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[illegible] PER ANNUM. | MONDAY, NOVEMBER 17, 1806. | PAID IN ADVANCE.

(By Authority.)

AN ACT

For the erection of a Tobacco Ware-House on lots No. 13 and 14 in square No. eight hundred and one, and a wharf at the south end of seventeenth street west.

SEC. 1. BE *it enacted by the first and second chambers of the city council of Washington,* That it shall be the duty of the mayor immediately after the passage of this act, to receive as a donation from the proprietor of square numbered 801, lots numbered 13 and 14, in said square; and obtain from him a good and sufficient deed in fee simple, vesting the title in the corporation; and shall appoint three inhabitants of Washington as commissioners, whose duty it shall be to erect or cause to be erected on said lots a good and sufficient Warehouse of brick or stone, covered with tile, slate or iron, capable of containing at least six hundred hogsheads of tobacco.

SEC. 2. *Be it enacted,* That for the purpose of erecting said Warehouse, the sum of two thousand dollars be, and the same is hereby appropriated out of any monies in the Treasury not otherwise appropriated; and if the monies in the Treasury should be insufficient, the mayor is hereby authorized to borrow any deficiency from the Bank; for the repayment of which the funds of the city are hereby pledged; and the money hereby appropriated shall be subject to the drafts of the commissioners (directed to be appointed) and countersigned by the mayor; and the said commissioners shall receive no compensation for their services; and shall give bond for the faithful discharge of their duties, each in the penalty of one thousand dollars.

SEC. 3. *Be it enacted,* That for the purpose of erecting a Wharf on the Potomac river, at the south end of seventeenth street west, there be and is hereby appropriated the sum of two thousand dollars.

SEC. 4. *Be it enacted,* That the said wharf shall be erected under the direction of three commissioners, to be appointed by the mayor; of such form, dimensions and materials, as combine economy with durability: and the said commissioners are authorized to receive and expend any other sum or sums of money advanced by individuals for the erection of said wharf.

SEC. 5. *Be it enacted,* That the aforesaid sum of two thousand dollars shall be paid by the Treasurer to the commissioners on their orders countersigned by the mayor; the said commissioners shall perform the duties required by this act without receiving any compensation therefor, and shall give bond for the faithful discharge thereof, each in the penalty of one thousand dollars.

SEC. 6. *Be it enacted,* That so soon as the commissioners aforesaid shall have erected such wharf, they shall notify the mayor and city council thereof, and forthwith complete the settlement of their accounts with the Treasurer.

SEC. 7. *Be it enacted,* That for the erection of said wharf, the mayor be and he is hereby authorised on behalf of the corporation to borrow the aforesaid sum of two thousand dollars, or so much thereof as may be necessary.

T. H. GILLISS, *President of the first chamber.*
PHINEAS BRADLEY, *President of the second chamber.*

APPROVED,
November 10, 1806.
ROBERT BRENT, MAYOR.
Test THOMAS HERTY, Reg.

LOST,

Suppoſed to be ſtolen on the 16th inst. a *BLACK MARE,* 4 years old nearly 16 hands high; she has a long blaze down her top lip—her under lip and all four feet are white, with many white hairs, on each side, under the Tail which is rather short docked and thin of hair. She has a small black spot on each fore foot near the hoof—has been used mostly in the collar and moves rather heavily.

Whoever will take up the thief and Mare shall receive 20 dollars, or 10 dollars for delivering the mare to me.

Charles Minifie.

Washington city, near the Eastern Branch bridge.
Sept 26 —wtf

To Rent,

AND poſſeſſion given on the 19th November next, the Two ſtory Brick Dwelling Houſe on the corner of F and 11th ſtreets at preſent occupied by Mr. Andrew Way. Alſo a two ſtory brick dwelling houſe in a central ſituation, of which poſſeſſion may be had immediately For terms apply to

THOS. HERTY.

Oct 17—3t & wtf

FOR SALE,

A healthy negro woman under 30 years of age, with two healthy children. For particulars apply to the printer.

1st Nov. 1806.—eptf

FROM THE AURORA.

Extract from Thomas Paine's sixth letter to the Citizens of the United States.

It had long been my opinion that commerce contained within itself the means of its own protection; but as the time for bringing forward any new system is not always happening, it is necessary to watch its approach, and lay hold of it before it passes away.

As soon as the late emperor Paul of Russia abandoned his coalition with England, and became a neutral power, this crisis of time, and also of our circumstances, was then arriving; and I employed it in arranging a plan for the protection of the commerce of neutral nations during war, that might, in its operations and consequences, relieve the commerce of America. The plan, with the pieces accompanying it, consisted of about 40 pages. The citizen Bonneville, with whom I lived in Paris, translated it into French. Mr. Skipwith, the American consul, Joel Barlow, and myself, had the translation printed and distributed as a present to the foreign ministers of all the neutral nations then resident in Paris. This was in the summer of 1800.

It was entitled *Maritime Compact* (in French *Pacte Maritime.*) The plan, exclusive of the pieces that accompanied it, consisted of the following preambles and articles. [A copy of this plan of a Maritime Compact was published in the Mercantile Advertiser on the 10th January, 1801.]

The foregoing plan was presented to the ministers of all the neutral nations then in Paris, in the summer of 1800. Six copies were given to the Russian general, Springporton; and a Russian gentleman who was going to Petersburg took two, expressly for the purpose of putting them into the hands of Paul. I sent the original manuscript, in my own hand writing, to Mr. Jefferson, and also wrote him four letters, dated the 1st, 4th, 6th and 16th October, 1800, giving him an account of what was then going on in Europe, respecting neutral commerce.

The case was, that, in order to compel the English government to acknowledge the rights of neutral commerce, and that free ships make free goods, the emperor Paul, in the month of September, following the publication of the plan, shut all the ports of Russia against England—Sweden and Denmark shut up Hamburgh. Prussia shut up the Elbe and Weser. The ports of Spain, Portugal and Naples were shut up, and in general all the ports of Italy except Venice, which the emperor of Germany held, and had it not been for the untimely death of Paul, a law of nations founded on the authority of nations, for establishing the rights of neutral commerce and the freedom of the seas, would have been proclaimed, and the government of England must have consented to that law, or the nation must have lost its commerce: and the consequence to America would have been, that such a law would, in a great measure, if not entirely, have released her from the injuries of Jay's Treaty.

Of all these matters I informed Mr. Jefferson. This was before he was President, and the letter he wrote me after he was President was in answer to me and the manuscript copy of the plan I had sent him. Here follows the letter.

Washington, March 18, 1801.

DEAR SIR,

Your letters of October 1st, 4th, 6th, & 16th came duly to hand, and the papers which they covered were according to their permission, published in the newspapers and in a pamphlet, and under your own name. These papers contain precisely our principles, and I hope they will be generally recognized here. Determined as we are to avoid, if possible, wasting the energies of our people in war and destruction, we shall avoid implicating ourselves with the powers of Europe, even in support of the principles which we mean to pursue. They have so many other interests different from ours that we must avoid being entangled in them. We believe we can enforce those principles as to ourselves by peaceable means, now that we are likely to have our public councils detached from foreign views. The return of our citizens from the phrenzy into which they have been brought, partly by ill conduct in France, partly by artifices practised upon them, is almost extinct, and will, I believe, become quite so. But these details, too minute and long for a letter, will be better developed by Mr. Dawson the bearer of this, a member of the late Congress, to whom I refer you for them. He goes in the Maryland sloop of war, which will wait a few days at Havre to receive his letters to be written on his arrival at Paris. You express a wish to get a passage to this country in a public vessel. Mr. Dawson is charged with orders to the captain of the Maryland to receive and accommodate you back, if you can be ready to depart at such a short warning. Robert R. Livingston is appointed minister plenipotentiary to the republic of France, but will not leave this till we receive the ratification of the convention by Mr. Dawson. I am in hopes you will find us returned generally to sentiments worthy of former times. In these it will be your glory to have steadily labored and with as much effect as any man living. That you may long live to continue your useful labors and to reap the reward in the thankfulness of nations is my sincere prayer. Accept assurances of my high esteem and affectionate attachment.

THOMAS JEFFERSON.

FROM THE AMERICAN CITIZEN.

At a meeting of the republican general comittee, held at Martling's tavern on Saturday evening the 8th November, 1806—

JOHN H. SICKLES in the chair.

Resolved unanimously, That this general committee repose full confidence and reliance in the wisdom and patriotism of Thomas Jefferson, President, & of both Houses of the Congress of the United States.

Resolved, unanimously, That we view the fortification of the sea port and harbor of this city as a necessary and desirable object, and that we are ready to use our sincere and earnest endeavours towards its accomplishment.

Resolved, unanimously, That the conduct of our political opponents upon the present occasion evinces that they are more desirous of rendering this important subject an instrument for party purposes than to accomplish the object itself, particularly as they neglected the measures which were essential to the adequate defence of our harbor, during the administration of Mr. Adams, when we were under strong apprehensions of war with several foreign powers.

Resolved, unanimously, That in the opinion of this general republican committee an application made during the period of an election and under present circumstances would be impolitic in the highest degree, and calculated to impede, if not defeat, the end proposed, inasmuch as it might furnish Congress with reasons to conclude that our petitions were presented for party purposes alone, and that we were more solicitous to succeed in an election than to provide for the permanent defence of our city.

By order of the General Republican Committee,

JOHN H. SICKLES, Chairman.
ICHABOD BRALL, Sec.

FORTIFICATIONS.

It is taken for granted, I believe without examination, that the port of New-York is susceptible of a complete defence by fortification against hostile entrances. As security is always desirable, and by all wished for, I too without investigation, and without pretending to be a competent judge of the matter, will admit, for argument sake, that it is. May I then ask, since "allegiance and protection are reciprocal obligations," why it was not so fortified?

The federal party, who are suspected of not being over nice in the choice and use of means to accomplish their political purposes, assert and deplore, whether sincerely or not we shall in the sequel be able to judge, that our harbor is in a defenceless condition. Admitted, for it is, undoubtedly, in a defenceless state; but how came it to be so? We must enquire.

Nothing that was done in fortifying the harbor by the former administration has been undone by the present. The port was always defenceless; we must therefore go back and ascertain to whom, or to what party is attributable this exposure of our city to foreign invasion and rapacity?

Mr. Washington and Mr. Adams were the first President and Vice-President. Mr. Hamilton was the first secretary of the Treasury, and Gen. Knox the first secretary at war; these gentlemen, so honored by their countrymen, were all excellent federalists. Congress too was, besides, it is alleged, decidedly federal, and if we admit the claim of the party it continued to be so until the election of Mr. Jefferson in the year 1801. The general government was therefore in the possession of the federal party from the year 1789, the period of its organization, to the year 1801, when John Adams modestly retired to Braintree.

But, notwithstanding this occupancy of the government, the harbor of New-York in 1801, when the federal party withdrew from power, was precisely in the same condition, in respect to military strength, as it is at this moment. It was then defenceless; it is now defenceless. How then, if their present clamour for impregnable fortresses do not mask sinister designs, can they justify themselves to their consciences, their country, and their God? Having the government in their hands they had the requisite authority for calling forth the resources of the country, and for applying them to objects of general, and in this case, agreeably to their opinions, of special utility. Why then, if fortifying the harbor be really and honestly the present object of the federal party, did they not at that time fortify? Why, having had the possession of the government twelve years, and done nothing, I may say absolutely nothing towards an adequate defence of the harbor, did they leave it in that 'defenceless' state which now, good souls, excites in them the most fearful apprehensions? Will they assert that when in power our country was not entangled with foreign nations, and that therefore to fortify was not requisite? Much as I admire and who can help admiring? the original audacity of their diurnal writers, I think they will not. What shall we say, how shall we then account for their leaving the harbor in its present unprotected state; how, emphatically, after having impoverished the people by impositions of enormous taxes and expended the onerous exactions on objects of prodigality and mischief?

This brief argument, from which there is no escape, is sufficient, if any thing be sufficient with headstrong partizans and perverse men, to silence their yelpings, but in order to exhibit more fully and clearly to the world their reprehensible and duplicit conduct we will set down in detail the monies expended by those sticklers for permanent fortifications, when in power, in fortifying the port of New-York. The bastions on the battery shall be kept out of the account, for a part from the thousands which gen. Stevens made by the job, they were but calculated to excite merriment. Fortunately, however, they were at length of some use—they warmed the poor at the latter end of a winter of unusual severity, when fuel was scarce.

The following extract, comprising all that relates to the port of New-York, is from "Document No 7, accompanying the President's communications to Congres of Dec. 8, 1801, entituled—

"Statement of monies applied for the defence of certain ports and harbors in the United States, in pursuance of the act to provide for the defence of certain ports and harbors in the United States, passed the 20th of March, 1794, distinguishing the monies expended for the fortification of each harbor, to the 16th Nov. 1801, inclusive—

"NEW-YORK.

"In 1794	Dolls. 1,327
1795	6,866 54
1796	1,124
1797	0,000
1798	30,117 24
1799	30,116 18
1800	20,124 40
1801	10,338 5
	Dollars, 100,013 41"

Expended by the federal party when in power in fortifying the harbor of New-York *one hundred thousand thirteen dollars and forty one cents.*

We will now glance at one or two of the existing circumstances when the respective sums were applied, for it is necessary to do this to enable us to estimate rightly the conduct of that candid and ingenuous party.

Mr. Pitt originally meditated the conquest of France by famine. To occasion the calamity an order of the privy council was passed, in 1793, directing his majesty's cruisers to seize, and his courts of admiralty to condemn all American vessels laden with provisions for France. An attack on our neutral rights so direct and pernicious, on, indeed, our very independence as a nation, called loudly for resistance. We had too, beside, many grievances to complain of which had arisen from the non-execution, on the part of G. Britain, of the treaty of peace.

The ferment which these combined causes excited in the U. States cannot but be fresh in every one's memory. Congress debated several weeks on the resolutions for an embargo, and also for the sequestration of British property. War with G. Britain, and therefore with her gigantic naval power, was deemed inevitable.

And what was the conduct of the federal party at this crisis as to permanent fortifications for harbor? How much did they expend in fortifying to ward off the expected blow from the British fleet? One thousand three hundred and twenty seven dollars! O most excellent feds! Mind, gentlemen, "allegiance and protection are reciprocal obligations." They are so, undoubtedly, and always were, and always will be. But what did your protection of us cost in 1793—4, when permanent fortifications were to all appearances essential to our safety? Why (don't read this at your meetings this evening) thirteen hundred dollars! In 1795, when Mr. Jay's treaty was not ratified, and when President Washington had once concluded not to ratify it, you mustered up your liberality and applied towards permanent fortifications for our poor "defenceless" and bleeding harbor the enormous sum of near seven thousand dollars. You did not however stop here, for the following year, still intent on fortifying, you added to that sum eleven hundred and twenty-four dollars. But it is not possible, because it is not in nature for zeal so ardent for permanent fortifications, or for any thing else to be lasting, and therefore in 1797 you applied—nothing! Nothing, gentlemen, nothing!

But, gentlemen, (for I must now address myself directly to you) to the merit of profuse liberality in fortifying you added that of novelty in manner. Your mode of appropriation was truly legislative, and such as became grave and learned men. You judiciously determined not to apply to fortifications too much in one year. You began prudently and correctly. An appropriation of a thousand dollars at first was enough in all conscience. But, like other men, you are, it should seem, and who would have thought it? Subject to the little caprices and passions of our common nature. The first appropriation of a thousand dollars was great, but not perhaps temping; did you not, however, hazard something when, "swelling beyond the bounds of your chains," beyond all the ordinary limits of prudence, you enlarged the appropriation for permanent fortifications to near seven thousand dollars? That may be a question, though no one can doubt the excellency of driblet appropriations, for in fifty or sixty years a part of a formidable fort might thus be built, though there was some danger of its being decayed before the whole was completed. But I must close.

Adieu, honest, honest lagoes.

SAMUEL ADAMS.

N. B. Pray persevere in urging permanent fortifications and you will certainly succeed at the Charter election; at any rate you may increase your numbers, for there is a chance that some may be deceived.

From the Northampton Farmer.

EASTON DELAWARE BRIDGE.

The attention which we have thought it our duty, for the information of our readers, to pay to the returns of the late election, has prevented our giving the notice which is due to the Bridge erected acroſs the river Delaware at this borough. This elegant and ſubſtantial ſtructure is now opened for public uſe on Tueſday the fourteenth day of October, which was the day of the general election; and ſuch was the attraction of the occaſion, that the Company received, on that day, tolls for eight hundred and fifty five foot paſſages over the Bridge. On the day preceding although the Bridge was not yet open for general uſe a drove of more than 150 mules were permited to paſs over it, and by that indulgence were ſaved the delay of ſeveral hours which muſt neceſſarily have been conſumed in croſſing the river by the ferry boats——Independent of the vaſt accommodation this bridge has added to the ordinary communication of the neighborhood, in which reſpect the effect is already manifeſted by the great increaſe of the intercourſe with the borough; it is certain, that ſo important a facility will draw excluſively to this point the numerous travellers, who with their families, teams, and cattle, are daily emigrating from the Eaſtern States to the Weſtern and North-weſtern country. We are happy to add that the Preſident and Managers of the Company, with a liberal policy, attentive equally to the public convenience and the intereſts of their corporation, have eſtabliſhed the tolls on a moderate ſcale, in moſt inſtances below the rates allowed by the act of Aſſembly, and alſo below the rates heretofore received at the ferries; and that this moderation, together with the encouragement offered to farmers of New-Jerſey who bring their produce over the Bridge to this market, promiſes to remunerate the Stock-holders with very handſome dividends on the capital ſtock, ſo ſoon as the debt of the company ſhall be diſcharged.

The ſuperſtructure of the bridge is of timber, forming three ſpacious arches, erected on ſtone piers and abutments of the moſt ſubſtantial maſonry; the piers being protected by ſterlings or ice breakers of correſpondent ſtrength and dimenſions. The frame of the ſuperſtructure was conſtructed by Mr. Timothy Palmer, of Newburyport, the ingenious and ſelf taught architect of the permanent bridge over the Schuylkill at Philadelphia; and is built eſſentially on the ſame plan, but with improvements, the reſult of experience, and accommodated to the local ſituation. The materials are of the beſt quality; and it is allowed by thoſe who have had the opportunity to make the compariſon, that the workmanſhip exceeds any thing of the ſame kind heretofore executed in the United States. The dimenſions of the Bridge are as follow:

	Feet	In.
Length of the bridge, exclusive of the abutments and wing-walls,	570	