

Gazette of the United States

A NATIONAL PAPER, PUBLISHED WEDNESDAYS AND SATURDAYS BY JOHN FENNO, No. 69, HIGH-STREET, PHILADELPHIA.

[No. 6, of Vol. IV.]

WEDNESDAY, JUNE 20, 1792.

[Whole No. 328.]

ADVERTISEMENT.

I DO hereby give notice to all persons, not to credit any person or persons whatever on my account, otherwise in my name, or on my credit, without special order from under my hand authorizing the same, as I am determined not to pay any debt or debts contracted without such order being produced.

THOMAS JONES.
Frederick-Town, June 5, 1792. (ep4w)

JUST PUBLISHED,

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

THE

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.

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 run 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 failed 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 PEPPYS, Esq. one of the Masters 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.

W. W. PEPPYS. (3w13w)

GENERAL POST-OFFICE.

Philadelphia, June 6, 1792.

THE Printers of Newspapers in the United States are desired to take Notice, That Mr. Francis Bailey, Mr. Daniel Humphreys, and Messrs. Spafford and Carey, of this City, have ceased to print Newspapers, and of course can receive none from the other Printers free of Postage. The Printers of Newspapers are therefore desired to discontinue sending their Papers to those Gentlemen, unless they should become Subscribers, on the footing of other Citizens.

As divers Printers in other Places may have discontinued their printing of Newspapers, the Post-masters in those places are desired to give Notice thereof in the Newspapers in which they usually Advertise; that the Newspapers sent to such former Printers may be discontinued, and the Public Mails be relieved from useless Burthens.

T. PICKERING.

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. (ep1m 2 12w2m)

Thirty Dollars Reward.

RUN AWAY from the subscriber in February last, a NEGRO LAD, named PHIL, about 20 years of age; had on when he went away, a round jacket, a pair homespun breeches, and a tow shirt; the fellow has a yellowish complexion, his height about five feet six or seven inches, very square made; has a mark along side of his nose, and one of his nipples has been burnt, which causes the sinews to draw.

Whoever takes up said Negro, and secures him in any jail, so that I may get him again, shall receive the above reward, and have all reasonable charges paid. ROBERT PEARCE. Head Sassafras, June 16, 1792. (ep1m)

RUN AWAY from the subscriber, living in Kent County, and State of Maryland, on Sunday the 27th May last, a NEGRO MAN, named HARK; 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 fawnought coat, a black and white kersey coat, cut round, a white kersey jacket and breeches, two pair of yarn stockings, the one pair lately footed, and the other not, two oznaburgh shirts, each pieced on one side, two pair of tow-linen trowsers, 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 gaol, 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 whereforever 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.

PUBLISHED FROM THE FEDERAL GAZETTE BY DESIRE.

To the DIRECTORS and COMPANY of the SUSQUEHANNAH and SCHUYLKILL CANAL, or INLAND NAVIGATION.

Gentlemen,

THE inland navigation of this state being of the greatest public utility, and having of late drawn the attention of the legislature, as well as of the citizens in general thereto, as to a subject of immense magnitude, some observations on it may be necessary and useful at this time.

I. The immense advantages of the object absorb every idea of objection arising from the expence of it, the only matter of solicitous enquiry is the practicability of it. An inland navigation between Schuylkill and Susquehannah, will bring by water to Philadelphia all the trade of the extensive waters of Susquehannah and of a most fertile country of about one thousand square miles, or 6,000,000 acres of land.

But this is not all—if this can be accomplished, a further extension of the inland navigation may be easily made to the Ohio and to Lake Erie, which at once opens a communication with above 2000 miles extent of western country, viz. with all the Great Lakes, together with all the countries which lie on the waters of Mississippi, Missouri and all their branches; an object vast indeed, and far greater than any one of a like kind which can be produced in any other country on earth.

II. The water communication between Schuylkill and Susquehannah is the soul of all this, or at least is the Great Sine qua non of it all; for were all the proposed water communications west of Susquehannah completed, but must stop at Susquehannah, or could the communication with the sea be made in any other way than the one proposed, 'tis manifest that the whole advantages of that immense trade would be in a manner lost to this city, and would go to some of our neighbors, and aggrandize them far beyond every power of competition which would be left for us.

III. This water communication between Schuylkill and Susquehannah must be formed over a tract of country, of about 40 miles extent from river to river on a straight line, but about 60 miles as the navigation must go; this tract is cut by two creeks, the Quitapahilla, which is a branch of the Swatara, and runs into Susquehannah at Middletown, and the Tulpenhoking, which empties into Schuylkill at Reading. These two creeks lead within 4 miles of each other; the level of their head waters is nearly the same, and the space between them makes the height of land, or as 'tis commonly called the crown land, between the two rivers, which is nearly a plain; and the bottom of the canal through which the navigation must pass, will no where rise more than 30 feet above the level of the head waters of the two creeks above mentioned, nor so much as 200 feet above the level of the waters of Susquehannah or Schuylkill.

IV. The ground thro' which the canal must pass from one head water to the other of the said two creeks, is a sort of gap or valley into which much higher grounds on each side descend in long gradual slopes from the distance of several miles; in which high grounds, many rivulets or streams of water are formed: supplied by perennial springs rising in grounds of a level much higher than the high part of the canal, some of these streams carry mills thro' the year, and all of them united together, would convey a large supply of water quite sufficient for all the purposes of the canal.

V. By actual and most careful surveys and levelings sundry times repeated, it is certain, it is an established fact, that enough of the above said waters may be brought into the canal from sources more than 20 feet above the level of the highest part of it, enough water I say to carry a heavy saw-mill through the year; which is as much water as will be fully sufficient to supply a canal on the largest scale which can ever be necessary in any future time.

And as these waters are derived from lime stone springs and other sources, that were never known to fail, we have every reason to be assured that they will afford a constant perennial supply of water, even through the dryest seasons of the year.

It appears then with most decided certainty, that the communication in question (however vast and immense its importance) is practicable on the largest scale requisite for all its uses; for when water enough for all the purposes of the canal can be produced on the height of land, and which can be let out either way as occasion requires, there can be nothing impracticable, nor indeed very difficult in forming the whole communication from river to river in a manner safe, easy and sufficiently ample or extensive for all its purposes.

VI. All I conceive necessary to be done after this is,

- 1. To make a succession of dams across the creeks from each river to the height of land, so constructed, that the tail of one pond may reach the dam next above it, and rise so much upon it as to produce the necessary depth of water; these dams are mostly built already, and will require no other expence than repairs, or strengthening for more certain security, and perhaps some heightening, that the water of the pond may swell or rise up to the dam above it, when that is not the present case.
2. From the top of each dam to make ways or an inclined plane, leading down to the water of the pond below, floored with strong plank, with an angle of depression sufficient to give it a necessary but gradual descent, say, if you please, one foot in ten.
3. To make a cradle like a sled, if you please, with sides of very strong timber, in each of which are to be inserted two wheels, about 16 feet asun-

der, on which the cradle will run up the ways, the lower wheel to be of somewhat larger diameter than the upper one, that the lower part of the boat's keel may be raised nearer to a level than the floor of the ways, then sink the cradle and draw the boat over it, then raise it to the bottom of the boat, and fasten the boat securely to it.

4. In the pond above the dam, and at sufficient distance and height, fix a strong post, and to it fasten a large block and shieve.

5. At the dam, close beside the head of the ways, make a floom and gate, and fix a water wheel with a shaft or axis parallel to the top of the dam, and at right angles with the ways, the shaft of which is to reach over the ways, and be of sufficient height to admit the boat and cradle to pass under it.

6. To the tongue of the cradle or sled (which must be strongly braced) fix a chain or rope of sufficient strength, carry it up the ways, and reeve it through the block fastened to the post as aforesaid, then carry it back and fasten it to the shaft of the water wheel.

7. Fix your cradle carefully in the midst of the ways below, then hoist the gate and set the water wheel a going, and I conceive it will draw up a boat of 40 tons, with a steady and safe motion, and launch it into the upper dam in one or two minutes. You may at any time increase or diminish your force by letting out more or less water on the water wheel.

8. When the boat is launched into the upper pond, disengage it from the cradle, float it off, and let it go on its passage, and bring on its place another boat, hoisted down stream, and fasten a chain or rope to the lower part or stern of the cradle, and make it fast to the shaft of the water wheel and hoist the gate, which will immediately draw the cradle over the head of the ways, when the gate must be instantly shut down, and the last mentioned chain must be instantly disengaged, which is most easily and safely done by a large iron bolt, pierced perpendicular through a strong timber in the stern of the cradle, and which will be drawn out of course the moment it pitches over the head of the ways, and brings the bolt right under the shaft. The upper rope must be fastened to the tongue of the cradle, and I conceive the force of the boat running down the ways will be sufficient to turn the water wheel the contrary way, and unwind the chain from off the shaft; if this should not be sufficient, a little force may be added by hands, or if the wheel should turn too violently, it may be checked by letting a little water on it.

VII. The ways, water wheel, and house for the people who tend the works, must be crowded up as near the shore as possible, that the middle of the dam may be left as wide as may be for a waste way, over which ice, logs, &c. in times of freshes, may pass without touching or injuring the works.

(To be concluded in our next.)



CONGRESS.

PHILADELPHIA.

HOUSE OF REPRESENTATIVES, MONDAY, APRIL 23, 1792.

In committee of the whole, on the 2d section of the bill for calling forth the militia.

MR. LIVERMORE objected to the general terms used in this section; he thought the nature of the offences intended to be guarded against, ought to be more particularly defined—that the sources from whence complaints should issue should be pointed out.

Mr. Beaton was in favor of introducing the express words of the constitution—and moved to strike out certain expressions for the purpose of substituting those words.

Mr. Whits observed, that the objections which had now been started were considered by the committee, and attempts were made to render the clause more express and definite, but it was found they only rendered it more obscure.

Mr. Baldwin said he considered the objection of the gentleman from New-York as involving a dangerous principle—it seems to suppose that the general government only possesses the power to suppress insurrections; whereas the States individually certainly possess this power, they can suppress insurrections, and will do it; their interest is involved in supporting the laws—and they are fully competent to do it.

Mr. Kittera said the gentleman from New-Hampshire objects to the clause because it is not particular enough—while the gentleman from New-York thinks it not general enough; he thought that the clause was very well expressed; it adopts that medium which in such cases is perhaps always the safest.

Mr. Page. I move to strike out the clause—it cannot be amended; I hope that there is no occasion for such a clause, it holds out an idea of resistance which I will not suppose can exist. Mild and equitable laws will not be resisted, and if Congress should be so infatuated as to enact those of a contrary nature—I hope they will be repealed, and not enforced by martial law; we have seen no occasion for three years past of