

HAMPSHIRE GAZETTE.

Commonwealth of Massachusetts.

In the House of Representatives, Jan. 28, 1792.

Elisha Searl, 2d.

INFORMS his friends, that he has just received a large assortment of **EASTERN WARE**, which he will dispose of for most kinds of country produce, one mile south west of the meeting house, Eastampton, Feb. 1, 1792.

TO be sold by **MOSES GODDARD**, at public vendue at the house of Mr. Joseph Cook, Innholder, in Northampton, on Thursday the 23d day of February next, at 10 o'clock, A. M. if not disposed of before, his real & personal estate, consisting of a variety of tracts of improved and unimproved lands, bonds, notes, redemptions on mortgaged property, and many other articles too numerous for an advertisement in this paper. As he is determined to square his matters, and move his situation from this part of the country, those indebted to or have demands on him, are directed to call at said Inn, for settlement, at which place constant attendance will be given till day of sale.

NOTICE

IS hereby given to the following Non-Resident Proprietors, or Owners of Lands in the Town of Rowe, in the County of Hampshire, that their Lands are taxed in the State, Town, Minister and School Taxes, for the years 1789 and 1790.

In Joseph Nash's Tax Bills for 1789, as follows, viz.	L.	d.	p.
George Bennet, Town Tax,	1	7	0
do. Cahoon, State Tax,	0	1	2
do. do. Town Tax,	0	1	4
Moses Heaton's State Tax,	0	3	11
do. do. Town Tax,	0	2	4
Oliver Wilder's State Tax,	1	12	10
do. do. Town Tax,	0	8	4

In Jonathan White's Tax Bills, for 1789, David Cudde's State Tax, 3 10 0
Town do. 5 11 3

Minister's do. 10 8 1
School do. 2 11 0

Unless said Taxes are paid to the subscribers, on or before Monday the 12th day of March next, for a half their Lands will then be exposed for sale at Public Vendue, at 1 o'clock, P. M. on said day, at the House of Ambrose Potter, in said Rowe, as will be sufficient to pay said Taxes and Charges.

JONAS NASH, Collector for 1789.
JONA. WHITE, Collect. for 1789.
Rowe, Dec. 18, 1791.

GAD SMITH.
Whately, Jan. 11, 1792.

AL Persons indebted to the subscriber, either by Note or Book, are hereby notified, that unless their Names and accounts are paid on or before the first of March next, they will be lodged in the hands of an Attorney to collect. He will receive most kinds of produce in payment.

NOTICE is hereby given, to those who are indebted to **JOSEPH LAZELL**, on Book or note of hand, that if the book accounts are not settled by the first of March next, and notices of hand by the first of April next, they will be committed to Samuel Hinkley, of Northampton, Attorney at Law, to collect without any further notice. All persons who have any demands on the subscriber, are directed to call at his Store in Cumington, on or before the above mentioned dates, and received their due.

J. LAZELL.
Cumington, Jan. 24, 1792.

ALL Persons indebted to the Printer hereof, either for the HAMPSHIRE GAZETTE, ADVERTISING, or for the MASSACHUSETTS MAGAZINE, are hereby called on to make Payment immediately. As the present being the most favorable season for the payment of debts, especially small ones, he begs notice will fall to call on him soon, as he has already suffered greatly by the neglect of many indebted.

Those persons who have engaged **WOOD** to the Printer hereof, are directed to forward it immediately.

William Pratt, jun.

INFORMS the public, that he continues to carry on the Book-Binding business, as usual. Gentlemen may be supplied with Account-Books of all kinds. Old Books are bound in the neatest manner.

Webster's Spelling Books, by the dozen or single. Blank Books of various kinds may be had on the shortest notice.

Northampton, Feb. 7, 1792.

NOTICE is hereby given to the Non-Resident Proprietors of Lands, lying in Cumington, County of Hampshire, that their lands are taxed, in a State, Town, Minister and School Tax, for the years 1781, & 1782, & committed to me to collect, Find division, Lot No. 29 7 1 1 1
22 0 3 1 0
25 0 12 1 0
26 1 0 0 8
28 1 1 0 6
29 1 10 6 0
30 1 7 1 0
31 0 5 8 0
32 0 4 11 2
33 0 3 0 0
36 0 7 0 0
37 0 4 2 1
38 0 2 4 1
39 0 1 1 1

Unless said taxes are paid, on or before Monday the 16th day of March next, to me, at said Cumington, they shall be sold at Public Vendue, at the House of Esq. Abel Packard, in Cumington, at one o'clock, P. M. to be sufficient to pay said Taxes, and intervening charges. **ROBERT DAWES**, Collector. Cumington, Feb. 8, 1792.

RUNAWAY

FROM the Subscriber in November, 1790, a NEGRO MAN, named **Jacob**, 16 to 18 years high, about twenty five years of age - brought up in Charlestown, speaks good English, and Dutch - is a late apprentice man, of a darkish Colour. Whoever will take up said Runaway, and return him to the Subscriber, in Southwick, (Albany County) shall have **TWENTY DOLLARS** reward.

L. LODEWIGUS VIELE.
Schaickock, Jan. 30, 1792.

Now opened, and ready for sale, by **Mather, Hutchens and Mather.**

- At their Store opposite the Meeting House, a general assortment of **GOODS, CROCKERY and GLASS WARE**, Consisting of the following articles, viz.
- SUPERFINE SERRIES, Bottle green, Drab and London Brown, Broad cloths,
 - Elastic and Forest Cloths, Lamprite and Coatings, Razors and Flannels, Thickets and Royal Rib, Velvets and Corduroys, Twilled and Worked Hosiery, Shawls and Woollenes, Damasks, Laddings, Wildgeese, Ruffs, Calimancoes, Toyenais and velvet Patterns, Patches and Calicoes, Madras and Linen Shawls, Modes and Perillans, Lawns and Cambricks, Pink Saracens, Barcelons, Bandans, and other Hosiery.
 - Silk and Twill Imperial and other Battons,
 - House Linens, Ruffs Sheeting, Backram, Neckties, Ribbons and Laces, Men's and Women's Gloves, Satinets and Russ Shoes, Money Scales, Warming-panns, Knives and Forks, Pen-knives, Scissors, Razors, Pins, Needles, Green glass, Tea and Bohemian Glasses, Loaf and Brown Sugars, Coffee, Chocolate, Rice, Allspice, Pepper, Ginger, Snuff, Raisins, Hard Soap, &c. &c.

WANTED,

IN exchange, for the above articles, Wheat, Rye, Indian Corn, Oats, Pease, Beans, Butter, Wax, Tallow, Cloth and Best-Wax; for which the highest price will be given, & every favour gratefully acknowledged.
Northampton, Feb. 8, 1792.

CASH FOR GOOD FLAX.

SEVEN Pence pr. pound given for FLAX in Cash, by **LEVI SHEPHARD.**
Also, SEVEN Pence half penny in any kind of GOODS out of his Store.
Northampton, Feb. 6, 1792.

Horsfemen's Pistols, and Bolting Cloths, To be sold at **JUSTIN ELY'S** Store.
WANTED at said Store,
PORK,
For which part Cash will be given.
CASH,
Given for **BEE'S-WAX.**
Well-Springfield, Feb. 7, 1792.

The subscribers for the Massachusetts Magazine, are requested to call for No. 2, of Vol. 3, at which time a settlement is expected. Those who wish to continue the Magazine are requested to give notice immediately to the Printer hereof.

RAGS.

CASH paid for any quantity of clean Cotton and Linen RAGS, by the Printer hereof.

THE PATRIOT.—No. V.

As the means of improving the natural advantages of Connecticut, and promoting the prosperity of its inhabitants.

ANOTHER important object to be pursued in promoting the trade of this State, is to render the River navigable and boatable from the mouth to the Falls, a distance of 250 miles. So far the trade of the River would naturally be up and down the River, and probably about forty or fifty miles further.

The principal obstructions to be contended with are at Hartford, a bar about a mile below the landing, bar at the mouth of Saybrook and some smaller bars in other places. The bar at Saybrook cannot be removed. Banks of sand and earth are always formed at the mouth of small Rivers, where the River water meets the tide of the ocean. But there is always eight or ten feet of water on this bar, which will carry over all of our sea vessels with a great part of their cargoes aboard. The other bars below Hartford may easily be removed or cleared to the general depth of the channel of the river. If they should be formal annually by the floods, still the expense of clearing the river annually would not be great and would be easily defrayed by a toll on the vessels that pass.

An application has once been made to the Legislature to empower a company 1 day a toll on the shipping that passes the bar, and collect it, for a number of years, on condition of clearing the obstructions. This application, it is true, failed in its desired success, as it is said, because the Legislature were jealous of creating a monopoly. What! afraid of monopoly for the public benefit! But what it is to be monopolized nothing that any individual or the public can enjoy: for no one man will lay out his money in clearing the river, unless he can receive both principal and interest again; and if the public should undertake the business and take the profits, the business would inevitably bring them in debt. Individuals manage their own money, much better than they manage that of the public. Such public works or enterprises, are to be done only by companies, who are willing to risk their money for the sake of profit; and those Legislators will be worse than the dog in the manger, who will not allow a company to make a little profit on the use of their money, when they cannot reap that advantage themselves, and when no mortal is injured by giving the privilege to a company.

I would only add further that an act of Assembly for the purpose can be obtained, if the Gentlemen who will repeat the application will consent to the management of it to men of activity and experience. In short, they will obtain it when they enforce the measure, with half the spirit and attention that they pursue their own private affairs.

Above Hartford the rapids in the river at Enfield are very formidable obstacles to the navigation of the river. Boats consequently ascend and descend now a Lottery is granted for lessening the difficulties attending the navigation less hazardous.

The falls at South-Hadley are formidable; perhaps not so, of any in the river; but it is believed good judges that these, as well as Miller's and Bidwell's falls may be avoided by canals and locks. Indeed the latter are not difficult. These obstacles removed, the river becomes boatable above two hundred miles from Hartford. The expense of digging canals in these places, cannot be ascertained; but any sum of money that shall be wanted can be raised, provided the subscribers can be assured their property will be well guarded, and the principal and interest paid.

But before any company will be found, willing to lay out their money upon a project of such magnitude and risk, laws must be passed for granting them a certain number of years, which shall be deemed adequate to pay the principal and interest of the money with a profit. Men will not lay out their money on schemes of enterprise and hazard, without a plausible prospect of gain; nor is it proper that they should. The exclusive right to the toll ought to be granted for a very considerable number of years; for would be many years before the toll would more than pay the interest of the money expended. It is therefore necessary that there should be severe penalties for the offence of breaking the locks, and other ways along the canals, than are given by law for common trespasses. Nor many years ago a flock of timber was taken down the river, and lodging house where it was taken by some worthless fellow and cut to pieces. It was a super excellent flock of timber, and very marked. The proprietors brought an action against the offender, and the jury gave forty shillings damages. The flock of timber was designed for the market and was worth £ 50 sterling. Such

facts evince the necessity of guarding valuable property with severe penalties, than our common fields and woods.

But the canalising of the falls mentioned is an object of such convenience and necessity to the inhabitants of the adjoining country, as well as of advantage to Hartford, that it ought to be pursued with increasing industry. A free navigation for boats would reduce the freight of articles one third at least; for three carrying places, two of which are about three miles each, make an amazing difference in the price of transportation. Add to the greater delay and risk, and the difference between a free and an obstructed navigation, becomes a serious affair to the farmers about the falls. I am told the risk occasioned by the breaking of canals and passages in its frequently unloading and loading goods, is between Hartford and Windsor in Vermont; at least five per cent. This, with the charges and delay, is a clear deduction from the value of the produce of the upper country; for the price at Hartford, Bolton, or New-York is the same, with or without these charges. These charges are therefore a tax upon the labor of the inhabitants above the falls. All the advantages that would be made by reducing these charges would be an addition to the price of their home produce; and a deduction from the price of foreign articles which they purchase. This therefore would operate as a double bounty on the production of commodities.

All this will be said in truth; but some of these falls lie in the State of Massachusetts, and the Legislature of that State has been petitioned to pass an act granting the necessary toll to a company, and creating the necessary penalties to secure the locks from wanton destruction. A bill for the purpose passed one branch of the Legislature, tho' with such restrictions as to defeat its own purpose, and the other branch, it is said, is jealous of facilitating the communication between the head of Connecticut river and New-York, because it might divert the trade now carried on by land to Bolton, refused or neglected to pass the bill. Whether might be the motives, and whether wise, there is in the way, that the ends of the application were frustrated. I cannot conceive that there is any other reason for refusing to grant the petition, than that have mentioned, viz. the fear that the town of Bolton will lose its trade with the upper country on the river, and if this is the reason, it demonstrates that the body of the Legislature are not well informed on this subject; for it can be proved that an open free navigation down the river will aid the business which it is apprehended will be lost. The following facts will set this matter in its true light.

The winter season for the river is frozen, so that canalizing will make little or no difference in the transportation during the winter months. Indeed when the earth is well covered with snow, transportation by land is both easy and cheap, and the winter business by land to Bolton, would remain nearly the same. All the articles that the inhabitants can get ready for market before the river closes are now fear down in boats; the remainder is reserved for winter transportation, & the cargo would be the same, after the navigation should be cleared. This consideration therefore is now out of question.

In summer, the transportation of a ton from Windsor in Vermont to Bolton and back to Windsor, in Windford, £ 12 to £ 14. The freight of a ton from Windsor to Hartford has been at low as five dollars, and not higher, (except for bulky articles) than forty shillings. The freight of a ton from Hartford to Windsor has been 10 dollars in cash, and not higher than 4l. The whole freight at the lowest estimation has been fifteen dollars; at the highest twenty. The freight from Hartford to Bolton by water is half a dollar a barrel, at the highest estimation, or about twenty shillings a ton. Double this for the freight back to Hartford and add it to the foregoing sum of six pounds and we have eight pounds for the highest freight of a ton from Windsor to Bolton, by the way of the river, and round the cape, and another ton back to Windsor. The difference therefore between the highest price of river transportation and the lowest price of land carriage from Windsor to Bolton, is one third in favor of the water carriage.

But this is not all - the price of land carriage falls heavier on the transportation from Windsor to Bolton, than on that from Bolton to Windsor; for a ton will not always have a load to carry back; he therefore will not engage to transport a load to Bolton - for less than two thirds the foregoing sum, or about eight pounds. When therefore the merchant finds a load to Bolton and has no load to bring back, he pays eight pounds a ton for carrying that ton to market, a sum equal to the whole freight of a ton back and forth by water. This is often the case, for the produce of the country is more bulky and requires more carriages than imported articles.

Just the reverse of this is the transportation by water for the freight down the river, it is but a little more than half the freight up the river. This difference on the aggregate amount of freight during the summer, will amount probably to ten per cent, of the whole freight in favor of water carriage. The simple fact of this is, that even now, with three carrying places on the river, the transportation by water to Bolton from the northern country, is certainly thirty three probably forty per cent. cheaper, than by land. Perhaps the road may be made something better, but no reparation whatever can ever reduce the price of land carriage so low as that of water carriage is and must be, with all the difficulties of three portages to contend with & the almost impossibility of procuring teams at these portages.

How idle and groundless then must be the jealousy of the merchants in Bolton respecting the canalizing that is to be in Connecticut river! The cheapest way to obtain the produce from the head of the river is, that the canal be the way, and it is a fact, that the whole summer business of that country is turning into that channel. It is only six or seven years since the first boat was built at Windsor, and the business of boating is now increased to such a degree, that hundreds of tons are transported every year. With an open easy navigation, down the river, New-York would be no more a rival of Bolton, than it now is; because it is cheaper to carry produce, either to New-York or Bolton by water, than to carry it to Bolton by land. When this is the case, the produce will go to the best market. In order to render Bolton a better market than Hartford or New-York, the price of an article must be higher in Bolton by more than the whole difference of freight. For instance, if a ton of pearl ash is forty pounds at New-York & the same ton at Bolton; and the freight to New-York is five dollars less than to Bolton, the market at New-York is half a dollar less. In order to render Bolton a better market, the price must therefore be six dollars higher than at New-York. But the merchant can rarely or never afford to give this advanced price on account of the freight market. The merchants in Bolton therefore, by throwing obstacles in the way of clearing the river, gain nothing, so far as their efforts have any effect, they injure the inhabitants of the upper country, and render the commodities there produced, dearer in their own market.

But there is another view of this subject which will set their conduct in a more disadvantageous point of view. The wheat of Vermont like the wheat of most new countries, where the land is not well cleared and there is a superabundance of vegetable food is very apt to abound with funt. It will therefore be a long time before the wheat of that territory will be in demand, where the flour of Pennsylvania and Maryland is its rival in market. An attempt is of very little consideration to the merchants of Bolton, that they may not generally be acquainted with this circumstance. Pearl ash will continue to go to New-York, while the freight is less, and the price as high or higher, than in Bolton.

But the articles which are produced about the head of Connecticut river, in which the people of Rhode-Island, Massachusetts and New Hampshire are more immediately and deeply interested, are other kinds of provisions; especially corn, beef and pork. These articles raised in plenty in the northern country, and they are so bulky, that they can scarcely be carried to market at all. Some live Cattle are driven to Bolton, and in the winter, pork may be carried; but corn will not pay freight. Were the navigation of the river opened round the falls, the freight would be so reduced, that these articles would be thrown into market in profusion, especially in a scarcity, when the supplies in the neighbourhood of Bolton should fail. This is a fact of serious and present concern to the fisheries and commerce of the eastern countries in all the three States last mentioned. No people in America, except in Hartford only, are so desirous of increasing the facilitating the transportation of produce down Connecticut river, as the inhabitants of the eastern counties in Massachusetts, particularly the merchants, of Bolton; yet they have hitherto, opposed it. Whatever opinions they have formed on the subject from a slight partial knowledge of facts acquired in their common houses, a personal view of the country or accurate information will convince them that this representation is just.

THE REWARD of a VILLAIN.

The life, confession, and sad dying words of **Capt. WILLIAM CUNNINGHAM**, formerly the British Provost-Marshal in the city of New-York and in Bolton, who was executed in London, the 10th of August, 1791.

WILLIAM CUNNINGHAM, was born in Dublin barracks, in the year 1738. My father was

CASH,

And the highest price given for Salts of Lye, by **WRIGHT, STODDARD & WRIGHT.**
Northampton, Jan. 18, 1792.