WASHINGTON CITY,

FRIDAY, MAY 8.

The frigate CHESAPEAKE, capt. Gordon, will this day drop down below the Branch, and will proceed to Hampton Roads with the first fair wind.

Resigned—HENRY HILL, agent of the United States, for the relief and protection of their seamen, at Jamaica.

The New York papers received by the mail of last night, state the majorities of Gov. Lewis in the counties of Richmond, Dutchess, Columbia, Greene, Albany, Rensselaer, and Ulster at 3611; and the majorities for Mr. Tompkins in the counties of Kings, Queens and Orange at 335.

Election for Representatives in the Tenth Congress U. S.—District Fauquier and Culpepper, Virginia.

CULPEPPER.

Philip R. Thompson,	417	
John Love,	257	
	160	

FAUQUIER.

John Love,	537	
Philip R. Thompson	101	
Majority for Mr. Love	436	
Total majority for J. Love,		276

NEW-YORK ELECTION.
ASSEMBLY.

Democratic.	
H. Rutgers,	4,893
F. Cooper,	4,823
Jas. Warner,	4,842
Benj. Ferris,	4,851
S. Miller,	4,843
Aug. Wright,	4,863
Wm. Gilbert,	4,851
S. Townsend,	4,861
Thos. Farmer,	4,864
Federal.	
Rufus King,	4,440
M. Clarkson,	4,464
Egbert Benson,	4,455
John Townsend,	4,461
Richd. Varick,	4,435
Andrew Morris,	4,320
Abm. Russell,	4,429
J. O. Hoffman,	4,438
W. Henderson,	4,415

SENATORS.

Federal.	
Samuel Jones,	1,787
Republican.	
De Witt Clinton,	1,600

TO THE EDITOR OF THE NATIONAL INTELLIGENCER.

SIR,

As you have claimed attention to inland navigation in your late papers, it may not be ill-timed to desire your readers to examine the map of the United States that the advantages of the Potomac may be duly appreciated—Mr. Jefferson in his notes, states that New-York is 825 miles distant from Lake Erie—and has five portages—In a sensible Pamphlet lately published, the distance from Philadelphia to Pittsburg by water when the Canals shall be finished will be 426 miles with only one portage of 18 miles at Canemaugh—and from Pittsburg to New-Orleans above 2000 miles—now the distance from Washington City to Pittsburg is not by water 250 miles and with only one portage of about 25 miles—That this is the most advantageous route to supply the Western Country with European Asiatic and West India articles is evinced by the use already made of it by merchants who even purchase goods at New-York and boat them up the Potomac from the district of Columbia.

The saving between water and land carriage it were superfluous to explain, but the superior dispatch has been little attended to, I have therefore to state a boat this season has made three trips from Harper's ferry with 100 barrels of flour each time and back again in nine days—his freight was 90 cents per barrel, so four men in nine days earned 270 dollars. They demand high prices now as there are few boats, but when the Potomac shall be made an every day navigation, the risque will be less & many will make a regular business of boating—and competition will lower the freight.

At least 100,000 barrels of flour exclusive of other articles will be brought down the Potomac this year, this encreases the funds arising from the tolls and will enable the company greatly to improve the navigation.

Even now there is not any want of purchasers, and they will soon resort to a spot where there will be a constant supply on cheaper terms than any can sell elsewhere.

Formerly it required a large capital to carry on trade, but now bills can be drawn for 2-3rds or 3-4ths of a cargo and sold for cash, and the banks allow discount on a respectable merchant's notes for the remainder—hence arises the great increase of exports of late from the Atlantic states.

The citizens of Washington seeing this great supply of flour, &c. are now seriously resolved to open the canal through the city to the Eastern Branch, which is the best harbor in the district, and not inferior to any in the Union.

CIVIS.

[*The following deposition is inserted by desire.*]

Be it remembered, That on the thirteenth day of April, in the year of our Lord eighteen hundred and seven, personally appeared before me, James Ewing, one of the justices of the peace in and for the county of Hamilton, in the state of Ohio, William Berry, of full age, who, being sworn on the holy Evangelists of the Almighty God, deposeth and saith, that some time in the month of November last, Mr. John Smith, standing at his door in company with col. A. Burr, called to this deponent, and enquired of him if he could procure for col. Burr two bear skins & a pack-saddle; to which this deponent answered, that he could not at that moment inform him with certainty, but that he would make enquiry, and procure them, if they were to be had in the town. This deponent brought col. Burr a pack-saddle and three bear skins. He took the pack-saddle and two of the bear skins; for which he paid this deponent the usual price, but returned the third, saying that he wanted but two; and that the pack-saddle was to carry his baggage on his horse, and one of the skins to make a pair of saddlebags, and the other to cover his baggage; and this deponent, at the request of col. Burr, immediately accompanied him to a saddler's shop, for the purpose of getting a pair of saddlebags made of one of the skins—And the said deponent further saith, that he never procured for col. Burr any other bear skins or pack-saddles than those above mentioned; nor does he know, nor believe, that Mr. Smith had any further agency in procuring bear skins or pack-saddles for col. Burr; nor does this deponent believe that col. Burr procured any others in Cincinnati than those above mentioned;—And this deponent further saith, that during these transactions he was in the service and employ of Mr. Smith.—And further he saith not at present.

his
WM. ⋊ BERRY,
mark.

Sworn and subscribed 13th April, 1807, before me,

JAMES EWING.

A true copy from the original.

WILL'S R. SMITH.

Governor Patten, of the Island of St. Helena, has been suspended by the British government, for having weakened the garrison of that place, by sending a part of the troops to Buenos Ayres.

The number of horses for which duty is paid in Great-Britain, is 1,178,000; their annual consumption is stated in the agricultural reports, to be the produce of 7,000,000 acres. The number of acres necessary to afford subsistence to 8,000 000 people in England, according to the present mode of living, is estimated at 21,000,000 including 12,000,000 as grass-land for meat.

Capt. Orcutt, arrived at Penobscot, from Dominique, which he left the 11th March, informs, that five sail of the line with 3000 troops, had arrived there from Great Britain & that Martinique and Gaudaloupe were considered in a state of blockade.

Recent accounts from Martinique, say, that no American vessels had been taken, in consequence of the French blockading decree.

Capt. Thorndike, arrived at Salem, from Nantz, informs, that the brig Caroline, Adams, of Boston, from Lisbon, having been to England since the decree of Bonaparte, was not admitted to an entry or to go on shore, until orders from Paris. It was expected he would be ordered away with his cargo.
Boston Gaz.

[We have received a number of Cobbett's Weekly Registers, from which the following article is extracted to shew the opinions entertained in England on the points at issue between that country and the United States.]

"It seems, if one can form a guess at their intentions, to be the design of the *ousted treasury clerks*, whom the Morning Chronicle persists in calling an "Opposition," to set up a very loud cry against whatever terms this treaty may contain; but, the ground they are prepared to take is, that we ought to have strictly adhered to what they call the rule of 1756, from which rule, be it remarked, they supported Pitt in deviating from in several instances. But, this fact will not, I allow, make any thing in justification of the ministers, if they have given up any of our essential rights. To allow, in the way of grant for a particular purpose, and upon equitable conditions, any neutral nation to trade with France, during war, or even to be the carrier of French or French colonial produce, may, however be politic. There is a passage in a pamphlet lately published, under, it is said, the sanction of a person high in office, laying down principles, upon which a permission, or grant, of this sort may possibly have been made. It is this: "1. The destruction of an enemy's trade is not to be desired in order to annihilate his national wealth. 2. By the individual prosperity of his subjects we ourselves gain; by their progress in riches we improve our own; and though his public revenue may be augmented by the increase of his public wealth, we must necessarily augment our own revenue by the increase which our wealth receives from his. 3. It is his progress in arms not in arts that is formidable; and there cannot be a doubt that an expedient, which renders him richer and weaker, which augments the opulence of his people, and makes them harmless, which preserves their trade, but stunts the growth of their navy, is of all others the contrivance best suited to our interests. 4. *The surrender of the French commerce to the neutral nation is this expedient.*"—The Courier news-paper, which is the organ of the Ousted Clerks, cites this passage in confirmation of its apprehensions, that the ministers have made a disgraceful treaty with the American States; but, if they actually have made a treaty upon the great and enlightened principles expressed in the 3d sentence (I have numbered them for the sake of reference), though this principle may not be comprehensible to the Ousted Clerks, I shall entertain a hope, that they will never lose sight of that principle in any of their measures. Whether the expedient, described in the 4th sentence, would be efficacious as to the purpose in view, must depend much upon the circumstances of the case; and, without some explanation, to shew us, that we, as well as the enemy, are not rendered weak by the increase of our national wealth, we must, I think, regard the 2d sentence as militating against the argument contained in the third; for, it appears strange, first to say, that we shall grow rich by the increase of the enemy's national wealth, and then to say, that it will be good to suffer that wealth to increase, because it will enfeeble the enemy.

The principle however, laid down in the 3d sentence, I heartily agree to; and, it is not without some little pride, that I refer, as in my motto, to the letter to Pitt, a great part of which was occupied in an endeavor to prove and to illustrate the truth of that principle. Happy shall I be to find, that the ministers of England begin, at last, thus to think and to talk. After having, for so many, many years heard the shallow brained Pitt and his still more shallow brained followers, declaiming upon our "commercial greatness," our "inexhaustible resources," our "capital, credit, and resources," as the sinews of war, as the sure and certain means of triumph over our enemies; after having so long heard the master declaimer ranting upon the beggared state of the enemy, and exulting, in strains of inimitable bombast, at seeing him "on the verge, nay, in the very gulph of bankruptcy" after seeing lords Castlereagh and Hawkesbury drawing out & arraying our custom-house accounts, the lists of our canals, turnpike roads and bills of enclosure, against the armies of France; after all this senseless and disgusting talk, it is really a comfort to read, from under the reputed sanction of men in power, "that we ought not to desire to diminish the national wealth or revenues of our enemy, and that, whatever renders him *rich* does also render him *weak*." It is really a comfort to one's heart to hear this; and especially if one could but rely, that the ministers would begin and resolutely continue to act upon the principle. I am in hopes, too, that the nation, taught by woeful experience, will now receive and cherish this important truth; and I flatter myself, that, upon this point, as upon most others, the Ousted Clerks will meet with the contempt which their party cavelling is so eminently calculated to excite."

[The expectation of being able to obtain the substance of the remarks made by some other gentlemen who took part in the debate in which the following speech was delivered, has delayed its appearance till this time. It relates, however, to a subject of such intrinsic importance, that we have no doubt of its commanding the attention of the reader, notwithstanding the delay incurred.]

MR. WHITE'S OBSERVATIONS *in the* SENATE *on the bill appropriating certain lands to aid in the execution of the Canal between the Chesapeake and the Delaware.*

MR. PRESIDENT.

I had hoped this question would have been decided last evening, and the discussion closed in that stage of it. I am sure the Senate must be fatigued with the subject; it is therefore with extreme reluctance that I rise at this late period of the debate to reply to the observations of the gentleman from Massachusetts before me, (Mr. Adams) who has just sat down, especially after the field of argument has been so attentively and closely gleaned by my colleague. The gentleman was pleased to commence by charging us with precipitating this measure through the Senate. But is this the fact, sir? On the contrary, it was before Congress during the greater part of the last session, a very detailed and lucid memorial accompanied by numerous documents was then presented in relation to it; upon which a committee of this House, after full investigation reported a resolution favorable to the measure, supported by their reasons, and a strong statement of facts. These documents were all printed and laid upon the table of every gentleman, and then it will be remembered that in order to give further time for consideration so as to avoid the very cause of complaint now made, the friends of the measure themselves moved its postponement to the present session. A second memorial from the managers has been received this session on the same subject, followed by a second favorable report from another committee of the Senate; the printed bill itself, now under consideration, has been before us near four weeks, and yet the gentleman from Massachusetts with all these facts staring him in the face, talks of our precipitating this measure. I may safely trust the force and correctness of this argument to the recollection of the Senate alone. But the gentleman has referred us to a similar project before the Senate for a canal at the Falls of the Ohio, and tells us that three states are immediately interested in that, three likewise in this, and that consequently twelve members on this floor feel the same particular influence. The gentleman certainly did not mean to intimate that any private understanding had taken place among the supporters of these respective measures, in relation to them, or that they were capable of any such conduct. That gentlemen from different states should be found supporting similar measures of public utility, is not surely wonderful, and although the states they particularly represent may happen to be most immediately interested in their success; yet no man of honor himself, could on this account suspect them of improper motives, or attribute their coincidence of opinion to any other cause than the honest, unbiassed convictions of their own minds, and a view to the public good. The extreme case stated by the gentleman, of the nine states that have now a majority in Congress, combining to divide the public lands, and public treasures among them, could probably never have suggested itself to the mind of any other member. Sir, if the oaths and political responsibility imposed by the constitution were not sufficient, the integrity, the virtue and the honor of the representatives of the nation, should forever preclude, even the idea of such a possibility. If you suppose all men treacherous and corrupt, what barriers, I ask, can you oppose to them, that they may not trample under foot? Such arguments are calculated only to sap and destroy that faith and confidence among men, so essential in all the relative situations of life; to inspire universal distrust and jealousy, and to sever the strongest bonds of political and civil society. We are willing, Sir, that the measure we now propose, let it stand or fall, should be judged by its own merits. Every gentleman, who will cast his eye over our map, must see more distinctly than arguments can illustrate, the magnitude and importance of the project, and a moment's attention to the plan will be sufficient to convince them of the heavy expense necessarily attendant upon such an undertaking.

The canal is contemplated to be of depth and capacity sufficient for the navigation of vessels suitably constructed, of from 70 to 100 ton burden and more, so as to afford a safe and expeditious inland water transportation to all of what now composes the coasting trade between Philadelphia and Baltimore, free from the danger and expense of a circuitous and coastwise voyage of more than 300 miles. To the whole extent of fertile, and populous country upon the Chesapeake and the Delaware, and their tributary streams, including part of North Carolina, the states of Virginia, Maryland, Pennsylvania, Delaware, and New Jersey, it will give a choice of the markets of these two great rival cities by rendering them each easily accessible to the commerce of either bay; which must unavoidably excite a competition between them infinitely desirable, especially, to the agricultural interest: for to those who have any acquaintance with the business of these two places, must be well known the immense and unaccountable difference frequently experienced in their respective markets between the prices of the same articles of produce at the same time. And another grievance more particularly complained of by those upon the waters of the Chesapeake, is the frequent, the sudden, and arbitrary fluctuations of the Baltimore market; to which the farmer is obliged to submit for want of an alternative and which probably the opportunity of a choice alone might be sufficient to correct. The chief operation, as it appears to me, that the canal could have upon Baltimore, would be to keep her up to the standard of the Philadelphia market, and it would have the further effect of keeping them both up to the standard justified by the market abroad. All the heavy produce of the immense and fertile country watered by the Susquehanna, that must otherwise remain almost exclusively at the command of Baltimore, and nearly upon her own terms, over a canal might find a cheap and safe water transportation to Philadelphia. The very boats that now descend that river from the Painted Post in the state of New York, more than three hundred miles up, with the produce of the country, could unlade their cargoes at the wharves of Philadelphia, because they would leave the Chesapeake, and enter the Delaware at points safely navigable at all times for such craft. It forms however, sir, no part of this plan to force this commerce, as has been intimated, to Philadelphia, or by any unfair means to divert it from Baltimore, or in any manner to injure Baltimore; but merely to give to those people an opportunity of choosing for themselves between these two markets, the one most convenient and profitable to them. And in this aspect it is to be observed, that the present question turns not between Baltimore and Philadelphia, but between Baltimore and the whole extent of country upon the Susquehannah and other waters of the Chesapeake; whether that country shall be confined exclusively to the market of Baltimore, or have an opportunity of choosing between that and Philadelphia. And admitting, Mr. President, that the canal was now completed, yet the situation of Baltimore being still more convenient to this produce than that of Philadelphia, she might still command it with the same prices current, and this is what those who resort to her market have a right to demand. Her capital may possibly be equal to such a competition, the industry and enterprize of her citizens I know are not surpassed by any on the continent.—There is no city in the union I should be more unwilling to see retarded in her progress to wealth and greatness than Baltimore; but surely, sir, the interests of half a million of people are not to be delayed, or sacrificed to hasten the premature growth of any particular city.

Again, Mr. President, it is well known that many extensive manufactories, in metals especially, have been established in and about Philadelphia, Wilmington, Trenton and other towns upon the Delaware, coal is the very basis of those manufactures, none has yet been discovered in that country, and although Virginia could of herself furnish a sufficiency for the continent, yet owing to the difficulties and expense of transporting it around by sea in coasting vessels, the Liverpool coal now holds a successful competition with it in those markets. In these respects, and as an article of common fuel, if it could be had upon the reasonable terms this inland navigation must produce, the demand for it would be infinitely increased, and the most important manufactures of our country be greatly encouraged and improved. Sir, it is now proposed to you to extend the patronage of government, in a manner that can never be felt by the public, to aid in the execution of the most important national improvement ever attempted in our country—an improvement connecting two of our most extensive and commercial waters, opening of itself a commodious inland navigation to vessels of considerable burthen for an extent of more than four hundred miles through the centre of the middle states, from Norfolk, or rather from Cape Henry to Trenton—an improvement that although consisting only in opening a passage of about twenty miles across the isthmus must save to all the commerce of the Susquehannah and the Delaware, inclined to seek the market of the other bay, near five hundred miles perilous navigation. And admitting that Virginia, Maryland, Pennsylvania, Delaware and New Jersey composed the only portion of the union that could ever be expected to derive the least possible advantage from the work, surely considering the millions that have been expended in the defence of our frontiers, in the extinguishment of Indian titles, and in the acquirement of unsettled countries, part of which they have cheerfully borne, the accommodation now asked, to every reasonable man, I beg pardon, except the gentleman from Massachusetts before me, (Mr. Adams) must appear most just and reasonable indeed. I will here, sir, take leave to express my peculiar pleasure, and to congratulate the cis-montain friends of the present measure upon the prompt, the frank and liberal conduct evinced in favor of this great public improvement in the Atlantic states, by those gentlemen who so ably represent here the interests of the western country. But, Mr. President, these private advantages, if they may be so called, that I have thus hastily and desultorily enumerated, are small, indeed, when compared to the great public utility to be expected to the union, from the proposed work. This canal, as has been well observed by my colleague, is the first and most important link in the chain of internal navigation by which nature has designed this great confederacy of states to be cemented, the second in point of importance is that through Jersey from the Delaware to Amboy, or the waters of the Raritan. Then I ask you, sir, to look at the geography of your country, when the canals from the Mohock to the waters of Oneida lake, where one is, I believe, now nearly, if not quite, completed, from the Hudson to the waters falling into lake Champlain, for which an act of the legislature has been obtained—from Buzzard's Bay to Boston Bay, long since in contemplation, shall be carried into execution in the northern and eastern extremities of the union; and that from Elizabeth river, in Virginia, through the Dismal Swamp to Albermarle and Pamtico Sounds, aided by the various inlets, and very little more work in the southern extremity, we shall have a complete inland navigation from the Savannah river to the lakes, even to Quebec; embracing the whole of the Atlantic states, and passing an extent of more than a thousand miles through our own country. Is this a subject of small consideration? I answer confidently, no—at least to no other gentleman than the member from Massachusetts, and the case of any internal local state improvement of this kind, such as the one in Massachusetts, cited by the gentleman, in order to mar and destroy this, however entitled to the wishes and patronage of the public, cannot compare, in points of national importance, with the one we now propose.

In case of war, and God knows if we attend to the recent occurrences of our country, and contemplate the portentous events passing in the old world, we have little reason to suppose that we, even for our own short day, can be permitted to fold our arms in peace, and to indulge in slumbers of ease and safety—in the prospect of such an hour of calamity, I ask, what gentleman that hears does not anticipate me, and congratulate himself and his country upon the power he now holds, upon the means and opportunity now offered him, of facilitating the execution of a great public work from which the most important national advantages could not fail to arise? You, sir, who so usefully to your country, and so honorably to yourself, acquired your long and arduous experience in the active and turbulent scenes of the revolution, must feel how incompetent I am to do justice