

surrounded by 400 youths in uniforms, and three discharges made from one hundred pieces of cannon. In the evening there was a general illumination, and the chief club of the old representatives finished it by giving a supper to the principal magistrates.

The affairs of Poland remain in the same state of uncertainty as they have done for some time past.

Dispatches have been received from Gibraltar, which were brought over in the Active Cutter, arrived off the Start. They are dated the 10th inst. and contain an account of two Barbary corsairs having passed that place with an American bark in tow; the corsairs were under jury-masts, and that provisions were very plenty and reasonable.

Extract of a letter from Paris, March 16.

"The Prince of Nassau set off for Madrid on the 5th. charged, it is thought with some commission from the Empress to the King of Spain, he being the only Monarch whose mediation Russia has not rejected. The expedition of the Prince of Nassau is extraordinary; for in less than forty days he will have paid his court to five Sovereigns. He stopped three days at Warsaw, five at Vienna, seven here, in eight days he will be at Madrid, and thinks on returning to Peterburgh before the 8th of May. It is thought that the King of Spain, who, when Prince of Asturias, had a great regard for him, will appoint him a Lieutenant-General, two of his Cadets, Camp-Majors, having already been raised to that rank. He will likewise have the order of the golden fleece, which was promised by the late King. Though still young, his hair, owing to fatigue, begins to become grey, but he is in good health, and will certainly be in the Black sea before the month of June, ready to face the Captain-Pacha again."

COMMERCIAL.

The silks imported from Piedmont into Great Britain, in the course of last year, amounted to not less than two hundred thousand pounds.—Piedmont and Bologna furnish the very finest wrought silk in Europe. One grand advantage which we have in the commerce of the Levant, is, that the Sicilian silks are confined to a particular season of the year, whereas those of the Levant are brought at alltimes. The January caravans are very richly loaded with the very finest silks; those of February and March contain an inferior sort. The Dutch, in the course of last year, imported seven thousand bales of silk from Cassembazzar in the East-Indies. This place furnished, in the whole, that year, upwards of twenty thousand bales; each bale weighed one hundred pounds. The French, in the same year, imported into Lyons six thousand bales of silk, sixteen hundred of which came from Sicily.

MR. NECKAR,

During the time of his retirement, wrote a very excellent work on the importance of religious opinions, calculated to stem the torrent of infidelity which so generally prevails in Europe. "It appears to me," says he in the introduction, "that there are interests which may be considered as patriotic by intelligent and feeling beings; and while the inhabitants of the same country, and the subjects of the same prince, employ themselves diligently in one common plan of defence, the citizens of the world ought to be incessantly anxious to give every new and possible support to those exalted opinions on which the true greatness of their existence is founded; which preserves the imagination from that frightful spectacle of an existence without origin, of action without liberty, and futurity without hope. Thus after having, as I think, proved myself a citizen of France by my administration, as well as my writings, I wish to unite myself to a fraternity still more extended, that of the whole human race; it is thus, without dispersing our sentiments, we may be able, nevertheless, to communicate ourselves a great way off, and enlarge, in some measure, the limits of our circle; glory be to our thinking faculties for it! to that spiritual portion of ourselves which can take in the past, dart into futurity and intimately associate itself with the destiny of men of all countries, and of all ages. Without doubt a veil is thrown over the greater part of those truths to which our curiosity would willingly attain; but those which a beneficent God has permitted us to see, are amply sufficient for our guide and instruction; and we cannot for a continuance divert our attention without a species of slothful negligence, and a total indifference to superior interests of man. How little is every thing indeed when put in competition with those meditations which give to our existence a new extent, and which in detaching us from the dust of the earth, seem to unite our souls to an infinity of space, and our duration of a day to the eternity of time! Above all it is for you to determine, who have sensibility, who feel the want of a Supreme Being, and who seek to find in Him that support so necessary to your weakness; that defender, and that assurance, without which painful inquietude will be perpetually tormenting you, and troubling those soft tender affections which constitute your happiness. The whole of this excellent work deserves a very attentive perusal.

[LONDON-DERRY, MARCH 17.] It is with the sincerest pleasure we inform the public, and especially the citizens of Derry, that in consequence of the laudable exertions of the corporation, to forward the erection of a bridge over the river Foyle, Mr. Thompson and Mr. Cox, of Boston, in New-England, arrived in this city yesterday. They are strongly recommended for their knowledge in bridge building; and, we understand that they entertain not the smallest doubt of being able to construct a bridge over our river, upon the same plan of those which they lately erected near Boston.

The corporation and citizens of Derry have now an opportunity of accomplishing a measure of the greatest public utility. Every exertion should, therefore, be used to arrange matters for beginning a business, which promises to encrease the trade and prosperity of the city of Derry, and the adjacent country.

March 24. Since our last the engineers who lately arrived here from America, have founded the river across at the Ferry-quay, and we have authority in saying, that it is their decided opinion, a wooden bridge, on the construction of those lately erected near Boston, is very practicable at said place.

The late KING of PRUSSIA's Character of GEORGE II.

GEORGE was firm in his purposes, more covetous than economical, capable of labour, but destitute of patience, violent, brave, and governing England by the interest of his electorate, yet too little master of himself to direct a nation whose idol is liberty.

Character of the KING of PORTUGAL, by the same.

THIS country, in the year 1740, made no figure in Europe. Don Juan was remarkable only for his extraordinary passion for the ceremonies of the Church. By the Pope's brief, he obtained the right of having a Patriarch, and by a second brief, that of saying mass. Ecclesiastical functions formed his whole delight; his buildings were convents, his soldiers monks, and his mistresses nuns.

The character of CZAR PETER, and of the RUSSIANS, is described as forcible in fewer words.

"THE Czar operated on the Russians like aqua fortis on iron."

The political rank of HOLLAND is also painted by a single stroke.

AFTER England comes Holland, which takes its direction from the former, like a small shallop from a ship of war to which it is attached."

His Prussian Majesty thus characterises the POLES.

"POLAND is in a state of perpetual anarchy. The great families have all of them separate interests, and all preferring themselves to their country, they agree only in severity towards their vassals, whom they treat more like beasts than human creatures. The Poles are vain, insolent in good fortune, servile in adversity; they stick at nothing to amass money, which having obtained unjustly, they spend it prodigally; as fickle in their judgments as frivolous in their tastes, their measures are adopted capriciously, and abandoned without reason. The unsteadiness of their characters is continually plunging them into difficulties. They have laws; but no one observes them, for want of coercive authority."

The KING's character of HIMSELF, in a letter to Voltaire, 1737.

MY dear Cefarion has given too advantageous an account of me. How fortunate it is to have such a friend! But allow me to undeceive you, and to trace my own character in a few words. I have but little merit and little knowledge, but I have an extraordinary love for both, and an inexhaustible fund of esteem for persons of distinguished virtue. Together with these qualities, I feel myself capable of all that constancy which true friendship requires; with judgment sufficient to do justice to your great talents, but not enough to hinder me from writing bad verses."

AMERICA.

MARYLAND.

Extract of a letter from a gentleman in Old-Town, to his friend here, dated May 6.

[FREDERICK-TOWN, MARCH 20.] "It pleases me much to find the Patowmack navigation-in so flourishing a state. I arrived here, on my way to the western country. This place puts me very much in mind of a sea-port, so many sailors, or rather boatmen, in their short jackets and caps, walking the streets, and the masters running up and down, disposing of their cargoes of rum, wine, &c. and purchasing wheat and bacon to take down again. Since the navigation of the Patowmack is so far advanced, we have great reason to hope the work will be fully completed, and then the country about the head of Patowmack will flourish amazingly."

Extract of a letter from Berlin, a town on the Patowmack River, on the Maryland trail, dated May 21.

MAY 27. "A few days ago passed by this town, five boats, from Opequan, the South-Branch, and Old-Town, together with a large raft of pine plank, which floated from above 100 miles back, with several horses on it.—One of the boats belonging to Mr. Joseph Sprigg, of Old-Town, came from that place with 24 hogheads of tobacco to Watt's Branch, near the Great-Falls, in one day and an half, reckoned to be 180 miles."

[BALTIMORE, JUNE 2.] Last Saturday morning, (at a Villa in the vicinity of this town) Mr. John Dublin, a gentleman from Cape Francois, being in a state of insanity, put a period to his existence, by shooting himself through the head with a musket.

[PHILADELPHIA, JUNE 10.] The wonderful exertions of this country in economy and industry afford the most heartfelt satisfaction to the patriots in every situation: Men in public stations in almost every State are cloathing themselves in the manufactures of the country—the old branches are daily improving—new ones introduced—and domestic manufactures extending beyond any thing ever known heretofore. This silent progress of industry in this latter way has been evidenced by the wonderful sales of spinning wheel irons in this city, which in the year last past, in two stores only, have amounted to 5860 sets. It is with high pleasure we add, that a great number of wheels have been shipped in the coalters to the shores of the Chesapeake. It is supposed that the great reduction in the prime cost of cotton goods in Europe is owing to the infant establishments in that line in this country, which the European manufacturers naturally wish by all means to discourage. If they will maintain a fair rivalry of this kind we cannot blame them, but let it spur us to due exertions.

Last week John Lucas, Esq. of Boston, subscribed five shares to the manufactory in this city, and the Legislature of the State have subscribed one hundred shares. The principal objects of attention have been cottons dyed and printed, suitings, jeans, denims, cottonades, waistcoat patterns and federal ribs, all of which have a cotton filling and flaxen warp. The manufactory of Taylors threads has been attempted here, and executed with great perfection by three very valuable citizens of the society of "Friends." Their operations are principally by machines.

We hear that five additional paper-mills are now erecting in this State, and that the company of paper hanging printers from France have commenced their establishment near this city.

INFORMATION FOR WEAVERS.

An improvement on the weavers shuttle has lately been made in Scotland. Four friction wheels, somewhat thicker than a dollar, are inserted in it so far, as just to enable the shuttle to run upon the projecting parts with great ease and velocity. The axis of the wheels is made of wood, and the wheels of cast steel. Two of the wheels are inserted at one end and two at the other end of the shuttle, which makes it run very steady. Cotton cloths of ten quarters, and of great fineness, have been wove with this shuttle, which works with great ease with a fly.

Many things (says a correspondent) formerly supposed to be absolutely necessary to maintain authority, and to command respect, are now found to be unnecessary, or wholly nugatory. Swearing was once deemed necessary to govern a ship's crew, and laced cloths were once thought necessary to procure respect from the common people. There is now an end of both these absurd opinions. Sailors are best governed where there is least swearing, and the common people honor liberal manners in a gentleman, much more than ever they did gold or silver lace. The same observation will, we hope, soon be applied to TITLES. The United States have rejected them, wisely preferring rather to raise the people to the standard of truth and propriety, than to stoop to the absurd notions of any part of them. It is an insult to the new government, as well as to the citizens of the United States, to suppose that titles are necessary to the splendor of the one, or to the obedience of the other. It would be more rational to present our Chief Magistrates with a piece of gingerbread, or a rattle, when

we address them, than with a high sounding title. Away then with Highness, Excellency, Esquire, and Honorable, in its positive, comparative, and superlative degrees, and let our rulers hereafter, when they see them, suppose that they are only intended to affront them.

Extract of a letter from a person of experience and judgment in the planting and settling a new country, dated the 15th of April, at Cooper's Town, on Lake Orisago.

"I think it would be advisable to take effectual steps towards erecting pot-ash works in your neighbourhood, (on the lands in Pennsylvania, near the state line and New-York government) not only for your own advantage; but that of the settlers. The people here ask for clearing our heaviest timber'd lands, four pounds per acre, and find themselves—or to have the ashes for their pay. But those who live convenient to pot-ash works chouse to pay the above price, rather than give up the ashes. So that it is reduced to a certainty, that the ashes will pay for clearing any land in the country."

In order to shew the extreme danger of trusting all the legislative power of a State to a single representation, we beg leave to transcribe a few sentences from a letter, written by the Honorable JOHN ADAMS, Esq. Vice-President of the United States, to one of his friends in North-Carolina, who requested him to favor him with a plan of government for that State, in the year 1776. This illustrious citizen, who is second to no man in America in an inflexible attachment to the liberties of this country, and to republican forms of government, writes as follow:

"I think a people cannot long free, nor ever happy, whose government is in one Assembly. My reasons for this opinion are as follow:

1. "A single Assembly is liable to all the vices, follies and frailties of an individual, subject to fits of humour: Starts of passions, flights of enthusiasm: partialities of prejudice, and consequently productive of hasty results and absurd judgments. All these errors ought to be corrected, and defects supplied by some controuling power.

2. "A single Assembly is apt to be avaricious, and in time will not scruple to exempt itself from burdens, which it will lay, without compunction, upon its constituents.

3. "A single Assembly is apt to grow ambitious, and after a time will not hesitate to vote itself perpetual. This was one fault of the long parliament, but more remarkably of Holland, whose Assembly first voted themselves from annual to septennial, then for life, and after a course of years, that all vacancies happening by death, or otherwise, should be filled by themselves, without any application to constituents at all.

4. "Because a single Assembly possessed of all the powers of government would make arbitrary laws for their own interest, and adjudge all controversies in their own favor."

If any thing could be necessary upon this subject, after such an authority, we might here add, that Montequieu, Harrington, Milton, Addison, Price, Bolingbroke, and others, the wisest statesmen, and the greatest friends to liberty in the world, have left testimonies upon record of the extreme folly and danger of a people being governed by a single legislature.

\* A Committee of the Convention, which formed the Constitution of Pennsylvania, published in the Pennsylvania Packet of October 15, 1776, as an apology for one of their Ordinances that was thought to be arbitrary and unjust, that it was passed "when the minds of the Convention were agitated, and their passions inflamed."

SKETCH of PROCEEDINGS of CONGRESS.

In the HOUSE of REPRESENTATIVES of the UNITED STATES.

WEDNESDAY, JUNE 10, 1789.

In committee of the whole, on the bill to regulate the collection of the impost.

MR. TRUMBULL in the chair.

On motion of Mr. MADISON, a clause was inserted, which provides, "that there shall be a surveyor at each of the ports of delivery only," excepting certain ports to be enumerated.

The motion of Mr. AMES, which was withdrawn yesterday, was again brought forward by that Gentleman—and adopted as a clause, to be inserted in the bill—It provides, That every master or other person, having charge or command of a ship or vessel bound to any port of the United States, shall be obliged to produce, on demand, to any officer, or person authorized for the purpose, two manifests, specifying in words, the true contents of the cargo on board such ship or vessel; one of which manifests the officer is to endorse, and return to the Captain, noting the time when the same was produced to him. The other he is to transmit to the naval officer of the port where the said vessel is bound to.

Several other propositions were produced, and debated; but not accepted.

The committee then rose, and the House adjourned.

THURSDAY, JUNE 11.

In committee of the whole, on the bill to regulate the collection of the impost.

MR. TRUMBULL in the chair.

Mr. PARKER moved to insert the following clause in the bill, viz. "Provided that no ship or vessel, not belonging wholly to a citizen or citizens of the United States, shall be permitted to enter or unlade at any other, than the following ports, viz.

This clause, the Gentleman observed, was necessary to hold up a preference to our own navigation—to secure to the citizens of the States exclusively, the coasting trade; it would conduce more effectually to securing the revenue, and was a provision sanctioned by the practice of other commercial countries.

Several other observations were made, when Mr. FITZSIMONS proposed, that the clause should be amended by adding—"nor shall any ship or vessel from India, China, or beyond the Cape of Good Hope, and bound to the United States, enter, or unlade, but at the following ports, viz.

This clause, with the amendment, occasioned considerable discussion: In opposition to the first, it was observed, that the restriction could not with propriety be confined to foreign vessels, on account of smuggling, as our own citizens, possessing superior advantages for that business, would more probably evade the laws than strangers: That it would operate altogether in favour of those States who employed no foreign shipping; and as sufficient had been done to encourage our own navigation, it was to be expected that the motion would be withdrawn.—With respect to the clause restricting vessels from India, it was said, that it would tend to the creating monopolies—to give an undue advantage to particular ports, to their aggrandizement and that of individuals residing in or near such ports, while it would deprive those who resided at a distance from them, and whose capitals were limited, from adventuring in those voyages, as was now the case.

In support of the clause, it was observed, That foreigners could with propriety be restricted from entering those ports, which they had not been accustomed to frequent—and for this reason no injury would be done to the persons residing at such places—but to circumscribe our own navigation within narrower limits than it had been used to, would be productive of extensive ill consequence—it will cut off a great proportion of the trade of the United States, and in a manner depopulate the sea coast: That experience of other countries was in favour of restricting foreigners to narrower limits than our own citizens; they could not be supposed to be actuated by any motives of attachment to the government or country, to induce a compliance with the revenue laws.

With respect to the restriction on India ships, it was said, That goods from that country were more easily smuggled than any other: That this restriction was of the last importance to the revenue, as one boat load of India goods, would pay a greater impost than a whole cargo from the West-Indies: That it would be impolitic to suffer this trade to be carried on from ports favorably