the Potomac company, is itself 735 feet above tide water. Although some more advantageous and less elevated places may be found, particularly amongst the ridges which divide some of the upper branches of the Susquehannah from the corresponding streams emptying into the river Allegheny, there is none which is not of an elevation much beyond what has ever been overcome by canals in any other country. The impracticability arises from the principle of lock navigation, which in order to effect the ascent, requires a greater supply of water in proportion to the height to be ascended, whilst the supply of water becomes less in the same proportion. Nor does the chain of mountains through the whole extent, where it divides the Atlantic from the western rivers, afford a single pond, lake or natural reservoir. It may be added as a general feature of American geography, that except in the swamps along the southern sea coasts, no lake is to be found in the United States south of 41 degrees north latitude; and that almost every river north of 42 degrees, issues from a lake or pond.

"The works necessary in order to facilitate the communications from the sea ports aross the mountains to the western waters, must therefore consist either of artificial roads extending the whole way from tide water, to the nearest and most convenient navigable western waters; or of im-improvements in the navigation of the leading Atlantic rivers, to the highest practicable points, connected by artificial roads across the mountains, with the nearest points, from which a permanent navigation can be relied on, down the western rivers.

"The principal considerations in selecting proper directions for those communications, are, the distance from the navigable western waters, both to tide water, and to the nearest navigable Atlantic river, and the extent of navigation, either natural or susceptible of improvement, which may be afforded by the rivers. Distance alone is mentioned, so far as relates to roads, because the mountains however insuperable for canals, offer no important impediment to land communications. So far from being an insurmountable barrier to commercial intercourse, between the two great sections of the union, it is now ascertained that those mountains may almost in every direction be crossed by artificial roads, as permanent, as easy, and less expensive, than similar works in the lower country. For Congress having, contrary to current opinion, directed that the road from Cumberland to Brownsville should be laid out so that its assent should not in any place exceed an angle of five degrees with the horizon; no difficulty has been experienced in effecting the object without cutting through hills, and although the road thus laid out, be in a distance of 72 miles, two or three miles shorter than that heretofore in use.

"Although the distance from the sea to the principal dividing mountain through its whole length, between the western sources of the Susquehannah, and those of the Savannah, be nearly the same, yet the Atlantic bays, penetrating the coast at different depths, and in different directions, the distances from the sea ports to the nearest western navigable waters, vary considerably. Taken in straight lines from each port to the nearest branch, beyond all the mountains, of each of the four great western rivers, they may be stated as follows:

	Miles.
"From Philadelphia to the confluence of Conemaugh and Loyalhannon, branches of the *Allegheny*,	220
"From the City of Washington to the confluence of the rivers of *Monongahela* and Cheat,	150
"From Richmond to Morris's on the *Kenhawa*, below all the falls of that river,	210
"From Savannah or Charleston to any navigable branch of *Tennessee*, the distance exceeds,	300

"The distance from the same western points, to the upper navigation of the corresponding Atlantic rivers, cannot be stated with precision, as the upper points to which the navigation of those rivers may be improved, is not yet ascertained. The shortest portage between the waters of the Potomac, and those of the Monongahela, in their natural state, from West Port on the Potomac, to Cheat river below the falls, is about fifty miles in a straight line. But in order to secure a tolerable navigation, particularly on the Potomac, the route from Cumberland to Brownsville, (Red Stone old fort) has been preferred, and the distance by the road lately laid out is 72 miles. The postage between the North fork of the Juniata, a branch of the Susquehanna, and the corresponding waters of the river Allegheny, is somewhat shorter. That between Pattonborough, on James river, and the falls of the Kanhawa, exceeds 100 miles.

"The most prominent, though not perhaps the most insuperable obstacle in the navigation of the Atlantic rivers, consists in their lower falls which are ascribed to a presumed continuous granite ridge, rising about 130 feet above tide water. That ridge, from New York to James river inclusively, arrests the assent of the tide; the falls of every river within that space being precisely at the head of the tide. Pursuing thence southwardly a direction nearly parallel to the mountains, it recedes from the sea, leaving in each southern river, an extent of good navigation between the tide and the falls. Other falls of less magnitude are found are at the gaps of the Blue Ridge, through which the rivers have forced their passage. Higher up the rapidity of the northern rivers, which penetrate through the inferior ridges of the great western chain, increases as they approach, the dividing or Allegheny mountain; and their sources being nearly at the same elevation, their rapidity encreases in proportion to the shortness of their course. For that reason the navigation of the Susquehannah above the Blue Ridge is better than that of the Potomac, which affords as has been stated, the shortest communication from tide water to the nearest western river. The levels of the last mentioned river having been taken by the Potomac company, the general result is annexed, as giving a more correct idea of the navigation of the Atlantic rivers, than could be conveyed in any other manner.

	DISTANCE. Miles.	FALL. Feet.	RATE OF FALL. Feet per mile.
From the mouth of Savage river, down to Cumberland,	31	445	14 1-2
Thence to the Blue Ridge,	130 1-2	490	4
Harper's Ferry, or Shenandoe Falls,	5 1-2	43	
Thence to Great Falls,	40	39	1
Great and Little Falls, to tide water,	12	143	
Total,	219	1,160	

(To be continued.)

New-York, June 8.

The ship Liverpool Packet, capt. Parsons, whose arrival below we noticed in yesterday's Mercantile Advertiser, left Liverpool on the 27th of April. We have received by her a file of Liverpool papers to that date, London papers to the 25th, Lloyd's Lists and Prices Current to the 23d.

Mr. Rose, in the Statira frigate, reached Lymington in 21 days from the United States, and arrived in London, on the morning of the 23d of April.

On the day captain Parsons sailed, it was reported that the Osage was detained in France under the Milan decree, which subjects to seizure all neutral vessels who may have been spoken on their passage by British cruizers. We are strongly inclined to discredit this rumor, were it only on the authority of the following letter, which mentions the arrival of Mr. Nourse in England, and which comes to us from so respectable a source as to silence every doubt we might otherwise cherish on this subject.

Extract of a letter from a merchant in Liverpool to his correspondent in New-York, dated April 27th.

"I have just time to inform you that the "Statesman" of Monday (a copy of which I could not procure in time to send by the Liverpool packet) stops the press at four o'clock in the afternoon to announce the arrival of Mr. Nourse from France, and that General Armstrong had left Paris. This information you may rely upon. It is not known whether General Armstrong is recalled, or whether his departure indicates a rupture between France and the United States. This matter, I presume, will be better known on your side the water."

The newspapers contain very little intelligence of an interesting nature. We have given the most important occurrences.

Captain Parsons has brought dispatches from our minister in London to the secretary of state.

LONDON, April 20.

By the Gottenburgh mail some letters have been received from Dantzic, which state, that an American vessel had arrived there, whose papers certified her to have come from New-York. She was, in consequence, permitted to land her cargo, which sold at a very high price. From the examination of the crew, however, it was found that the vessel came last from Liverpool.—On this discovery, the Consul who sanctioned the clearance was sent to the gallies, and the whole amount of the cargo was obliged to be delivered up to the French commander, general Rapp.

Letters in town from Madrid, mention that the Prince of Peace had disappeared, and no one knew whither he had gone. The private letters received from Spain contain in general very little intelligence. Such is the terror excited by the presence of a French army in that country, that the writers seem afraid to describe the events that are passing around them, or to express any political opinion.

A letter from Sweden says, "the important fortress of Sweaberg, in Finland, was attacked by a force of 10,000 Russians, who, after an obstinate contest of two days, were completely repulsed, leaving fifteen hundred men killed and wounded on the field."

April 21.

Advices from Holland to the 17th instant were received yesterday. They mention a report of the failure of an attack made by the British on Corfu, but state no particulars. We do not understand that any attempt was likely to be made to get possession of the Seven Islands, but in concert with the people, who are represented as impatient to relieve themselves from the domination of France; and we therefore attach but little credit to the above rumor.

A gentleman arrived yesterday from Amsterdam, (on his way to America) which place he left a few days ago, states, that that place now suffers the greatest commercial distress; many warehouses and shops are entirely shut up; and a general outcry prevails against the war. He further states, that the report of our intending to make Spanish America independent, had caused the greatest apprehension in the French government; that its fears for the success of such a measure, though studiously concealed, were yet obvious; and that Bonaparte was determined to use every effort for hurrying North America into a war with England, that he may be able to embody the numerous French now in the United States, into an army for invading Mexico, in conjunction with the Americans, whence he could afterwards send troops into the different parts of South America.

April 22.

The account of the hostile feelings of the Americans, experienced by Admiral Duckworth's squadron, during its stay in the Chesapeake, as stated in the Globe yesterday, made a serious impression in the city, and the funds fell one half per cent.

April 23.

The most active preparations are making to fit out the expedition destined for the assistance of Sweden. The whole force will probably exceed 20,000 men.

The great corn-growing counties have taken the alarm at the projected plan of prohibiting the use of malt in the distilleries. The high sheriff of the county of Norfolk, in compliance with a requisition signed by several respectable gentlemen, for that purpose, has convened a general meeting of the freeholders of that county at the castle of Norwich, on the 28th instant, to take the subject into consideration. A provincial meeting of the landed interest in the north east part of Essex, upon the same subject, was held at Saffron Walden, on Saturday last, John Wolfe, Esq. in the chair; when a petition against the report of the secret committee, recommending the substitution of molasses, and the discontinuance of the use of malt in the distilleries, for one year, was unanimously agreed to, and transmitted to the members for that county, to be presented by them to Parliament, immediately after the recess. Similar meetings are convened to meet at Chelmsford, Colchester, Malden and Braintree, in the course of the present week.

LIVERPOOL, April 27.

POLITICAL REVIEW.

Mr. Rose has arrived in London from America; he came in the Statira frigate. A Cabinet Council was held at the Foreign Office on Saturday last, to deliberate on the subject of his communication; we are sorry the accounts from America are not very favorable to England. Although nothing has hitherto transpired which renders an amicable adjustment hopeless, yet certainly there exists good reason to fear that the negociations are attended with much disculty. The American government seem determined to abide by the demands which they have made, of bringing all their complaints forward together, and are not disposed to be satisfied with a mere apology and reparation for the affair of the Chesapeake. The disputed points between the countries involve questions of vital national importance; and, however inclined we may be to wish for a friendly termination of the difference, we see more reason to fear than to hope. But the refusal of the American government to permit Admiral Duckworth to water his squadron in the Chesapeake, does not of itself render war more probable. It was understood when the last accounts came away, that the embargo remained in full force, and that no relaxation of the measures which the American government had adopted, was to take place till an answer had been received to the dispatches transmitted to Europe. Mr. Erskine remains in America.—We understand that the report of an insurrection in the Western country, and of a revolution in the Floridas, under the direction of the French general Moreau, are without foundation.

RAMSGATE, April 21.

Orders have been received for the following regiments to embark at Ramsgate immediately. They are to march in here on the days undermentioned, viz.

2d Light infantry of the German legion, 24th inst.

1st do. do. 25th.

1st regiment of the Line German Infantry, 26th.

2d do. do. 27th.

5th do. do. 28th.

7th do. do. 29th.

The first battalion of the 52d regiment is also under embarkation orders, and, it is supposed, will immediately follow the above regiments; near 300 picked men of the 2d battalion of the 52d regiment, were yesterday drafted, to complete the 1st battalion, and marched to Canterbury to join it; it is a remarkably fine body of active young men. Other British infantry regiments are also mentioned as being under orders for embarking; they are not yet correctly known. The number of British infantry to embark is said to be six regiments.

We understand that only one regiment of cavalry (the 3d light dragoons, German Legion) has as yet received orders to embark. This is a fine regiment, it is commanded by colonel Baton Raden, and is nearly 300 strong—the men and horses are in fine condition.—They are at present quartered at Ramsgate, Stoner barracks, and by the coast. A part of the transports for infantry are already arrived in Ramsgate harbor; more are expected from the Downs this day and tomorrow. The horse ships are lying ready equipped in the river, and a few hours sail will take them to Ramsgate.

Various conjectures are formed as to the destination of this expedition, but we hope it will be kept a profound secret until it has sailed. We know that commodore Owen, of the Clyde frigate, (late of the Immortalite) has been sent for to town.

Discourse on the prospects and progres of Society.

ON Thursda jevening at 7 o'clock, J. OGILVIE will deliver at Mr. Stelle's Hotel a discourse on the progress and prospects of Society, in which the principal causes, that have successively combined to improve the institutions of Society and the character of man, will be analyzed and illustrated.

P. S. Tickets of admission, half a dollar, may be had at the bar.

June 13—2t.

District of Columbia, Washington county, to wit.

ON the petition of JOHN ALEXANDER an insolvent debtor, confined in the prison of Washington county aforesaid for debt—Notice is hereby given to the creditors of the said John Alexander, that on the 20th day of June, at the court room at Lindsey's Hotel, at the hour of 9 o'clock A. M. the oath prescribed by the act of Congress, entitled, "An act for the relief of insolvent debtors within the district of Columbia," will be administered to the said Alexander, and a trustee appointed, unless sufficient cause be then and there shewn to the contrary.

It is ordered that this notice be published in the National Intelligencer and Washington Federalist three times in each paper before said day.

By order of the honorable William Cranch, esq. chief judge of the circuit court of the district of Columbia.

Wm. BRENT, Clk.

June 10—3t

WASHINGTON CITY.

MONDAY, JUNE 13.

The PRESIDENT of the UNITED STATES arrived in this City on Friday last from Monticello. We are gratified in stating that he is in good health.

The *Secretary of State* arrived on Saturday.

The information, received from England, is in several respects interesting. Mr. Rose reached London on 23d of April, when a cabinet council was immediately called. The promptness of this proceeding is, as far it goes, favorable. Mr. Nourse, the bearer of dispatches from our government, arrived in London on the 25th day of April. As the latest London dates do not extend beyond the 25th, time had not elapsed to learn the impression of our measures on the British cabinet. The next arrivals may be expected to bring something interesting. The information from France, stating the departure of Mr. Armstrong from Paris, is too vague and general to be entitled either to much credit, or to throw much light on our affairs with that country. Neither the date or causes of his departure, or the place of his destination, are mentioned. It is possible that it may have arisen from the imperial confirmation of the seizures at Hamburg, stated in the subjoined article; or it may have arisen in consequence of the receipt of dispatches posterior to the departure of the Emperor from Paris, which may have induced Mr. Armstrong to follow him. These are, however, mere conjectures, which, with a thousand others, may be indulged on the occasion. It may not, however be useless to state, as evincive of the high improbability of some recent articles in the federal prints, representing Mr. Armstrong to have been treated in a contumelious manner by Napolean, that that gentleman has heretofore been invariably treated with respect. Indeed those acquainted with his character know that he would not brook any other treatment.

The delay of the Osage in France still remains unaccounted for. The instructions given were to land Mr. Lewis at L'Orient, and then to carry Mr. Nourse without delay to one of the out-ports of England; and on the latter receiving Mr. Pinckney's dispatches, to return to L'Orient, and take on board Mr. Lewis with general Armstrong's dispatches, and thence forth-with to repair to the U. States. There is one circumstance that renders it somewhat probable, that she may have remained at L'Orient under the apprehension of being prohibited to return to France after having touched at England. This is the recent treatment of a vessel, having on board the family of the Prussian minister, which, in consequence of having touched at England, was sent back from France without permission having been given to the family to land, although attached to the minister of a friendly nation.

A letter from the American Consul at Hamburg mentions that all the seizures of American property made prior to the 1st January, 1808, by the director of the Custom House there, had been confirmed by the Emperor of the Faench, who had directed that all the coffee, sugar and cotton not in a perishable state, should be transported by land to France.

We have the pleasure of stating that, the necessary contracts for erecting the bridge over the Potomac having been satisfactorily entered into, the work actually commenced a few days since. Arrangements are made, which promise the completion of this important object before the first of January next.

In the Norfolk Ledger of the 9th inst. received last evening, is published the defence of Commodore Barron, as delivered before the Court martial, lately held at Norfolk. It appears in the form of a communication from Mr. Barron to the Editor of the Ledger, in which he says, "Having contributed by your paper to disseminate the accusation and sentence against me, I cannot doubt but that you will willing assist by the same means, to distribute my vindication—I have therefore sent a copy of my defence before the court martial, and request you to publish it in your paper."

The defence is very lengthy, and will no doubt be perused with interest by all who have directed their attention, either to the subject of the trial, or to its result.

By an arrival at New York in 42 days from Madeira, we learn that a few days before the vessel sailed,