

WINCHESTER :

FRIDAY... SEPTEMBER 2, 1814.

WE are sorry to inform our patrons that our papers by the Marietta mail have not come on. This is now twice we have been robbed of our due by the negligence or mercenary designs of some whose duty it is to forward our papers. We have paid for the information—we have a right to expect it—and to be kept from it is robbery of the very worst character. To our readers we have promised the earliest and most important intelligence—they have a right to expect it, and they must, with ourselves, feel very much disappointed. We would not, however, be discouraged, as these and similar disappointments will tend shortly to unfold an important mystery why we and several other editors in this state should be thus disappointed, when the case is not universal.

Volunteers Wanting?

ANOTHER opportunity offers for the militia of Kentucky to shew their patriotism. And as they have heretofore given evidence of their bravery equal, if not superior, to any state in the union, a failure is not looked for at this time. Gen. M'ARTHUR having requested 500 Mounted Volunteers from this state to meet at Urbana, (O.) on the 20th of this month, there to be joined by 500 from that state. Also, the Rangers and 7 or 800 friendly Indians to proceed from thence against the hostile Indians for 60 days.

Greater inducements present themselves in this call than any heretofore. Gen. M'ARTHUR, who will command, is a brave and experienced officer—the men to be mounted—the season favorable—the service short. And from the publication of Gen. M'ARTHUR we are induced to believe that the mounted volunteers will receive the same compensation as rangers. We expect pay will be given for horses unavoidably lost; and those performing the tour will be exempt from the next call in the service of the United States. And above all the honor of serving their country as volunteers. Those wishing to serve in the present call will do well to enroll themselves early, lest the quota required be made up before they are reported to the governor, and thereby miss the favorable opportunity of serving their country at this desirable and important crisis.

Sept. 2, 1814.

PATRIOTIC.

At an Association of Baptist from 18 Churches, convened at Mount Pisgah Meeting House in Barren County (K.) The following preamble and resolution were adopted, unanimously. Altho' we are not fond of blending civil and religious matters, yet, we are pleased to see the patriotism and zeal for the interest of our country, which is here displayed; more particularly, at this momentous period of our country, when so many are found sneakingly, and contemptuously villifying our own government. How different is the following, from the hypocritical and furious ravings of the traitorous Osgoods, Parishes &c. &c.

"Whereas, the present is a crisis in the history of man without a parallel, the greater part of the nations of the earth being involved in bloodshed and devastation—the fairest portion of Christendom stained with human gore, and our dear America brought within the general vortex—And, whereas, we view it as all important, that every friend to the rights of man, should repair to the unfurled flag of liberty erected at the expense of the blood of '76; and give the strongest testimony of their determined zeal to support and preserve uncontaminated the only republic on earth.

Resolved, therefore that this Association do recommend to the Churches they represent, to keep a watchful eye over their respective Churches, and should they discover any of their Members unfriendly to that great gift of heaven, our republican form of government, that they forth with exclude such from fellowship as unworthy of society."

Important—if true.

ERIE, Aug 19, 1814.

An express arrived here yesterday, from Fort Erie, which brought a letter from General Gaines, informing that the enemy on Monday morning last, (15th inst.) attempted to carry that place by storm and were completely defeated at every point of attack, leaving upwards of 200 killed on the ground, 360 prisoners, and a considerable portion of their killed and wounded were carried off during the action. Their loss in the whole cannot be less than 1,000 men, whilst ours does not amount to more than 150.

The attempt was made to carry the place by the bayonet alone, which accounts for so few having been killed on our side. They were permitted to make a lodgement on one of the bastions, under which was a mine, which exploded with dreadful carriage, and the 103d British regt. which was 600 strong at the commencement of the at-

tack, lost every man but sixty. The attack commenced at 2 o'clock in the morning, and lasted until day-light, during which time they busily employed carts, &c. to carry off the killed and wounded—many of their principal officers have been killed and taken prisoners; amongst the former is Col. Drummond, said to be brother to the General of that name.

Such has been the result of the attempts on the part of the enemy to storm Fort Erie, which they had been cannonading for two days, previous, and into which they had thrown 300 shot, shells, rockets, &c. which, however had done but little damage as the men were well secured by traverses.

N. B. The above is confirmed by a letter from Gen. Gaines, received at Washington City, dated Aug. 15.

From Lake Ontario.

ALBANY, Aug. 15.

We have received the following intelligence by a gentleman who arrived last evening in the stage from Sackett's Harbor. In a letter dated the 12th inst. from an officer on board the Superior, it is stated that the British fleet are still divided, four of their ships of war having sought refuge under the guns of Niagara, whilst the larger vessels are closely blockaded in the port of Kingston by the gallant Chaucey, who with five of his ships are cruising off the Royal Ducks. One of the British ships, formerly the Prince Regent, was cut off by a part of our squadron when attempting to reach Niagara.—Finding it impossible to escape, they run her ashore, abandoned and blew her up.

Sackett's Harbor is perfectly safe, being under the command of that excellent and vigilant officer Col. Mitchell.

Copy of a letter from a gentleman at Sackett's Harbor to his friend in Albany, dated Aug. 12.

"There are two of the enemy's brigs and one schooner in Niagara, blockaded by the Jefferson, the Sylph and the Oneida—the Jones is in the offing off this place, and the residue of the fleet in the vicinity of the Ducks and the Kingston channel.

I went yesterday in the Growler to speak the Jones. But she was under way, working to windward, probably in chase of some gun-boats that infest our coast; but we could not overtake her. About 12 to day, a cannonading was distinctly heard, apparently a national salute, at 1 P. M. a brisk firing, which resembled a partial engagement. The wind was too fresh to ascertain exactly the direction, but appeared to be between Kingston and the Royal Ducks.

CHARLESTON, Aug. 12.

Extract of a letter from St. Mary's dated Aug. 6.

"On Tuesday last, arrived within the bar, and since has come up to town the beautiful British ship Countess of Harcourt, (Edw. Davis, late captain) prize to the privateer Sabine, of Baltimore, with an assorted cargo of brandy, Holland gin, claret wine, porter, cheese, and glass ware, and forty packages of goods, which were taken out on board of the privateer. She is a most beautiful vessel of 518 tons, coppered to the bends, and sails very fast, has much the appearance of the ship Pelham, but more warlike. This vessel was built in the East Indies, and was intended for a sloop of war to cruise in those seas; has been several times chased, once by a frigate for four hours, and escaped by superior sailing. She was from London bound to the Isle of France, mounts six long 9's, and has ninety men. The privateer ran alongside to board, when her colors were hauled down without firing a gun. Also, arrived here, a Haytian schooner, from Aux Cayes, last from Jamaica; passenger on board, Captain Dominique Diron, late of the privateer schooner Decatur of Charleston, which was captured off Samana by a British frigate. When the Decatur was taken, she had, and was conveying two prizes, one a ship of 800 tons, with a cargo invoiced at 20,000 pounds sterling.

GALLANT EXPLOIT.

Charleston, Aug. 13.

In our paper of Thursday last, we announced the capture, by the enemy, of the schooner Santee, Captain Leavins, belonging to Messrs. Chisholm & Taylor, of this city, on her way to Amelia Island with a cargo of Cotton. We have now the satisfaction of announcing her re-capture by the exertions of Captain Leavins alone. The circumstances are as follows:—

On Sunday last, the 7th inst. at 4 P. M. saw a sail off St. Helena bar. At 5, discovered her to be a ship running to the N. E. At 6, looking squally, came to anchor. At 7, a squall commenced, lay at anchor all night. On Monday morning, the 8th inst. at 6 A. M. discovered four boats making towards us, containing about fifty men—they proved to be from the British frigate Lacedemonian, S. Jackson, commander, & took possession of the sch.

*The crew consisting of blacks, left the schooner previous to her being boarded by the enemy.

at 20 minutes past 7, A. M. Between 12 and 2 o'clock, they captured the schooner —, Captain Stow, of New River, (N. C.) and a sloop, name unknown. Between 5 and 7, P. M. got us under way and stood towards the frigate. Between 9 and 11, it being squally, came to anchor in 3 fathoms water.

Next morning, (the 9th) got under way about day light, and proceeded to the frigate. At 4 P. M. having taken from the Santee eighty seven bales of cotton, they put on board a midshipman (Mr. Amiel) and four men, and ordered her for Bermuda. At 10 o'clock at night, on the 10th, Captain Leavins having conceived the idea of re-capturing his vessel, took the precaution to put out of the way the axe and whatever else there was at hand that could be made against him, and arming himself with a brace of pistols and a sword which were concealed on board, he commenced the daring enterprise by wounding two of the crew, one severely in the leg, when the other three surrendered to that valor which they dare not withstand. Having secured his prisoners, Captain Leavins about ship and stood for Charleston, which, with the assistance of his prisoners whom he obliged to assist him one at a time, he reached yesterday afternoon at 2 o'clock in safety.

On the Santee's coming to anchor, she was saluted with three hearty cheers by the Citizens who had assembled on the wharf on hearing that she was coming up; immediately after Captain Leavins landed amidst the cheerings and acclamations of his fellow citizens.

Thus has the cool deliberate valor of an individual, snatched from the enemy's grasp, property worth from ten to twelve thousand dollars, and added another wreath to the numerous ones which already adorn the brows of our invincible seamen.

CROGHAN'S EXPEDITION.

Extracted from the Scioto Gazette of the 25th inst.

On the 16th inst all the vessels arrived from Lake Huron, except the Niagara and one schooner. Col. Croghan landed his troops on the Island of Mackinaw, and under cover of the guns of the fleet—He was opposed by a large body of British and Indians, and compelled them to retire; but by reinforcements, Col. Croghan was obliged to withdraw his boats—he made good his return with the loss of 60 killed and wounded. The killed estimated variously from 10 to 20. Among the latter we have to lament the gallant and accomplished Major Holmes of the 32d infantry, Captain Vanhorne of the 19th, and Lieutenant Jackson of the 24th, whose bodies were brought down to Detroit and buried on the 16th. Our fleet previously captured at St. Josephs 2 vessels, one loaded with 250 bbls. of flour, which was brought to Detroit, the other destroyed. Com. Sinclair and Col. Croghan were still on Lake Huron, in pursuit of the Enemy's Capt. M'Intosh.

The above vessels arrived at Detroit.

LATE FROM BERMUDA.

Boston, Aug. 16.

Swedish sloop Antelope, White, from Bermuda, arrived off Plumb Island on the 8th inst. Several passengers in her were landed on the 11th inst. and arrived in town this morning. We have conversed with them and learn the following.

Sailed from Bermuda on the 29th ult. in company with the Forth, 38, Com. Hotham; Pactolus, 38; and Pomona, 38: all of which anchored off Plumb Island (near the mouth of New London River) the 5th inst.

Left at Bermuda 10 sail of war vessels, viz. Asia, 74; Tonnant, 74, (Ad. Cochrane's flag ship) 6 frigates, a sloop of war and a brig.

Admiral Cochrane remained there. A frigate arrived there two days before from England, which touched at the Western Islands about the 1st July, and left watering there a large expedition from Gibraltar; bound to Bermuda.

Ad. Cochrane was waiting for that expedition; and it was said he would take command of it, on its arrival, proceed for our coast, and make an attack on New York.

Two transports were taking troops on board the day the Antelope sailed, destination unknown.

From the Montreal Herald, of July 23.

THE ESSEX FRIGATE.

After a cruise of nearly 2 years, during which she annihilated our commerce in the South Sea, this vessel has been captured on the coast of Chili, in the harbor of Valparaiso. The Essex had done the British commerce more injury than all the rest of the American navy, since the war commenced, in the capture of 12 or 14 sail of whalers. Most of those vessels are furnished with valuable cargoes of British manufactures, which are disposed of to great advantage, on the western coast of Spanish America, the payment being made chiefly in gold and silver, which accounts for the prodigious quantity of specie that had been landed before the Essex attempted to escape. The sum mentioned is two millions of dollars, which is probably no exaggeration. This, together with the value of the vessels, and the produce of their fishing, may have considerably exceeded a million sterling.

TO THE PATRIOTIC CITIZENS OF OHIO.

The President of the United States has requested, through General M'Arthur, 500 mounted volunteers from this state, to act in conjunction with the volunteers from Kentucky, for a tour of 60 days on a campaign against the hostile Indian towns.—General M'Arthur will command the detachment. Every officer will be commissioned according to the number of men he may bring into the field, agreeably to the regulations of the United States' Army. The field officers will be selected at the principal rendezvous, which will be at Urbana, on the 20th day of September. It is expected that the pay will be the same as that of the United States' Rangers; that the men will have credit for a tour of duty; and that all horses unavoidably lost in the service, will be paid for by the Government. The order from the Secretary of War, as to the arrangements for pay, subsistence, credit for a tour of duty, and pay for all horses unavoidably lost, is daily expected by the Adjutant General at Chillicothe, & will be published as soon as received.

Hopes are confidently entertained that this reasonable and timely requisition of the President will not be made in vain, when it is in defence of our frontiers, against the depredations of the inveterate and implacable savages, who have so long and so wantonly imbrued their hands in the blood of our citizens. If this call is promptly obeyed, there is every reason to believe that the strength of the detachment will be such as to put a final period to Indian hostilities in this quarter.

Yes, my countrymen! if you now manifest that noble spirit which your cause inspires, you may henceforth repose in safety. The infant in the cradle will no more be awakened by the savage yell; nor the forest be lighted by the midnight blaze of your dwellings! The heroic examples of the brave and patriotic volunteers of Kentucky and Tennessee, under Shelby and Jackson, are before you: that you may imitate their valor and be crowned with their success, is the ardent desire and confident expectation of your friend and humble servant

OTHNIEL LOOKER.

Acting Governor of the State of Ohio.

A PROPOSAL,

For removing the inconveniences incident to Locks and Inclined Planes, in transferring Canal-Boats from one level to another.

THE numerous expedients which have been tried in Europe, as remedies for the disadvantages attendant on Locks in canal-navigation, have not yet so far succeeded, as to preclude the hope for something superior to any substitute hitherto devised.

MR. FULTON, in his valuable Treatise on this subject, makes the following observation, in a note, page 28. "I do not hesitate to prognosticate the annihilation of Lock-Canals, by improved Science; in like manner as improvement on machinery renders the old apparatus useless."

IN DR. REE'S Cyclopaedia, more than one hundred, and fifty pages are devoted to Canals: there the reader may find a description of some very extraordinary, if not Utopian attempts to obviate the disadvantages attached to Locks, by other means than the awkward expedient of dragging Boats over inclined planes. Yet those planes continue to be still the common substitute, wherever Locks are rejected.

Since reading that description, my most favorite study has been the devising of Mechanism, for transferring boats, with their cargoes, from one level of canal to another, by perpendicular lifts; and, having with circumspect deliberation, formed the conclusions stated below, I now present them to the Public, under a sincere belief, that I can accomplish, to complete acceptance, the task defined in the following statement, if life and health be continued for the experiment.

FIRST—I believe, that having the aid of discreet Stone-layers, Carpenters and Blacksmiths, I can, with suitable materials, so combine the mechanical powers, as to raise and let down with safety, a boat of the largest dimensions which passes the locks of any canal in this State (with her loading) 100 feet or more, perpendicularly at a single lift; and at the time for completing the lift, by the moderate labour of one man only, and of placing the boat in the next level of canal, will not exceed the time required for the same boat to be passed through a lock of eight feet rise.

SECOND—I believe that a lock of eight feet rise, will uniformly draw from the upper level more than thirty times as much water as this system will require for passing the same boats up and down: And no more water will be expended with this mechanism, for a lift of one hundred feet perpendicular, than for a lift of as many inches.

THIRD—I believe that this system is applicable to the purpose of transferring boats from a River or the Sea, into a Canal of higher level; and that the machinery can be so constructed, as to adapt itself to the rising and falling of the water, unless it should overflow its banks.

FOURTH—In lock-canals the upper level is constantly subjected to an injurious loss of water, by the passage of every boat, whether it rises or descends through a lock; but by the system here offered, the upper level will gain water from the lower, by every boat of any considerable magnitude, which descends with a full cargo, and rises empty. In a trade therefore, which is altogether descending, the upper level will thereby constantly gain water from the lower; and the contrary if the trade be wholly ascending. Consequently a boat may descend with a full loading, & return partially loaded, without producing any sensible diminution in either level. It is hence probable that for every hundred tons of cargo which descend, thirty or forty tons may ascend, without diminishing the upper level, by the alternate transit.

FIFTH—The transfers under this system will not be interrupted by any fixed contingencies, such as having one boat ready to rise when another descends; but every boat will move as independently of any other, as on the lock-principle.

SIXTH—By this mode of transfer a boat will be subjected to no more injury than by going through a Lock; therefore no difference of construction will be required for the boats.

SEVENTH—Rafts or boards, timber, &c. can be transferred from level to level by this system, with equal ease as boats.

EIGHTH—The expense of this mechanism, for any lift, however short, will probably be greater than the cost of a single lock of eight feet rise; but where more elevation is required, than two or three locks would produce, the balance of expense would then undoubtedly be in favour of this system, because the cost of mechanism for a lift of Forty or Fifty feet, would not greatly exceed the cost of apparatus of the same kind for a lift of Four or Five feet.

Having learned in the school of experience, that very plausible theories sometime prove fallacious, I should decline attempting, in a first experiment of any kind, the Utmost which I think can be accomplished; but am ready to contract for constructing mechanism for lifting boats, which with their full loading shall not much exceed twenty tons each, to an elevation of forty feet, or any less distance, provided I should be induced thereto, by acceptable encouragement from Candid and Liberal Men.

Applications upon this subject, either personally, or by letter addressed to me at the Balance-Factory, Boston, will receive prompt attention.

In making the foregoing statement, I feel an assurance, that I do not deceive myself; and no attempt to deceive the public shall ever shame the declarations of

BENJAMIN DEARBORN.

Boston, May, 1814.

The Minutes of

the North District Association of Baptists are printed and ready for delivery at this office.

To the Share-holders of the Winchester Library.

A Meeting for Directors to said Library will be held at the store of JAMES RICHIE, in the town of Winchester on Friday the sixteenth of September, 1814. The election to commence at 10 o'clock, A. M. and to continue from day to day, Sundays excepted, until a majority of the share holders shall have voted.

By order of the Board. SAMUEL HANSON, Sec'y.

Sept. 2 5

WISH to hire a NEGRO BOY between twelve and fifteen years of age for which I will give a liberal price.

J. MILLS. Winchester, Sept 2 5

NOTICE.

THE subscribers will give the highest price in cash or leather for RAW HIDES.—Also, they will TAN HIDES one half for the other.

All Hides delivered them to Tan will be receipted for. Wanted immediately, one or two Apprentices to the Tanning and Currying business.

J. B. & T. C. BARR. Sept. 2 5 Am

To Rent,

THE HOUSE on Main Street, in the town of Winchester, lately occupied as a shop by Benjamin Doggett, deceased. Any one disposed to rent it can know the terms by application at this office.

Sept 2 5

Notice.

IN the event of our visiting Philadelphia this fall for goods, we wish to collect all money due us, both on note and open account—and if we should decline going are equally anxious to have the old business settled, either with money or with the execution of notes

J. ANDERSON & CO. Winchester, Aug. 26. 4--tf

Notice.

ALL persons indebted to the estate of the late BENJAMIN DOGGETT, deceased, are requested without delay to make payment, and all those having any demands against said estate will bring them forward for adjustment.

GEORGE G. TAYLOR, August 3, 1812.