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MONDAY, OCTOBER 5, 1808.

AN ACT,

Providing for the safe keeping, clothing and maintenance of lunatics.

BE *it enacted by the First and Second Chambers of the City Council of Washington*, That the sum of one hundred dollars be, and the same is hereby appropriated to defray the expense incurred, or that may be incurred in the safe-keeping, clothing, and maintenance of lunatics position to the first Monday of June 1809 to be expended under the direction of the Mayor.

C. W. GOLDSBOROUGH,
President of the First Chamber.
E. B. CALDWELL,
President of the Second Chamber.
Approved—Sept. 22, 1808.
ROBERT BRENT, Mayor.

AN ACT,

Authorizing the extension of water from Canal street to Pennsylvania Avenue.

BE *it enacted by the First and Second Chambers of the City Council of Washington*, That the Inhabitants of squares No. 460 and 461 have permission to convey water from Canal street to the Pennsylvania Avenue, and to continue the same, or said square, in as clear hands as heretofore then.

C. W. GOLDSBOROUGH, Jr.
President of the First Chamber.
E. B. CALDWELL,
President of the Second Chamber.
Approved—Sept. 22, 1808.
ROBERT BRENT, Mayor.

FROM THE ENQUIRER.

It has reached the U. S. through a variety of sources, that France proposes the cession or sale of Louisiana to her colonies. The surmise is stated in letters from France and England, as well as the London papers. The communication is said to have been carried to England in the St. Michaels, the government vessel of the U. States.

It is probable, this story is some months later than reports. It is possible that Bonaparte has given some assurances to our minister in Paris, that he would rather cede Louisiana, than incur the resentment of the United States. It is probable that the American vessels have been permitted to sail from the ports of Holland.

Let us suppose, that Bonaparte has given the most explicit and positive assurances that should, he wish to impose that these assurances will be communicated to the British government, and that the British cabinet is required to exempt the American commerce from the operation of their orders. What will be the consequence?

In the first place, it is not probable that the British cabinet will, we presume in our just demands. These orders are too decidedly aimed in injure the trade and to influence the political and Presidential election of the U. S. to be immediately withdrawn. The admission of the cabinets of Spain, and the enemy, spirits of the cabinet, will stir most strenuous to the contrary portion of this system. The cabinet will conjure up some plausible plea of the consequences of these orders, and pretexts. Perhaps they may refuse to respect our rights and to repeal their orders, until it shall have made public and most formal revocations of her decrees. It was in the very same spirit, that the French refused to pass their orders of November. Although France had given us the most formal assurances that she would except the American trade from the operation of the Berlin decrees, although these assurances were precisely observed, except in one solitary case, which could not have been known to our British cabinet; yet these assurances and their fulfillment were communicated in that government; yet they had no kind of effect upon the policy and proceedings of that cabinet. The November orders are a decided proof of this position.

Let us then suppose, that such a state of things is submitted to the Congress of the U. S. The least thing, which is required of them by the rights and honor of our country, is to pronounce the very course which was sanctioned only by themselves during the last session; to remove the embargo as to all those commerce which do not interrupt our commerce, and to open our ports to the ports and possessions of other belligerents—that it seems that another course, which the solid purpose, would be to adopt one of the revolutions suggested in the letter of the U. States in their last session; "to prohibit after the day of all commercial intercourse" with the nation, "whose edicts against the neutral commerce of the U. States render such prohibition expedient."

Trenton, Sept. 24.

Deputies from the several counties of this state, appointed to select from the list of nominations contained to be recommended to the citizens of this state, to be supported as representatives in the eleventh Congress, and for electors of President and Vice-President of the United States, met in convention agreeably to appointment, and chose,

JAMES LINN, President, and
ABRAM BRAS, Secretary.

When it was *unanimously resolved*, That

Adam Boyd,
Henry Stoddard,
William Arbuckle,
Andrew Cox,
Thomas Cornell,
Jacob Hyer, Jr.

Be recommended to the citizens of this state to be supported for members of Congress, viz.

And for electors of President and Vice-President of the United States,

James Mott,
James Morgan,
Aaron Harrison,
David Wick,
Benjamin Parker,
Thomas Bradley,
George Burgess,
Abijah Smith.

The following address was unanimously agreed to, ordered to be signed by the President and Secretary, and published with the foregoing proceedings:

To the REPUBLICAN ELECTORS of the State of New-Jersey.

Fellow-Citizens,

We are sensible of the important trust which you have delegated to us, and which we have endeavored to execute with fidelity.

We have selected four of our personal friends for Congress. Their support, who have uniformly and steadily supported the measures of our state administration, and our general government—measures in our opinion beneficial to whole and sound policy. Their sentiments are known. We beg leave to recommend for your suffrages, have been the most zealous advocates of the legislature of this state, and we are fully convinced of the soundness of their political principles.

For electors of President and Vice-President, we have nominated candidates in whom political principles we repose entire confidence, and whom, have no doubt, will give their suffrages for James Madison for President, and George Clinton for Vice-President of the United States.

In making this selection, you will observe that we have kept in view the recommendation of every part of the state, as the means of preserving union and harmony in the republican interest.

At this important crisis, when a party whose political principles we believe to be dangerous, are exerting every nerve to regain their lost ascendancy in the general government, we conceive union and selection of the similar importance on our part; and we therefore hope that the selections which has been made will meet with your approbation and support; and we confidently expect that every republican will be found at his post at the election to be held on the first Tuesday in November next.

By order of the Convention,

JAMES LINN, *President.*
ABRAHAM BRAS, *Secretary.*

Mr. FULTON'S COMMUNICATION.
(CONTINUED.)

From Philadelphia to the Susquehanna Columbia, is 74 miles; but road if it can rightly informed, cost on an average, 6000 dollars a mile, or 444,000 for the whole. Use is from Columbia to Philadelphia, a barrel of flour, say 200 weight pays one dollar; average. A boat laden wagon carries 50 barrels or three tons, and pays for turnpike 3 dollars; thus for each ton carried the turnpike company receive only one dollar.

I will now suppose a canal to have been cut from Philadelphia to Columbia, and with improvements make 100 miles, at 15,000 dollars a mile, or for the whole 1,500,000. So much canals, *one one day and hours*, would convey 25 tons 20 miles a day; at which the following would be the expense:

One man,	1.00
Horses and boat,	1.50
One boy,	.50
Tolls for crossing the canal,	1.00
Tolls for passing locks,	.50
Canal boats, tunnels and aqueducts,	1.00
Interest on the value of boats,	.50
Total,	$ 5.00

This is equal to 50 cents a ton for 20 miles, and no more than one dollar a ton for 100 miles. Instead of 15 dollars paid for the toll, it is sufficiently for each ton carried from Columbia to Philadelphia on the canal, the company might take a toll of 50 dollars instead of one, which is one quarter of the road; and then the flour would arrive at Philadelphia for 7 dollars a ton, instead of 10, which is more pays. The merchandise would also arrive at Philadelphia 50 dollars a ton, for three dollars a ton less than is now paid, which cheap carriage would have a great effect upon the farmer and merchant, but would draw more commerce to the Columbia, and more on the road, and thereby add to the profits of the company.

This is predicated on the calculations, I will suppose that exactly the same number of tons would move on the canal that now move on the turnpike road. Against let it be supposed that at one dollar a ton the turnpike company gains 6 per cent. profit on their capital of 444,000 dollars, or 26,500 dollars, consequently 22,500 tons move on the road, which at 50 dollars a ton to the canal company, would have given 1,125,000 dollars profit, or 75 per cent. for their capital of 1,500,000 dollars.

I will now state the difference in the expence of carriage by roads or canals will be obvious to any one who will take the trouble to reflect, that as a rent of the best kind for horses, and sometimes five, are necessary to carry such a load as one horse will draw 25 tons, and thus perform the work of 50 horses; the advantage therefore is to the owner of the horses, their scowing, stockings, greaves, waggons, and attendants. These facts should induce companies to consider well their interests, when contemplating an undertaking, that a canal, which would in their profits, not only in interest for money, but in the value of their lands, their lands would receive by the cheap carriage of manure and of their produce.

In considering the profit to accrue to a company from a canal instead of a road, I have adopted prices, which in relation to roads, and for that purpose I will proceed with the Lancaster road, where every part of it, from Philadelphia to Pittsburg, 320 miles. On which the carriage being at the rate per mile, for a ton, which prices are such, that is 19 dollars a ton for 74 miles, the ton from Pittsburg would amount to 1,216 dollars, which prices are such of flour, would cost 4 dollars in carriage, an expence which excludes it from the market, which prices are the most important and abundant production of our interior country, and which should be the main stay of our manufactures, is that up in the district of Pittsburg, it is not worth the trouble to render it portable and convert it into cash, it must be distilled to intoxicate and poison society. In like manner all heavy articles of little bounded value, can only move within the narrow limits of 100 miles; have a small market the whole distance, and by one or more companies they might arrange to 100 miles, and the following main

[illegible]

[illegible] 10,000 dollars a mile, will be abundantly sufficient to pay the interest of the money, particularly if it made in the place, where company, you would build, such canal, at 10 dollars.

If the boats will carry on a canal from 20 tons, it will be cheaper to carry the load they first do, and the profit not so large, but the following main

[illegible]

ney, so as to favor the long carriage of heavy articles.

The expence of man, boy, and horses, as before stated, would cost only 5 dollars in four one ton of flour 200 miles, this is 2 cents a barrel. Suppose then, that the company receive 70 cents a barrel or 7 dollars a ton, they could then come from Pittsburgh to Philadelphia for one dollar a barrel, the sum which is now paid from Columbia; thus the canal company would gain $7 a ton by a trade which could never move through a road of equal length. Here we see that on canals the tolls may be so arranged as to draw to them articles of little bounded value. It would be for the interest of the company or companies to make such regulations. But on turnpike roads no such accommodation of charges in proportion to distance, can be allowed, because of the number of horses which cannot be dispersed with.* Even were the roads made at the public expence and toll free—still the carriage of one ton for 300 miles would cost as least 35 dollars. But where canals made at the public expense and no other toll demanded than should be sufficient to keep them in repair, the tolls on turnpike roads would cost 3 dollars for 300 miles; and for 23 dollars, the tolls would arrive at 1 dollar per ton 300 miles on the best of roads, it would be found more economical to *hundred miles*, and drew resources from the centre of this vast continent.

But stilling as this comparison is I will still extend it. The merchandise which will bear the expense of carriage on our present roads to Pittsburgh, Kentucky, Tennessee, or any other distance of 300 miles, and which for that distance pays 100 dollars a ton, could be hauled on canals 10,000 miles *for the same*.

As these calculations are founded on facts which will not be denied, by any one acquainted with the relative uses of canals, it is the interest of every man of property, and in particularly of the farmers of the back countries, that canals should be immediately commenced and prosecuted as numerous as the funds of the nation will permit, and the present population required; and as inhabitants multiply must towards the interior, and must extend eastward, still moving out of settled from the sea coast, and the market for their produce, it is good policy and right, that canals should follow them. In 25 years our population will amount to 14 millions; two thirds of whom will spread over the western country. Suppose then that 2,500,000 dollars were annually appropriated to canals, such canals would give 500 miles of canal each year, and in 20 years we should have 10,000 miles of canal, long through and penetrating into the interior of the different states—such canals, through a section of country, such works, though apparently superfluous, are not more than sufficient to keep pace with the increase of our population, to open a market and carry in every district such foreign articles as we want the comfort of life. With this view of the subject, arises a political question of the most magnitude to the United States which is—

That is, our national debt diminishes, and the treasury increases in a plus revenue, will it not be the best use of it, the people to authorize the present debts are imperial, and expend the profits in national improvements?

To illustrate this question, I will state some examples of the rate of carriage on canals, and of carriage, to prove that by keeping on the canals and making canals with the revenues, goods in a great number of instances will be cheaper to the consumer, than by taking off the duties, and leaving the carriage to roads.

FIRST EXAMPLE.

Brown sugar pays in duty two cents a half cents a lb. or for 400lb. $8.00
It pays for waggoning 300 miles, 4.00
Total, $7.50

* [illegible] 10 miles, with an small canals, [illegible] in 1200, [illegible] 2 cents, [illegible] waggons of carrying the loading and [illegible] 1 cent, [illegible] 1 cent, [illegible] 1 cent,