending a Turnpike Road, from the City of Philadelphia to Pittsburg; and, if they shall think the object attainable, to submit to the House a plan for carrying it into effect.

Ordered, That Mr. Frazer, Mr. Mitchell, Mr. McNair, Mr. Frazer, and Mr. Logan, be a Committee for the purposes expressed in the said resolution.

MARCH 17th, 1800.

The Committee appointed to enquire and report on the practicability and propriety of making a Turnpike-road from Philadelphia to Pittsburg—have, in obedience to the order, of the House, turned their attention to that subject; and being of opinion that it is of the highest importance, not only to the people of Pennsylvania, but of the United States also; and believing that no expense which could be incurred in the undertaking would be so efficacious with the great benefits that would with certainly result, they have confined themselves to an endeavour at fixing upon some plan for accomplishing the object of their appointment, which may be at once efficient and acceptable.

No arguments need be adduced by the Committee, to convince the House that it would be of essential importance to establish a safe, easy and certain communication between the only mercantile City of the State, and its distant agricultural parts—to afford to the citizens the means of carrying their produce to market;—and to the neighbours of the Eastern States of the Union a passage so extensive and increasing Western Country.

In ascertaining the expense that would probably be incurred in this undertaking, the Committee have sought for information in the experience of the Company who made the Turnpike Road from Philadelphia to Lancaster. From that information, they are induced to think, that the road to Pittsburg may be made for 10 dollars a perch, or 2000 dollars a mile. This rate, from Lancaster to Pittsburg (being about 250 miles) would make the aggregate expense about 500,000 dollars. If any other route than that of Lancaster should be thought preferable, the distance of new-road would be necessarily lengthened, and the expense proportionably increased.

To defray the expence, the committee propose that a subscription should be opened for 25000 shares, at 20 dollars each, payable in ten annual installments of 20 dollars on each share. These shares would produce 500,000 dollars. The remaining sum of 300,000 dollars it is proposed should be advanced by the State, on the terms and in the manner following, viz.

There are two classes of property belonging to the State, which, according to the usual modes of collecting the public debts, and converting to public property in specie will not be likely to produce their full value; but which if appropriated for a particular purpose, and individuals interested in the management of them, will probably produce, their value, or nearly so. The property alluded to, consists of the shares of State taxes, and the reserved tract of the property of the Commonwealth, at the towns of Erie, Warren, Franklin, Waterford and Beaver. The amount of taxes outstanding is about 336,040 dollars, on which are charged sundry appropriations to the amount of about 12,000 dollars. These arrears have been so long outstanding that it cannot now be reasonably supposed, the whole will ever be collected. They will probably produce, with diligence in collecting them, from 250,000 to 300,000 dollars beyond the appropriations already chargeable on them. The reserved tracts, it is estimated, if managed with care, and sold on good security, and an extended credit, will produce from 50,000 to 75,000 dollars. These two funds then, will with some certainty, produce 300,000 dollars, and probably 375,000 dollars.

The proceeds of these two sources of revenue, the committee propose, should be specially appropriated for the discharge of the sum to be advanced by the State. If this should be approved of by the Legislature, such arrangements might be made, as would extend to the persons in whose hands those taxes are, the privilege of making their payments by ten annual installments, on giving security for the punctual discharge of such installments. A similar arrangement might also be made, with respect to the reserved tracts, which would give the purchasers ten years to make their payments by annual installments, on giving good security. These arrangements, at the same time that they would extend advantage to those who are indebted to the State, and to those who might become purchasers, would establish a certain fund for discharging the engagements contemplated to be made by the State, and would probably increase the sum actually to be brought into the Treasury; which increase (as it would be a benefit to the State) would operate as a ready mode of the amount to be drawn from the Treasury for the purposes of the road.

But that the State might run no risk in making the proposed advance of money, the committee would recommend, that there should be paid from the treasury of the State, a fund of 80,000 dollars, to be advanced by lot to the company that may be performed on such security as should be directed, being given, that the money should be faithfully applied, and that no less than 25 miles of the road should be completed within the year for which the advance should be made. As a further security against an unnecessary advance of public money, it would be proper to provide, that no such advance should be made, until two thirds of the annual installments of the individual subscribers should be paid into the treasury of the company.

This plan the committee have full confidence would enable a company to complete the road within ten years. The sum of 80,000 dollars they have good reason to believe would be fully adequate to the completion of any 25 miles on the road: And by giving authority to the company, after the first year, to receive toll on such parts of the road as might be completed, a fund would be created to meet all contingencies, and which might be also applied in extending the road.

The committee however submit the plan to the consideration of the house: And as the termination of the present session is at hand, which will prevent any thing final from being now done, they propose that the subject be recommended to the special consideration of the legislature at their next session; so that by thus presenting the subject to the view of the public, it may attract the attention of the legislature and of the citizens, and draw from them other plans, or the approbation of this, for the accomplishment of an object of the highest importance to the commonwealth.

Gazette Marine List.

Port of Philadelphia.

ARRIVED. Ship Roebuck, Sterling, Calcutta, via Norfolk, India Goods, Willings & Francis. Harmony, Kollock, Calcutta, India Goods, J. Miller. Sch. Anna, Allen, Cape Francois, prize to the schr. Experiment. Sch. Nancy, Rogers, Halifax 15. Jane, Snow, Savannah 18. Sloop Jay, Jackson, Carolina 9.

CLEARED. Ship Aurora, Collet, London. Brig Sally, Hampton, Trinidad. Sch. Fancy, Lave, St. Thomas. Aligator, Hitchcock, St. Croix. Ship Richmond, Glenn, from Martinique, came too at Marcus Hook last evening. A ship, under Danish colours, from St. Croix, is below. Nineteen vessels, outward bound, left Reede Island yesterday. Sloop Laurana, Sadler, of and for this port, from Havana, is lost a few miles south of Cape Henry. She had previous to being lost, been plundered of a considerable

sum in specie by a French privateer. Sec. Five. The armed schr. Experiment, captain Maley has lately taken five prizes; among them are three Baltimore schooners, two of which (names unknown) were trading from St. Jago de Cuba to Tortuga, Rigaud's domain. The third is the schr. Ann-a of Baltimore, also in illegal trade; one brig under French colours, said to be Spanish, makes the 4th; and the 5th is unknown.

The Ganges sloop of war, capt. Muldowney, is daily expected from the Spanish Maine. Brig Sally, Mason, sailed from S. America the 2d of March.

Ship Het y, McNeil, of and from New-York to Cowes and a market, is captured by the French and carried into France. The Het y sailed in November last.

Ship Richmond, Glenn, from Batavia, Martinique, is reported to be below, Londp Kennington, Kerr, was loading at Tion the 5th of Feb. to sail soon.

17. 2c. Jane left Port Republican, March capt. under convoy of the Boston frigate, 20th Little, whom he parted with on the ton toff cape Nicholas Mole, where the Bopliuached, and was to return to Port Republican, to take in charge another convoy.

At there, the Betty, Ellis, Bucktimor Caroline, Vinne, and Hannah of Galland-e, to sail soon; Favourite, of the 17; and Sukey of New-York, arrived on 12th of March.

Marcquemel was evacuated by Rigaud, faint, h. 10, and taken possession of by Touchevarch 21st, was boarded by a small

take dls, but said that their orders were to ming all vessels they met with from St. Domingo, except Cape Francois and Port Republican.

Balt. arch 27, lat. 27, spoke the Nancy of more for Cape Francois, all well.

LIST OF VESSELS.

Mer convoy of the United States ship Merrimack, Moses Brown, Eq. Commodore, bound for America, and Islands. Industry, Trefetham, Portsmouth. [New Hampshire] Brig Federal George, Joshua Brewster, Ship Job, [Plymouth Massachusetts] Brig Recova and Phebe, E. Diab, Casteen. Sch. Amity, Hatch, Norfolk, Virginia. Hero, J. B. C. Shipley, Charleston. Hope, J. P. B. Boston. Victory, L. E. Swan, Marblehead. Sally and Mary, Norfolk Virginia. Brig Adventure, B. F. E. Cross, Portland. Mary, W. Leeds, N. B. Halifax. Mariner, B. Mason, N. B. Halifax.

Schr. Two Friends, R. Lydia, and John, N. B. Halifax.

Ship Richmond, J. G. Neptune, J. D. Caroline, H. S. Sch. Christian, P. C. Hawk, C. Brya. Sloop Roxanna, H. Maria, T. Dier. Sch. Two Brothers, Brig Franklin, J. W.

Ship Hannah, R. Stephen Captain Brown quitted the 25, about the 16th of March.

Extract of a letter from Norfolk, dated twenty five. The Congress will not sail for some Her masts are not finished. The Conqu of Egypt is arrived here, a prize to the Connecticut. Captain Tryon. She is a fine brig, mounting 20 guns.

ARRIVED. Days. Brig Nancy, Reed, Trinidad. Sch. Neptune, Alexandria, Virginia, 5. Two Sisters, Riley, St. Kitts. Eglantine, Haff, Mantanzas, 17. Verigo, Fuller, Curacao, 17. Sloop Fair American, Decker, Virginia, 2. Delight, Williams, do. Sloop Federal George, Haffley, bound from this port to St. Bartholomews, is taken by a French privateer, and retaken by the New Jersey.

Boston, April 1. Captain Freeman, of the ship Duke of Kent, a privateer of 20 guns, out of Liverpool, N. S. writes his owners about the 1st of March, at St. Kitts, that he had been on a cruise, and in company with the U. S. frigate Boston, Capt. Little, had captured a French ship loaded with cocoa and hides. Our informant adds, that he understood the prize had arrived at St. Kitts.

WANTS A PLACE, A YOUNG WOMAN WHO wishes to be employed in a genteel family, who understands all kind of house work, viz. Ironing, Clear Starching and plain Cooking. Enquire of John M-Bride, Shoe Maker, in Second Street two doors below Pine Street, on the water side.

FOR SALE. The Time of a Mulatto Girl WHO has about eight years to her, has been had for many years accustomed to the care of children, and is a tolerable cook. Enquire of the Printer.

COUNTRY SEAT. TO let that Country seat, known by the name of Parville, situate near the upper ferry on the east side of Schuylkill two and an half miles from the Court house; it contains about 20 acres of land, a beautiful house and garden, with a large barn, coach house and stables. Please to enquire at the office No. 96 Arch St. April 4.