


O R,

UNIVERSAL EVENING POST.

From THURSDAY, OCTOBER 4, to SATURDAY, OCTOBER 6, 1759.

FRIDAY, OCTOBER 5.
COUNTRY NEWS.*Chatham, October 2.*


ON Sunday night as a Bricklayer belonging to Woolwich-yard, who had been to see his brother who belongs to the Dock-yard here, was returning home, he was joined on the road by a Marine, and another person, and after stopping to drink a mug of beer, they proceeded towards Gravesend; but, a little past Sir John Falstaff's, the Marine (as is supposed) knocked him down, then robbed and murdered him, and threw him over the hedge, where he was soon after discovered, stabbed in the neck with a bayonet, and his head bruised in a most shocking manner. Several parties are gone in pursuit of the murderers.

Another horrid murder has been committed at a little house near Wrotham, by three persons, supposed to be gypsies. It is said a gentleman passing by, heard the cry of murder, and riding on to a publick house not far off, gave notice of what he had heard: The man of the house where the cry was heard, happening to be there, the gentleman advised him to take some help with him, which he did, and a gun loaded. On their coming to the door, they found a man with a large knife in his hand, threatening death to any that should come near him. They then went round to the back door, where they found a woman arm'd, and threatening in like manner. The fellow coming round to assist the woman, the man who had the gun fired, and killed them both; then entering the house, he found his own wife and his two daughters murdered, and a villain rifling the house, whom they secured.

Canterbury, Oct. 3. On Friday, William Brockwell, who liv'd in Rottington-Lane in the parish of Northgate, and a woman his lodger, having both of them great colds, they agreed to fend for some Venice treacle, as 'tis said, about two pennyworth each, for a sweat, which having taken, they soon after died, and were interr'd last night.

L O N D O N.

The King hath been pleased to constitute and appoint James Adolphus Dickenson Oughton, Esq; (Lieutenant-Colonel of the 37th regiment) to be Colonel of the 55th regiment of foot, late Prideaux's. And

Hans Musgrave, Esq; (Major of the 9th regiment of foot) to be Lieutenant-Colonel of the 66th (Lafaulle's).

We hear that some new regulations will be made, in relation to the confinement of recruits in the Savoy, a place in its present state scarce proper for confining Gentlemen soldiers, even if guilty of a breach of the whole martial law.

A fine new 74 gun ship called the Valiant, being fitted for sea, is ordered to Spithead, to join Admiral Holbourn.

The King of Prussia, Ghadley, from Peterfbourg to London, is ashore at Derwinda in the Baltick.

A Dutch brig, of 150 tons, from St. Martin's to Amsterdam, is put into Scilly, leaky.

By letters from Montserrat we learn, that James Husley and Thomas Meade, Esqrs. and Dr. Macdonogh, a physician of that island, had the misfortune to be among the passengers who lost their lives when the brigantine was overfet in her passage from thence to Guadaloupe, as mentioned in the papers some days ago.

On Wednesday died at his house in Bow-street, Westminster, Mr. John Tull, a baker, and a Clerk in the Long Room at the Custom-house.

Last Tuesday the wife of one Sinclair, a journeyman taylor, who lives in White-hart-yard, Drury-lane, was brought to bed of a boy and two girls, who are all alive and well.

At Newmarket on Monday last, Mr. Greville's Colt, got by the Cullen Arabian, beat Lord March's grey colt, got by Blossom, one mile for 300 guineas.

Mr. Shaftoe's Squirrel, beat his Royal Highness the Duke's Spider, one mile, for 200 guineas.

The Noblemens sweepstakes for 1400 guineas, was won by Lord Gower's bay colt, got by the Gower stallion, from Mr. Panton's bay colt. Lord Northumberland's chestnut colt, Mr. Shaftoe's grey colt, and Sir James Lowther's bay colt.

The Duke of Devonshire's Filly, got by a son of Crab, beat Lord Rockingham's colt, 4 miles, for 300 guineas.

Lord March's Filly beat Mr. Fortescue's Filly, four miles, for 500 guineas.

Lord March's chestnut colt, got by Old Starling, beat his Royal Highness the Duke's Roan colt, got by Muley, 4 miles, for 500 guineas.

Mr. Shaftoe's Alcides, got by Babraham, beat the Marquis of Rockingham's Young Brilliant, got by Oroonoko, four miles, for 500 guineas.

His Royal Highness the Duke's Dapper beat Lord Gower's shock, four miles, for 500 guineas.

On Tuesday the Duke of Devonshire's grey colt, got by Blank, beat his Royal Highness the Duke's bay colt, got by Regulus, 4 miles, for 500 guineas.

Mr. Shaftoe's Elephant beat Mr. Vernon's Forester, four miles, for 500 guineas.

The sweepstakes match of 300 guineas, over the Beacon course, was won by Lord Orford's Pickle, got by Babraham, from Lord Gower's Coxcomb, and the Duke of Bridgewater's Brisk.

A number of Portuguese seamen about Rotherhithe having grossly mal-treated some English sailors belonging to press-gangs, they on Saturday last felt British resentment for the affront. The gangs landing at Cherry-Garden Stairs, dislodged the offenders from their brothels and lurking places, after much bloodshed on both sides. Some of the Portuguese in the fray took to the river, and escaped, but

about 24 were taken in their flight, and detained, in order to account for their behaviour. They expected to be joined by the crew of a Swedish ship in the river, but the commander very prudently prevented their getting ashore. *Gazetteer.*

Monday night a quarrel happened in King-street, near Cherry-garden-stairs, between a press-gang and some Italian sailors; when in the scuffle one of the Italians drew out a long knife, and stabbed one of the press-gang in the Breast, of which wound he languished till Wednesday morning, and then died. *Publick Adv.*

Yesterday a man was committed to Wood-street Compter, by Alderman Cokayne, being charged with keeping a disorderly house in Creed-lane, Ludgate-street; also two disorderly women were committed to the London Work-house, who were found in the said house.

D. L. The Confiscious Lovers, with the Mock-Doctor.
C. G. The Twin Rivals, with the Contrivances.

A Version of the French Lines said to have been fluck up at Versailles.

Here are boats to be sold, whose bottoms are flat
Soldiers to be hir'd, who are not over fat,
Having long liv'd on Aliment Powder alone,
Whereby they have little besides skin and bone:
A minister that's commonly wish'd at the de'el;
Generals that deserve to be broke on the wheel.
Thy good fortunes, O France! and those that
perplex,

[sex:
Have been both brought about by the feminine
Thy happiness, once, a Maid did procure;
Thy ruin a h—t has now made secure.

To the Authors of the London Chronicle.
GENTLEMEN,

A PERSON who subscribes himself R. G. (page 251.) has with a great shew of reasoning, endeavoured to point out the nature and consequences of a *special warrant*; I shall not at present pretend to criticize on what he has advanced, though there is sufficient latitude for that purpose, but shall only remark that special warrants have, for a long space of time, been occasionally granted, without any of those dreadful consequences attending them, which this Gentleman suggests; and why he should now so vehemently exclaim against them I am at a loss to determine. Both our Sheriffs and Under-sheriffs are generally men of so good characters and reputation, that I am firmly persuaded, they would not, for a trifling pecuniary reward, prostitute either to the unlawful oppression of any of their fellow-subjects, especially those who are so unfortunate as to fall under the lash of the law. And while we have such men to fill those offices, we need not, I think, be under the apprehension of any bad consequence attending special warrants. When a person has lavishly squandered away his neighbour's money, and contemptuously trampled under foot the laws of the community whereof he is an unworthy member, and who, perhaps, is too well acquainted with the Sheriff's bailiffs to be arrested by them; I know no method

[Price Twopence Halfpenny.]

more effectual to that end, than obtaining a special warrant from the Sheriff, whose power to grant the same, I must confess, I never before heard disputed.

That the granting of a special warrant is warrantable by law, the following quotations will place beyond a possibility of doubt. 'If the Sheriff will command a man (that is no sworn or known officer) to serve or execute any writ, process, or other warrant, the Sheriff must deliver him the writ itself, or else a precept in writing, otherwise an action of false imprisonment will lie for the arrest.' *Lambert* 91. 21 H. 7. 23. a.—But if a precept be made to a bailiff, and to a stranger or special bailiff (*conjunctim et divisim*) and is executed by the stranger only, it is good. *Lamb.* 91. *Dutton's Office of Sheriff* 44.—'If a bailiff be specially deputed, or one that is not a known officer, he must shew the warrant to the party, *Co.* 9. 69. 21 H. 7. 23. & 27. Yet the special bailiff is not obliged to shew it without demand, 8 E. 4. 14. 14 H. 7. 9. *Co. ibid.*' And again my Lord Coke aptly observes, 'That an officer giveth sufficient notice what he is, when he faith to the party, I arrest you in the King's name; and in such case the party at his peril ought to obey him; though he knoweth him not to be an officer; and if he hath no lawful warrant, the party arrested may have his action of false imprisonment against him.'

This was the language of the law with regard to bailiffs about 130 years ago, and I know of no material alteration that has been made since that period.

As to the behaviour of a special bailiff to the person arrested, it is generally as polite and humane as that of our known bailiffs; such special bailiff being obliged to conform himself, at least in the material branches of his duty, in the same manner as other bailiffs are bound to do.

Osborn, 2 Oct. 1759.

T. R.

At a Meeting of the Nobility, Gentry, Clergy, Freeholders, and others of the County of Middlesex, and City and Liberty of Westminster, this 19th Day of Sept. 1759, at the St. Alban's Tavern, in St. Alban's-Street,

RESOLVED,

THAT a Subscription be forthwith opened for an immediate voluntary Contribution to be distributed in Bounties or Rewards among such able-bodied Landmen, who within the Time or Times to be limited for that Purpose, shall present themselves to be enlisted to serve as Soldiers in his Majesty's Forces, upon the Terms that they shall not be sent out of Great Britain, and shall be entitled to their Discharge in three Years, or at the End of the War, if they choose it, pursuant to his Majesty's Order in Council of the 11th of July last, as explained and confirmed by his Majesty's other Order in Council of the 10th of August following.

Resolved, That the Purposes of the said Subscription be, executed by a Committee of all Persons (who shall subscribe Fifty Pounds and upwards) in such Manner as they, in their Discretion, shall judge most Expedient for his Majesty's Service.

Resolved, That proper Books for receiving further Subscriptions be forthwith opened at such Bankers, within the said County, City, and Liberty, as the said Committee shall think proper.

Resolved, That the Sums so subscribed, or such Part thereof, as by the said Committee, or the major Part of them (at a Public Meeting to be advertised for that Purpose) shall think proper to call for, be paid into the Hands of such Bankers as aforesaid, subject to the Order of the said Committee.

Resolved, That the said Committee, or any three of them, do immediately wait upon the Right Hon. Lord Viscount Ligonier, Commander in Chief of his Majesty's Land Forces, to request the Favour of his Lordship to direct proper Officers to attend the said Committee, in order to enlist such fit and able Men who shall present themselves for that Purpose.

Resolved, That if there shall be any Surplus of the Subscription Money left in the Hands of such Bankers (after the Service of enlisting able-bodied Men to serve as Soldiers in his Majesty's Forces, shall be fully answered) that the said Surplus shall go and be applied, by the said Committee, in Bounties or Rewards to such able-bodied Men as shall offer themselves, and be enlisted to serve as Volunteers in the Militia of this County.

Resolved, That his Grace the Duke of Newcastle be desired to lay these Resolutions before the King, as a Testimony of the Duty and Affection of this County, City, and Liberty, to his Person and Government; and in grateful Return for the wife and national Measures which his Majesty hath taken, and most readily pursued, during the whole Course of the War.

At the St. Alban's Tavern, Sept. 27, 1759.

At a Meeting of the Committee appointed by the General Meeting of the Nobility, Gentry, Clergy, Freeholders, and others, of the County of Middlesex, and City and Liberty of Westminster, held the 19th Instant,

RESOLVED, That the several Subscribers, in Pursuance of the Resolutions of the said General Meeting, are desired forthwith to pay 20 per Cent, on the respective Sums subscribed by them into the Hands of any of the following Bankers; viz. Messrs. Drummond and Co. at Charing-Cross, Messrs. Backwell and Co. in Pall-Mall, Messrs. Campbell and Co. Mr. Gillingham Cooper, and Messrs. Snow and Co. in the Strand, who are hereby authorized to receive the same.

St. Alban's Tavern, St. Alban's-Street, Sept. 27, 1759.

THE Committee appointed by the Nobility, Gentry, Clergy, Freeholders, and others, of the County of Middlesex, and City and Liberty of Westminster, held at the St. Alban's Tavern this Day, do hereby give Notice, that they will meet on Saturday next, the 29th Day of this instant September, and the following Days, from Eleven in the Morning until One o'Clock in the Afternoon (Sundays excepted) at the Vestry Room of the Parish of St. Martin in the Fields, to enlist such able-bodied Landmen as shall present themselves and be enlisted on or before the 31st of October next, to serve in his Majesty's Land Forces upon the Terms of not being sent out of Great Britain, and to be intitled to their Discharge in three Years, or at the End of the War, if they chuse it. And the said Committee do hereby promise a Bounty of Five Guineas to every such able-bodied Man immediately upon his enlisting as aforesaid.

This Day was published, Price 1s.

THE SENTIMENTS of an ENGLISHMAN, on Lord George Sackville's Address to the Public; on some other Publications; and on the Talk of the Town.

Printed for M. Cooper, in Pater-noster Row.

This Day was published,

Price Three Shillings neatly bound, the Seventh Edition, very much amended and improved,

THE COMPLEAT ANGLER: Or, Contemplative Man's Recreation. In Two Parts. By the ingenious and celebrated Mr. ISAAC WALTON and CHARLES COTTON, Esq;

I. Being a Discourse of Rivers, Fish-Ponds, Fish, and Fishing. II. Instructions how to angle for a Trout or Grayling in a clear Stream. Correctly and very accurately published (with Draughts of all the Fish; ornamented with a Number of Copper-plates, and a great Variety of useful and copious Notes)

By MOSES BROWN E, Author of PISCATORY ELOGUES, &c.

With the Laws that concern Angling. And an Appendix, which shews at one View, the proper Rivers, Haunts, Baits, Seasons, and Hours of Fishing: General Directions, &c. for every Fish that is to be angled for; alphabetically digested, in a Method singularly useful, and never yet attempted. With short Rules relating to the Tackle, Baits, several Ways of Angling, and Weather improper and proper for the Sport. The whole comprising all that is valuable, instructing, or curious, that has appeared on the Subject.

Printed and sold by Henry Kent, at the Printing-Office in Finch Lane, near the Royal Exchange.

This Day was published,

In one Volume in Octavo, Price 4s. 6d.

OBSERVATIONS on the Air and Epidemic Diseases from the Year 1728 to 1737, inclusive.

Made by Dr. HUXHAM, at Plymouth. Together with a short Dissertation on the Devonshire Colic. Translated from the Latin Original, and now published with the Doctor's Approbation.

Printed for J. Hinton, in Newgate-street, London; and H. Whitfield, in Plymouth.

N. B. As a very erroneous Translation of this Book was some Time ago published, to prevent the same being imposed on the Public, it is necessary to observe, that the Title at the Top of the Pages, of the genuine Edition, runs thus, from Page 6 to Page 198,

Of the Constitution of the Air and Epidemic Diseases.

This Day was published,

(Price Three Shillings and Six-pence bound in Calf)

Neatly printed in a Pocket Volume, the Second Edition, revised, corrected, and greatly enlarged throughout, and continued down to the present Time in all its Parts; with a Collection of Songs, and a List of all the Lodges, in a new, yet easy Method, and other Particulars, for the Use of the Society,

THE POCKET COMPANION, and History of FREE-MASONS.

Containing their Origin, Progress, and present State: An Abstract of their Laws, Constitutions, Customs, Charges, Orders, and Regulations, for the Instruction and Conduct of the Brethren: A Contamination of Dr. Plot's false Insinuations: And an Apology, occasioned by their Persecution in the Canton of Berne, and in the Pope's Dominions.

"*Ver bonam famam et infamiam.*"

Printed for R. Baldwin in Pater-noster-row; P. Davey and B. Law in Ave-mary-lane; and J. Scott in Pater-noster-row.

Next Saturday will be published, Price 6d.

(To be completed in Twelve Weekly Numbers, each adorned with a beautiful Copper-plate) Containing Three Sheets of Letter-Press, and a handsome Frontispiece, humbly dedicated to his Grace, THOMAS, Lord Archbishop of Canterbury, No. 1. of

THE UNIVERSAL PRAYER-BOOK; Or, CHRISTIAN ASSISTANT.

Containing Meditations and Prayers for every Day in the Week; a Discourse on the Nature and End of the Lord's Supper, with Preparations for a worthy Reception of the Holy Sacrament: Several zealous Exhortations, religious Hymns and Thanksgivings; with Devotions for a Family, and private Prayers, adapted to all the States and Conditions of Life. To which will be added, Discourses and Devotions proper to the Feasts and Fasts of the Church of England. A History of the Sabbath Day, with Spiritual Employment for the same. A New Exposition of the Lord's Prayer, the Creed, and the Ten Commandments. Together with an Account of the Lives, Writings, and Sufferings of the several Apostles, Evangelists, and Martyrs, who are commemorated by the Church as Witnesses to the Truths of the Gospel.

Now first published from the Original Manuscripts of a late Right Reverend Bishop, by the Suffrage, and under the Direction of two eminent Clergymen.

Printed for Joseph Burt, at the Temple-Exchange, opposite St. Dunstan's Church, Fleet-Street; and sold by all the Booksellers and News-Carriers in Great Britain and Ireland: Of whom Proposals may be had.

It would be offering an Indignity to this excellent Work, should we say, in Praise of it, that it will be the Cheapest, and (with regard to its Paper, Print, and Copper-plates) as beautiful a Book as ever yet was published. These Things are unworthy of Notice, when we, at the same Time, can assure the World, that it will be, in respect to God, the most Proper and Decent; and, with regard to Man, the most extensive and universally useful Manual of Devotions extant: However, as we are desirous to be pardoned for mentioning this; and that we should not have published the Universal Prayer-Book in Numbers, but to the End that all Degrees of People may have it, and its good Effects be rendered as extensive as its Subject is interesting.

To the Printer of the London Chronicle.

S I R,

HAVING occasion to travel very frequently upon all the Roads in the neighbourhood of this city, I cannot forbear sometimes making remarks upon the condition they are kept in, and the various methods made use of by the surveyors, or by those under whose directions they act, to preserve or repair them.

Permit me, therefore, by the means of a Paper, I believe universally read, to lay before the Public some reflections that have occurred to me relative to this subject.

Considering how long the making of Roads has been in use; what numbers of observing persons have travelled them; of how much importance it is to the Public to know of the several methods in use which is the best; it seems to me surprising that so few have given themselves the trouble to offer their sentiments to the Public on the best method of constructing Roads in the neighbourhood of this Metropolis.

I confine myself to the Roads about this place, for several reasons: first, I have had the best opportunities of observing them in all conditions, and in all seasons, for twenty years past; and secondly, The method of laying and keeping a Road in this district ought, in some respects, to be different from that of some other places under different circumstances.

Contrary to what is practised in most of the Roads about town, I must begin with asserting, that the Roads about London ought not to be laid in waves. This, I know, will not be relished by many. The majority of the Commissioners of Southern turnpikes are all against me, and likewise those of the Essex, Hackney, and Tottenham Roads. But I flatter myself that a little consideration will induce them to give up the point; as the matter in dispute is not a matter of opinion, but is capable of the clearest demonstration.

In level countries, where the Roads are cut into deep ruts by any sort of carriages, these waves are absolutely necessary. For by what means, in such a country, can the water, lying in a long level deep rut, be let out? only by a cross cut every two or three yards. But by raising a wave, thereby making a declivity of ten, twenty, or thirty yards, there will be no necessity for so many cross cuts; it will be sufficient to make an opening the depth of the rut every 20, 40, or 60 yards, in proportion to the two declivities of the wave.

But in the Road's where there are no ruts, this method is quite needless; nay, it is injurious; because it is the means of keeping the falling water longer upon the Road than is necessary; which ought never to be done.

I think the first waving of the roads was began in Whitechapel or the Essex Road; I mean about this city: for I am not ignorant that it had been long in use, and very properly so, in divers parts of the kingdom, in Leicestershire in particular. The waves on the road above-mentioned were short and high, and soon were found to be excessively inconvenient to the travellers, both on horseback and in carriages, that they were soon discarded, and the Road once more laid level. The Hackney Road was made about this time, and the Surveyor followed the waving method; but made the ascents and descents longer, and less inconvenient of course. Narrow-wheel'd carriages only were now in use; and the method was then most certainly right; for the road being, for the most part, level, it would not have been easy by any other means to have discharged the water. The Surveyor of this road likewise added another improvement: he justly considered that dirt and wet produced more dirt: he therefore kept a proper number of hands employed in clearing away

the dirt as it was made; by which means, that road only was passable with pleasure, while all the rest about town were, in winter, always very deep, and some of them very dangerous, and in summer no less dusty. These obvious differences gained the Commissioners, and their Surveyor, universal approbation.

By this time the general badness of the Roads induced many eminent Persons to turn their thoughts upon some method of securing the Roads from the pernicious impressions of heavy loaded carriages. An act was passed for the encouragement of Broad Wheels, which I take to be one of the greatest improvements in the accommodations of common life, that has been made in the present age, in whatever light we attentively consider it.

Where these carriages are very common, and the Roads are wide enough to admit two of them to pass; if the ruts are once obliterated, or filled up, they will with a very little care be kept so: for the horses having no ruts or quarters to guide them, don't always keep forwards in a straight line, but go as the smoothness of the road, or the obstacles they meet with, guide them. The next that follow, having no certain track to direct them, proceed by the same motives, and render another part of the Road as level as the former; till at length the shadow of a rut is not to be discovered.

Therefore waving the Roads where there are no ruts answers no useful purpose, is often times a great expence to the turnpikes, and a grievous inconvenience to passengers, whether on horseback or in carriages; and of which no one who sees or feels can be insensible. I know it is alledged that the water by this means, even where there are no ruts, is more speedily carried off the Road; but this is denied: For as most of these waved roads are now kept, it is impossible for the water to run off any other way than along the declivity of the wave, which is often forty or fifty yards: the sides of the Road seem to be most effectually guarded against any escape of the water this way, by having a ridge formed of the dry mud, and the Road gradually sloping from thence to the middle. Witness Hackney Road in many places, as well as the Tottenham and the Stratford Road; the Surveyors of which seem to follow the same plan, and are soon to be followed by others; if one may judge from the absurd and expensive alterations lately made in the Peckham Road.

If therefore the preservation of a Road consists in keeping it dry, it ought to be laid in such a form as best facilitates the escape of the water, and affords it the shortest passage to the drain into which it is to be received.

As therefore from the middle of the Road to one side is a much shorter passage, than from the summit of a wave to the bottom of the declivity, it is evident, that the best form of a Road where there are no ruts, is that which allows the water to fall off, as speedily as may be, on each side; regard being had, at the same time, to the safety and convenience of carriages: for if the declivity is too great, so much more weight will be thrown upon one wheel than there is upon the other, that the carriage may either be in danger of overturning, or the axle-tree breaking, or the Road being cut deeper than is proper.

As the use of Broad wheels is become so general on the east, north, and west side of the town, as to render it probable, that during their use (which I hope will be perpetual) there will be no ruts; and as a few Broad wheels begin likewise to make their appearance on the Southern avenues, I could wish the Commissioners would be pleased to consider what is here advanced, and try if it is possible to induce their Surveyors, to consider they are no

longer making Roads which must be cut by narrow-wheel carriages, but which must bear the pressure of heavy and broad rollers.

This consideration would not only induce the Surveyors to alter their present form, but likewise to dispose of their materials in a much more advantageous and judicious manner. The new Road from Islington to Paddington, the Hampstead and Uxbridge Roads in many places afford an excellent model for the form of Roads; the Barnet Road is likewise commendable in several places. But above all, the new Road above-mentioned can hardly be exceeded; and the Surveyor, and those who supported him, deserve the thanks of the Publick.

A proper form being therefore agreed upon, which is, to lay the Road nearly level, and without any conspicuous wave, gently declining from the middle to each side, and conveniences made to receive the water as it runs off the Road; let us next consider the disposition of the materials.

While Narrow wheels only were in use, all sorts of materials were found insufficient to prevent the roads from being cut into deep and dangerous ruts. No care of the Surveyors, could prevent it. Spreading a thick coat of gravel over the most frequented part, from time to time, saved the road a little: for as it was very inconvenient to drive a carriage of any kind upon this fresh bed of gravel, the drivers directed their carriages so as that one wheel only should pass upon the edge.

The succeeding and succeeding carriages went a little nearer the middle, till at length, partly by grinding the gravel to pieces, and partly by the addition of dirt falling from the wheels, the whole bed of gravel became passable, and continued a few months a tolerable good road only sliced into deep ruts, till it was difficult to cross them, and the complaint of travellers called upon the Surveyors to make some amendment.

From this view it is evident, that while such carriages only were in use, clean and well screened gravel was the best material for preserving the Roads in any degree passable in the neighbourhood of this city, (and I must desire the reader to keep in mind that I am only treating of them.) It was likewise necessary to continue to use the same material, viz. screened gravel, till Broad wheels became more general, than Narrow ones, and produced the effect they have done upon all the roads they frequent: that is, till they totally effaced the ruts, and left no track to be the guide of the teams.

As Narrow wheels cut the Roads, and in cutting grind the materials excessively; the bottom of the ruts may be considered as so many mortars, in which the wheels grind every thing to pieces with a force proportioned to their weight.

Broad wheels only press, they do not grind; and if the road they travel on is not exquisitely hard, they render it more compact and firm. But if the materials are hard, and lie on a substance that is altogether unyielding, they break these materials, by pressing them against one another, or against the resisting bottom.

This being most certainly the case, let us consider the effect of heavy Broad wheel carriages on screened and unscreened gravel.

If the bottom of the road be very hard, and the bed of gravel very thin, the whole will soon be reduced to powder, and become either mud or dust speedily.

If, let the bottom be hard or soft, a thick bed of gravel is laid, the same thing happens unavoidably, the lower part of the gravel making the same resistance as a natural hard bed of earth or other unyielding substance.

A thin bed of gravel laid upon a substance

somewhat yielding would be pressed into it and form a natural pavement by the Broad wheels, the small pebbles being preserved entire by the surrounding earth, and the earth being kept from yielding too much by the pebbles.

Hence it is evident, that unskreened gravel upon Roads most frequented by Broad wheels would be much preferable to skreened gravel, and be at the same time a prodigious saving to the Trust, and a saving of materials, which in a short time, in divers places about town, will be no inconsiderable advantage, as well as be much more commodious to the traveller.

And to prove that this position, that unskreened gravel makes a better Road for Broad wheels, than the skreened, is not only true in theory, but in fact, I dare appeal to experience. In some parts of the Hampstead Road, and in a very few places in the Tottenham Road, I have observed, this has been done, whether by accident or design I know not. I have carefully attended to the consequence, and have been pleased in observing, that as the Road where such unskreened gravel was laid, soon became passable, so it continued firm, and as fully resisted the impression of the Narrow wheels, as if it had been covered with a thick bed of skreened gravel, to the great annoyance of the Publick, the detriment of the Trust, and the unnecessary waste of materials.

I think the method of scraping off the mud and dirt from the Roads, in wet weather, was first introduced by the Surveyor of the Hackney Road, and very judiciously. The Road by this means becomes much sooner dry, than it otherwise would do; the falling rains run off much faster, and the traveller is less incommoded. This practice is now adopted by most of the Surveyors, tho' not with equal diligence; the Kent and Surry Roads being, for the most part, shamefully neglected.

But one very great inconvenience ensues from this practice, as it is at present managed, viz. the roads are daily sinking, much more being taken off, than is brought to them; by which means it is become impracticable in some places to carry off the falling rains; the roads being lower than the bottom of the ditches. This is the case in some places on the Tottenham, Hackney, and Stratford roads, and must in a short time be attended with very ill consequences both to the Trust and the passengers, unless timely care is taken to prevent it.

The Stratford and Tottenham roads have suffer'd most from this practice, and many thousand loads of materials have been carried off, that with proper management would have raised the road so as to have made it at once agreeable to the traveller, easy to be kept dry, and in good repair at much less expence; for the higher any road is, the more it is exposed to the sun and wind; and the more it is exposed to the influence of these, every thing else being equal, the more durable, and the more cheaply it is kept in repair. It would seem by the eye, and comparing the road with the sides, and the cross ridges that have here and there been left, that these roads have lost in perpendicular height, in some places, from one to four feet or upwards. It is true, that in a very few places the Stratford road has, within this year or two, been raised; but this is done in such a manner, as to disgust the traveller and incommode him as much as if it had not been raised at all. A long ridge of dry dirt is laid cross the whole road, thro' which carriages are drag'd and horses wade, till the Surveyor has time to cover it with a load of gravel, capable of keeping a mile of road in excellent order for a twelve month, was it properly disposed of.

It may be ask'd perhaps in what manner these materials ought to be employ'd for raising these

roads: Experience and common sense point out the following. As it is beyond dispute, that waving the roads where there are no ruts, is absurd, let the Surveyors be directed gradually to fill up those hollows that are already made, so as to make the road as nearly level as the ground will permit, or at least that the declivity in respect to the length of it shall scarce be perceptible.

The best manner of filling up these hollows will be this. In the spring, while the weather is showery, or in autumn, let a thin coat of the dirt scraped off the road in winter, and now lying dry and almost hard on the road sides, be laid in the middle of the road in the hollow: four or five inches thick will be sufficient. Leave a space on each side, if the width of the road admits of it, for carriages to pass without necessarily coming over it. If the weather proves dry, and the dirt is a little moist when laid on, it will soon become as firm as any part of the road. But if the weather is wet, and the carriages pass over it frequently, it will grow dirty, in which case it would be proper to cover it very thinly with a little unskreened gravel.

As soon as this is become firm, lay on a few inches more of the dirt, either on the middle or one side, or on both sides, if there be room enough for carriages to pass in the middle upon the firm road, covering it with unskreened gravel if the weather is wet, or passing a water cart a few times over it if the weather be dry. For a proper degree of moisture is necessary in order to make it bind firmly; and a certain degree of thickness is necessary, in order that it may admit of suitable pressure to render it firm.

A little beyond the White-Chappel turnpike a large heap of the scrapings of the road was laid this spring, but much too dry; the whole road was covered from side to side, so that carriages could not pass by it, but were obliged to be drag'd thro' a dunghill. Had the Surveyor cover'd half the road only at a time, with the same stuff, in the method here proposed, he might have raised one half of the road from the turnpike to Mile-End green, several inches, if not a foot, or more, with proper management.

As soon as the weather became dry, this heap of dirt which was laid upon the road, much too dry easily to bind, became a troublesome magazine of dust, except where it was covered by a heap of gravel, which will most of it be sunk and lost, and the road be left soft and spongy for sometime. I mention this circumstance not so much with a view to reflect any blame upon the Surveyor, who, I believe, is diligent, and may possibly in this instance act under direction, as to shew, by a recent, and well known instance, the impropriety of laying such quantities of this sort of stuff, and indeed of any other kind without a proper degree of moisture, upon any road.

If therefore a few hands were employed in the Spring (or indeed in any part of Summer, when the weather is showery; or in the driest weather, provided a few loads of water are properly disposed of to wet the materials) to spread the dirt scraped off the roads in Winter, and now lying in heaps, or trampled hard on the sides, in the hollow parts of the road, the broad-wheel carriages will soon render this as firm as any other part of the road, and will soon be fit to bear a proper coat of gravel to last through winter.

When the weather begins to grow wet in the Fall, let the parts of the road so covered, be spread with a thin covering of unskreened gravel. Laying a thick one has no other effect than to keep a great part of the road long unpassable; and the longer, if the gravel is

skreened: for till it is again mixed with dirt, or in part ground down to dirt, it is wholly useless. This, however, might be effectually remedied, where such beds of gravel are already laid, by slightly covering them with the dirt scraped off from the roads.

By this means the road might be gradually raised to what height might be convenient; the water carried off without difficulty, and the traveller enjoy the prospect of the country about him. At present we are hemmed in on most of the roads about town, between two mud walls, which bar the prospect, and in summer confine the dust, increase the heat, and render the avenues to this capital exceedingly disagreeable.

Some exceptions are, however, to be made: and I know of no road about town that is so properly laid, so much care taken of, and so greatly improved of late, as the Hampstead road: and one cannot but sincerely wish, that the Surveyors of the several roads about London, or those who direct the Surveyors, would be pleased to visit this road, and the new one lately made from Islington to Paddington. The form in which this now lies seems to be unexceptionable. It rises sufficiently in the middle to let the water easily fall off on each side; yet does not rise so much as to lay too great a weight on one side the carriage; an objection to which at present the Hampstead road is in some places liable. Like this new road too, it would be very advantageous if the fields adjoining to the publick roads about town, were only separated from them by rails or palisades. Large quantities of ground would be saved by it; the roads kept more airy, and the banks would furnish the best materials possible for filling up many a hollow way, dirty in winter in spite of care; and dusty in summer to excess. There is a piece of road of this kind between Kingland and Newington, that has long remained the disgust of the traveller, and the object of great expence to the Trust: and yet how easily might this be mended and effectually, at a moderate charge? On the east side of the road is a mound of earth, whose base cannot be less than two yards and a half, if not three. If this was thrown into the road, raising one side, and then the other, by the help of its opposite neighbour, and then covering the whole with a proper bed of unskreened gravel, an excellent piece of road would be made at a very moderate expence. And if one half of the breadth of the mound was added to the road, and the other half to the proprietor of the farm, both would be gainers: and the expence of raising it would soon be made up by the ease of keeping it in repair: and without some such expedient, I do not see how it will be possible to keep it dry another winter, as the road is already lower in many places, than the bottom of the ditches. There is one absurdity carefully copied from the Hackney road into this, the Stratford, and is beginning to take place likewise in some of the southern roads, I mean in such of them, as have any care bestowed on them, and that is, the raising and keeping in repair ridges of earth on each side the roads, in order, as it would seem, to prevent the water from running off them too soon. In some places, indeed, they may seem to serve the purposes of rails to keep the passengers out of deep ditches: but as this is a very inadequate method of preventing such accidents, so by keeping the water longer upon the road than is necessary, it is not less injudicious in the other respect; and is totally discarded by those who approve themselves, the most able Surveyors.

I would therefore infer from the premises,

That, in order to have the full benefit of Broad Wheels, it is first of all necessary that the ruts should be filled up, and the tracks effaced;

in which case, if the road is wide enough for more than one carriage, the Broad Wheels will keep them level with very little assistance: but whatever pains are taken with the road, they will avail little, unless the tracks and ruts are filled up.

That where there are no ruts, waving the road is unnecessary and absurd, whether the country is level or not; since it is always right under such circumstances to convey the water off the road as soon as possible; and it runs off much sooner on the sides, if moderately sloping, than when it is kept in the middle to follow the waves.

That it is of the utmost consequence to the preservation of the Road, that it should be exposed as much as possible to the influence of the sun and wind.

For which purpose it is absolutely necessary; 1st. To raise the road as high as possible; 2d. To remove high copes, banks of earth, and the like obstacles. Hence appears the mistaken judgment of those Surveyors, who hollow the roads in the middle instead of raising them; and lay the dirt they scrape off them carefully on each side, as if they intended to prevent the ruin from escaping, and to keep off as much sun and air as they could.

To conclude, I wish it might be forever remembered by those who have the care of making new Roads, or keeping old ones in repair, that *time* is every man's estate; and that if a road is made longer, from any considerations of present interest, than it might have been made; or if it is not preserved in a condition to be passed, with all possible expedition, those who are guilty of the neglect or the mismanagement, are public robbers. They rob every traveller of so much time as he spends in travelling the road more than the unavoidable, unalterable delays of the ground occasion.

It is to be wished that the Society for promoting Arts, Sciences, and Manufactures, would be pleased to take this important, tho' disregarded circumstance, into their consideration; and propose an honorary reward to that Surveyor, who from the concurrent opinion of proper judges, should approve himself most able to construct and preserve a road the most passable, with the least expence to the Publick; and likewise for the best plan of an Act to render the use of Broad wheels most advantageous to the roads, most beneficial to Commerce, and the least detrimental to Private Property.

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Late Rector of Weston-Fawell, Northamptonshire.
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Saturday, October 6.

Yesterday arrived a Mail from HOLLAND.

Cotbus in Lower Lusatia, Sept. 19.

THE King of Prussia came here the 17th with his army, and next day marched to Spremberg. Prince Henry has not only seized several large magazines at Gorlitz, Bommisch-Friedland, Zittau, and Gabel, but also made about 1000 prisoners. On the other hand, the Prussian troops commanded by Major General Baron de Goltze, who were left at Landshut, have advanced by Schatzlar to Trautenau, and laid a great part of the circle of Koniggratz under contribution.

Altena, Sept. 29. According to our last advices, the King of Prussia's army was encamped since the 19th between Forst and Pforten; that of Prince Henry was still posted in the neighbourhood of Gorlitz; and that of Marshal Daun at Camenz; the main body of the Russian army was still at Guben, but a considerable detachment had been sent from it to besiege Glogau in Silesia.

The Prussians have demanded a fresh contribution of 300,000 crowns from Leipzig.

Prague, Sept. 20. Prince Henry of Prussia has endeavoured to penetrate into this kingdom, but Count Daun has found means to frustrate all his attempts. A great council was held the 15th at Marshal Daun's head quarters at Bautzen, at which the Prince of Deux Ponts, and the Russian General Romanzow assisted, and when it broke up five regiments of foot, and five of horse, received orders to hold themselves in readiness to march; since which a private expedition is talked of under the command of General Laudohn, in conjunction with the Russians. Lieutenant-General de Domballe has likewise received orders to march with some regiments, but his destination is not known.

Vienna, Sept. 19. Baron Marshal, who commands at Olmutz, is appointed Governor of Dresden.

Leipzig, Sept. 20. Gen. Wunsch, who was endeavouring to join Gen. Fink, and to advance towards Dresden, has been able to succeed in neither of these designs, and continues in the neighbourhood of Döbeln, where he is raising heavy contributions. It is reported, that a body of 7000 Russians are actually encamped at Radeberg, which is only two German miles from Dresden, and that their whole army and that of the Austrians are advancing towards that city, to prevent it from falling into the hands of the Prussians.

Dresden, Sept. 24. A considerable body of Prussians have been encamped for some days at Meissen, where they are continually receiving reinforcements, and seem to have a design on this city. Nothing, however, but the gaining of a battle can put them in possession of it.

The Royal Family have again quitted this city, and are gone to Prague.

Berlin, Sept. 25. Letters of the 22d from Gen. Finck's camp at Corbitz near Meissen bring the following interesting particulars.

"After that Gen. Wunsch had retaken Leipzig, and joined us with his body of troops, we decamped from Eulenburg, and directed our march straight to Dresden. Gen. Kleefeld, who was posted with a detachment of the army of the Empire near Döbel, retired at our approach. On our arrival at Nossen, we learnt that Gen. Haddick was encamped at Roth-Schimberg; but as soon as he saw us advance, he quitted that advantageous post, and we briskly cannonaded his rear; after which we went and encamped at Teutichen-Lohra, and

finally at Corbitz. Gen Haddick being in the mean time joined by the whole army of the Empire, and by some Austrian regiments, came yesterday to attack us here. The Cannonade, which was very brisk, began at nine in the morning, and did not end till dusk. Notwithstanding the good disposition of General Haddick, and the great superiority of the enemy, we forced them to quit the field of battle and retire to Dresden. Our loss, in this affair, is very moderate; that of the enemy is considerable. Our infantry again performed, on this occasion, prodigies of valour.

Berlin, Sept. 25. The troops under Gen. Manteuffel set out on the 23d for the Ucker-Marck, to oppose the Swedes; they marched by Nieustadt-Deiswalde; and it is said that on receiving advice of their march, the enemy fell back, and that our hussars had had a smart skirmish with some Swedish light troops, in which the latter were roughly handled.

Lipstadt, Sept. 26. Munster being blocked up since the 20th, the Marquis d'Armentieres, after being joined by some regiments of horse and foot from France, has advanced by Dorsten and Recklinghausen to Lünen. He has exacted 16,000 rations of hay from the town of Ham.

Brussels, Oct. 1. A detachment of the Allied army has marched within these few days into the Electorate of Trier, and summoned Ehrenbreitstein, the residence of the Elector, who has retired to Coblenz. As the place is well provided, and as the garrison was reinforced on the approach of the Hanoverians, it is thought it will make a stout defence.

Hague, Sept. 28. The letters from the Allied Army contain nothing very interesting, except that Prince Ferdinand, whose head quarters continued at Croisdorff, had detached towards Limbourg, a small town upon the Lahn, dependant upon the Electorate of Treves, a body of about 4000 men, which were posted in such a manner as to cut off all communication between the Marquis d'Armentieres and the army of Marshal Contades.

Paris, Sept. 24. The Marshal d'Etrées is expected to-morrow, or the day following, from the army.

Modena, Sept. 15. The report of the King of Sardinia's advancing a body of troops to take possession of Placentia, was without foundation.

SHIP NEWS

Penzance, Oct. 1. The Nicholas and Edett, of Norway, last from Falmouth, with tin, sugar, lead, leather, &c. for Naples, is come into this bay to load pilchards; the Speedwell, of St. Ives, with tin and copper, from Falmouth for Bristol; the Lark sloop, from Wales, with butter and oats for London; Lark sloop, of Shoreham, with malt for Dublin; Unity, of Ennsworth, with malt for Dublin; Prosperity brig, of Coomb, from Wales with coals; John and Elizabeth, from Chichester, with malt and flour for Dublin; and Mary sloop, of and from Guernsey, with butter and candles for Dublin, are all arrived here.

Falmouth, Oct. 1. Wind E.S.E. Arrived the Nancy, Brown, from Barbadoes for London, who came under convoy of several men of war with a large fleet of merchantmen from the West Indies; also the Countess of Leicester packet-boat, Williston, from Corunna.

Plymouth, Oct. 1. Yesterday arrived the Prince Edward man of war, with the following vessels under her convoy, viz. the Lancelotti, Bowen, of London; Neptune, Stennet, of Hull; Mary-Anne, Richardson, of Ipswich; Briton, Hutchinson, of Amity's Good Intent, Bankard, both of Scarborough; and Elizabeth, Shaffer, of York, all from Russia, with hemp for this port, the

Burford and Winchester men of war from the West Indies, both leaky; the Arran, Drinkwater, and Matthew, Price, both of Liverpool, from Montserrat for London; the Magnanime, Venus, Vengeance, Swallow, and Success men of war, from the Bay; Angelina, Cossloff, of and from Arundel for Plymouth; Providence, Frost, of and from Dartmouth, for Plymouth; and a Spanish and an English vessel from London, names unknown, for London.

Cowes, Oct. 3. Wind S. E. Yesterday came in to stop a leak the Kellam, Cooper, from Gibraltar, last from performing quarantine at the Mother Bank, bound for London. Sailed the Adventure, Enonf, from this port for Guernsey.

Portsmouth, Oct. 4. Tuesday arrived the Friendship, Thompson, from London to St. Kit's. Yesterday sailed out of harbour to Spithead his Majesty's ship Chatham, Capt. Lockhart. This morning sailed out of harbour his Majesty's ship Namure.

Deal, Oct. 4. Wind E. N. E. blows hard. Remain in the Downs the ships as per last. Came down and sailed the Swift, Ager, for Louisbourg.

ARRIVED.

Fanny, Tarlton, and Providence, Hendrickson, from Montserrat, at Liverpool.

Prussia Clubb, Oglevie, from Gibraltar; America, Gammell, from Virginia; Jane, Wood, from St. Kit's; at Glasgow.

Deliverance, White, from Barbadoes, at Virginia. Earl of Granville, Cumerford, from London, at Oporto.

Tyger, Sherburne, from Antigua, off the Lizard.

Baron Van Proick, Dark, from St. Croix;

Othello, Capps, from St. Kit's; at Falmouth.

Charming Sally, Doran, from Montserrat; Matthew, Price, and Nevis Planter, Beach, from Nevis; Bassinet, Lefly, and Antigua Planter, Gladman, from Antigua; off Topsham.

The Knutsford, Sefton, from St. Kit's, was left well off Holy Island last Friday, bound to Liverpool.

Aran, Drinkwater, from Montserrat; Jane and Mary, Barber, from Antigua; Bland, Parker, from Guadalupe; at Falmouth.

Nancy, Scott, from Guadalupe, at Mounts-Bay.

Tyger, Sherbourn, from Antigua, off the Lizard.

Mary Anne, Ayers, from Hull, at Oporto.

Eliza and Margaret, Trump, from Oporto, at Guernsey.

Warner, Gifton, from Antigua, at Piscataqua.

Post Boy, Stott, from Cork, at St. Ives.

Neptune, Ayre, from Wyburg, at Lynn.

Pretty Betsey, Robinson, from Barbadoes, at Milford.

L O N D O N.

Friday le'night Major Gen. Yorke presented a Memorial to the States General, of which the following is a translation.

High and Mighty Lords.

"I am expressly commanded by the King my Master to acquaint your High Mightinesses, that his Majesty hath received repeated advices of a contraband trade carried on by some Merchants residing in these Provinces, in favour of France.

"This trade consists in cannon and warlike stores, which are brought from the Baltic to Holland in Dutch vessels: And his Majesty hath too much confidence in the friendship of the Republic, to entertain the least doubt that your High Mightinesses will not suffer his enemies to be aided by your subjects, and still less permit them to make arsenals of your towns. Such a trade is, on the one hand, wholly repugnant to the connections which, by treaty, ought to subsist between the King and your High Mightinesses; and on the other to every

idea of neutrality, whether formal or tacit. Your High Mightinesses are informed, not only by the public voice and the immense preparations making on the coasts of the Ocean, but also in an authentic manner, by the French Ambassador residing here, that his Court intends to invade his Majesty's kingdoms: and your High Mightinesses will easily perceive that such an acknowledgment authorises the King to take his measures, on every side, for his security; and that the demand I have this day the honour to make to you, is much less than his Majesty is entitled by treaty to reclaim in such a conjuncture.

"The vigilance of the English squadrons hinders warlike stores from being openly carried to the ports of France, and lays that Crown under a necessity of procuring them by the most secret methods, which it hopes to do under the borrowed names of private persons, by bringing them on the rivers and canals of this country, and through the Dutch fortresses, to Dunkirk, and other places.

"Your High Mightinesses will easily perceive how hurtful this conduct is to the King; and I doubt not but you will make him easy on that head, and immediately put a stop to it.

"The attention which his Majesty hath lately given to the representations of Your High Mightinesses, against the excesses of the English privateers, by confining their cruizes and their searches by an act of parliament, gives his Majesty a good title to the same regard on your part.

"The trading towns of your provinces feel the good effects of it, and that freedom of navigation which your subjects enjoy, amidst the troubles by which Europe is distracted, hath augmented your commerce much above what it hath been for several years past. Some return ought to be made for such a solid proof of the King's friendship and moderation; at least the merchants who are so ready to complain of England, ought not to be permitted to give into excesses which would have justified the most rigorous examination of their conduct. Accordingly, his Majesty hath no doubt that your High Mightinesses will give all possible attention to this matter.

"Permit me, High and Mighty Lords, to recall to your memories, that, during the course of the present war, the King hath several times applied, thro' me, to your High Mightinesses and to your Ministers, on the liberty given to carry stores thro' the fortresses of the Republic, for the use of France, to invade his dominions; and if his Majesty hath passed over in silence many of these instances of complaisance to his enemy, his Majesty was not the less sensible of them; but he chose rather to be a sufferer himself, than to encrease the embarrassment of his neighbours, or extend the flames of war.

"Even the Court of Vienna has, on more than one occasion, employed its interest with your High Mightinesses, and lent its name to get passes for warlike stores and provisions for the French troops, under pretence of the Barrier treaty, which it no longer observes; and after having put France in possession of the ports of Ostend and Nieuport, in manifest breach of that treaty, and without any regard to the rights which your High Mightinesses, and the King my Master, have acquired in that treaty, at the price of their treasures, and the blood of their subjects. All the world knows that that treaty was never made to serve France against Great Britain.

"The undersigned flatters himself, that from the equity of your High Mightinesses, and the value you set on the friendship of the King his Master, you will soon be able to make his Majesty easy by the wise measures you shall take to prevent any thing from being done for the

fake of private interest, that may prejudice the King's cause, and the treaties subsisting between his Majesty and You.

Hague, Sept. 28, 1759.

JOSEPH YORKE."

Letters from Berlin of the 25th of September affirm, that a very great misunderstanding subsisted between the Austrian and Russian Generals; for which, and other reasons, the latter were then marching back to Poland.

By letters from Spain there is an account, that the King was proclaimed the 9th past at Madrid; on which occasion bonfires and illuminations were made at night, and next day a curious firework was played off at Buen Retiro.

We hear that the Right Hon. Henry Bilson Legge will shortly be created a Peer of Great Britain by the title of Lord Stawell; that Lord Viscount Barrington will succeed Mr. Legge, as Chancellor of the Exchequer; and that the Hon Charles Townshend will be appointed Secretary at war.

Robert Nugent, Esq; Member of Parliament for Bristol, will be appointed one of the Joint Vice Treasurers of Ireland, in the room of Thomas Potter, Esq; deceased.

Yesterday his Majesty was pleased to promote the Right Rev. Dr. James Johnson, Bishop of Gloucester, to the vacant bishoprick of Worcester. By the above promotion, not only the see of Gloucester becomes vacant, but also the living of Watford in the county of Hertford, and the rectory of Mixbury in the county of Oxford.

Yesterday an express arrived from Jamaica with an account that George Haldane, Esq; Governor of that island, died there the 26th of July last.

Sir William Stanhope, Bart. Knight of the shire for the county of Bucks, will shortly be married to Miss Delaval, sister to Francis Blake Delaval, Esq; member of parliament for Andover in Hampshire. *Publick Advertiser.*

On Thursday evening the Committee for building a bridge at Blackfryars, having met at Guildhall to receive plans for it, two and twenty artists attended with plans, many of which appeared very curious. The Committee adjourned to the 1st of November.

The Lords of the Admiralty have appointed the Gibraltar man of war, as convoy to the Leeward Island and Jamaica ships; and to sail from Portsmouth the first fair wind after the 10th of November.

The Success, Howman, from Newfoundland, and a ship from New-York to Venice, with Logwood, sugar and drugs, are both taken and carried into Vigo.

Letters from the Sound of the 25th past advise, that the Captains John Rosby and William Headley, of Newcastle from St. Petersburg, have unfortunately been drove ashore on the coast of Courland near Liebau the 11th ult. by a hard gale of wind; about the same time the Farmer of Arbroath, Captain John Richie, in ballast for Riga, was drove on shore in Domenesh Reef; and very little of these three wrecks will be saved. Six Dutchmen from Liebau and other ports shared the same fate.

The Black Prince, Capt. Miller, from Africa and Carolina, is arrived at Virginia with 376 slaves, besides several other valuable goods, the produce of that country.

The Goree frigate, which sailed the 26th of last August as convoy to the ships bound to Senegal and Goree, is intended to lye before Senegal as a floating battery, her upper deck guns being of a large bore for that purpose.

The London Trader, Samuel White, Master, of Cowes, is arrived at Penzance from Antigua. She left the convoy in a storm the 18th ult. about 150 leagues west of Scilly; she met the Expedition, Star, from St. Christopher's, with

sugars, &c. for London, who foundered, but the crew were saved, and put on board his Majesty's bomb ketch the King's Fisher.

A Dutch ship, *Klas Hop*, from Riga, bound to Ostend, is taken by the English, and carried into Dover.

A small Scotch ship from Abroath to Riga, the Master's name *Kitchin*, is lost in the Baltick, the crew saved.

The *Sally*, *Bafcome*, from Antigua for London, foundered in the late storm: the crew were saved.

The *Britannia*, *Roxby*, from Petersburg for London, six Dutch ships, and a Scotch vessel, are all lost in the Baltick.

The crew of the Expedition, *Tear*, from St. Kitt's, were taken up by the King's Fisher bomb.

Yesterday *Francis Lawton*, Esq; was sworn in as one of the Counsel or Pleaders of the *Marshallsea Court*, in the room of *John Lawton*, Esq; who has resigned.

The Rev. Mr. *William Crew* was on Monday last presented to the rectory of *Eythorpe*, in the county of *Leicester*.

Mr. *Beard* and Miss *Brent* are engaged at the Theatre in *Covent Garden*.

Letters from *Antigua*, dated the latter-end of July, bring an account of the death of the Hon. *Richard Wilson*, Esq; Judge of that island; as also of the death of Mr. *Doeg*, a merchant.

Last week died suddenly the Rev. Mr. *Dade*, Vicar of *Burton-Agnes*, and Rector of *Barmiston*, in *Yorkshire*.

A few days since died at *Bristol*, Mr. *Richard Holditch*, formerly a broker in *Exchange-Alley*.

At *Doncaster* races, on Monday the 50l. by four-year-olds, was won by Mr. *Swinburn's* bay colt, *Sog*.

Also Mr. *Sotheron's* chestnut horse beat Mr. *Bethell's* bay horse one four mile heat, for 300 guineas.

On Tuesday the Sweepstakes match was won by Mr. *Bethell's* bay horse, *Cade*.

On Wednesday the five and take plate of 50l. was won by Mr. *Foster's* grey mare, *Northern Nancy*.

And on Thursday the 50l. by six-year-olds, was won by the Hon. *Morgan Vane's* bay horse, *Lofty*.

The match between Mr. *Bethell's* chestnut mare and Mr. *Shafto's* bay mare, one four mile heat, for 200 guineas, was won by the latter.

At *Newmarket* on Wednesday Mr. *Jones's* *Adolphus* was beat by Mr. *Crolier's* *Gay Pop*. Mr. *Panton's* three-year old bear ten others of the same age. Sir *Nathaniel Curzon's* *Hedderstone*, won the plate of 50l. beating Mr. *Vernon's* *Stow-hill*, Mr. *Blakes's* bay colt, and Mr. *Shaftoe's* *Candid*.

Thursday Mr. *Preston's* *Hero* won the Royal Guineas, beating the Duke of *Ancafter's* *Conest*, Lord *Chedworth's* *Dormouse*, and a horse of Lord *Gower's*.

D. L. The *Conscious-Lovers*, and *Virgin Unmask'd*.

THE subject of the *MONITOR* of Sept. 29, is Lord G. S's Address to the Publick. The writer says, 'If nothing but an earnest desire to bring truth to light, and to subject his conduct to the strictest scrutiny, influenced the resolutions of his Lordship, after his censure on the 2d of August, his first step should have been to demand a court-martial of the Generalissimo for his trial, upon the spot, where the judges could be readily furnished with all materials for ascertaining the veracity of witnesses and facts, without much trouble or expence.—Had his Lordship only motion'd such a desire to Prince Ferdinand, and been denied; I dare say, it would have gone further to prove his innocence, than a thousand addresses to the public upon the plan already published.'

A Correspondent of the *IDLER* treats of Criticks. I was much pleas'd [says he] with your ridicule of those shallow Criticks, whose judgment though often right as far as it goes, yet reaches only to inferior beauties, and who, unable to comprehend the whole, judge only by parts, and from thence determine the merit of extensive works. But there is another kind of Critic still worse, who judges by narrow rules, and those too often false, and which, tho' they should be true, and founded on nature, will lead him but a very little way towards the just estimation of the sublime beauties in works of Genius; for whatever part of an art can be executed or criticized by rules, that part is no longer the work of Genius, which implies excellence out of the reach of rules. For my own part, I profess myself an Idler, and love to give my judgment, such as it is, from my immediate perceptions, without much fatigue of thinking; and I am of opinion, that if a man has not those perceptions right, it will be vain for him to endeavour to supply their place by rules, which may enable him to talk more learnedly, but not to distinguish more acutely. Another reason which has lessened my affection to the study of Criticism is, that Criticks, so far as I have observed, debar themselves from receiving any pleasure from the Polite Arts, at the same time that they profess to love and admire them: for these rules being always uppermost, they give them such a propensity to criticize, that instead of giving up the reins of their imagination into their author's hands, their frigid minds are employed in examining whether the performance be according to the rules of art. . . .

I would not be thought to infer that rules are absolutely unnecessary; but to censure scrupulosity, a servile attention to minute exactness, which is sometimes inconsistent with higher excellency, and is lost in the blaze of expanded genius.

This Day was published, Price 1s.

A SECOND LETTER to a late Noble Commander of the British Forces in Germany. In which the Noble Commander's Address to the Public, his Letter to Colonel Fitzroy, together with the Colonel's Answer, and Captain Smith's Declaration, are candidly and impartially considered.

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Floris ut apes saltibus omnia libant,
Omnia sic nos.
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Postscript.

This day arrived a Mail from FLANDERS.

Dresden, Sept. 25. Landohn having received a reinforcement, the Russian army marched on the 18th towards Silesia to besiege Glogau. Marshal Daun is at Bautzen. Prince Henry is encamped beyond the Neiss. There are several corps of Prussians advantageously posted between Landscroon and Reichenbach. General Haddick having marched on the 15th to Ober-Eile, the army of the Empire decamped on the 18th and marched after him, as if he formed their vanguard. On the 19th, the two combined armies were within reach of Gen. Finck, who had been detached from the King's army with about 20,000 men. The action began [without mentioning the day] on the Prussian's Left, when all on a sudden their General beat a retreat, at six in the evening. Finck's precipitate retreat was occasioned by an order from the King, who had by a prodigious stroke of good fortune just escaped being attacked and overpowered by Marshal Daun, when his Majesty had but half his army with him. The retrograde march of M. de Ville drew him out of the scrape by forcing Marshal Daun to go to cover the magazines of Bohemia.

Wesel, Sept. 28. Three regiments from Cologne are gone with a convoy of provisions and stores to Munster, where they themselves are to reinforce the garrison. M. de Armentieres' head-quarters are at Lubben; his van-guard at Hamm. When he is joined by the eight battalions which M. de Voyer is bringing him, he will have 20,000 men.

Gen. Imhoff is encamped between Munster and Warendorff, with 12,000 men. The contributions raised by M. d'Armentieres, in the county of Marck, amount to about three millions of livres.

Triers, Sept. 28. Our Elector has received a French garrison into Hermanstein. The people of substance in this country are retiring into Luxembourg with their best effects, so great is their terror of the Hanoverians.

Frankfort, Sept. 29. Prince Ferdinand having failed in his design to burn the magazine at Friedberg, and to cut off the communication of the French army with this city, his Serene Highness removed both his camps on the 27th in the afternoon, and marched back by the road he came. Thus an end is put to all the high expectations from the success at Thornhausen.

Cologne, Sept. 30. It is certain that Prince Ferdinand has carried all his people to the other side of the Lahne, and has removed from Wetzlar.

Brandebourg, Sept. 25. Since the King's army marched to Forst and Pforten, a part of the corps commanded by General Landohn has advanced on this side; which may possibly stop General Manteuffel's march against the Swedes. On the other hand we learn that the King hath cut off the communication between Marshal Daun's army and that of the Russians.

Paris, Sept. 24. On the 19th, the day before the Parliament went to Versailles to assist at the *lit de justice* they entered a protest in their registers against all that they might be obliged to do; and came to a resolution, in case the King should order them to discontinue their sittings, to take again into consideration, after the vacation, the several edicts which they might want to force them to register. When this august body arrived at Versailles, and had taken their places in the hall where the *lit de justice* was held, the Chancellor represented to

them, in the King's name, the indispensable necessity of passing the edicts: Whereupon the First President, agreeably to what had been resolved on, made a most pathetic speech; imploring the King's justice and goodness to consider the dangerous consequences of the innovations and impositions proposed by those edicts, to the prejudice of a multitude of families; of almost all professions and ranks of citizens; of public order; of agriculture, commerce, industry, public credit, general confidence, and even of the King's revenue, and of the strength and every resource of the State; and therefore beseeching his Majesty to be graciously pleased to find some other ways of raising money, less capable of alarming and exhausting his people, and of lessening his ordinary and most certain revenue; and that he would be pleased to refer them to his parliament, agreeably to the practice and promises of the Kings his predecessors, and permit them to be freely discussed by them; which method alone, by gaining an attestation of the wisdom and utility of the laws, could give them authenticity, and procure them obedience, &c.

When the Chancellor wanted afterwards to collect the votes, the Parliament formally refused to give theirs; whereupon the King ordered him to register the edicts; which was done immediately.

L O N D O N.

A letter from Paris dated the 22d past says, 'We must soon have news from the Duke d'Aiguillon: we are told he is in the road, with all the troops of his expedition on board. They compose a little army, of which the Prince de Beauveau is quarter-master-general. On the other hand, Captain Thurot, with his little squadron, is in the road of Dunkirk with 1530 land forces under the command of Brigadier Flobert: to what place it is bound we are totally ignorant; but as the port of Dunkirk is blocked up by a superior force, Thurot is obliged to wait for an opportunity to slip out. It is still assured that the grand embarkation will follow close upon that of the Duke d'Aiguillon, and that the Marshal Prince de Soubise is on the point of setting out for Dunkirk. It is certain that all the flat-bottomed boats are to be finished forthwith; and that there are only two upon the stocks at Havre. If all these expeditions succeed, the English will have work cut out for them at home.'

At Newmarket on Thursday, the match between the Duke of Ancafter's Cocker and Mr. Shaftoe's Nofey, 8 stone 7 lb. Rowley's mile, for 200 guineas, was won very easy by Cocker.

Various are the conjectures of the Public how the Newmarket wager of conveying a letter 200 miles in two hours will be terminated. Some say it is to be done by an arrow, others think by a mill, either by wind or water; others say a line rocket; some a Tennis ball; but the most prevailing opinion among the Connoisseurs is, that it will be done either by a large wheel or a mill, upon this last 'tis said there are odds laid it will be performed.

On Tuesday last the Rev. Francis Gunning, A. M. Vicar of Hauxton cum Newton, and Fellow of St. John's College, Cambridge, was presented by the Bishop of Ely to the living of Triplow, in the county of Cambridge.

The letter from S. K. in our next: His Ode is not forgot. G. W.'s verses in our next.

Cambridge, Oct. 5. On Friday last Mr. Sanxter, aged about 73, was killed by a vicious bull, which he was driving into a farm yard, in the parish of Winfer in the Isle of Ely.

Saturday night about nine o'clock, Mr. Francis Stacey, farmer, of Trumpington, two miles from this town, returning home from market, was attacked by a single footpad who demanded his watch and money, which he refusing, the fellow struck him on the breast, on which Mr. Stacey immediately gave him a blow on the side of his head and knock'd him down, and was going to secure him, but apprehending he had accomplices with him, he made the best of his way home.

Deal, Oct. 5. Wind S. by E. Sailed yesterday, after post, the William, Davenant, for New York; Edward and Jane, Calton, for Lisbon; Hazard, Miall, for Santa Cruz. Remain his Majesty's ship Liverpool, Aquillon, and Badger sloop, and the Julines and Elizabeth armed ship.

ARRIVED,

Friendship, Bogg, from St. Kitt's, at Bristol. Dublin, Tate, from Dublin, at Barbadoes.

In our late, p. 325. col. 2. line 34. for Moses, read modesty.

Bank Stock Shut	3 per Ct. India An. Shut.
India Stock 126	3 1/2 Bank An 1756, 89 1/2
S. S. Stock, No Price	Ditto 1758, 90 1/2 a 1/2
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Transfer Books	Open	Pay the Dividend.
Old Ann.	31 Oct.	8 Nov.
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India Ann.	12 Oct.	6 Nov.
Million Bank	7 Nov.	7 Nov. 2 per Cent.
London Ass.	9 Oct.	

Navy and Victualling Bills, dated in March, 1759, are in Course of Payment.

High-water To-morrow at 47 Min. after 2 in the Morning, and at 5 Min. after 3 in the Afternoon.

Monday, at 19 Min. after 3 in the Morning, and at 33 Min. after 3 in the Afternoon.

Tuesday, at 48 Min. after 3 in the Morning, and at 3 Min. after 4 in the Afternoon.

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