

# Gazette of the United States.

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

[No. 12, of Vol. IV.]

WEDNESDAY, JULY 11, 1792.

[Whole No. 334.]

## Thirty Dollars Reward.

**R**UN 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 insteps has been burnt, which causes the finews 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 Saffras, June 16, 1792. (\*Edim)

## BANK of the UNITED STATES,

NOTICE is hereby given, That there will be paid at the Bank, after the 10th instant, to the Stockholders, or their representatives duly authorized, the following sums, being the dividend declared from the commencement of the institution to the first instant, viz.

For each share completed in the month of March, Twelve Dollars.

For each share completed in the month of April Ten Dollars, Sixty-seven Cents.

For each share completed in the month of May, Nine Dollars, Thirty-three Cents.

For each half-share, Eight Dollars.

By order of the President and Directors, (2 w.) JOHN KEAN, Cashier.

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.

## GENERAL POST-OFFICE,

PHILADELPHIA, July 7, 1792.

**F**OR the information of Merchants and the Masters or Commanders of vessels, are published the following extracts from the Law for establishing Post-Offices and Post-Roads within the United States.

In section 10, it is enacted that there shall be charged "for every letter or packet brought into the United States, or carried from one port therein to another by sea, in any private ship or vessel, four cents, if delivered at the place where the same shall arrive; and if directed to be delivered at any other place, with the addition of the like postage, as for other letters are made subject to the payment of by this act."

In section 12, "That no ship or vessel, arriving at any port within the United States, where a post-office is established, shall be permitted to report, make entry or break bulk, till the master or commander shall have delivered to the postmaster, all letters directed to any person or persons within the United States, which, under his care or within his power, shall be brought in such ship or vessel, other than such as are directed to the owner or consignee; but when a vessel shall be bound to another port, than that, at which she may enter, the letters belonging to, or to be delivered at the said port of delivery, shall not be delivered to the postmaster at the port of entry. And it shall be the duty of the collector or other officer of the port, empowered to receive entries of ships or vessels, to require from every master or commander of such ship or vessel, an oath or affirmation, purporting that he has delivered all such letters, except as aforesaid."

In section 13, "That the postmaster to whom such letters may be delivered, shall pay to the master, commander, or other person delivering the same, except the commanders of foreign packets, two cents for every such letter or packet; and shall obtain from the person delivering the same, a certificate specifying the number of letters and packets, with the name of the ship or vessel, and the place from whence she last sailed; which certificate, together with a receipt for the money, shall be with his quarterly accounts, transmitted to the Postmaster-General, who shall credit the amount thereof to the postmaster forwarding the same."

For general information, the 14th section is published, "And be it further enacted, That if any person, other than the Postmaster-General, or his deputies, or persons by them employed, shall take up, receive, order, dispatch, convey, carry or deliver any letter or letters, packet or packets, other than newspapers, for hire or reward, or shall be concerned in setting up any foot or horse post, waggon or other carriage, by or in which any letter or packet shall be carried for hire, on any established post-road, or any packet, or other vessel or boat, or any conveyance whatever, whereby the revenue of the general post-office may be injured, every person, so offending, shall forfeit, for every such offence, the sum of two hundred dollars. Provided, That it shall and may be lawful for every person to send letters or packets by special messenger."

**R**UN 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 fearnought 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 LEHRBURY.

Chester-Town, June 4, 1792. (ep 8w)

## FROM THE AMERICAN MUSEUM.

### REFLECTIONS on the STATE of the UNION.

Reflections on the manufactures of the United States, as they affect the mercantile interest.

**S**OME of the benefits to the coasting trade and other parts of the domestic commerce resulting from manufactures, have already been intimated in treating of the manufacture of liquors. Besides these, bark and hides for the tanneries, iron, lead; steel, copper, hemp, flax, wool, cotton, silk, wood, timber, furs, tobacco, flaxseed and grain for the manufacturers of those articles, and provisions, fuel, indigo and other objects of their consumption and use, together with the goods made by them, are, and constantly will be purchased, transported from place to place, and sold, creating a great part of the employment for 120,000 tons of coasting vessels, exercising a large portion of commercial industry and skill, and affording a return of profits on a very considerable sum of mercantile capital employed in the business. This branch of our trade is of peculiar importance, because we have no transmarine colonies, and while the redundancy of shipping owned by most nations will leave us but little chance of materially increasing our vessels in the foreign trades, the extension we may give in the course of ten years to our home trade, will probably be very great. We have brought cotton, sugar and saltpetre to manufacture from India, sulphur from the Adriatic, hemp, flax and iron from Russia, copper from Sweden, furs, indigo and mahogany from the Gulph of Mexico, and coal for our workmen from England; and we cannot doubt, therefore, that we shall transport those commodities and others, from such of the States as produce them, to those which shall create or have already established a manufacturing demand.

Foreign commerce being limited by the combined value of our imports and exports, any mercantile capital, which accumulates beyond the sum requisite for those purposes, would want employment of a commercial nature, if the merchant were not able to have recourse to manufactures. This is not a mere speculation in possible events; for considerable trading houses and others of respectable standing, have actually entered into such pursuits. Glass-houses, rope-walks, powder mills, iron works, steel works, slitting and rolling mills, grist mills, naileries, sugar refineries, breweries and distilleries, the manufactory of sail cloth, and of woollen, cotton and linnen goods, exhibit at this moment numerous proofs of the fact.

It is too well known to need more than a bare allegation of the truth, that our outward bound vessels are always completely laden, and that they do not on a medium return half full. It will, therefore, increase the profits of the owners of ships, if the outward cargo can be rendered more valuable by manufacturing the goods to be exported. This may be exemplified in regard to wheat and the simple manufacture of superfine flour. A vessel which will carry ten thousand bushels of the former, at the price of a dollar per bushel, will be laden for ten thousand dollars; but the quantity of superfine flour (3,000 barrels) which the same vessel could receive, will amount, at a proportionate price, to the sum of fifteen thousand dollars. The same quantity of tonnage, filled with bottled porter, distilled spirits, steel, cordage, starch, pearl ashes, carriages, cabinet wares, plate, candles, soap, linseed oil, paper, hats, shoes, &c. would rise to a much greater value; and of consequence, the owners of the vessels must be able to purchase more goods for the return cargo, by which the vessel being fuller, would make a greater sum in freight back. This circumstance is rendered of the more consequence by reason of our distance from the greater part of the consumers of our surplus produce; and it is obvious that ships will then be most profitable, when the measurement of all our imports shall be equal to the measurement of all our exports. Vessels which depart and return fully laden, cannot fail to enrich their owners.

No arguments will be necessary to convince the judicious and reflecting mind, that the employment of large capitals and of many merchants and traders, is most certain and easy, where there is the greatest number and variety of objects to buy and sell. As our commercial towns, therefore, have offered manufactured commodities to those who come thither, they have increased in business. Potash, pearl ash, country rum, domestic liquors, loaf sugar, &c. have already contributed to swell their exports, by attracting foreign demand, or increasing the number of profitable objects of shipment. These will naturally multiply under the hands of our manufacturers, and instead of mark-

ets, in which nothing but lumber, tobacco, flock, provisions and raw materials were formerly to be obtained, our seaports will be converted into magazines, in which all those articles will be purchasable, and the various commodities manufactured from them. For these goods in whatever shape, purchasers will never be wanting;—cheap merchandize as certainly attracts buyers, as water finds its level. Nor is this mere sanguine hope or ingenious suggestion; for it is an obvious truth, that the greatest manufacturing nations in the old world, are the greatest traders to foreign parts. Holland, when most remarkable for manufactures, traded to the amount of eighty millions of dollars per annum in the commodities of other countries.

### A few general reflections on American manufactures.

The political concord and attachments, which grow out of mutual benefits are the most rational and permanent. In this view, the commerce which will be given to the national union, by the interchanges of raw materials, provisions, furs, and manufactures among the several States, is of inestimable value. If European nations have a disposition of amity and mutual forbearance on these considerations, it cannot be doubted that the States will evince equal wisdom and virtue. If, by parts of our union, from policy or temporary necessity for manufactured supplies, have been willing to exhibit the greatest liberality towards those foreigners, with whom they have been recently at the widest variance, it must appear very desirable, that the capacity at once to accommodate them and engage their regard, should be transferred from distant strangers, to their own continent, and their own kindred. If the merchants and manufacturers of the opulent nation with whom the United States so long waged war, influenced by the hope of our consumption, cried aloud for peace, and on the moment of its return, pressed with all the courtesies of commerce to our shores, the existing friendship of the several parts of the union for each other, must be strengthened by familiar instances, as they shall be progressively created.

The animated prosecution and liberal encouragement of manufactures, is at this moment a great political duty. The national legislature has increased the impost on foreign merchandize, to defray the expenses of the Indian war. The continuance of a great part of the duties is to be no longer than that of the hostilities which occasion them to be laid. If the interval should be diligently employed in the promotion of manufactures, which the duties are calculated to create, and to protect the temporary injuries of the Indian war will be accompanied and followed by great solid and permanent benefits. The military expense is rendered less burdensome, by the employment given to our own workmen. The shoes, boots, horsemen's caps, hats, buckles, buttons, saddlery, spears, rifles, gunpowder, and other articles for the use of the army are made by American manufacturers. It is perceived, that war, which often interrupts foreign commerce and generally diminishes the prices of agricultural productions for exportation, has in this instance no effects of that nature; but by judicious arrangements, may be rendered instrumental to the greatest support of the landed interest—the national manufacturers. The lamentable havoc of the field must inevitably diminish the number of our citizens; but there is every reason to believe, that those, who, in the course of the present war, may fall under the banners of their country, will prove inferior in number to those who will be drawn, by the influence of the new duties, from foreign countries, to the standard of American manufactures; and although the most useful arts are no compensation for the lives of our compatriots, the acquisition of a great number of new citizens will counterbalance the political evil resulting from such a loss, so far as it may unhappily occur.

It is detrimental to the United States that the manufactures they consume are drawn from nations whose citizens pay much greater contributions to their government than our manufacturers, and consequently that we so far forth are subject to their taxes, imposts, and excises. In Great Britain, for example, their national taxes are seven times as large as ours, in proportion to the number of people in the two countries; and their poor rates and church rates are each more than double our whole national contributions. The monopolies of those countries fall heavily upon the consumers, among their citizens; and those, who purchase their fabrics, bear a part of this burden, which lies on their manufacturers. The commercial charges paid by the English East-India company abroad, amount to one million of dollars per annum; the freight and charges in England are about two million and two thirds more, exclusively of duties. The company's civil and military charges would, in two years like the present, pay all the expenses of our government, and discharge our national debt. The restrictions on navigation and trade in the European nations also enhance the price of raw materials and articles of consumption, required by their manufactures, all which falls ultimately upon the people of the United States, so far as their fabrics are consumed here. These considerations should induce our most strenuous exertions, to diminish those indirect burdens, and at the same time they hold out strong promises of a successful issue to our efforts.

In taking a view of the affairs of the United States, and comparing them with the situation of most of the great commercial nations of Europe, the mind is immediately impressed with the peculiarity of their being without transmarine colonies. Though speculative politicians have entertained doubts in regard to favorable effects from such possessions, taking into view the expenses of their improvement, defence, and government, no question has been made but that the monopoly of their

trade greatly increases the commerce of the nations to which they are appurtenant. Of such an advantage the United States do not enjoy the benefit; and considering this circumstance, and the prevailing disposition to restrict their commerce, the fisheries, the coasting trade, and manufactures appear to merit extraordinary attention.

The consideration of manufactures, upon general principles, has been, for several years, before the legislatures as well of the states, as of the Union. The estimation of their importance to the landed and national interests appears to have been yearly heightened by discussion and enquiries into facts. Household manufactures have acquired universal and decided approbation. To those which are conducted by labor-saving machinery and other processes, by horses and oxen, and which consequently do not require manual operations, no objection has been made. Such of them as can be carried on by manufacturers now among us, by those who may migrate hither, by the wives and children of our citizens, and by black women, old men, and children, have not been considered as diminishing the mass of agricultural industry, but as manifestly promoting it by new and extensive demands.

The present discussion of the subject will be terminated by remarking, that although this great subdivision of our political economy has been copiously and freely treated in every mode, it has not only preserved its original importance in the public judgment, but has risen in the estimation of the people in every part of the union—a fate that rarely attends unimportant truths or dangerous errors in an enlightened country.

(TO BE CONTINUED.)

## EXTRACTS.

"**M**AN is a short-lived being; he takes a turn on the stage of life, and disappears: But he departs with regret, and calls a longing, lingering look behind him—yet go he must; and to perpetuate his existence, has no alternative but in his children: These he is therefore to consider as parts, and the only abiding parts, of himself; and in this way he may be perpetuated to the latest generation. If therefore he

wishes a comfortable and successful train of felicities for himself, he must with the fame for his posterity, who are parts of himself in continuance. He ought therefore to abandon and despise every vicious habit, and apply his fortune and his earnings to their comfortable maintenance and mental improvement; nor ought self-interest to be his only motive; 'tis a duty he owes to society to furnish it with useful members, and his country with citizens and soldiers."

"**H**OW frivolous appears the gaudy equipage and the splendid mansion, compared with the proud integrity of honor—and the dignity of an independent mind.—Let it often occur to those who are entering on the fair career of public life, that though industry and talents will not always command success, yet a spotless character will secure esteem—and that a fortune is only honorable when it has been earned by virtue."

[The following remarks on Air may not be unreasonable at this season of the year—especially as many other disadvantages attending confined, or which is the same, unwholesome air, might be mentioned.]

"**I**T is now certainly known that the breathing of a grown person vitiates a gallon of air every minute, rendering it unfit for respiration. A number of people, therefore, confined in a small close apartment, must soon fill it with putrid vapor.

"It is a fact, equally well ascertained, that noxious vapours are lighter than pure air, and are therefore perpetually endeavoring to ascend.

"The exit of these vapors should be promoted by every possible mean in our power.

"Air, in fact, being the best vehicle for carrying off putrid vapors, it ought to have as free a passage thro' all parts of a house as possible.

"Frequent white-washings with lime and water would contribute greatly to purify the vitiated air; and it is evident that cleanliness in the floors, drefs, and every other particular, ought to be attended to as much as circumstances may permit.