

The Royal NEW-BRUNSWICK



Gazette, and ADVERTISER.

T U E S D A Y,

S E P T E M B E R 3, 1799.

St. JOHN: PRINTED and PUBLISHED by JOHN RYAN, Printer to the KING'S MOST EXCELLENT MAJESTY, at his Office, No. 58, PRINCE WILLIAM Street, where ESSAYS, ADVERTISEMENTS, &c. will be thankfully received.

[VOL. XIV.]

[NUMB. 694.]

Assize of Bread,

Established September 3d, 1799.
The Sixpenny Wheat Loaf } lbs. oz.
to weigh - - - - - } 1 13
Ditto Rye - - - - - } 9 8
And other Loaves in proportion.
WILLIAM CAMPBELL, Mayor.

By His Excellency
Thomas Carleton, Esquire,
LIEUTENANT GOVERNOR and
L.S. Commander in Chief of the Province of NEW-BRUNSWICK, &c.
Thos. Carleton.
A PROCLAMATION.



HEREAS the GENERAL ASSEMBLY of this Province stands prorogued to the Second Tuesday of this instant August, I have therefore thought fit, by and with the advice of His Majesty's Council, further to prorogue the said General Assembly, and the same is hereby prorogued to the Second TUESDAY in NOVEMBER next ensuing. Given under my Hand and Seal at Fredericton, the Tenth day of August, in the Year of our Lord One Thousand Seven Hundred and Ninety-Nine, & in the Thirtieth Year of His Majesty's Reign.
By His Excellency's Command,
JON. ODELL.

Donaldson & Hendricks,
Have just Imported from GLASGOW, in the Ship WILLIAM, Capt. Hunter, A Quantity of
MERCHANDIZE;
Which they are now opening for sale at their Store, opposite the Market Slip,

Among which are the following articles:
GLASS Ware, Soap boxes, with
Tinware, Brushes,
Best Dutch Quills, Shoe Brushes,
Wrapping Paper, Fig blue,
Poland Starch, Blacking ball, by
Plain and Scented the Stick, and
hair powder, Cake,
A large Quantity Corks by the gross,
of Perfumery, Dressing Combs,
Soap by the Box, Confections,
Mustard in 1/2 and Spices, &c. &c.
1/2 lb. Bottles,

Which, together with their STOCK on hand forms a handsome assortment, all of which, they will dispose of, at their usual low prices.

ST. JOHN, AUGUST 13, 1799. 6w.

HUGH JOHNSTON,

Has received by the Ship AMERICA from Liverpool, and Brig COUNTESS of CHATHAM from Greenock—Likewise by Ship HUNTER from Greenock, and Ship RUBY from Glasgow, to Halifax.

A Complete Assortment of English and Scotch Goods, Suitable for the Country, from the different Manufacturers of England and Scotland,

Which are now opening at his Store on the North side of the Market-Square, and will be sold on the most reasonable terms.

—A L S O—

CORDAGE and ANCHORS of different sizes, with a complete set of Lower Rigging, fit for a vessel of 160 tons, ready fitted, very little inferior to new Cordage, and will be sold very low.
Saint John, June 14, 1799.

OFFICE of ORDNANCE,

St. JOHN, July 13, 1799.
BILLS of EXCHANGE to the amount of £200 Sterling, on the Right Honorable Board of Ordnance, to be disposed of to the best bidder at the above Office.

JUST IMPORTED

By DANIEL KING, in the Brig Susannah, Wm. Stockton master, from Tobago, and for SALE by HUGH JOHNSTON, At his Store, North side Market Wharf, 140 Puncheons fine flavoured TOBAGO RUM, which he will sell on the most reasonable terms.
St. John, May 31, 1799.

JUST IMPORTED

In the Schooner GREYHOUND, Geo. Matthew, master, and for Sale by the Subscribers, A Few Puncheons High Proof and well Flavored JAMAICA SPIRITS—and a quantity of EXUMA SALT.
JENNINGS & BARLOW.
St. John, July 12, 1799.

JOHN BLACK & Co.

Have received by the Ship AMERICA from Liverpool, and Brig COUNTESS of CHATHAM, from Greenock, An extensive Assortment of ENGLISH and SCOTCH GOODS,
Suitable for the Country;
Which will be offered for Sale on the most reasonable Terms.
—A L S O—

A Quantity of SALT, large and small, for Fishery, and Blown Salt for table use.
A few Puncheons JAMAICA SPIRITS, of superior quality and flavour, having been twice across the Atlantic.

Five Guineas Reward.

RANAWAY on Sunday the 11th instant, two Negro Men named GILL and DICK, the property of the Subscribers.—GILL is a dark mulatto, with short woolly hair; is about five feet six inches high; stout made; has square shoulders, bow legs, and walks clumsily.—Had on when he went away, a homespun coat, and vest of a mixture of black and white, half lapped; trousers twilled homespun, a smutty brown, and considerably worn—he also took with him two striped vests, and sundry other articles of cloathing.

DICK is a short thick set fellow, about 5 feet 4 inches high; remarkably black; has a scar on his cheek and another on his chin.—He had on and took with him a variety of cloathing—among other articles, a short coat without skirts; the color a mixture of blue with hemlock; nankeen overalls, &c.

Whoever will apprehend and secure the said Runaways so that they may be had, shall be entitled to the above Reward, or Three Guineas for either of them separately.

REUBEN WILLIAMS,
JAMES PETERS.

Gagetown, August 12, 1799.

NOTICE.

ALL Persons having any just Demands on the Estate of BENJAMIN BROWN, Senior, of Maudersville, deceased, are desired to render the same; and all Persons indebted to the said Estate, are requested to make immediate payment to

ELIJAH MILES, Executor.
Maudersville, 16th February, 1799.

From the NEW-YORK MAGAZINE.

IMPROVED METHOD OF MAKING ROADS.

SIR,

"Some time since, I received a letter from a gentleman in Barbadoes, desiring my opinion upon the subject of wheel carriages, particularly with a view to the transport of sugar hogheads in that island. I have, unfortunately, lost the gentleman's address, but, as I make no doubt that the Monthly Magazine is circulated in the West-Indies, I take this method of answering his inquiries.—

The writer of the letter which I allude to, appears to be perfectly acquainted with the common theory of wheel-carriages, and with the common defects in their construction; he with great propriety, has taken care to describe the roads of the country, knowing that, in fact, more advantage is to be obtained by improving the road, than by improving the carriage that is to be employed upon it; I shall therefore make some observations upon the construction of roads, before I speak of carriages.

"For many years I have had opportunities of trying experiments upon this subject—facts, thus acquired, from experience which should not be confounded with practice—the latter means no more than mere facility, obtained by habit; the former teaches us what we can communicate to others.

On level ground, roads should have no greater elevation in the centre, than what is necessary to carry off the rain which falls upon it; but on hills, the ridge, or trunk, of the road should be higher in proportion to the declivity of the Hill; this difference of form should be observed, to prevent the effect of sudden and violent rain, which sometimes is so copious as to rush across the roads down hills, and which, striking in torrents against an opposite bank, is driven backwards and forwards, in a zigzag direction, to the destruction of the road—by raising the road higher in the middle than is common, the water finds a passage to the channels, at each side, and passes no farther over the surface than is absolutely necessary. Great care should be taken to direct all mountain-streams from roads; and such streams never should be permitted to run in the drains at the sides of the roads; but in other channels at a distance. In preparing the ground for a new road, or in repairing an old one, the first thing to be attended to is the solidity of the foundation—if any part of it be soft, that part will sink, let the superficies be what it may; the vicinity of small springs is generally the cause of those detached holes which we frequently meet with in roads—these spots must be dug till a firm bottom is found, and the neighbouring springs must be drained below the foundation of the road. Having obtained a firm substratum for a new road, or having filled up all inequalities in an old one with solid materials, we may proceed to make a good road with much less trouble and expence than is usual.

The foundation must not be covered with stones of any size, not exceeding six or seven inches diameter; it is obvious, that if smaller stones can be had, they should be preferred. The stones should be spread equally over the surface; and settled firmly with a light sledge; in this operation, such stones as are too large must either be broken or carried away; over this a layer of small stones, not larger than eggs, should be scattered, and settled with hammers between the interstices of the largest.

Over this a small quantity of any hard clay, just sufficient to cover the stones, should be spread: if mixed with gravel it will be better—but if gravel alone were used, it would fall through the stones and be wasted. It is taken for granted, that this work be done in dry weather; the road will therefore, in this situation, be fit for cattle and carriages—in a month or two, the clay and gravel will be worn away, and the corners of the large stones will appear—men should now be employed to break the stones with hammers, weighing about two pounds and a half; they should stand up at this work, and the handles of their hammers should be from four to five feet long, according to the size of the men. It will cost about a penny per yard to break a road covered in this manner, to the breadth of fourteen feet. After another month or six weeks, the road must be broken, with care, in the same manner, and, with proper intervals, it should be broken from time to time, as often as may be necessary—four times is, in general, sufficient. Whilst this operation is performed, a boy, with a barrow of fine gravel, should follow the workmen, and should replace the splinters of the large stones in the holes that are made by their being broken, and should fill the crevices with gravel—a small quantity of gravel may be spread over the road, which will soon find its way into any hollow that may have been left in the preceding operations.

One caution must be strictly adhered to; stones of different hardness must not be mixed—they may be used separately, but if they are used together, the hard stones will soon wear through the softer, and the road will be unfit for repair, till the materials are picked up and sorted. There may, at first view, appear but little difference between this and the common method of making roads with stone: but when the principles upon which these directions have been founded are explained, a considerable difference, in labour and expence, will be discovered.

Two methods of breaking stones for roads are generally practised; they are either laid upon the road, and broken with long hammers, or they are broken in heaps by the side of the road, and then thrown upon the surface; in both cases, the stone at which the man strikes is liable to slip from the hammer, so that sometimes five or six attempts are necessary to break one stone; but when the stones that are to be broken are cemented together by smaller stones, clay and gravel, every blow that they receive upon their projected surface tells, and splits them frequently in perpendicular layers, through their whole depth.

When gravel falls between these layers, it binds them together more solidly than can be well conceived without experiment. On the contrary, when loose stones are thrown upon a road, they are dispersed by horses feet, and pushed on either side by the wheels of carriages, as every person must have perceived who has attended to the subject. Another principle must also be considered—if the substratum is not previously rendered equally hard and even, wherever one place is softer than another, that spot will subside, and inequalities, that are at first imperceptible, will, in time, grow deeper; water will lodge in them, and the descent of wheels will wear them deeper and deeper, till they break into ruts and holes; besides where loose stones, broken as small as they ought to be in the common mode of making roads, are thrown together, they must be laid to a great depth, or they will scatter in such a manner as to be useless; but if they are managed in