us justice, and the Embargo would of course be taken off *instanter*.

Gentlemen—This election will have to decide, whether that is a good measure or not, and whether you wish to be represented for the first time, by a man of your own persuasion; and whether a mild, good man, no matter who he is, is to be insulted and browbeaten in public and private for uttering his sentiments?

With great respect, I have submitted my ideas.

THEOPHILUS.

WASHINGTON CITY.

FRIDAY, AUGUST 26.

On Mr. Gallatin's Report on Roads and Canals—Highly as we approve the several opinions expressed by the Secretary, and appreciate the fidelity with which he has discharged the important duty assigned him, there are a few points of which we wish different views had been taken. These are relative to the power of the general government, without the consent of the states, to cut canals and make roads; the alleged impracticability of a canal over the mountains; and the four canals proposed for uniting the Atlantic streams.

The first point is not so certain, we apprehend, as the Secretary concludes. Different opinions of the first respectability have been given. So far as relates to roads, the constitution expressly gives Congress the power to establish post roads. It does not limit the exercise of this power to selecting for this purpose from roads previously established under the authority of the states, but confers it as a perfect power. Indeed, it is most obvious that without the power being thus completely and absolutely conferred on the general government, it might be a mere nullity, as the states would possess the power of vacating any road made under their authority; in which case the power of Congress as well to designate as to establish the roads would be entirely annihilated. Is it fair to say that a power given in terms so unlimited to one government can be abridged, suspended, or annulled by another?

According to the theory of the general government, all the powers are conferred upon it which were considered as being of so general a nature as to be only susceptible of full and impartial discharge by it. This is the case, so far as relates to taxation, to the general defence, to commerce, to the coinage of money, &c. Now, of this precise grade of powers, is the establishment of post roads. It cannot be faithfully and fully exercised by any local authority. Hence its investiture in the general government. And as if to remove all difficulty, the power is not given merely to *designate*, but to *establish* post roads. Surely, if the concurrence of the states had been thought requisite to the fulfilment of this power, it would have been clearly expressed, in the very instrument that conferred this power. Had such been the intention of the convention, the circumstance was too obvious to the most superficial reflection to have escaped their notice; and, as in many other cases, if the object had been to divide the power between the general and state governments, it would have been specifically distributed among them.

One limitation may, perhaps, exist to the exercise of this power; viz: the obligation of the general government, in appropriating private property to the making of post roads, to condemn it in the manner prescribed by the state laws. This being an affair of individual property, it may be correct to consider it as still remaining under the guardianship of state laws.

In one point we concur with Mr. Gallatin fully. If the power be not, on mature deliberation, considered as already inherent in the general government, it ought to be conferred on it by an amendment to the constitution, and the sooner this is done the better.

The impracticability of a canal over the mountains is not, in our opinion, sufficiently elucidated. The utility of such an object would be so vast both in promoting the individual prosperity of our citizens, and in cementing and strengthening the union, that nothing but its physical impossibility ought to prevent its being effected. It is not, perhaps, possible to name a sum of money for its accomplishment that would not be fully reimbursed. The facility it would yield of transporting troops, ordnance, and supplies, would give security to our western frontier; would supersede the necessity of a large standing force, and would probably altogether prevent any attack upon it, which will only be made on the contemplation of its extreme vulnerability.

With respect to its influence on personal concerns, the population of the western country already greatly exceeds a million, and will ere long equal that of the Atlantic states; that country, deriving its principal supply of foreign goods from the Atlantic at the enormous charges of land carriage, would be relieved from an oppressive burthen by the cheapness of water carriage. Millions of dollars would be saved in this single way. Its staples would likewise find, by this means, an easy passage to the Atlantic ports (less expensive probably, and certainly less precarious than by their present descent of the western waters,) where they would command more certain and higher prices than are now given for them in the western country.

To the general government there is another most important pecuniary consideration. Such a communication would instantly raise the price of their public lands, probably a hundred per cent. thereby alone constituting a fund fully adequate, in all probability, to making the canal.

Let us combine these pecuniary effects, and look at the result.

It is a low estimate, that it would diminish the expences of our military establishment,	500,000
Computing the quantity of foreign goods carried from the Atlantic states to the Western country, for the ten coming years, at eight millions, and the *ad valorem* saving at 25 per cent. there would be a gain of	2,000,000
Saving on domestic produce sent to the Atlantic states,	500,000
Increased price of public lands,	1,000,000
	4,000,000

Making an annual saving of four millions of dollars, on which, at five per cent. the United States could command a loan of eighty millions of dollars, the principal of which the tolls would gradually extinguish, probably in a period of twenty years, leaving an immense clear annual income to the government, besides superseding the necessity of large permanent expenditures otherwise indispensable.

With regard to the four projected canals, to join the Atlantic waters, would it not be infinitely better at once to extend a canal along the Atlantic from one end of the union to the other?

This would insure the most regular and expeditious intercourse, and what is, perhaps, of equal importance, would give us a secure navigation in times of war as well as peace. When a nation undertakes a work of this kind, we ought to expect the execution of a plan of the greatest permanent utility. Whatever facilitates intercourse, in the greatest degree, can scarcely ever fail to produce ultimately a benefit at least equal to the expence. Superadded to all the ordinary considerations that enter into an estimate of individual interest, just in proportion to the facility of intercourse by means of good roads and canals is the positive gain of wealth to the community at large by the additional hands gained by the productive class; and in canals, under this view of the subject, we are to reckon not only the hands used in the ordinary transportation, but likewise the capital in waggons, carts, horses, geers, &c. with the provender of the horses; all of which will be found to constitute an immense national saving; as it is estimated that a given force used on a canal will draw forty times as much as on land.

In the project of the Secretary of a turnpike road the whole extent of the union, he intimates the propriety of carrying it through the several commercial towns on the Atlantic. On this head we likewise entertain a different opinion. We are decidedly of opinion that the road ought to pursue a straight line, with the single exception of so far deviating from it as to pass all the streams by means of bridges. The effect of the Secretary's plan would be considerably to extend the length of the road. Every letter, consequently, and every person or waggon would be delayed a correspondent portion of the time that would otherwise be consumed in proceeding from any one given distant point to another. This delay would attach itself to the receipt and transmission of intelligence, and to the march of armies, as well as to the other objects we have enumerated; thereby occasioning a great national as well as individual injury. Suppose, on the contrary, the straight line to be pursued, and the only inconvenience would be felt by the commercial towns thereby thrown off of it. This would be altogether overcome by special and frequent communications between them and the main line, which could be accomplished in all cases in a few hours; and by the saving of time and money resulting from their ability to send their letters on travel, in the shortest possible space of time, from one end of the union to the other.

The Secretary suggests that the plan offered by him is only contemplated to be executed in a time of peace. On the contrary, we are well satisfied that a time of war would, in many respects, be most auspicious to its accomplishment. We shall not, however, dwell further on this point, as the suggestion may have flowed altogether from the imagined inability of the general government to spare the requisite revenue during a period of war, and not from any insuperable difficulties attending its accomplishment at such a time.

In making these remarks, we repeat it, we have not the most remote wish to derogate from the well-earned meed due to the Secretary of the treasury for his clear, able and conclusive report on the great objects submitted to his examination. The duty of carrying these great objects into effect, he has, we think, fully established. The particular mode, as well as degree, in which they shall be accomplished, may justly be viewed as susceptible of some contrariety of sentiment. But there is one consideration which ought to be in this case our guide. The rapidity with which the U. States progress to wealth and prosperity, even without the interposition of the general government on these objects, shews the accelerated career she would doubtless run with such powerful aids; and goes far to prove that no plan, within the physical power of the government, can be too grand or liberal. We will only add that we have been induced at this time to make these remarks, from their having been embraced after the most deliberate investigation, and after their having been heretofore made, as our columns will shew, the frequent topics of discussion and recommendation.

It is stated in the Boston Repertory that important dispatches received by the Isabella, were immediately forwarded to the Secretary of State. We understand that no dispatches per the Isabella had been received in the city last night.

On adverting to the extract from a speech of Mr. Canning in the British Parliament on the 24th June, that which most attracts our attention is the conjecture expressed "that America has entered into negociations with France which are expected to lead to some result, and that the communications of America to this country are to be contingent on that result."

It may well be said that the British ministry have no conception of a neutral policy, when such conduct is attributed to this country, whose only object is to maintain a perfect neutrality. America does not negociate upon contingencies. Without assuming to have the slightest knowledge of the tenure of the communications from our government to either France or England, we venture boldly to assert that the same line of conduct has been pursued towards each; that no communication has been or will be made to one that shall depend on the measures of the other. Mr. Canning seems to have intended this remark for the western shores of the Atlantic; he could not have the slightest idea that the conjecture was correct, or he would not have uttered it in so equivocal a manner. Whether any communication had been received on that day (June 24) by the British ministry, we cannot undertake to say; nor had we ever before heard it expressed as a matter of surprise that an injured party has not made reparation to the aggressor: for this is the obvious interpretation of Mr. Canning's remark.

The minister's suggestion as to a probable cause of irritation in this country is also remarkable. He may be assured that it is the language used by the friends of America in G. Britain, which he represents as the cause of irritation, that has produced a disposition in the American people to an amicable settlement with Britain, more than all the advantages which their interest tells them would result from unrestrained commerce.

Mr. Canning twice alludes to the surrender of a right "on which the naval power and preponderance of G. Britain is immutably fixed," in which he declares his majesty's government will never acquiesce. They are ready to purchase cordiality with us by any justifiable conciliation, except by the surrender of that right which has been the great cause of difference—impressment, not of their own seamen, but of any seamen whomsoever from American vessels; the seizure of whom and their release or detention is determinable by any captain of a British armed vessel which meets an American at sea.

If this declaration of the minister's prove nothing else, it proves undeniably the futility of the argument that an informal arrangement on this subject, supposed by our ministers to have been made with the British ministry, was a provision sufficiently satisfactory to have induced the acceptance of the rejected treaty: for a firm determination is now declared "not to surrender a right which the great majority of the country has ever considered as essential to its dearest interests."

ELECTIONS.—Mr. Macon is re-elected to Congress from North Carolina without a dissenting vote.

The following is the result of the election in the district represented by Mr. Stanford:

Stanford,	3,078
Cameron,	1,633
Majority for Mr. S.	1,445

Mr. W. Alston is re-elected by a considerable majority over Mr. Mason, who is also understood to be a republican.

In the district represented by Mr. Culpepper (the only federalist now in Congress from North Carolina) a very close poll was held between Mr. Culpepper and Mr. M'Bride, whose political sentiments are not stated.

Major Kenan is re-elected without opposition.

In Edgecombe county Gen. Blount had a majority of 1,029 votes over Mr. Kennedy (a republican, who formerly represented the district.) Notwithstanding the large majority in one county, the Raleigh Register states that the election will be very close.

The Register also states that in the counties which have been heard from in Mr. Blackledge's district, Mr. B. had a majority of 247 over Mr. Stanley; but the Raleigh Miverna says that it is reported that Mr. Stanley is elected by a majority of 50 or 100 votes.

From the other districts we have not heard.

KENTUCKY.—We have the pleasure to state that in three districts from which we have heard, Messrs. Johnson, Howard, and Desha are re-elected to Congress, apparently without opposition.

The post-boy who carries the mail between Raleigh, N. C. and Newbern, has been lately murdered and the mail robbed. The progress of this cross-post has been arrested in consequence, as no one will venture to carry the mail.

Extract of a letter to a public officer in the United States.

"LONDON, June 3, 1808.

"SIR,

"I have it from respectable authority, that orders have been given by this government to the different collectors attached to it, to receive without difficulty, and to give, in fact, every facility to vessels from the U. States, that may arrive during the continuance of the Embargo, without having regular papers. It is my duty also to state, that plans are now forming to endeavor to have vessels loaded with flour, &c. &c. at various ports, and especially New York."

It is thus that the laws of the U. States are contravened. The nation which encourages the citizens of another country to violate its laws, is almost as culpable as the individual who obtains an honest livelihood by receiving stolen goods.

Extract of a letter written by a gentleman from the city of Santo Domingo.

"I have lately arrived from Santo Domingo. During my stay in that city, the papers of the ship Roboreus came to hand, for the purpose of having the cargo condemned. The general (Ferrand) sent for me, to know the state of the property; and after a little conversation on the subject, directed me to inform the owners that he would order the French agent in Cuba to arrest all the property, sold or not sold, and to hold it in the name of the government until claimed by the proper owners. Both privateers are ordered to be arrested, their commissions to be returned, & the captains imprisoned. The general is much displeased with the conduct of the privateersmen."

Several journeymen tailors at York, in England, have been sentenced to six weeks labour in the house of correction, and the castle, for *combining to raise their wages!!!* *Aurora.*

SPIRIT OF THE TIMES.

Published by order of the Selectmen of Marblehead.

MARBLEHEAD, Aug. 15, 1808.

To the Selectmen of the town of Boston.

GENTLEMEN,

Yours of the 10th inst. was duly received, wherein you inform us of the measures pursued by the town of Boston, and your petitioning the President of the U. S. to repeal or take off a part of the restrictions of the embargo, &c. and likewise requesting us to participate with you, by laying the same before the inhabitants of this town.

We are fully sensible, that altho' the embargo is attended by many embarrassments and privations, it is, at the same time, the only measure that could have been adopted by government for the protection of our seamen and commerce, against the decrees of England and France. And likewise considering, that although the inhabitants of Spain have endeavored to repel the encroachments of Bonaparte, and have opened some of their ports to the English—yet we do not find that the decrees are in the least degree relaxed—nor have we any hesitancy to say, that it is our firm belief that before this, Spain has been conquered by Napoleon, and the English excluded from her ports on the continent.

We would cordially co-operate with you, gentlemen, in any measure that could have a tendency to alleviate the sufferings of the American people—but when we consider from what source those sufferings sprung, not from any imprudent measures pursued by our government, but from the unjust, oppressive, and tyrannical decrees of the contending powers in Europe, we cannot see the necessity, at the present moment, of applying to the President for the repeal of the embargo, or the assembling of Congress. None feel the embarrassments arising from the Embargo more than the inhabitants of Marblehead—but confiding in the wisdom and patriotism of their rulers, none bear it more patiently. We are confident the Embargo will be repealed when our rulers are convinced we can traverse the ocean in safety; for what merchant who possesses property of *his own*, would risk it under the present circumstances? And is the prospect greater now than it was the day the Embargo was laid? We certainly do not conceive that your "proceedings" will have any salutary effect—but we fear will, on the contrary tend to irritate the passions of the people, and thereby promote discord and contention. We have expressed our sentiments, and if the town wish to express theirs, their request will be granted with pleasure.

J. Prince,
John Selman,
Richard James,
Ebenezer Graves,
John Harris,
Benjamin Knight,
George Barker.
Selectmen of Marblehead.

From Portland, August 15th, 1808.

"I was at Portland when they had their town meeting respecting the embargo. The request for a town meeting was read with about 50 signers, among whom, it was said, there was not a single merchant. I heard the argument in favor of a petition to the President of the United States to take off the embargo. It was urged by several lawyers, that it was enough for them to know *they* were in distress; they had nothing to do with the question at large, as it respected the nation. Much to the honor of the principal merchants, they urged that it was inexpedient to petition the President at this time, as it might interfere with, and interrupt the negociations now pending in Europe—and as nothing had taken place which would insure safety to our ships on the high seas.

"The above will not be denied by any one who was present. A large freight of federal circulars arrived here yesterday, for all parts of the district of Maine."

We understand the town of Wenham, at a meeting called for the purpose, after a lengthy and pertinent harangue from the hon. Judge Pickering on the subject, *voted* to petition the President to suspend the embargo—*thirteen* (including one unqualified voter) in the affirmative, and *eight* in the negative. *Salem Reg.*

At a general convention of the Republicans of the state of Rhode-Island, holden at East Greenwich, on the 9th day of August, 1808.

Present—Sixty-two delegates from the several towns.

HENRY SMITH, Esq. was called to the chair, and

HENRY WHEATON elected sec.

The objects of this meeting being under consideration, it was unanimously voted and resolved, that *Jonathan Russell*, Esq. be nominated to the people of this state, as a candidate for the office of Representative in the Congress of the United States, to fill the vacancy occasioned by the decease of the late *Nehemiah Knight*, Esq.

Voted unanimously, that JONATHAN RUSSELL and ISAAC WILBOUR, Esquires, be nominated to the people of this state, as candidates for the offices of Representatives in the eleventh Congress of the United States.

Voted unanimously, That this Convention approve of the nomination of JAMES MADISON, as a candidate for the office of President of the U. States, and of GEORGE CLINTON, as a candidate for the office of Vice-President of the United States, made by the republican members of Congress at Washington.