

E being a considerable Job of Brick
Carpenter's Work, to be done at St.
Church, in Queen-Anne's County,
men inclinable to undertake it, are
apply to the Subscribers, being appoint-
tee for that Purpose.

WILLIAM DAMES,
MATTHEW DOCKERY,
THOMAS WRIGHT.

To be FREIGHTED,

THE new Sloop CHAR-
LOTTE, which will be
well fitted for the Sea. She
was Built for a very fast Sailer,
and will not carry so much as
she might have done if Built
otherwise, but will carry near
of Grain. Enquire of Mr. Samuel
Herring-Bay.

up floating and driving in the Ice
atafco, near the Mouth of the River,
of January, by Sebastian Oley, near
in Anne-Arundel County, a Schooner,
or 15 Tons Burthen, had no Anchor
of a Cable, had one Anchor on her
pretty well Rigg'd, has two Hatch
a Cabbin, and a Scuttle forward; she
bent, and has some Earthen Ware in
and has two Topmasts and a small Fore
stopmast Head. She is sheath'd, and
hurt by the Ice.

er may have her again, on proving
, and paying Charges.

Baltimore-Town, January 20, 1762.

ED, as an OVERSEER,
I who understands Plantation Business.
a one, who can be recommended for
Industry, will meet with great En-
ty, by applying to THOMAS JONES.

D at PUBLIC VENDUE, on
the Eighteenth of March next, at the
Arthur Charlton, in Frederick-Town,
ck County,

ollowing Tracts of LAND, late the
of Mr. James Wardrop, deceased,
Frederick County.

| | Acres. |
|--|--------|
| called Hazard, lying on beague, containing | 790 |
| called Partnerslip, lying on of Manockass, below the | 280 |
| ly, lying on a Draught of near the Head of a Spring nderfon's old Place, | 500 |
| ng, lying on the East Side about 50 Perches below the | 210 |
| g, lying about a Mile from s, and near the main Road o' Frederick-Town, | 75 |
| g, lying about 8 Miles from n, on a Run call'd Mill- uns into Kittockton Creek, | 114 |
| ght, lying on a small Run s Branch, at the Foot of ountain, near Curry's Gap, | 104 |
| g, lying Half a Mile from s Houle, | 104 |
| g, lying about 8 Miles above Conococheague, on the East Run, near Patowmack River, lying near John George Ar- e West Side of the Road Conococheague to Frederick- | 35 |
| g, lying near a Branch called e's Spring Branch, on the of the main Road leading k-Town, by Robert Evans's, vel, joining to a Tract of Needwood, formerly laid out as Creslap, | 54 |
| or Terms of Sale, apply to JAMES DICK. | 100 |

DOLLARS for LONDON BILLS
CHANGE. WALTER DULANT.

IND, at the PRINTING-
ay be supplied with this
are taken in and inserted
portion for long Ones.

THE MARYLAND GAZETTE,

Containing the latest Advices foreign and domestic.

THURSDAY, February 25, 1762.

Mr. GREEN,

THE Paper you published in your Gazette,
No. 875, addressed to the Public, for their
Affluence towards making Patowmack River
navigable for small Craft, occasions you this
Trouble, which you may publish when it
suits you.

I hope the Gentlemen whose Names are there mentioned,
will not consider what I say, in the Light of thwarting their
Design, or to prevent the Public from giving Attention to what
they propose. They will allow, that such extensive Views
in the most opulent Nations, are slow in their Progress, and
generally are canvassed for many Years before any Steps are
taken to carry them into Execution; and that this is not
owing to the general Indolence of Mankind to every
Thing in which they are not immediately interested, than
to the different Means proposed by different Persons, who
have the very same End in View. However, from these
different Ways of thinking, if communicated with Candour
and Decency, the Public are enabled to judge of the proper
Steps that ought to be taken, by which many Inconvenien-
ces are prevented, which are often overlooked by those
who, with Sanguineness, engage in a favourite Project;
and as this is but in its Infancy, as I understand they have
had no Meeting, and learn that some of those mention-
ed, know nothing of the Design (owing, I suppose, to the
Distance they live from each other) 'til they saw their Names
in your Paper, I hope they will rather consider what is now
offered as Hints for their Consideration, which may induce
some of them, who are best acquainted with the River, to
give the Public a more thorough Knowledge of the Obsta-
cles to the present Navigation, with what they think practi-
cable, and an Estimate of the Expence.

The Expediency of taking some Steps to reap the Advan-
tage of such a long inland Water-Carriage, has been long
talked of, in Virginia, Maryland, and Pennsylvania, by those
who are best acquainted with the River, and as these last
will know how to come in for a Share of the Advantage
that would result from such a Saving in Carriage, it's not to
be doubted but that if any Plan could be proposed, that pro-
mised Success in the Execution, they would not be behind
the other two Governments in encouraging it. Their Opu-
lence, the compact Manner their trading Men live, and the
Ease with which they can communicate their Opinions and
Affluence to each other, will perhaps enable them to form
a better Judgment of what is practicable, than probably can
be done by any Set of Men in the other two Governments,
and will secure to them the greatest Share of all the lucrative
Branches of the *Obis* Trade for many Years to come.

Since General Braddock's Expedition, it's now pretty well
known that Canoes with Loads from 27 C.wt. to 40 C.wt.
can pass from Conococheague to Fort Cumberland (about 20
Miles Land-Carriage) at all Times of the Year, except in a
few Months of the greatest Drought, tho' it was imagined,
that if they could have been persuaded to saw their Canoes
lengthways, and to have put in a Middle-piece with Knees,
they might have carried a great Deal more, without increas-
ing their Draught of Water; and the *Obis* Company's Bat-
tee, with nine Tons, went frequently to the *Old-Town* when
the Water was raised any Thing by the Rain: Two Men
could by Setting-Poles carry up a Load with Canoes in four
or five Days, and return in Two, tho' the Distance by Water,
from the Turnings of the River in its Passage through the
Mountains, is much greater than by Land; they received
1/6 per Cent. for Carriage, and what was carried in Waggon
by Land at the same Time cost from 12/6 to 15 s. per Cent.
for, from the Steepness and Badness of the Road (which
was made barely Passable at an immense Expence of Labour
to the Soldiers) they could not, on an Average, carry more
than 15 or 16 C.wt. and seldom or never so much.

It's also now generally known, that the Navigation down-
wards (about 70 Miles Land) from Conococheague to Seneca
Falls, within 20 Miles Land-Carriage of the Shipping at
Red-Creek, is equally good or rather better, excepting a Rift
of Rocks known by the Name of the *Shenandore* Falls,
which lie about 20 Miles by Land, and 30 by Water, below
the Mouth of Conococheague. These Rapids are said not to
interrupt the Navigation for more than Half a Mile, or at
most Three-Quarters, and have for some Time been repre-
sented as the only Impediment to the Navigation of small
Craft from thence to Seneca, not but that both upwards and
downwards from Conococheague, there are many Rifts which
might be much mended, as single Rocks often stand in the
Middle of the best Water, which makes the safe Passage of
Craft ticklish, particularly down Stream when the Water is
low, and has such a Defcent as to give it any considerable
Degree of Rapidity.

However, on the Whole, it may be said in Favour of Pa-
towmack, that there is no other River on this Side the Con-
tinent, that runs such a Distance so much on a Level, and
consequently with such a gentle Current, and that has Occa-
sion for so few Portages as Two. But may one suggest,
without giving Offence, that the Expence of making the
Water-Carriage so eligible as to bring it into common Use,
seems too heavy for private Subscription, and that if a Sum
of Money could be raised, the Application of it in some Cases
might even happen to be detrimental to the Navigation, for
these Rifts of Rocks are Legks formed by Nature that con-

tribute to the gentle Current and Depth of Water many
Miles above them, and unless great Care and Exactness is
used in taking the Level and Depth of Water from the lower
Part of these Rifts to the Distance of many Miles above, be-
fore any Work is done; the Removal of one of these Bars
(which perhaps may in some Places be done at a small Ex-
pence) may raise a Ridge of Rocks and Rapids for many
Miles upwards, and altho' it's not to be suppos'd that any
Step would be taken with Regard to any particular Rift
without using this Precaution, yet from clearing away one
Rift and then another, even with that Precaution, it would
be impossible to tell, from these partial Levels, what Effect
it might have on the Water of the whole River, without
having first taken a Survey of the Level, Depth, Breadth,
and every Distance of Rifts, from the Tide Water at the
Warehouses on the *Virginia* Side, situate at the Bottom of
the lower Falls, to Fort Cumberland; for whenever you open
a free Passage to Water, by removing every Obstacle to it's
Course, you add to it's Rapidity, and diminish it's Depth in
Proportion to the Outlet you give it. Or, to make what I
mean more familiar to every Reader, they may recollect their
having seen large Ditches brimful of standing Water on
Grounds that lie nearly level, from the Currents being stopp'd
in the lowest Part, or perhaps in it's whole Course, from
what sinks from the standing Water; but begin to clear it
away at the lower End, and the whole Water to the farthest
Part is in Motion, and by going over it once or twice to
widen and deepen those Places where the Water has any
Current, the whole Water will be emptied out, and the
Current, according to its Supplies, will run with an equal
Pace through the whole Length of the Ditch, that is, it will
acquire a Velocity or Quickness in its Motion that will dis-
charge the Water as fast as the Springs or Rains supply it,
tho' perhaps that Current will not swim a Chip where for-
merly you might have carried a loaded Canoe. Stop up the
lower Part again, and the Springs will again fill
the Ditch, which becomes a Lock in Miniature, on which
you may again float a Canoe.

To apply this to Patowmack River; The Great Falls are
supposed to be about 30 perpendicular Feet, from the Surface
of the Water below when the River is lowest, to the upper
Surface of the Water where the strong Current begins above;
below these to Tide Water, there is a long Rift known by
the Name of the Lower Falls, and suppose their Defcent 15
Feet more to the lowest Ebb, then suppose the Rise from the
Surface of the Water at the upper Falls to the upper Surface
of the Water at the highest Part of Seneca Falls, is Five Feet.
Let the Rocks that obstruct the Navigation be suppos'd clear-
ed away in any Line of Direction, there still would be a De-
fcent of 50 Feet, which in such a small Distance, may give
the Water such a Rapidity as would render it equally unfit
for Navigation as it is at present. Even imagine it cleared
away to the upper part of Seneca Falls on a Level with the
Tide Water, there would still be a perpendicular Fall of 50
Feet at that Place, and a necessity for a Portage from the
beginning of the Rapids above to where they end below. But
as neither of these could be effected with the Wealth and
Labour of Nations for Ages, yet as the Difference of the
Level from the Great Falls to the upper Part of Seneca Falls,
is suppos'd to be only 5 Feet, and the River at the Great
Falls is there confined by high Lands to a narrow Channel,
suppose Rocks could be rolled in that would stop the Water
at that Place in its Course so much as to raise it Seven Feet
higher than it is at present, the Consequence would clearly
be a Depth of nearly Two Feet Water more on the upper
Part of Seneca Falls than you have there at present; or in
other Words, there would be no Fall at Seneca, and as the
River is very level from thence for a great way upwards, that
Back Water would extend upwards, and deepen the River to
a considerable Distance.

I only suppose this, that the Reader may apply it to what
I am going to say in Regard to the *Shenandore* Falls, as there
was formerly a Subscription by private Persons, and an At-
tempt made to render them navigable; for, suppose the Level
from the upper Part of them to Fort Cumberland should not
exceed Five Feet, as in the case before suppos'd, would it not
be more eligible to raise the Water there Seven Feet higher
than it is at present, for the additional Depth of Water gain'd
all the Way up, would far counterbalance the Expence of a
Portage at these Falls, and the Expence of such a tumbling
Dam across Patowmack that no Fish could carry away,
would be infinitely short of any Attempt to blow them.
But suppose that nothing of either Sort is done to these Falls,
the Expence of Warehouses at the upper and lower Parts
either on the *Virginia* or *Maryland* Side, (where they can
be safest from the very high Floods that happen every Six or
Seven Years in Patowmack, with the Expence of clearing a
good Waggon Road, and supporting a Team for the Portage
from one House to the other at low settled Rates) might easi-
ly be ascertained, and seems more within the Reach of private
Persons than any other Attempt, and perhaps, if some Encou-
ragement were added to lessen the Expence of the Navigation
both above and below the *Shenandore* Falls, and from Seneca
to the Shipping, it might have a good Effect, and induce Peo-
ple to try that Method of Carriage; for many Difficulties arise
in every Thing of that Sort from the Want of Usage, of Re-
solution and Endeavour to surmount them; for the Naviga-
tion upwards from Conococheague to Fort Cumberland, was ge-
nerally esteem'd more difficult before General Braddock

marched out than it was found to be on Trial, when the
constant Employ they then had, and the Ready Money they
Received, encouraged many People of Industry, who had
been used to Labour, to fall into that Way of Business.

But, tho' the whole that is already suppos'd, tends only
to shew the Necessity of a Survey of Patowmack from Tide
Water to Fort Cumberland, with its Level, Depth and Dis-
tances of the Rifts, as the first Step; yet I fear it could not
be done by private Persons so as to come properly authenti-
cated to the Public; for, it's not easy for private Men to ac-
quit themselves from being charg'd with Bias and Interest;
but as the Sum necessary to make the Survey, with the Care
requisite in such an important Affair, would be very consi-
derable, and more than can be suppos'd could be raised by
private Subscription, if private Persons would but take the
Trouble to place their Knowledge of Patowmack in such a
Light to the Governments of *Virginia*, *Maryland*, and *Penn-
sylvania*, as might induce either of them to raise the Sum
requisite, they would thereby render an eminent Piece of
Service to the Public. And the Government, at whose Ex-
pence the Survey was made, would establish for themselves
an indelible Mark of their Public Spirit. That Government
would then apply, and probably obtain, Engineers to under-
take it, who had gained an established Character in *Britain*
for Integrity and Ability in their Profession. They would
take the Level, Depth and Distance of every Part from Tide
Water to Fort Cumberland. They would on the Spot calcu-
late the Expence of removing every Obstruction, and remark
the Possibility or Impossibility of effecting it at any particular
Place, with its Effects on the Water of the whole River.
They would, on comparing the different Levels, and different
Depths of the whole, at different Stages, with their Remarks
on the adjacent Banks and Breadth of the River, shew at
what Places it would be prudent either to remove Rifts, or
establish Portages. Their Report would gain Credit and
Weight in *Britain*, and if it was Practicable, at any reason-
able Expence, it's not improbable but in Time it might come
under the Consideration of a *British* Parliament, as it would
not only contribute to hasten the Returns to the Mother
Country of the immense Sums they have expended to secure
the Possession and Trade of the *Obis*, but would contribute
much to the speedy Settlement of that extensive Country,
and also enable them to supply the numerous Nations of
Indians at a cheaper Rate with the Manufactures of *Britain*,
than could hitherto be done, or can be done, by the long
Navigation, and numerous Portages, either from *St. Lau-
rence*, or by *Oswego* from *New-York*, which perhaps may be
thought the best Security *Britain* can take, or they give,
for their future Friendship to her Colonies.

I am, Sir, Yours, &c. C. D.

By the GENERAL WALL Packet-Boat, Captain EYRE, ar-
rived at *New-York* from *Falmouth*, which he left the 13th
of December, we have the following Advices.

MAGDEBOURG, November 13.

WE have been for some Time very uneasy about the
Fate of Colberg; but our Fears are now in a great
Measure dissipated.

The King of Prussia foreseeing, at the Beginning of the
Campaign, that the Russians would employ their utmost Ef-
forts to make themselves Masters of that important Place,
detached Prince Eugene of Wirtemberg, with 12,000 Men,
to cover it. This Prince caused very strong Entrenchments
to be made by General Thadden, an able Engineer, which
surrounded the Town from the Baltic Sea to the River of
Persante, and from thence to the other Side of that Sea.

In these Intrenchments the Prince of Wirtemberg hath
maintained his Ground against the united Efforts of the Rus-
sian and Swedish Fleets, and a Body of 25,000 Russians, un-
der the Command of General Romanzoff, which during all
that Time blocked up the Town. The different Assaults
made from Time to Time by that General, have been always
repelled with Loss, and especially that of the 19th of Sep-
tember, which cost the Russians near 3000 Men.

In the End of September, the King of Prussia detached
General Platen with 10,000 Men, to the Relief of Colberg.
This General arrived there on the 3d of October, after
making, on his March, 2000 Prisoners, and destroying al-
most all the Russian Magazines in Poland. But this very
Circumstance, of cutting off the Enemy's Provisions, per-
haps also the News of the taking of Schweidnitz, joined to
the positive Orders of the Court of Russia, to reduce Col-
berg, cost what it would, determined Field Marshal But-
terlin to march thither, with his whole Army, by the Way
of the *New Marche* and *Pomerania*.

As the Communication between Colberg and Stettin, af-
ter the Arrival of such a large Army, was no longer open,
and as the united Corps of the Prince of Wirtemberg and
General Platen began to want Provisions, the latter marched
towards Stettin, in Quest of the Convoys which were held
ready at that Place. In this March his Van, consisting of
two Battalions, under the Command of Lieutenant Colonel
Courbier, was carried off, on the 20th of October, by
4000 Russians, during a heavy Rain, which would not suffer
their Muskets to fire. General Platen being arrived at Stet-
tin, was desirous to conduct a Convoy to Colberg; but ar-
riving