

W. Rogers, Bowling Green
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WEDNESDAY, JUNE 13, 1792.

[Whole No. 326.]

JUST PUBLISHED,
AND TO BE SOLD (PRICE 10c.)
By HAZARD and ADDOMS,
At the corner of Third & Chestnut Streets,

HISTORY
OF
New-Hampshire,

VOL. III.

Containing a geographical description of the State—with sketches of its natural history, productions, improvements, and present state of society and manners, laws and government.

By JEREMY BELKNAP, A. M.

This volume compleats the history, and is peculiarly interesting.—Subscribers are desired to call for their books.

RUN AWAY from the subscriber, living in Kent County, and State of Maryland, on Sunday the 27th May last, a NEGRO MAN, named HARRI, about 40 years of age, about five feet nine inches high, has a scar over one of his eye-brows, and when talking, hangs his head on one side, and looks up—had on and took with him the following cloaths, viz. a fearnought coat, a black and white kersey coat, cut round, a white kersey jacket and breeches, two pair of yarn stockings, the one pair laced footed, and the other not, two oznaburg shirts, each pieced on one side, two pair of tow-linen trowsets, one pair patched with new tow-linen down the fore parts, and an old felt hat.

Whoever takes up said Negro, if out of this State, and secures him in goal, shall receive FOURTEEN DOLLARS reward—and if taken within this State, and secured as aforesaid, shall receive EIGHT DOLLARS reward; and if brought home, reasonable expences will be paid by PEREGRINE LETHBRURY.

Chester-Town, June 4, 1791. (ep 8w)

THE following sections of the act entitled, "An act for raising a further sum of money for the protection of the frontiers, and for other purposes therein mentioned, are republished for the information of all persons, who, on the 29th day of June next (1792) shall be possessed of WINES.

Sec. 10. AND be it further enacted, That all Wines which after the said last day of June next, shall be imported into the United States, shall be landed under the care of the inspector of the port where the same shall be landed, and for that purpose, every permit for landing any Wines, which shall be granted by a Collector, shall, prior to such landing, be produced to the said inspector, who, by endorsement thereupon under his hand, shall signify the production thereof to him, and the time when, after which, and not otherwise, on pain of forfeiture, it shall be lawful to land the said Wines. And the said inspector shall make an entry of all such permits, and of the contents thereof, and each pipe, butt, hoghead, cask, case, box or package whatsoever, containing such Wines, shall be marked by the officer under whose immediate inspection the same shall be landed, in legible and durable characters, with progressive numbers, the name of the said officer, and the quality or kind of Wine as herein before enumerated and distinguished. And the said officer shall grant a certificate for each such pipe, butt, hoghead, cask, case, box or package, specifying therein the name or names of the importer or importers, the ship or vessel in which the same shall have been imported, and the number thereof, to accompany the same wherever it shall be sent. And if any pipe, butt, hoghead, cask, case, box or package, containing Wine, shall be found without such marks and certificates, the same shall be liable to be seized, and the want of such marks and certificates shall be presumptive evidence, that such Wine was unlawfully imported and landed."

Sec. 11. And be it further enacted, That every person, who shall have in his or her possession, Wines which are intended for sale, in quantity exceeding one hundred and fifty gallons, shall prior to the said last day of June next, make entry thereof in writing at some office of inspection in the city, town or county where he or she shall reside, specifying and describing the casks, cases, boxes and other packages containing the same, and the kinds, qualities and quantities thereof, and where, and in whose possession they are; and the officer of inspection, at whose office such entry may be made, shall, as soon as may be thereafter, visit and inspect, or cause to be visited and inspected, the Wines so reported, and shall mark, or cause to be marked, the casks, cases, boxes and packages containing the same, with progressive numbers, with the name of the person to whom the same may belong, the kind or kinds thereof, and words "Old Stock," and shall grant a certificate for each cask, case, box or package containing such Wine, describing therein the said cask, case, box or package, and the Wines therein contained, which certificate shall accompany the same, wherever it may be sent. And if any person who may have Wines in his or her possession for sale, shall not, prior to the said last day of June next, make entry thereof, as above directed, he or she, for such omission or neglect, shall forfeit and pay the value of the Wine omitted to be entered, to be recovered with costs of suit, for the benefit of any person who shall give information thereof, and the Wines so omitted to be entered, shall be forfeited." (ep 29)

WHEREAS it appears, by the proceedings in a certain cause now depending in the High Court of Chancery in England, wherein William Webb is the plaintiff, and John Parker (the executor of Thomas Bradley, deceased) is the defendant—that HENRY WEBB was put out apprentice by the Greenwich School, for the sea service, in or about the year 1775, and who was then of the age of 14 years, or thereabouts, and sailed from England in the year 1776, to some part of North-America, in the ship or vessel called the Artemissa, Captain Llewellyn, formerly a Spanish Trader, and at that time a Navy Victualler or Transport, in his Majesty's service. And whereas it appears that the said Henry Webb deserted and ran away from the said ship or vessel, and entered on board a certain privateer or vessel, called the Revenge, or Vengeance Privateer, of which one John Dean was then master or commander, then lying in New-York, in North-America; and that the said Vengeance Privateer, on or about the 5th of November, 1779, sailed from New-York aforesaid to Savannah, and arrived at such last mentioned place in or about the month of March, 1780, and sailed from thence in the said month of March, or in the month of April following, to some port or place in America, but to what port or place is not known; and that in the Month of May, 1780, the said ship or vessel was seen at Barbadoes, in the West-Indies, but the said Henry Webb hath not since been heard of, and is supposed to be dead, it having been reported that the Tender belonging to the said ship or vessel called the Vengeance, which ship was then commanded by Captain Knowles, with a number of her men, to the amount of 20, or thereabout (and among whom the said Henry Webb is supposed to be one) were taken by the enemy, and carried into Philadelphia.

NOW, in pursuance of an order made in the said cause, bearing date the 3d day of December, 1790, any person or persons who can give any account or information touching the said Henry Webb, or of the said ship Vengeance, or whether the said Henry Webb is living or dead, and if dead, when and where he died, are required to give such account or information to WILLIAM WELLER PEYS, Esq. one of the Messers of the said Court, at his Chambers, in Symonds-Inn, Chancery-Lane, London, on or before the 6th day of November, 1792—and such person or persons will be rewarded for their trouble by applying to Mr. SAMUEL NAYLOR, the solicitor in the cause, at No. 4, Great Newport-Street, London; or to the Rev. JOHN STANFORD, No. 46, William-Street, New-York; or to JOHN PRETTYJOHN, Esq. Bridge-Town, Barbadoes.

(3w12w) W. W. PEYS.

WM. CLELAND,
BOSTON,
Transacts business in the Funds of the United States;
BANK STOCK, BILLS of EXCHANGE, &c.
Orders from New-York, Philadelphia, or any other part of the Union, will be attended to with DILIGENCE and PUNCTUALITY.
June 1. (ep 1m & 1awam)

PHILADELPHIA.
At a meeting of the Committee appointed by the American Philosophical Society for the purpose of collecting and communicating to the Society materials for forming the Natural History of the insect called the Hessian-Fly, as also information of the best means of preventing or destroying the insect, and whatever else relative to the same may be interesting to Agriculture:

RESOLVED that, for obtaining information of the facts necessary for forming the natural history of this insect, before its entire evanishment from among us, it be recommended to all persons whose situation may have brought them into acquaintance with any such fact to communicate the same by letter addressed to Thomas Jefferson, Esq. Secretary of State to the United States. And that the proper objects of inquiry and information may be more particularly pointed out, the following Questions are proposed.

SECTION 1. In what year, and at what time of the year, was this animal observed for the first time? Does it seem to have made its appearance in this country only of late years, or are there any reasons for supposing that it was known in any part of the United States previously to the commencement of the late revolution?

Sec. 2. At what time of the year has this insect been observed in the Egg-States? At what time in the Worm-State? And at what time in the Fly-State? How long does it remain in each of these several states? Does it pass through more than one generation in the course of a year? If it does, which generation of the insect is it that proves most injurious?

Sec. 3. What kind of Wheat does this insect prove most injurious to? Has it ever been seen on, or has it proved destructive to, the Spelts? Does it ever injure the roots of the wheat, &c? Has it ever been seen in the flowers? Does it affect the leaves? What part of the stalk is it chiefly confined to? Has it ever been known to attack the grain, or to be transported with it? In what manner does it seem to operate its injurious effects? At what season are these effects first observed to commence?

Sec. 4. Does it ever injure the Spring-wheat, the Barley, the Buck-wheat, and the Oats? Does it injure the Rye or the Indian-corn? If it does, on what part of these several vegetables does it chiefly reside? Does it inhabit any of the Grasses, or other smaller vegetables, which we cultivate in our fields, our meadows, gardens, &c? If it does, what are the names of these grasses, &c? And on what parts of these vegetables does it chiefly re-

side? Has it ever been observed, in any of its stages, in their flowers? Has it ever been known to injure their seeds? Does it appear to be most destructive to the grasses, &c. of the more wet, or to those of the more dry, soils? Has it ever been observed upon any of the larger trees or shrubs of the forest, garden, &c? If it has, what are the names of these trees and shrubs? And what parts of them does it commonly affect?

Sec. 5. Does this insect seem to have committed greater depredations on the different grains, but particularly on the wheat, when sown in one soil than when sown in another? Thus, for instance, is it ascertained whether this animal has proved most destructive to wheat which has been sown in a light and loose soil, or to that which has been sown in a strong and heavy soil? Do its ravages appear to have been greater or less upon the wheat of land which has been recently manured, than upon the wheat of land that has never been manured at all, or which has not been manured for a considerable length of time? N. B. All the queries of this section have also a reference to the Rye, the Oats, the Barley, &c.

Sec. 6. How far has the Bearded-wheat escaped the injuries of this insect? Which variety of the Bearded-wheat, the Yellow, the Red, or the White, has been observed to be most exempt from its injuries? Has any variety or species of the wheat entirely escaped the ravages of this insect?

Sec. 7. Is it possible to ascertain, with any degree of certainty, the extent of country which this insect has traversed in a year, or in any other given period of time? Are its movements rapid? Does it appear that the progress of the insect has been, in any degree, retarded, or obstructed, by rivers, by mountains, &c? Does it appear that it has pursued any general or fixed route through those countries, in which it has been observed, as to the North, the South, &c? How far to the North has it been observed; How far to the South? How far to the West?

Sec. 8. Have any experiments been made to demonstrate the degree of cold which this insect, in the different stages of its existence, is capable of supporting? Is it food for other animals?

Sec. 9. What means have been found most successful for preventing the injuries committed by this insect? How far has the practice of rolling the wheat and the rye in the autumn and in the spring been found of service? Have any good consequences resulted from the practice of feeding the grain close in the spring time? Has the practice of steeping the grain of the wheat, &c. (previously to its being sown) in infusions of the Elder, and of other vegetables, been found of any service?

And while the committee ask, with earnestness, information from every person who can answer any one or more of the preceding questions, they address themselves in a peculiar manner to those on whose farms this insect has appeared, praying that they will give them such details as they can give with certainty, regardless of the style or form of their communications, since it will be the duty of the committee to reduce all the facts received from different persons into an orderly narrative, to be reported to the Society.

THOMAS JEFFERSON,
BENJAMIN SMITH BARTON, } Committee.
JAMES HUTCHINSON,
CASPAR WISTAR, }
Philadelphia, April 17, 1792.

FROM THE AMERICAN MUSEUM.

REFLECTIONS on the STATE of the UNION.
Concerning the manufactures of the United States, as they affect the mercantile interest.

(CONTINUED.)

MANY of the ship holders and merchants trading with foreign countries, suppose, but it is believed erroneously, that they have no interest in the promotion of manufactures. It is known that Great Britain with seventy millions of acres of cultivated land, ships fourteen millions (her whole exports being near twenty millions) in her own manufactures. The foreign trade of that kingdom, without manufactures, would manifestly be neither so great nor so various—for the value of the produce manufactured is increased from one hundred to ten hundred per cent. as is also that of the imported raw materials, which constitute a great portion of their trade. The foreign commerce of the United States, is already enlivened by manufactures. Ships, boats, oars, and handspikes, bar iron, steel, nail rods, carriages of all kinds, hats, shoes, cordage, candles, soap, oils of several kinds, starch, hair powder, distilled spirits, malt liquors, cabinet ware, plate, punchon packs, gunpowder, potashes, bricks, chocolate, mustard, tow linens, sail cloth, potter's ware, fadery and harness, wool and cotton cards, paper and paper hangings, tanned leather, books, snuff, manufactured tobacco, and iron manufactures are now frequently exported to foreign countries. Coastwise there is also a great trade in these and many other manufactured articles, and in raw materials and provisions for the manufacturers within the United States.

An argument of great importance to the ship holders, exporters, and underwriters, and indeed to the cultivators of the earth, in support of manufactures is to be drawn from their tendency to promote in an easy, certain, safe, and cheap way, the naval capacities and strength of the United States. The transportation of provisions, coal, raw materials, and other articles from the southern and middle states to the northern, and the diffusion of the manufactures,

to the towns on the coast, throughout the union, already employs many vessels. The rice, indigo, cotton, hemp, flax, iron, hides, furs, tar, pitch, turpentine, rosin, wax, tobacco, wood and timber, flour and grain, shipped from the states, on, and to the southward of the Chesapeake, for the manufacturers in the middle and northern states, give employment at this time to a very respectable portion of our tonnage. This cannot be doubted, when it is remembered that our coasters are 110,000 tons, though our vessels in all the foreign trades probably do not much exceed 150,000 tons; and the former are entirely out of the reach of foreign restrictions, consequently (with the fishing vessels) are our most certain dependence. The weight of this circumstance, will be not a little increased by the recollection that the coasting trade is uncommonly interesting to a nation without transmarine colonies or dominions.

When we consider the fisheries as one of the modes of creating the powers of offence and defence at sea, and that our agriculture and commerce, must therefore be supported and defended by our fishermen, and fishing vessels, among other means, it will be satisfactory to the cultivators, and merchants, that they will be promoted by the success of our manufactures. Skins and furs of sea animals, whalebone, and the head matter of the whale, are used by various manufacturers for leather, hats, whips, candles, &c. The oils are used by leather dressers, shipbuilders, &c. and instead of candles.

It will be unnecessary to adduce to our mercantile citizens any arguments to prove, that the United States generally pay a premium on the bills purchased for their remittances for European manufactures. The exports, sales of vessels, their outward freights and the sales of lands, to foreigners, are the ordinary means applied to the payments for our imports, after deducting that part of them which, belonging to the emigrants, is not to be remitted or paid for. It is interesting to ascertain the reasons for our continuing to lose by the course of exchange. The principal cause probably is, that we draw so very large a proportion of our manufactures from one nation, that there is constantly a double demand for bills on that country. It is of importance to discover how this is to be remedied. The other Europeans nations have had the eight years of the war almost exclusively and the nine years of the peace in a fair competition and do not supply us with manufactures equivalent to half of the stated value of the shoes made by ourselves! It appears then, that our own exertions only, can relieve our merchants from this annual loss, on their remittances for several millions of dollars.

It may not be improper to take a view of the article of distilled spirits as a commodity which we are capable of manufacturing to any extent, and which will be an aid to agriculture, and an object of coasting and foreign trade. We have imported, in a single year, above eleven millions of gallons of foreign spirits and molasses. If one million of gallons of the latter were used in substance, then our imports of spirits and ingredients made into spirits, would stand at ten millions of gallons. The value of these, as they cost the country may be fairly taken at one third of a dollar on a medium, and will give 3,333,333 dollars, which is above one sixth part of the annual value of our exports. As five millions of bushels of grain would be consumed in the manufactory of a quantity of spirits equal to what was imported, in the form of spirits or ingredients employed to make them, there is no occasion for argument to prove, that the landed interest would be benefited by the manufacture of grain liquors (or fruit liquors) in lieu of the ten millions of gallons drawn from foreign sources. And in regard to the mercantile interest, it may be observed, that the supply of a foreign commodity is always precarious, and accordingly the disturbances in the several parts of the French empire, and the loss of their vintage, have deprived us of the usual importation of their brandies since the last autumn, and of the accustomed supply of molasses from the crop of 1792 of their principal colony. These two defalcations will probably amount to some millions of gallons, and must produce a void in a considerable branch of our foreign trade, for we shall not have it in our power to import the brandies and molasses, nor to export the returns for them, which have employed many thousand tons of shipping, and a considerable part of our mercantile capital and industry; nor shall we be able to export distilled spirits, manufactured from molasses, which has also employed our vessels, private funds and industry. How are the merchant and ship holder to be relieved under these injuries to their business? Manufacturing distilled spirits and malt liquors from native materials will afford considerable relief. Their capital and vessels may be employed in purchasing and transporting from the rivers and bays of the United States to the distilleries and breweries a part at least of the requisite quantities of grain, hops, fuel, and lumber, and of the manufactured liquors to domestic or foreign markets. Nor is this a mere probability. It is already an existing fact. The manufacture of grain liquors in the town of Providence (in Rhode Island) alone, in the first three months of the present year, was equivalent to 12,056 cases of geneva per annum. If the Dutch import grain from the north of Europe, to make and distribute gin from Archangel to Canton, which