

its soil, and the variety of products it is capable of affording, is of all others the most to be dreaded, for the constant thunder, rain and stifling heat which prevails at least four months in the year, produces such a corrupted air, that, in a few hours all animal food is reduced to a state of putrefaction, and such of the wretched inhabitants who survive owe their preservation to confining themselves within doors, to avoid the dreadful pestilential infection of the atmosphere. The tornadoes in that part of Guinea are frightful and astonishing, for the most horrible darkness comes on at noon-day, and nature, in a moment, puts on a dreadful, awful appearance, which fills the minds with horror, and makes even the brute creation to tremble.

About the year 1787, an attempt was made to form a settlement at this very place, by sending a number of Negroes from and about London. The success of that enterprize and the melancholy fate of the unfortunate adventurers, cannot be more correctly stated than from the following extract from the proceedings of the venerable society for propagating the Gospel in foreign parts, and with which I shall for the present conclude.

PHILANTHROPOS.

[The Extracts will appear in our next.]

RESOLUTIONS PASSED IN THE LATE GENERAL ASSEMBLY OF THE COMMONWEALTH OF VIRGINIA.

IN THE HOUSE OF DELEGATES,

WEDNESDAY, Oct. 26, 1791.

THE General Assembly of Virginia, considering it as one among the important privileges of the people, that the doors of the Senate of the United States should be open when they are exercising their judicial or legislative functions.

Resolved therefore, That the Senators of this Commonwealth in the Senate of the United States, use their utmost endeavors to procure the admission of the citizens of the United States to hear the debates of their house, whenever they are sitting in their legislative capacity.

Resolved also, That the Senators of this commonwealth in the Senate of the United States, use their utmost endeavors to procure the admission of the citizens of the United States, whenever the Senate shall be sitting in its judicial capacity.

November 1, 1791. Agreed to by the Senate.

TUESDAY, November 8.

Resolved, That the violation of the seventh article of the treaty of peace on the part of his Britannic Majesty, has been highly injurious to the citizens of this commonwealth, and that measures ought to be taken by the federal government to enforce the due execution of the said article of the treaty.

Resolved, That the memorial from the counties of Princess Anne, Norfolk, Nansemond, and Isle of Wight, with the above resolution, be transmitted by the executive of this commonwealth to the President of the United States.

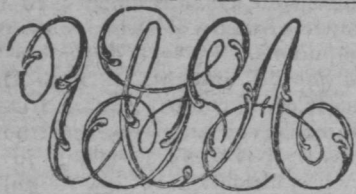
November 14, 1791. Agreed to by the Senate.

THURSDAY, December 15.

Whereas considerable expences have been incurred by this commonwealth, since the adoption of the federal constitution, in the necessary defence of the frontiers from the invasions and depredations of the savages: and whereas one of the essential objects of the said constitution is to provide for the common defence, in order to promote which, this commonwealth has relinquished many valuable sources of revenue:

Resolved, That the application of the executive to the general government for a reimbursement of the said expences, is not only just and proper, but discovers a laudable zeal for the interest of the commonwealth, well deserving the approbation of the General Assembly, and they are requested therefore to persevere in their demands; and to insist on a compliance with them.

December 16, 1791. Agreed to by the Senate.



CONGRESS.

PHILADELPHIA.

HOUSE OF REPRESENTATIVES,
THURSDAY, FEBRUARY 2, 1792.

The amendments of the Senate to the Post-Office Bill were taken into consideration by the House.

ONE of the amendments was to strike out Exeter from the general route of the post.

Mr. Gilman rose in opposition to this amendment.

I hope, said he, the alteration will not be agreed to—when this bill went up to the Senate, I am informed it was committed to a committee consisting of a member from each state—that the alterations were made in that committee, and afterwards agreed to in Senate without much debate. In that committee this subject was very unfairly represented, and gentlemen who were then in favor of the amendment, are now on further enquiry, decidedly against it. This I think, a good reason why the House ought not to concur. But, sir, I beg leave to offer some reasons why an office should be established in Exeter—It is a compact town of considerable trade, and some navigation—it has a direct trade with Boston, and vends considerable quantities of dry goods—this trade would be greatly facilitated by having the stage pass through the town—But what is of more importance and more extensive in its operation, arises from the necessary communication which is kept up between that town and other parts of the state—this will be perfectly understood, when gentlemen are informed that the records of the state, the secretaries and treasury offices are kept there—that the records

and treasury of a large county, comprehending both Portsmouth and Exeter, and extending fifty or sixty miles into the country are also kept there—and that the judicial courts of the county, the state and the United States, set there at appointed periods—It is there the governor convenes his council to consult on public affairs—and it is from that place a communication should be kept up between the state and the general government—from these circumstances it appears that it would be very convenient not only for Exeter, but for a considerable part of the state to have an office established there; and as the necessary communication between that and other towns would afford frequent opportunities to send and receive letters by private conveyance, a doubt can hardly exist that such an arrangement would be productive to the revenue—this I believe to be the opinion of the post-master general. Sir, the distance from Boston to Portsmouth does not exceed seventy miles, and that perhaps the best road within the United States of equal extent—the objection therefore that the stage cannot pass through in a day, can have no weight, it is too absurd to deserve a serious refutation—the difference in the distance between the present route of the mail, and the one proposed through Exeter is, passing through Kensington, about three miles, or by Hampton-Falls, about five miles—the road through Kensington is a good carriage road, the stage ran that way about five years ago, before the proprietors contracted for the transportation of the mail—it was then a pretty good road, since which it is much improved—it was therefore a false assertion to say that the road through Kensington or Hampton-Falls is bad—and I am persuaded that the mail passing that way could not be injurious to Portsmouth. But, sir, the opposition to this measure arises from a rivalry between the two towns—Before the war, the courts and offices just now mentioned, were held exclusively at Portsmouth—on the commencement of hostilities it was found convenient to remove them to Exeter, where it has been thought expedient to continue them—but this has excited a degree of jealousy in the minds of some persons, in the interest of Portsmouth, who are perpetually on the watch to oppose any public measure calculated to promote the interest or convenience of Exeter—If this alteration takes place, letters going to Exeter will be liable to a postage of 20 or 25 per cent more than by the present arrangement, and as the cross-post will set off but once a week, letters may lie six or seven days in the office at Portsmouth—this will preclude the people of Exeter from the benefit of a post, and they will be obliged to send their letters by private conveyance as they now do.—By the original construction of the bill, the expence of transporting the mail would be less than by the proposed alteration, as by extending the route of the principal mail about three miles further, the travel of the cross-post is shortened 14. I therefore hope the people in that part of the state will not be deprived of rights naturally arising from their situation, by the prejudice and misrepresentation of those who wish to injure them, and that the amendment will not be agreed to.

Mr. Livermore—I shall agree to the amendment made by the Senate in this bill, to strike out Exeter, and to carry the mail by the accustomed route, through Hampton, which is the nearest way, as gentlemen have heretofore stated, by about five miles; and it is also the best road, more especially in winter, when the snow is deep, being a road more used, and consequently the paths better kept open. And as the bill provides that a mail shall be carried from Portsmouth by Exeter, to the interior parts of the state, I think the town of Exeter will be well accommodated, without the deviation of five miles before mentioned. As the stage carriages that carry the mail three times a week, between Portsmouth and Boston, in the summer season, carry many passengers from Portsmouth and from Boston, and other places, a deviation of five miles, and in a worse road, would be a very great inconvenience to such passengers. The distance from Boston to Portsmouth, by the usual route, is about 65 miles. This is a pretty long journey to be performed with a stage waggon in one day, which is the case in the summer season; but five miles added, may induce the necessity of traveling sometimes after night, which would be attended with inconveniency to the passengers, besides hindering the mail from arriving at the appointed hour. The inconvenience would also perhaps be greater in winter, in proportion to the number of passengers, and in respect to retarding the mail, as some part of the new proposed route is considerably more liable to be blocked up with snow, for want of travelling to keep it open, than the old route.

Portsmouth being a place of considerable commerce and navigation, it is important that the mail should arrive at its proper times, and as early as possible. The letters for Exeter are few, compared with the number for Portsmouth. The post-master has stated the amount of the postage of letters for Exeter, passing through his office at

Portsmouth, to be about fifteen dollars and an half, in eleven months from the first of January, 1791; a sum very inconsiderable indeed compared to the amount of postage received for letters delivered in Portsmouth during the same period.

Mr. Thatcher: I feel myself, sir, as little interested in the present question as it is possible for the gentleman just now up, from New-Hampshire (Mr. Livermore) Indeed I have no other interest in this matter than what arises from a desire to accommodate the greatest number of people—and so far I confess I feel interested; for any general measure that does not effect this gives a certain degree of pain. If the facts that have been stated be true, and the arguments drawn from them in support of the amendment, be conclusive, I certainly should be interested in favor of it; because it must immediately affect my constituents.—But, sir, the facts are not true, nor the reasoning just. Sir, the real matter in dispute between Portsmouth and Exeter, has not yet been understood—and I conceive it to be simply this: shall the mail from Boston arrive at Exeter about two hours earlier, on the same day, than at Portsmouth; or shall it arrive at Portsmouth first, and to Exeter the next day, or within six or seven days after? This, sir, is the real question—for whether it passes through Exeter, or through Hampton as it now does, it will reach Portsmouth on the same day it leaves Boston, and about the same hour. If the hour of arrival at Portsmouth be fixed at eight o'clock in the summer time, the post may accomplish the route through Exeter with ease—and he will do no more if he passes through Hampton: this brings us to an examination of the reasons offered in favor of the amendment, which go altogether to shew that if the route be established through Exeter, the mail will not arrive at Portsmouth on the same day it leaves Boston—and consequently the merchants at that place will be injured—and not only so, but 'tis said, the Portland mail will be delayed another day. Did I believe, sir, there was the least shadow of reason for this apprehension, I should be the first for agreeing to the amendment; but, sir, 'tis all a pretence, a whim invented for no other reason, than to prevent the mail's arriving at Exeter before it does at Portsmouth.

The gentleman (Mr. Livermore) has said the route from Boston to Portsmouth through Exeter, is about five miles farther, than through Hampton—he does not pretend to say it is more; I verily believe the difference is not more than three miles—if it is so much as that; but for the sake of the argument I will admit there is the difference contended for by the gentleman; we will examine the question on that supposition, and see if there arises a probability that the increased distance will prevent the arrival of the mail at Portsmouth on the day it leaves Boston. It seems to be agreed that the old route from Boston to Portsmouth is about sixty four or five miles; now 'tis a fact, sir, that prior to the building the bridges across Mystic and Beverly rivers the stage passed this route in a day—although at Beverly Ferry it was detained from thirty to forty minutes where it now passes in two, and it was obliged to go round by the town of Mystic—which is two miles farther than where it now crosses on the bridge; by these bridges then we may consider five miles taken off the whole distance—so that admitting the objection of the addition of five miles, as the gentleman wishes to have it, the mail may now pass, in a day, from Boston to Portsmouth through Exeter, with the same ease and certainty that it did before the erection of these bridges, through Hampton Falls—the route contemplated by the amendment; and I must beg leave further to observe, that a bridge is about to be thrown across Merrimack River, which will considerably add to the facility of passing; and may well be counted upon as a further deduction of the distance.

It has been said by the gentleman from New-Hampshire (Mr. Livermore) that the road from Portsmouth to Newbury-Port is a good road; I agree with him in this point; I am as perfectly acquainted with the road from Portsmouth to Newbury-Port as he can be—I know every patch of sand, or rock in the way, that can impede a carriage; but as good as it is, I presume he will acknowledge there is more sandy heavy road for wheel carriages, in this part of the line than all the rest of the way to Boston; so that something ought to be carried to the credit of the Exeter route because it avoids this sand. 'Tis said the road through Kensington to Exeter, is blocked up with snow in the winter time—granted as to some particular seasons; but the same is also the case as to Hampton road; I have often known the Hampton road so blocked up that the stage could not run for several weeks, this was the case last March, and I was then informed that the road through Kensington and Exeter was passable for the stage earlier than the Hampton, and it ought here to be noted there is a causeway near half a mile in length in Hampton, over which the passing is not only difficult in the win-