

Gazette of the United States.

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

[No. 13, of Vol. IV.]

SATURDAY, JULY 14, 1792.

[Whole No. 335.]

BANK of the UNITED STATES,

July 2d, 1792.

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.

THE UNIVERSAL HYMN BOOK.

Now in the Press, and will be ready for Sale in ten days, by THOMAS DOBSON, and other Bookellers in Philadelphia,

A Selection of PSALMS, HYMNS, and SPIRITUAL SONGS; taken from different Authors, for the Use of those who believe in the Restoration of all Men. Published by Order of the Convention holding said Faith, met in Philadelphia, May, 1791.

* As this is an Universal Hymn Book, the favor of the Printers in different parts, in inserting the above advertisement, will be acknowledged. July 11. eptf.

SECURITIES.

SOLDIERS, Mariners, and militia men's pay, lands, and claims on the public, SHARES, in the Banks, in the Canals, and Turnpike Road.

CERTIFICATES, granted by the public, and the old and late paper monies, NOTES of hand, bills, bonds, and mortgages with or without deposits,

BOUGHT, sold, or negotiated, at No. 2, in Fourth-street below Market-street, by

FRANCIS WHITE,

Who transacts business in the public offices for country people and others, by virtue of a power, of attorney, or by personal application. PHILADELPHIA. (1aw6w)

24 Dollars Reward.

RUN AWAY the 30th March last, a NEGRO WOMAN, by the name of CHLOE. She is five feet two and a half inches high; quick spoken; upper tooth open; no eye-brows at all; is about 30 years old, but looks much younger. She is well stocked with cloths, long gowns, jackets, &c. She is now passing for a free woman, I understand, and has changed her name—Whoever takes her up, so that the owner gets her, shall receive the above reward; and if brought home, all other reasonable expences, from the subscriber.

JOHN PUZEY.

Somerset County, near Prince's-Ann, Maryland, June 22d, 1792. (*1aw4w)

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 1aw2m)

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 insteps 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 cloths, viz. a farnought 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 trousers, 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)

Stock Brokers Office,

No. 45, Great Dock-street, NEW-YORK,

THE Subscriber intending to confine himself entirely to the PURCHASE AND SALE OF STOCKS ON COMMISSION, begs leave to offer his services to his friends and others, in the line of a Stock Broker. Those who may please to favor him with their business, may depend upon having it transacted with the utmost fidelity and dispatch.

Orders from Philadelphia, Boston, or any other part of the United States will be strictly attended to.

LEONARD BLEECKER.

May 2.

(t.1)

GENERAL POST-OFFICE,

PHILADELPHIA, July 7, 1792.

FOR 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 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."

JUST PUBLISHED, AND TO BE SOLD (PRICE 10¢)

By EBENEZER HAZARD,

128 North Second-Street,

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.

ADVERTISEMENT.

NOTICE is hereby given to the Creditors of EDWARD MANKIN, an insolvent debtor, confined in the gaol of the county of Salem, in the State of New-Jersey, that the Judges of the Inferior Court of Common Pleas for said county, on application to them made, have appointed the twenty-eighth day of July next for the said Creditors to appear before any two or more of said Judges, at the town of Salem, to shew cause, if any they have, why an assignment of the said debtors estate should not be made, and he be discharged from confinement, pursuant to an Act of Assembly, passed the 24th of November last, for the relief of insolvent debtors then confined.

Salem, June 25, 1792. (*3)

FROM THE AMERICAN MUSEUM.

REFLECTIONS on the STATE of the UNION.

(CONTINUED.)

Concerning the Imports of the United States.

THIS part of the national business has given rise to doubts, whether the United States are really in a prosperous situation. The apprehension is believed, however, to have proceeded from several errors. The estimation of the imports has probably been made at the prices current in America, which is more than the United States pay for them, by the total value of the following particulars. 1. Such part of the shipping charges as accrue to the benefit of the citizens of the United States, who may be on the spot to make the shipments; 2. That part of the freight upon them which is paid upon our own vessels; 3. That part of the premium of insurance upon them, which is paid to American underwriters or insurers; 4. The whole amount of the duties of the custom house fees, on the goods, which amount to several million of dollars; 5. The amount of the tonnage and fees on foreign vessels, which are deductions in favor of the country, from the value of the goods imported in them; 6. The portage, storage, cooorage, weighing, gauging, measuring, commissions on sales here, and other incidental expences on that part of the imports which belongs to foreigners; 7. The profits of our merchants on that part of the imports which belongs to them; 8. The wastage of goods belonging to foreigners between their arrival or time of valuation and the time of sale; 9. The benefit of credit which is not less than two and an half per cent. on the whole value of our imports; and 10. The value of those imported goods which remain in the country, being the property of persons intending to become, or who will ultimately become citizens of the United States. But the apparent or conjectural disproportion between the exports and imports of the United States, will be considerably diminished by the sales of vessels to foreigners at home and abroad—the sales of lands to them—the expences of foreigners here—the expences of foreign vessels, and the cost of their sea stores—their commissions on the shipment of their cargoes, and on the disbursement of their vessels, as already observed in treating of our exports. Besides these, the freight of goods to foreign countries in our vessels (not less, probably, than three millions of dollars) and the profits upon all the goods exported on the account of our own citizens, contribute very much to encrease the fund, wherewith our imports are purchased and paid for. An estimate, which shall comprehend all these items at their true value, is necessary to form a satisfactory opinion of the balance on our trade. From such an estimation (which has been made) there would result no reason to doubt our prosperity; nor will this appear questionable, when it is remembered that the outward freights on our own vessels and the duties on goods imported, amount together to 6,400,000 dollars, which is more than one third of our exports. The balance of trade has been aptly denominated the metaphysics of commerce. To determine it with indisputable certainty requires as accurate and elaborate an investigation as a metaphysical question; and though this assertion proves nothing, it will inspire us with due caution against hastily adopting unfavorable conclusions.

An opinion somewhat singular and of considerable importance will be hazarded upon this subject. The United States, to make the utmost advantage of things in their present improveable situation, should have little or no balance in their favor on their general commerce. If their exports, outward freights, sales of vessels and lands, &c. amount to twenty-four million of dollars per annum, they will find their true interest in importing the whole value in well selected commodities. It is better, for example, that they import molasses, hemp, cotton, wool, bar-iron, hides, skins, furs, saltpetre, sulphur, copper, tin, brads, paper, mahogany, &c. to manufacture; tools for artisans, and materials and utensils for constructing works, improving waste lands and cultivating farms, and breeding cattle, horses and sheep, than that they should bring back the equivalent in gold or silver.

The sum we annually import in articles of that nature, more precious to us than the most precious metals, would constitute an immense balance in our favor; such, indeed, as would in a few years oppress our country with too copious a circulating medium, or compel us to export it.

That the exports and other means of paying for our imports are much more adequate to the occasion, than they were during several years subsequent to the peace, is manifest from the state of our private credit in Europe.

A distinction, and it is conceived, a very important one, has been already intimated in favor of such of our imports as are of a nature adapted to enhance the value of our lands, or to employ or assist our citizens: and in regard to those which are for immediate consumption, the quantity cannot be in proportion to our former imports considering the increase of population.—We have almost absolutely ceased to import shoes, boots, saddlery, coarse hats, plate, snuff, manufactured tobacco, cabinet wares, carriages, wool and cotton cards, hanging paper, gun powder and other articles; and we have exceedingly diminished our importation of coarse linnen and woollen goods, cordage, copper utensils, tin utensils, malt liquors, loaf sugar, lte. l. paper, playing cards, glue, waters, fine hats, braztery, watches and clocks, cheese, &c. and we either make these articles from native productions, by which the whole value is struck off from our imports, or we

manufacture them from foreign raw materials, which cost less than the goods used to do, especially as they often yield a great freight to our own vessels. Thus the freight of molasses to make rum, imported in one year, at two dollars per hhd. was not less than 140,000 dollars. The same observation occurs as to hemp, cotton, iron, copper, brads, tin, salt petre, sulphur, mahogany, hides, dye woods, and other raw materials.

From these circumstantial evidences, there would appear to be little danger of mistake, in concluding, that our imports, in a medium of two or three years, have not been disproportionate to our exports, and other safe and regular means of balancing the amount of our supplies. But though the documents for a comparison between the present imports and those antecedent to the revolution, are less perfect than is to be desired, some which offer are worthy of attention. Our imports from Great-Britain in 1770, making some addition for those from Ireland, and adding twenty per cent. to bring them to their market value, were worth here above 2,400,000. sterling. In this item, the information obtained from a report of the Lords of the British privy council is principally relied on though a part of it is supplementary information. To this sum is to be added, a proportion of the imports into all the American colonies in 1770, from all the rest of the world but Great-Britain, which, after deducting therefrom 23,000. sterl. for the value imported into Bermuda, the northern British colonies, and Newfoundland, leaves 1,050,000. at the value here. The total value of our imports in 1770, would then appear to have been more than 3,450,000, or about 15,000,000 dollars as they would have fold in the American market, exclusive of the contraband trade which was considerable. This will be seen by a reference to the first number of these reflections, to be full seven millions more than our exports at the same time. If then our imports were to bear the same proportion to 18,250,000 dollars (our present exports) the former might be above 24,000,000 dollars, without creating more alarm than we had then reason to feel. This view of the subject may convince us, that our imports were too copious, at least in some quarters, for several years before the war; and hence we find a heavy load of private debt was created and remains upon some of the citizens of the United States at this day. Happily for the United States, the reduction of the prices of supplies, by the present freedom of their commerce, by the agency of skilful merchants, instead of planters inexperienced in trade, by the introduction of machinery in Europe, and by their own manufacturing industry, has kept down their imports many millions of dollars below that sum, although the import and tonnage have directly or indirectly contributed to enhance the nominal amount without increasing the sum to be paid for them abroad.

A Sketch of the general Trade of the United States.

IN taking a survey of the American commerce, the attention is pleasingly attracted to the increase of ship building, the new manufactories of articles necessary to the equipment of vessels, and the improvement in the art of ship building, as well as the superior quality of the materials now used in their construction. The largest number of vessels built in any one year before the late war, as far as it can be ascertained, was equal to 24,358 tons, and at least 32,000 tons of superior quality were built in 1791. The timber and plank are more chosen, and iron is more copiously used at this time, because the vessels are not intended for sale, and the sensible practice of salting them is becoming very frequent. It is important, too, that the art of ship building is diffused more generally than any other equally important one which is carried on within the United States.

The export trade in our produce is more beneficial than heretofore to the landed interest, because the cultivators do not, as formerly, anticipate upon their crops abroad, by ordering out supplies at the discretion of the European merchant, to be paid for in shipments of their crops on their own account and risque. The planters in Maryland and Virginia, particularly the tobacco planters, suffered extremely by an inconsiderable pursuit of that practice before the revolution. The American merchant is now more frequently their importer; and as he understands the mode of procuring goods cheap, the real profits of the import and export trade of the country, are in a greater degree divided between the planter and the trader.

The reduction of the prices of East-India and China goods, of every species of manufactures in which labor-saving machinery and slight apply, and of wines, occasion our imports to be obtained on more favorable terms. This beneficial effect is increased by the freedom of our import trade, which lets in the productions and manufactures of all countries by a direct intercourse with them, which was formerly forbidden. From the same cause, superior prices for our produce and manufactured articles have been obtained. If tobacco is becoming an exception, it is to be remembered, that great prices were obtained for it till lately, and that the extraordinary quantity raised is sufficient to account for its fall.

(TO BE CONTINUED.)

THE UNITED STATES.

HAIL rising States!—let envy blot her page, And disappointed malice vent her rage; Thy counsils steady, built on wisdom's plan, While laws support the sacred rights of man; "Peace, liberty and safety," here shall reign, While sun and moon and stars and skies remain.