

Gazette of the United States

A N D

EVENING ADVERTISER.

[No. 53 of Vol. V.]

WEDNESDAY, February 12, 1794.

[Whole No. 511.]

To the Militia Officers of Pennsylvania.

THE Officers of the First Division of the Militia of the State of Pennsylvania, are requested to meet at the Philosophical Hall, on Wednesday Evening, the 12th instant—To receive and take into consideration the Report of their Committee on the subject of the State Law, as it now stands. Such other Officers of the Militia of Pennsylvania, as may be in town, are requested to attend said Meeting; and should any of them be at the trouble of committing their thoughts on this very important subject to writing, they will be gladly received and duly considered.

These observations are intended to be laid before a Committee of the Assembly, who appear to have every disposition to bring forward as perfect a System, as the Existing Law of the United States will possibly admit.

WALTER STEWART,
Major-General 1st Division.
Feb. 10. d3t.

To be Let on Freight or Charter,
or for Sale,

The SHIP
HERCULES,
Samuel Chauncy, Master,
Expected to be ready in a few days to receive a Cargo on board, at Hampton Road, in Virginia; is an American bottom, burthen 500 tons, pierced for 20 guns, quite new and well fitted.
Apply to
WHARTON & LEWIS.
Philadelphia, February 4, 1794. d4f

THE Trustees of an Academy,
or any individual wishing to engage a person to superintend the Education of youth, in the course of studies usually adopted in Academies, or any branch of business requiring similar qualifications, may open a communication with a person willing to be employed a few years (for a generous compensation) by writing (letters to be post paid) to Mr. JOHN FENNO, Philadelphia.
Printers to the Southward would possibly oblige some of their friends, by inserting the foregoing a few times in their papers.
February 8. d1e

Excellent CLARET,
In hogheads and in cafes of 50 bottles each.
A few cafes Champagne Wine;
MADEIRA,
In pipes, hogheads and quarter casks,
FOR SALE BY
JOHN VAUGHAN,
No. 111, South Front Street.
Jan. 2, 1794. d4f

TO BE SOLD,
A large elegant House,
and Lot of Ground,
IN an eligible situation,—also a Country Seat within 6 miles of the City, with 9 acres of land, or 42 acres of land and meadow, the House is not exceeded by many in the vicinity of the city, in size or convenience.
For terms apply to the printer.
January 23. m&th—tf

City Commissioners Office,
January 30, 1794.

IN pursuance of a Resolution of the Common Council, dated the 20th day of January, 1794, for dividing the City into five Districts, by lines drawn East and West, whereof each of the City Commissioners is to take the superintendance of one of the said Districts, and to be accountable for the cleaning, good order and regularity of the same.

The Commissioners have accordingly made the following arrangement for the present:

District the 1st. Nathan Boys, to have the charge of that part of the streets, lanes and alleys from Cedar Street, to the north side of Spruce Street.

District the 2d. Hugh Roberts, from the north side of Spruce Street to the north side of Walnut Street.

District the 3d. Joseph Claypole, from the north side of Walnut to the south side of High Street.

District the 4th. William Moulder, from the north side of High, to the north side of Mulberry Street.

District the 5th. Nicholas Hicks, from the north side of Mulberry, to the north side of Vine Street.

Extract from the Minutes,
JOHN MEASE, Clerk.

N. B. The carriage way in Market Street, is under the charge of the Commissioners generally, for the present, the foot-ways on the north and south sides thereof, are connected with the adjoining Districts respectively.

Dally's Hotel.

GIFFORD DALLY,

Formerly Keeper of the City Tavern, and of the Merchant's Coffee-House of this City:—

RESPECTFULLY informs his Friends and the Public in general, that he has THIS DAY opened a HOTEL in Shippen-Street, between Third and Fourth Streets, at the House formerly occupied by Mr. Timmons, which has lately been greatly improved, and is now very commodious; where he has furnished himself with the best of LIQUORS, and will furnish a TABLE for Parties, with the best provisions the Markets afford, at any hour, on the shortest notice. From his long experience in this line of business, he flatters himself he shall be able to give satisfaction to all who may please to favor him with their company.
Philadelphia, January 29, 1794.

JAMES LEACH,

RESPECTFULLY informs his friends and the public, that from the encouragement he has received, from several respectable Gentlemen, he is induced once more, to embark in the PAPER LINE—and would offer his services to all those Gentlemen, who can place confidence in him; and he assures those who employ him, that their confidence shall not be misplaced;—but it shall be his constant endeavor, to pay the strictest attention to their best interest, in all negotiations whatever. He has taken the Chamber, in State-Street, over Mr. David Townsend, Watch Maker's Shop.—Where PUBLIC SECURITIES, of all kinds, are bought and sold; and where Commission Business of all kinds, will be transacted on reasonable terms. HOUSES and VESSELS will be constantly exposed for sale, on commission.
* * * Cash paid for Salem, Providence, and Portsmouth BILLS.
N. B. If any Gentleman in Philadelphia, or New-York, has any Business to transact at Boston, in Paper Negotiations, he will be happy to be employed on commission.
Boston, Jan. 24, 1794.

War Department.

January 30th 1794.

INFORMATION is hereby given to all the military invalids of the United States, that the sums to which they are entitled for six months of their annual pension, from the fourth day of September 1793, and which will become due on the 5th day of March 1794, will be paid on the said day by the Commissioners of the Loans within the States respectively, under the usual regulations.

Applications of executors and administrators must be accompanied with legal evidence of their respective offices, and also of the time the invalids died, whose pension they may claim.

By command of the President
of the United States,
H. KNOX,
Secretary of War.

The printers in the respective States are requested to publish the above in their newspapers for the space of two months.
January 30. d4m

NATIONAL CONVENTION

REPORT upon the NAVIGATION ACT, made in the name of the Committee of Public Safety, by B. Barrere. Transmitted by the President of the United States to the House of Representatives, on the 16th January, 1794.

[Concluded from our Paper of 7th inst.]

THE maritime transportation of our exchange with the Europeans, the Levant, the Barbary States, and the Anglo Americans, estimating on a mean year, from 1787 to 1789, inclusive, has employed in the whole, 16,225 vessels, measuring 1,134,170 tons, which, taking one with another, at 36 livres the ton, would produce 42,630,120 livres of freight.

There have been employed in this transportation, during the same period, only 3,763 French vessels, measuring, in the whole, 295,251 tons, making, at the same rate, 10,808,316 livres of freight.

That is to say, the French flag has appeared to come in for only a little more than two tenths, whilst the English flag has participated therein to nearly the amount of four tenths and that of other nations in the remaining four tenths.

In the first six months of 1792, in near 6,000 vessels, measuring 500,000 tons, which have been, in like manner, employed in our commercial imports, and exports, to and from the same people, the French had but three tenths of the total mass, whilst the vessels of England and Holland, and the Hanseatic towns had four tenths, and the vessels of other nations the remaining three tenths.

If we view this navigation under another aspect, that of our direct relations with each of the European States, of the Levant, Barbary, and North-America, it will be seen, that during the same time (taking the mean

year of 1788 and 1789 inclusively) there have been mixed in the maritime transportation of our exchanges; with Spain, 190 vessels other than French or Spanish, deduction being made of the foreign vessels who might have intermeddied in this carrying trade, under either of the two flags. With Sardinia, 269 vessels, also intermeddial. With the Republic of Genoa, 261, similar vessels. With Holland, 253, similar vessels. In a word, with all the States of which I have spoken, 2,368 vessels, employed in indirect commerce, and whose tonnage amounts to 230,000 tons; which valued at 36 per ton of freight one with another amount to 8,303,600 livres carried off with impunity, in one year, from our carrying trade, merely from the want of a navigation act in France, without counting upon the considerable advantages which would otherwise result from it, for her industry and commerce, for ship building in her ports, and for the employment of the whole or even the half of these 2,368 intermediate vessels.

It must then appear plainly to the conviction of every person, that nothing would contribute more to the prosperity of our navigation, and consequently to every branch of our commerce and industry, than the adoption of an act, which by severely excluding all foreigners who hitherto have forcibly taken from our fellow-citizens the richest portion, if I may so express myself, of their patrimony, would in the same proportion increase the amount of their direct relations with foreign nations.

Let us hasten then citizens, to restore to our country all her rights, by adopting in this respect, a grand system, worthy of all that we have done for liberty.

If, at the epoch at which I now speak, our navigation is proportionally more languishing than that of England was, when the genius of Cromwell gave her that so renowned act, let us hope that by consecrating it in our maritime legislation, our navigation will in a short time acquire the same degree of splendor, as that of our rivals. With more than 250 leagues of coast on the ocean, and the channel, and more than 100 on the Mediterranean, with ports as secure as extensive and commodious, with an infinite number of havens, of dock yards, of manufactures of every kind, with an immensity of people, as enterprising, as industrious, with incalculable territorial riches, & a mass of colonial commodities, superior to that of all the powers of Europe united, & above all, with a free & Republican Constitution, let us hope that France freed from the yoke of the feudal system, and that of the fiscal, inseparably connected with it; delivered from her kings, her nobles, her priests, raised to the happy condition of depending on those laws only, which are made by herself, and not obliged to receive them from any power upon earth; let us hope, I say, that in such a state of things, France, with an act of navigation, would behold the rapid envelopment of all the seeds of public and private prosperity which she contains in her bosom. Let us also hope that the decree you are about to pass, will prove more efficacious for obtaining a peace with the belligerent maritime powers, than if they were to lose 100 of their best vessels; and as to those, who at this moment preserve circumspect neutrality towards you, be persuaded that the inevitable effect of your navigation act, will be the attaching of them to you by indissoluble ties. All will be eager to seek an alliance with that European power, from whom they will derive most benefit, by the suppression of indirect navigation, and the immunity of its consumers. Every one, from the moment of the promulgation of your decree, will pray, and perhaps make use of secret efforts to procure you an advantageous peace, which doubtless at present, they have some interest in preventing; and besides your independence, your political liberty, the establishment of your republican constitution, will be to them as much as to yourselves—a subject of triumph and general victory.

The navigation act, as I have already said, is the basis of the commercial constitution of the Republic; or rather, it is in this respect a true constitutional act. All the other laws upon maritime navigation, should only be viewed as corollaries of this act, provisions as to the manner of its execution in a word, merely regulating laws.

The latter may be successively presented to you by your committees. The most interesting of these are relative to the tonnage of vessels, upon the means of multiplying ship building, and of bringing them to more perfection; upon the forms of simules and passports; upon the means of discovering and preventing frauds, simules &c. and above all, upon a better tariff of rates of navigation, without which the constitutional act, in this respect, cannot produce all the effect which we have a right to expect from it.

Your committee will now confine itself to laying before you the project of that act. By prohibiting all intermediate navigation between you and each foreign nation, it extends this prohibition not only to the transportation of the commodities, merchandises, or productions imported, of their growth, production or manufacture, but also to the transportation of those imported from the ordinary ports of sale, and of the first exportation. It is necessary that such a prohibition should be as extensive as it could be made, without which a navigation act would become a mere illusory measure. The English from whom we borrow this system,

have given it that extension; and indeed they are to be applauded for it.

The necessity of determining the requisite qualities for enjoying the privileges of a French vessel, that is to say, for the exclusive admission to carry on our direct navigation, in concurrence with the vessels of the people, from whom we receive our articles of supply; this necessity I say, was an immediate consequence of the prohibition of all indirect navigation. The project of the act regulates these qualities; it also determines the only evidence by which we could know the vessels of the nation with whom we may trade; and it is easily perceived that if we did not impose in this respect, those conditions which are most conformable to our interest, every day crowds of intermediate vessels would borrow the flag of such nation; and we should have employed but half the means for abolishing indirect navigation. Besides, these conditions have a tendency to favor the direct navigation and commerce of such nation. By them it is put in the happy necessity, of multiplying by every means, its ship-building, nautics, and maritime population; and if, in the meanwhile, its own vessel, and marines are insufficient for the exportation of its commodities and merchandises, then it belongs to us alone to supply that deficiency, and our navigation would then receive a further increase from this source, and our commerce an additional degree of prosperity.

Thus every thing concurs, citizens, to induce you to adopt the project of the navigation act, which I am instructed to present to you. It is a national right you are about to proclaim, after having solemnly recognized the sacred rights of man and of citizen, and founded the freest constitution under the globe.

If all nations ought to recognize the equality, the liberty of nature and the safety of society in the exposition of the doctrines of that immortal declaration, all the maritime nations ought to recognize the rights of property in the dispositions of our navigation act. Would to heaven that all had the courage or the wisdom to follow our example. Then there would be no exclusive privilege between one nation and another; and were the act of navigation adopted by all the maritime powers of the globe, it would in some degree realize that indefinite commercial liberty, which without doubt is the first element of commerce but which at present in particular, is not suitable to the interests of any commercial nation.

With so many powerful inducements to decree an act of navigation, you doubtless will not in the existing circumstances, be withheld by the apprehension that such a disposition would injure the obtaining of supplies for the republic which they are obliged to draw forth from foreigners. It is an acknowledged principle with the English themselves, and constantly practised among them, that in time of war neutral vessels are excepted, of right, from the dispositions of the navigation act. This act therefore will not add to those restrictions which the maritime war at present imposes on the maritime transportation of our exchanges or of our supplies; and neutral vessels will continue to bring us every thing which we dare not confide to our own

Neither will you be deterred by an apprehension of injuring the personal interests of some hundreds of cosmopolitan capitalists, of selfish commissioners for whom the want of a navigation act in France, has been the principal, the most fruitful source of the colossal fortunes. The general interest of the country, that of her labourers, of her manufacturers, of her artists, of her seamen, her merchants and all her sans culottes, to whom you will assure employment and bread: These reasons should determine you: These reasons should influence you exclusively in your deliberations. All will bless you; all will look upon the act of navigation, as one of the most precious gifts you could bestow on your countrymen, next to the constitutional charter which you have just digested. When Oliver Cromwell had, through the medium of his parliament, established a navigation act, all the ports of England manifested, by illuminations, the joy which that memorable act gave them; and the English people forgot for a moment, that they received this gift from the hand of a tyrant. How great then ought the transports of our fellow citizens to be, when they receive your decree from the same hands, which gave them that declaration of rights, and the French constitution.

May France be enabled, in the end, therefore, to boast of having a navigation act; may it henceforward be the basis of her policy, as it is about being that of her commerce. May she soon become more rich, more flourishing, more happy, than she has been under the most brilliant reigns of her despots, and never treat with foreign powers, without her constitution in one hand, and her navigation in the other; and a civilized Europe will doubtless see her merchants become one day, her only ambassadors, like those of London and Amsterdam formerly, negotiating at foreign courts, the most important interests of their country, and after having weighed the destinies of the two worlds, and secured the prosperity and glory of their country, reassuming the peaceable pursuits of commerce.

[The Act of Navigation which follows, has already appeared in this Gazette.]