WASHINGTON CITY.

FRIDAY, MARCH 15.

The PRESIDENT of the United States yesterday left the city on a visit to Monticello.

PRESIDENT'S SPEECH
ON
Education—Roads—Canals.

There are some parts of the President's Inaugural Speech, of which we intended to have taken a much earlier notice; from doing which we have been prevented by indispensable avocations. So far as it exhibits a view of the general prosperity and harmony of the country, we shall leave it to the reflections and feelings of every reader. The nation will not fail to do justice to the man, whose patriotism and talents have so eminently contributed to the enviable and exalted station she holds among the nations of the earth. She will do justice to a course of political action, in which firmness and moderation have been happily blended; and in which are to be seen a decided adherence to principle, tempered by a mild spirit of good will to all men. True greatness consists in pursuing a course aloof from the petty animosities of personal collision, and, if we have enemies in returning them good for evil; we do not hesitate to say that a great mind is incapable of revenge.

Among those parts of the speech which merit distinct notice is the following;

"These contributions enable us to support the current expences of the government, to fulfil contracts with foreign nations, to extinguish the native right of soil within our limits, to extend those limits, and to apply such a surplus to our public debts, as places at a short day their final redemption, *and that redemption once effected, the revenue thereby liberated, may, by a just repartition among the states, and a corresponding amendment of the constitution be applied in time of peace, to rivers, canals, roads, arts, manufactures, education and other great objects within each state.* In time of war, if injustice by ourselves or others must sometimes produce war, increased, as the same revenue will be by increased population and consumption, and aided by other resources, reserved for that crisis, it may meet within the year all the expenses of the year, without encroaching on the rights of future generations, by burthening them with the debts of the past. War will then be but a suspension of useful works, and a return to a state of peace, a return to the progress of improvement."

One of the brightest traits in the republican character, is the lively interest it takes in the progress of internal improvements. On the cultivation of this vast object eminently depend the prosperity and glory of our republic. It would be no difficult task to demonstrate that its moral will be no less operative than its physical effects. Indeed there is so inseparable a connection between mind and body, that it is scarcely possible to conduce to the comfort of the one, without having a correspondent influence on the other. The great desideratum in a republic is to render the means of subsistence so easy of attainment, as to raise every industrious man above the temptations of dishonesty; to enable him, in the intervals of employment, to command sufficient leisure for the improvement of his mind, and to supply him with the means of educating his children. A republic can only subsist on the affections of an enlightened people; nor can a people be enlightened without enjoying this leisure and these means.

It is this conviction, which has animated the national sentiment from one end of the union to the other, to accomplish the great domestic objects of education, roads and canals; it is this conviction, that has kindled in many of the legislatures of the states a holy spirit of improvement, which promises to eventuate in the most liberal measures. One thing, however, is wanting. Many of the states look in vain, either to their coffers, or the resources of their citizens, for the means of diffusing these rich blessings with the liberal hand that the public welfare requires. The sentiments of our patriotic President will animate their boldest hopes, and relieve them from a great portion of the apprehension they entertain for the success of their benevolent plans. They will carry to their breasts the assurance that some of the best men, their country has ever produced, will, in a short time, when the exigency of the present moment shall be over, throw the weight of their opinion in favor of devoting the surplus treasure of the union to the interests of knowledge, and to fostering great internal improvements. It is no irrational conjecture that at the period of the extinguishment of the national debt, ten annual millions of dollars may be applied to these great objects. It would be descending into a wider detail, than our time at present allows, to trace distinctly the effects of this appropriation on education, roads and arsenals. We shall only now observe that, dividing the sum equally among these objects, the most important rudiments of knowledge might be imparted to a million of children; and there might be annually made turnpike roads to the extent of eight hundred miles, and canals of half the length. To perceive the magnitude of the effects that would be produced in a short time, it is only necessary to multiply these results by any given number of years; and the mind will be enlightened by a demonstration of the almost infinite benefits that may be expected.

Let this view be an incitement to the sluggish, and an encouragement to the zealous, to the accomplishment of these great objects. The pure patriotism which actuates the latter, will look to no distant day for the fruition of their most brilliant hopes. Their own eyes will behold the blessings of their labors: the season of enjoyment will arrive, in some degree, even for themselves, but still more for their children; future generations will bless the wisdom and virtue that laid the foundations of the happiness of a great nation; and liberty will fix in the bosom of an enlightened people her permanent abode.

EXPORTS OF THE U. STATES.

According to the statements we have published it appears that the total exports of the last year exceed those of the preceding year in the sum of 21,899,041 dollars.

The following will shew the relation of the exports of the one year to those of the other.

The total Exports,	
In the year ending Sept. 31st, 1803—were	55,800,033
In the year ending Sept. 30th, 1804,	77 699,074
Increase the last year	21,899,041
Domestic produce exported	
In the year ending Sept. 30th, 1803,	42,205 961
In the year ending Sept. 30th, 1804,	41 467 477
Decrease the last year	738,484
Foreign produce exported	
In the year ending Sept. 30th, 1803,	13 594 072
In the year ending Sept. 30th, 1804,	36,231,597
Increase the last year	22,637 525

It will be observed that the *decrease* in the exportation of domestic produce is about a thirtieth part of the *increase* of the exportation of foreign produce. On an estimate being made of the gain derived from the latter, compared with the diminution in the former, it will be found that there is a considerable positive gain. The profit on the exportation of foreign merchandise may be computed at fifteen per cent. which will give a profit of about dolls. 3,395,000

From which take the decrease of domestic productions,	738,000
And there remains	2,657,000

Which may be considered as the relative advance of our exports for the last year.

It would be doing injustice to our own ideas, as well as to the enlightened character at the head of our finances, to omit a particular notice of the interesting statements marked A. and B. which accompany the Secretary's Report. They present views, which we believe are entirely new, at once of the power of arrangement, and of the great pillars, we might perhaps have said pillar, on which the prosperity of our country rests. They exhibit, in a small compass, what may be called the *spirit* of our Exports; from which it appears that three-fourths of the whole are the products of agriculture.

During the last year, according to the luminous classification of the Secretary, there was produced from the

	Dollars
Sea	3,420,000
Forrest	4 630 000
Agriculture	30,890 000
Manufactures	2,100,000
Uncertain	450,000

Departed this life on the 6th instant, in the 47th year of his age, Colonel W. W. BURROWS, a Revolutionary officer, and late commandant of the Marine Corps. The most benevolent of men, he had devoted himself to the benefit of his fellow creatures; but that malignant fiend ingratitude was ever his reward. After struggling with severe illness and too feeling a heart, he resigned existence with the celestial calmness of a good man.

Think of his fate! revere the heavenly hand,
That led him hence, though soon, by steps so slow,
Long at his couch, death took his patient stand,
And menaced oft, and oft withheld the blow.

To give reflection time, with lenient art,
Each fond delusion from his soul to steal,
Teach him, from folly peaceably to part,
And wean him from a world he lov'd too well.

Died, on Tuesday last, after a lingering & painful illness, which she bore with a resignation always inseparable from a consciousness of christian rectitude, Mrs. ANNA CARROLL of this city. As a wife, a mother, and a mistress, her conduct has uniformly been the most eminently exemplary, and her charities will long be remembered and attested by the indigent and distressed. Her social virtues will embalm her in the memory of her numerous friends, and render her untimely death a subject of their deepest regret.

From the New Orleans Moniteur of Jan. 31, 1805.

On the motion of Dr. WATKINS, the following address to the Senate and House of Representatives of the United States, was read by paragraphs, and adopted.

To the Senate and House of Representatives of the United States.

THE Legislative Council of the territory of Orleans, in the name and on behalf of the inhabitants respectfully ask permission to approach your honorable body, and entreat you to grant such portion of the lands of the U. States, as you may deem proper, for the establishment and support of colleges, schools, and other deposits of science for the benefit of this territory. It is not necessary to represent to your honorable and enlightened body, the public importance of these institutions; it may not be improper, however to recall to your recollection the liberality which has been heretofore exercised in favor of other territories similarly situated with ours.

We intreat you therefore to grant, in order to carry into effect the above-mentioned object, all the lands of the U. States situated within the limits of New Orleans, as defined by the act of incorporation of the said city, and such other lands, as in your wisdom you may deem fit to accomplish the objects which we have in view.

Resolved, That a committee be appointed to present to the governor a copy of the above address, signed by the President, and to request him to cause it to be laid before the Senate and House of Representatives of the United States.

Remarks of Mr. G. W. Campbell, on laying out a road from Knoxville, to the Tombigbee settlements and New Orleans.

MR. G. W. CAMPBELL observed, that having introduced this resolution, he would very briefly state some of the reasons that induced him to do so, and the grounds upon which he expected the committee to adopt it. He stated the object of the measure to be two-fold.—1st. To obtain a direct rout for the transportation of the mail from Knoxville, and also from Georgia, to the Tombigbee settlements, and thence to New Orleans, in order to facilitate the communication with those places by means of the mail,—and 2d. To open a communication from east Tennessee to the same places for commercial purposes. This measure, he said, was important to the citizens of east Tennessee, in both those points of view. The mail was conveyed at present, he observed, by a circuitous rout, from Knoxville to Nashville, 200 miles, thence to Natchez, at least 500 miles, and thence to New Orleans, nearly 300 miles, making in the whole from Knoxville to New Orleans 1000 miles.—Whereas the distance from Knoxville to New Orleans by the route proposed to be opened, would not much, if any, exceed 500. A gentleman of undoubted veracity, who resided some years in the country through which this road will pass, in the service of the government, estimates this route in the following manner: From Knoxville to Tellico, 33 miles. This part of the route passes through a settled country, and is at present a good road. From Tellico, to a place called the Hickory ground, in the Creek nation, near the junction of the Coosa river, with the Tallapoosa, where they form the Alabama, and about 20 miles from the Tuckabatchee settlements, 220 miles—from thence to Fort St. Stephen's, on the Tombigbee river, about 160 miles—and thence to New Orleans, a direct course, about 150 miles—making in all about 503 miles—and the largest calculations, as I had been informed, made by the post master general of this road from Knoxville to New Orleans was 550 miles—making very little more than half the present route. Add to this the distance from Washington to Knoxville, according to the estimated post route, 547—and the whole distance from Washington to New Orleans, passing by Knoxville, and from thence the proposed route, will be about 1050 miles. This saving of between four and five hundred miles, in transporting the mail from Knoxville to New Orleans, is certainly a very important object to all those who may communicate with the latter place, by means of this route. This road is still more necessary, for the purpose of affording a communication from east Tennessee to the settlement on the Tombigbee, or the eastern parts of the Mississippi territory. The only mode of communication at present with that country is by the post road already stated, by Nashville to Natchez, 700—and thence to the Tombigbee, about 200—making 909. Whereas the real distance along the proposed route, as has been stated, will not exceed 350, or at most between that and 400.

The effect of this circuitous route is, at present, to cut off all communication almost entirely with that country.

But the second object for which we wish this road opened, viz. for commercial purposes, is still more important to our citizens; and is essential for the prosperity of our country.

The only mode by which the people of that country can at this time convey their produce to market, is by boating it down the river Tennessee into the Ohio, then along that to the Mississippi, and down that river to New Orleans. Our boatmen employed in this trade are obliged to return by land, as the same boats that carry produce down those rivers, cannot ascend them, and there is but little navigation yet in boats of any kind, up those waters into the state of Tennessee, and no boats of any considerable burthen can pass up the river Tennessee through the Muscle shoals to the eastern part of the state. The only route by which those boatmen can now return from New-Orleans, is that already stated, on which the mail is conveyed, being between four and five hundred miles more than they would have to travel by the proposed route. The present road also passes over the Cumberland mountain, a part of which is very bad, and a wilderness at this part of the route subject to the Indian claim of between 70 and 100 miles without inhabitants. It also passes through another wilderness between Nashville and Natchez, subject to the Indian claim of about 400 miles—a considerable part of which is stated to be very bad road in winter, and that there are many large water courses to be passed. The difficulties are so great that few of our citizens are willing to embark in this trade, and our farmers having no convenient vent for their surplus produce, have little or no inducement to industry beyond what may be necessary to produce the ordinary supplies of subsistence; this in a very great degree retards the progress of agriculture, and consequently the prosperity of our country. It is therefore hoped that this House will feel disposed to encourage the farming interest of our infant country by removing those obstacles to its progress, that the state authority is incompetent to effect, and that prove so materially injurious to the interests of our citizens. Here it may be proper to remark that this proposed road, so far as it is desired to be established by this measure, passes through a country belonging entirely to the United States, except about 60 miles, and most of it subject to the claim of Indian tribes, being the Mississippi territory until it enters West Florida or Orleans territory. This distance of about 60 miles alluded to is from Tellico on the frontiers of the settlements in East Tennessee to a point beyond the south boundary of that state, in the state of Georgia and near the limits of the Mississippi territory, being also subject to the Indian claim—A road has already been authorised to be opened in this direction, has been viewed and designated by commissioners appointed for that purpose, from our state at the expence of the state, and it is expected by this time has been opened, being designed to afford us a communication with the state of Georgia. This road will answer the proposed route, at least as far as the limits of our state, being as before stated, about 60 or 70 miles from Tellico, and about 100 from Knoxville. There will therefore remain only about 100 miles (or very little more if any) to be opened, to the point at which the road proposed from Georgia will intersect this route. From this view of the subject it will appear, we do not require the United States to be at any expence in opening a road within the limits of the state of Tennessee—but only to open it through a country belonging exclusively, except the Indian claim, to the United States. With regard to the roads proposed to be opened from Georgia to the Tombigbee settlements, so as to intersect the former road at the most convenient point, between Tellico and the said settlements, what has been advanced to shew the necessity of the former road, will apply with equal force to this. The only route by which the people of Georgia can at present communicate with New Orleans, by means of the mail, or travel to that place along any authorised road, is that already stated from Knoxville, thence by Natchez to New Orleans; and the people, even on the frontiers of that state, have to travel nearly 300 miles to Knoxville to take this route, and are not then much, if any nearer New Orleans, than when they set out. This in a great degree cuts off this communication with that country. The road proposed to be opened from Georgia, according to the best information will intersect the road from Knoxville, near the junction of Coosa, and Tallapoosa rivers, and about 200 miles, or somewhat more, from the latter place—of which as already stated, 100 miles at least, are opened—and only about 100 remain to be opened.—The country through which the road from Knoxville will pass is, represented, by those who are acquainted with it, and who have resided many years among the Indian nations that inhabit it, to be a fine open country, generally dry, without being broken by any mountains, and very few streams of any considerable size to be crossed, and no large rivers until you arrive at the Tombigbee.—It will pass along the high lands that lie between the waters falling into the Tennessee river and those that are discharged into the Coosa and Alabama rivers—and will require but little expence to be made a good road.—We hope, therefore, upon viewing all these circumstances, Congress will agree to afford us the aid we require, and which is essentially necessary to enable us to resort to the only market that will compensate our farmers for their industry, encourage agriculture and commerce, and promote the prosperity of our country.

CAUTION!

I hereby caution all persons not to receive two notes of hand, drawn in favor of Mr. WM. LOVELL, dated March 13th 1805, endorsed by Messrs Wm. Woodward and Orlando Cook, the one for about 36 dollars payable 9 months after date, the other for about 38 dollars, payable 12 months after date, as I am determined not to pay the same unless compelled by law.

JOSEPH HUDDLESTON.

March 15—3t

TO BE SOLD,

ON Saturday the 23d inst. at 11 o'clock at the late dwelling plantation of JOSEPH GALLOWAY, Esq. deceased, the following articles—

Horses, oxen, plantation utensils, beds and other household furniture—a gig with harness for two horses, about 40 barrels of Indian corn, and 600 gallons of cider, the greater part of which was made of Hughs's crab apples.—Credit will be given until the first of January next, and bonds bearing interest with approved security will be required. All persons indebted to said estate are requested to call and pay the amount to Mr. John Galloway of West River and those who have claims against it, are to present them properly authenticated to him for settlement.

DAVID LYNN, Adm'r.

West River, March 15—4t

The subscribers has just laid

in, and have for sale, at their Warehouse on the New Jersey avenue, near Barry's wharf—a quantity of Superfine FLOUR for family use, Corn, Corn meal, hopt corn Oats, shorts, Bran, Salt, &c &c. All of which they will sell on reasonable terms for cash.

PETER MILLER,
EBENEZER ELIASON.

Washington, March 15—3t&6tw

TO LET.

THE House now in the occupation of Mr JOHN WALL, situated on Eleventh street west, between the Branch Bank and Theatre, containing 10 rooms, piazza and portico, carriage house, stable, smoke house, pump of good water, and a good garden.

Possession may be had immediately. For terms apply to the subscriber near the premises.

PETER LENOX.

March 13—2awtf

I DISCOVERED a few day since (in the Telegraphe) a challenge by Samuel Norwood, Esq Bonaparte against Democrat—

At Annapolis this fall, I proposed running Democrat against Bonaparte, carrying from 120 lbs to 140 at the discretion of Mr. Norwood; which was rejected. As Mr. Norwood refused the proposition made by me at that time, I am not bound to run the race proposed by him in the Telegraphe—Democrat will run Bonaparte over the [illegible] race course on the third Tuesday in May next, four miles and repeat, for 1000 DOLLARS, play or pay, carrying [illegible] each; which is the weight they are to carry by the rules of racing, both being seven years last spring—Should Mr. Norwood decline this offer, Democrat will cover mares next spring at the subscribers farm, from the first day of March until the first day of August, at Sixteen dollars each and Fifty cents for the groom. Democrat's pedigree is equal to the pedigree of any horse to be produced, having in him the blood of Medly, [illegible], Figure, Dove, Godolphin, Arabian, and Mr. Lofkin's Selima.

If this proposition is approved of by Mr. Norwood, notice will be given in the Maryland Gazette within forty days from the date hereof.

ISAAC DUCKETT.

December 21—1awtApr30

CIDER, FOR SALE.

JUST received from Rhode Island, and for sale by the subscriber, a quantity of very good CIDER at the reduced price of THREE DOLLARS & FIFTY CENTS per barrel—Also a quantity of excellent CHEESE, a small part of which is old, and of a superior quality.

RICHARD ELLIOTT.

March 6—w3t

Thirty or forty likely
NEGROES,

Will be offered for sale for ready money at London March court, on the first day of the court, before the door of Mr. Jones, Innkeeper in Leesburg; where due attendance will be given by the subscriber,

WILLIAM BYRD PAGE,
Trustee of F. Fairfax.

Jefferson county, Feb. 18—[illegible]