NATIONAL INTELLIGENCER,

AND

WASHINGTON ADVERTISER.

VOL. III. WASHINGTON CITY, PRINTED BY SAMUEL HARRISON SMITH, PENNSYLVANIA AVENUE. No. CCCXXX.

FIVE DOLLS. PER ANN. MONDAY, NOVEMBER 29th, 1802. PAID IN ADVANCE.

National Intelligencer.

Description of the LIFE BOAT.

(Concluded.)

"He was then asked, Whether he had been out in the Life-Boat on any other occasion? to which he replied, That he had been five times out in her, to the relief of different ships; from one ship they saved 15 men, and in every instance when he, (the witness) was in the boat, they saved the whole of the crews of the wrecked ships. Besides the times he has been himself in the boat, he has been her go off fourteen of times, and never saw her fail in bringing off both of the crews as fast by their ships. But many times part of the crews of the vessels wrecked, have taken to their own boats, and have been drawn by the boats upsetting; whilst the remainder of the crews that continued on board have been saved by the Life Boat. And the witness declared his conviction, that no other boat that he ever saw could have gone from the shore, and saved the crews, at the times the Life Boat went.

"And the witness being asked, Whether he had seen the Norway yawls? answered in the affirmative, and that they are constructed somewhat in the form of the Life Boat, although they are not made to rise so much fore and aft as the Life Boat. He further informed your committee, that he never heard of any other Life-Boat of a different construction.—Being asked, What kind of coast the coast of Shields is, from which the Life-Boat is launched? he informed your committee, That they launch her in smooth water, from a flat shore at the mouth of the river Tyne; that when the men are ready, it takes about a quarter of an hour to launch her: That there are no ways laid to facilitate the launching of the Life Boat; but that there are four wheels provided to carry her off. And he stated, that it is practicable to go to the assistance of ships in the night time.

"He stated, That in the event of the Life Boat filling with water, she would continue full upright, and would not founder as boats of a common construction do. That about two months ago he saw her come on shore with a ship's crew (besides her own crew) so full of water, that it ran over each side; the sea had broken several of her oars; and he believes that no boat of any other construction could have brought the crew on shore so filled with water.

"Captain *William Carter*, of the ship *Providence*, of Newcastle; being examined by your committee, stated, That he has resided at South Shields twenty-five years, and been fifteen years in the coal and Baltic trades.

"That on the 28th of November, 1797, he commanded the Velocity, of 59 tons, riding at anchor on Tynemouth Bar, amongst the breakers, when the ship Planter was driven on shore by the violence of the gale, about one hundred yards from the Velocity; the Life Boat came off and took fifteen persons out of the Planter, and they safely landed them on the shore, when she went to pieces; they built all otherwise have inevitably perished, as the wreck came on shore almost as fast as the Life Boat. He conceived that no boat of a common construction could have given relief at that time. There were several other vessels in the same situation with the Planter, namely, the Gateshead, the Mary, and the Beaver, besides a sloop, whose name the witness does not know. The crew of the Gateshead (being nine in number) took to their own boat, which sunk, and seven of them were lost, the other two saved themselves by ropes thrown from the Mary. After the Life Boat had landed the crew of the Planter, she went off successively to the other vessels, and brought the whole of their crews safe to shore, together with the two persons who had cleared from the boat of the Gateshead. He has seen the Life Boat go to the assistance of other vessels at different times, and he always succeeded in bringing the crews on shore.

"The witness has several times observed her to come on shore full of water, and always safe.

"Mr. *Richard Wilson*, ship owner, of Scarborough, being next examined by your committee, stated, That he had an opportunity of observing the advantage of the Life Boat at Scarborough in November last, when a small vessel anchored in the road, about a mile from the Pier Head, in a very heavy gale of wind, in which she had lost the principal part of her sails. The sea was then running very high, and the pilots and fishermen of the town thought it unsafe to venture out with their own boats to her assistance, although they had hoisted the signals of distress. In consequence of this the Life Boat was immediately launched, and the conveyed a rope from the Pier Head to the vessel, by which means the vessel was drawn into the harbour, which the witness believes to have been the means of preserving both the crew and vessel.

"Captain *Gilfred Lawson Reed*, an elder brother of the Trinity House, was next examined, and being asked, Whether he thought the Life Boat would answer upon any coast of Great Britain? he replied, That he thought she would answer upon any, except a rocky coast, from whence no boats whatever could be launched; and that the Life Boat may be launched, from any beach, with as much ease as any other boat, by proper assistance. The distance from the Boat House at Lowesloffe to the shore is 100 yards, and the boat's crew can run her down in 10 minutes. When the sea does not tumble in upon the beach very much, the boat may be easily launched, by laying the ways as far as possible in the water, and the carriage hauled from under her; when there is a great seat on the beach, the boat must be launched from the carriage before she comes to the surf, on planks laid across, as other boats are launched, the people standing on the ends to prevent the sea moving them; then, with the assistance of the anchor and cable (which has been laid out at sea for that purpose) the boat's crew would draw her over the highest sea.

"Upon the boat returning to the shore, two double blocks are provided, and having a short strop fixed in the hole in the end of the boat next the sea, the boat is easily drawn upon the carriage. The boat's crew can run her any distance, upon a clear shore, by this carriage, also contrived by Mr. Greathead.

"Mr. *Thomas Hinderwell*, of Scarborough, this power, was next examined by your committee, who stated, That he had been in the habit of attending to the construction both of ships and boats; that in consequence of the favourable report which he heard of the great utility of the Life Boat at Shields, he was induced to propose to the ship owners at Scarborough to have a boat built for the use of that port. The proposal being adopted, he wrote to Mr. Greathead for a plan and moulds, which he furnished immediately for a compliment of five guineas, together with instructions for building her; no deviation from the plan or moulds was made in building that boat, and it agrees perfectly with the model before the committee.

"The witness then proceeded to state, That the peculiar nature of the curvature of the keel of the boat, is the foundation and basis of its excellence. It regulates in a great measure the shear with the elevation towards the ends. This construction spreads, repels the water in every direction, and enables her to ascend and descend with great facility over the breakers. The ends being reduced regularly from the center to lefs than one-third proportion of the midships, both ends are lighter than the body section; by means of the curved keel and the center of gravity being placed in the center of the boat, the preserves equilibrium in the midst of the breakers. The internal shallowness of the boat in the body section, occasioned by the convexity of the keel, and the shear of the top, leaves so small a space for the water to occupy, that the boat, though filled with water, is in no danger of sinking or upsetting. The buoyancy of the boat when filled with water, is also assisted by the cork being placed above the water line.

"Mr. *Samuel Plumb*, of Lower Shadwell, was next examined by your committee; who describes himself to have been bred to the sea, and to have acted in the capacity of master of a ship from 1777 until within these 12 months: That he had been chiefly employed in the coal and Baltic trades, and had resided at Shields the whole of his life, till within the last five years. He is acquainted with the Shields Life Boats, and from every information he had received, Mr. Greathead has been universally considered to be the inventor of them.

"He went out in one of them to the relief of a ship which was wrecked on the coast near the mouth of the Tyne. The first time they reached the wreck, the rope which they threw from the wreck to the Life-Boat broke, and the boat was drifted to the Northward by the violence of the wind, and strong current of the tide; they then landed, and by two horses dragged the boat along the sand to the Southward, and then launched her through the breakers to the wreck. In the second attempt they succeeded in bringing the crew on shore. The witness never saw any other boat, in which he would have ventured to the relief of the crew, or which he thinks could have executed the purpose of saving him. He has been nine months in Norway, and is acquainted with the Norway yawls and Peter boats; they differ essentially from the Life Boats in the form of their keels, and the proportion of the flaunching of their sides. He has been a Norway yawl upset by the wind.

"Sir *Cuthbert Heron*, Baronet, of South Shields, being next examined; who informed your committee, that when the Adventure was wrecked on the Herd Sands, he offered a reward for any seamen to go off to save the men's lives; which was refused, the greatest part of the crew of the Adventure perished within 200 yards of the shore, and in sight of a multitude of spectators. The gentlemen of South Shields immediately met, and offered a reward to any person who would give in a plan of a boat, which should be approved, for the preservation of men's lives. Mr. Greathead gave in a plan, which was approved; a committee was formed, and a subscription raised for the building of that boat. After it was built, it was with some difficulty that the Sailors were induced to go off in her; the first time a reward was offered, and they went off and brought the crew of a stranded vessel on shore. Since which time the boat has been readily manned, and no lives have been lost (except in the instances of the crews trusting to their own boats) and in the opinion of the Witness, if this boat had existed at the time of the wreck of the Adventure, the crew would have been saved.

"Mr. *William Masterman*, of South Shields, Ship Owner, was next examined by your committee; who said, he was one of the original committee that ordered the Life-Boat at South Shields in 1789. He corroborated the evidence given by Captain William Carter; and stated, that, from the situation of his residence, he has been the performance of the Life-Boat more frequently than, probably, any other of the committee at South Shields, and has frequently been and assisted in the launching the Life-Boat from the Beach into the Sea during a storm. That this is done with the assistance of low wheels, or what may be called Rollers, upon which the is dragged to the water's edge, and by means of hands proportioned to the weight of the Boat, the can be launched with as much ease as any other Boat; when the prow (the Boat being upon the carriage) is perpendicular to the wash of the waves, the men being all ready in the Boat, the opportunity must be taken to force the Boat end-long into the water, which, from the peculiar nature of the keel, and the rake of the stem, has not been found difficult to perform. And the witness said, that he cannot venture to speak generally as to every species of coast, but he has been in the Life Boat himself, and, on several times, or oftener, from the open beach at Shields, exposed to a very heavy sea with the wind at North East, and in no instance has it been attempted without success. That the coast is flat sand from the beach at Deal, in a heavy sea, and he is convinced that the Life Boat could be launched there by a proper number of men, with the same ease and certainty as any other boat; that the number of men who assist in the launching would be about 40. And the witness informed your committee, that he remembers the instance stated by Mr. Samuel Plumb, in which the Life Boat being drifted to the North ward by a strong tide, was landed, and again launched to the Southward, opposite to the wreck, and in the face of a very heavy sea. That when the Gateshead, Planter, and other ships were wrecked, it was first discovered that the Life Boat could act with perfect safety afterwart the sea; and since that time the boat has been rowed athwart sea, or otherwise, indifferently, as the object to be relieved required; and that she goes with the same safety from one object to another, in a broken sea, as an ordinary boat would pass from one ship to another in a smooth sea. That he is confident since the establishment of the Life Boat, there have been at least 300 persons brought on shore from ships in distress, and wrecks off Shields, the greatest part of whom must otherwise inevitably have perished. And the witness added, that it was his opinion, founded upon the experience and the observations he had been enabled to make, that no sea, however high, could overset or sink the Life Boat."

It may be satisfactory to add that the price in England of a Ten Oared Life Boat, which is the largest size, is £ 165 Sterling.

Mr. Greathead does not appear to have yet received any considerable emolument, other than the donation of the British Parliament. The report states his having "Received five guineas from the literary and philosophical society at New-Castle upon Tyne; a medallion from the royal humane society; and one hundred guineas from the the Corporation of the Trinity House of Deptford Strond. The society for the encouragement of Arts and Sciences have voted him a gold medallion and fifty guineas."

An appendix, subjoined to the Report, contains several corroborating papers, by which the great utility of the invention is attested. Eighteen lives appear to have been saved off Scarborough; several hundred at the entrance of Shields Harbour; and between two and three hundred near the mouth of Tynemouth Haven.

We cannot conclude our account of this important invention, without expressing a hope that the benevolence of our mercantile citizens will soon manifest itself in the construction of one or more Life Boats.

The Papers, at full length, communicated to Mr. Coffe'rion, are deposited in the office of the Department of State, to which access can be had by any citizen.

Members of Congress, Travellers, and those gentlemen whose business call them to the City of Washington, are respectfully informed that the subscriber has established the

UNION TAVERN & WASHINGTON HOTEL,

On Pennsylvania Avenue, first house east of the President's, and one mile from the Capitol.

THERE is a pavement all the way, and the accommodations are equal to any in the United States, having thirty rooms fitted up in an elegant manner. Also, a large Coffee Room, 34 feet by 22—and a room over the same, now finishing, convenient for the reception of any public meeting, with a pleasant view of the Potomac and the surrounding country. All the principal newspapers in the Union are taken and regularly filed.

WILLIAM LOVELL.

N. B.—To LET, a COACH and single horse CHAIR.

Nov. 26. 3m.

TO RENT,

For 5 months from the 14th December next,

A convenient two story frame HOUSE on F Street, a few doors west of the Bank, with a well inclosed garden, a good stable and wood house, the whole standing on the back of the lot, and well calculated for a private family.

ALSO,

Will be sold on the premises on sale day, a variety of Household and kitchen furniture, consisting of a number of good beds & bedding, a handsome Sofa, Tables, Chairs, &c. &c. Sale to begin 10 o'clock, where the terms will be made known by

JAMES NEAL.

Nov 26. tawtf4D.

To Rent on moderate terms.

A TWO STORY BRICK HOUSE ON South Capitol street—to front is a large Grocery fitted up for the west and east goods business, with a Parlor adjoining, which may be used separate from the House, and leave it Secret room for the accommodation of a private family—a kitchen with servants room over—with a small smoke House adjoining—three flat stables and inclosed garden.

Enquire of Dr. CHARLES VARDEN, New Jersey Avenue, or on the Premises, of

THOMAS JONES.

Nov. 25. tf.

TO RENT,

And possession given immediately,

A TWO STORY brick house on F Street near the War Office, containing two parlors, six bed rooms, and a kitchen, with an excellent garden, coach house, stable, &c.—The house is newly painted and papered; it was formerly occupied by Mr. Dexter, and lately by Mr. John Brown. Enquire of Clement Dorsey, Esq. George-Town; or of the subscriber, who has for sale a well finished three story brick house opposite the Six Buildings, and a variety of City Lots in the most eligible situations. The above House will be sold for less than any gentleman could build it. The payments will be made easy on the whole of the above property.

WILLIAM DYER.

April 7, 1802. epf

☞ Building Materials will be taken in part payment. W. D.

Such of the inhabitants of the City of Washington and George Town as may have an intention of accommodating members of Congress with board, the ensuing Session, will contribute to their own convenience, as well as to that of the gentlemen, by lodging with the subscriber, as soon as convenient, a card, containing their address, and describing the situation of their House. It would be well for such as have stabling to mention it.

THOS. CLAXTON,

Capitol Hill.

Nov. 17. 3t.

FOR THE NATIONAL INTELLIGENCER.

THOMAS PAINE,

TO THE CITIZENS OF THE UNITED STATES.

LETTER THE THIRD.

TO elect, and to reject, is the prerogative of a free people.

Since the establishment of Independence no period has arrived that so decidedly proves the excellence of the representative system of Government, and its superiority over every other, as the time we now live in. Had America been cursed with John Adams's *hereditary Monarchy*, or Alexander Hamilton's *Senate for life*, the most have fought, in the doubtful contest of civil War, what the now obtains by the expression of the public will. An appeal to elections decides better than an appeal to the sword.

The reign of terror that raged in America during the latter time of the Washington Administration, and the whole of that of Adams, is enveloped in mystery to me. That there were men in the government bobble to the representative system, though it is now their overthrow, was once their boast, and therefore the fact is established against them. But that so large a mass of the people should become the dupes of those who were loading them with taxes, in order to load them with chains and deprive them of the right of election, can be ascribed only to that species of wilfulness rage, lighted up by falsehood, that not only acts without reflection, but is too impetuous to make any.

There is a general and striking difference between the genuine effects of truth itself, and the effects of falsehood believed to be truth. Truth is naturally benign; but falsehood believed to be truth is always furious. The former delights in serenity, is mild and persuasive, and seeks not the auxiliary aid of invention. The latter sticks at nothing. It has naturally no morals. Every lie is welcome that suits its purpose. It is the innate character of the thing to act in this manner, and the confusion by which it may be known whether in politics or religion. When any thing is attempted to be supported by lying, it is presumptive evidence that the thing to supported is a lie also. The flesh on which a lie can be engrafted must be of the same species as the graft.

What is become of the mighty clamour about French invasions, and the cry that our country is in danger and times and armies must be raised to defend it? The danger is fled with the faction that created it, and what is worst of all the money is fled too. It is I only that have committed the hallucy of invasion, and all the artillery of pop-guns are prepared for action. *Poor fellows*, how they foam! They let half their own partizans in laughter; for among ridiculous things nothing is more ridiculous than ridiculous rage. But I hope they will not leave off. I shall lose half my greatness when they cease to lie.

So far as respects myself I have reason to believe and a right to say, that the leaders of the reign of terror in America, and the leaders of the reign of terror in France, during the time of Robespierre, were in character the same fort of men, or how is it to be accounted for, that I was prefecuted by both at the same time.—When I was voted out of the French Convention the reason assigned for it was, that I was a foreigner. When Robespierre had me seized in the night and imprisoned in the Luxemburg (where I remained eleven months) he assigned no reason for it. But when he proposed bringing me to the tribunal, which was like sending me at once to the scaffold, he then assigned a reason, and the reason was "*for the interest of America as well as of France.*"—*Pour l'interet de l'Amerique autant que de la France.* The words are in his own hand writing and reported to the Convention by the committee appointed to examine his papers, and are printed in their report, with this reflection added to them, "*Why Thomas Paine more than another? because he contributed to the liberty of both worlds.*"

There must have been a coalition in sentiment, if not in fact, between the terrorists of America and the terrorists of France, and Robespierre must have known it, or he could not have had the idea of putting America into the bill of accusation against me. Yet these men, these terrorists of the new world, who were waiting in the devotion of their hearts for the joyful news of my destruction, are the same banditti who are now bellowing, in all the hachneyed language (hachneyed hypocrisy, about humanity, and piety, and often about something