(Continued from first page.)

surpasses every other in strength is a *popular* government, where each individual feeling himself to be a portion of the sovereignty, exerts himself to support the majesty of the laws. The yeomanry of the different commonwealths have nothing to gain by mobs; they are the safeguards of the nation, and the determined foes of rebellion. And as long as the farmers preserve their integrity, (and they will probably maintain it longer than any other class) so long will misrule and anarchy be prevented. Though a few intemperate and deluded men have already become outrageous, their influence has been very limited and their reign exceedingly short.

Another consequence of the embargo, will be, it is urged, an annihilation of the military courage and glory of the nation. If by this observation is meant that it would be better to take warlike measures, I must take this opportunity of declaring, that it has always, since the commencement of my congressional life, been a most desirable object with me to prepare for the worst of events. Peace has ever appeared to me the season to prepare for war, as summer is the time to lay up a store for winter, and youth to provide for old age. Accordingly I have conceived it to be a leading object of my public duty, to vote for all the measures proposed by others for the general defence, and to propose others myself. I have pressed the business of appropriations for fortifying our weak places with a zeal that some of my friends may have deemed unfortunate. But if a war should be found necessary for the settlement of these commercial disputes, I should think some further time would be requisite to prepare for it. I question whether we are in a condition to rush immediately to the hostile conflict. A little further preparation for the general welfare is probably necessary. Perhaps I may be influenced too much in this case by *social* feelings. A resident of New York city, I feel the most sincere concern for a people who have long bestowed on me their confidence and loaded me with honors. The works of defence erecting for their security are scarcely far enough advanced to be pronounced effectual; and I heartily hope that important, though vulnerable port, may be properly shielded before we contend with an enemy. I know, and all the world knows the bravery of the Americans—while therefore, I disregard the gasconading language of such as would talk us into war, I would prepare seriously for that event. Being so prepared, we may remove the embargo and take our former position on the ocean with a manly and determined attitude. Until Congress shall take further measures of this kind, prudence would indicate a continuance in our present state, at least for a short time; and until the means of precaution and of security shall be more effectually provided, I shall, for one, be willing to bear the reproach of withholding my eager countrymen from the display of their courage, and the acquisition of glory.

But we are told, that the evasions of the embargo laws are so frequent that they cannot be executed. This indeed is lamentably true. We read constantly in the gazettes of American flour offered for sale in the W. Indies. The vegetable alkali of N. York and Vermont is advertised in Liverpool, as pot ash from Canada. Ships that were abroad when the embargo was laid, continue to shun their country, though navigating in exile, under the American flag. British vessels are chartered in our ports to carry on a commerce which our vessels are forbidden to engage in. The violators of the laws are making fortunes while the conscientious observers of them are suffering sad privations. It would be easy to mention many more of these stratagems. The violation of a law is of itself no argument against its wisdom or duration. The statutes against larceny, forgery, burglary and murder, are frequently broken; and yet it would be thought very strange if such occasional infractions should be pleaded as reasons for their repeal. If on the whole I was convinced, that the embargo laws could not be executed, I should consider them as worse than useless, and demanding an immediate repeal, or if I thought the adherence to them for the purpose of avoiding a foreign war, would involve us in a domestic one, there would on that supposition, be not one moment's hesitation in my mind in preferring a contest abroad to contention at home. On these points however, I want further information; and I hope the motion on the table may be so disposed of, as to permit that information to be brought before us. We shall then discover how far the laws are unoperative through their own imperfect construction, through the carelessness of those whose duty it is to execute them, and through the general and avowed disposition of the people at large to disregard them. We shall also learn whether discontent and disaffection have spread so through society, as our alarmists would persuade us. Having thus, sir, taken a view of our past and present condition, I shall, with your leave, offer a few remarks of a prospective kind. Let us now suppose the embargo actually removed, what would be the consequence? There are several subjects of doubt and apprehension directly before us.

First, I feel if I should give my vote for the resolution before the Senate, I should consent to a surrender of the honor and independence of my country. For these, as long as any portion of them are confided to me, I hold myself, and this nation holds me, solemnly responsible. At the same time, I wish some method might be devised to give a partial outlet to our accumulated productions. I confidently hope this may be accomplished without violating any principle, without incurring the least reproach. The convenience of the citizens will thus be in unison with the honor of their government.

Secondly, the unqualified and unconditional removal of the existing restrictions would probably give such a loose to commerce, that the reiterated aggressions of former years would be revived; and impressment of seamen and passengers, capture and condemnation of vessels and cargoes, violations of territory, investment of our ports and harbors, and the murder of our citizens, be practised as heretofore.

Thirdly, under existing circumstances, the safety of commerce might require licences to arm and make reprisals. And this warfare would in all probability soon be whetted up to war. And although I do not dread a state of hostility, when we are impelled thereto by just and necessary causes, as so calamitous an event as many of my friends are pleased to consider it, yet certainly it ought not to be courted, but on the other hand avoided if possible. It has been shrewdly observed by somebody that nations now and then fall into plethoric habits, and that bloodletting is the most speedy and efficacious remedy. Whether any of the state physicians shall pronounce that disease to exist, and shall attempt to cure it by abstinence or bleeding, my own opinion is that the repeal of the embargo ought to be accompanied with various provisional and defensive measures not expressed in the motion before the Senate.

Fourthly—but I check myself and forbear to enlarge on these topics. In all our deliberations let us discard foreign preferences, and remember that on great public questions where alien governments are brought into collision with our own, there ought to exist in our councils but one mind, one spirit, one feeling, and these should be truly AMERICAN.

(Debate to be Continued.)

PROPOSALS for carrying Mails of the United States, on the following post roads, will be received at the General Post-Office in Washington, until the 16th day of January next inclusive.

(CONCLUDED.)

118. From Wilmington, by Conwayboro' to George Town S. C. once a week. Leave Wilmington every Thursday at 2 p m, arrive at Georgetown on Sunday by 6 p m. Leave Georgetown every Monday at 6 a m, arrive at Wilmington on Thursday by 10 a m.

119. From Port's ferry, by Moran c her Ill shore,' and Buck Swamp, or Bytheasville to Harleysville once a week. Leave Port's ferry every Wednesday at 6 a m, arrive at Harleysville the next day 10 a m. Leave Harleysville same day by 2 p m & return to Port's ferry on the next day by 6 p m.

120. From Port's ferry to Conwayboro', once a week. Leave Conwayboro' every Saturday at 4 a m, arrive at Port's ferry on same day by 1 p m. Leave Port's ferry same day by 2 p m & return to Conwayboro' same day by 9 p m.

IN GEORGIA.

121. From Augusta, by Little river, Lincoln c h, Petersburg and Elberton, to Carnesville once a week. Leave Carnesville every Thursday noon and arrive at Augusta on Saturday by 5 p m. Leave Augusta every Sunday at 8 a m & arrive at Carnesville on Tuesday by noon.

122. From Augusta, by Columbia c h, Raysville, & Wrightsboro' to Washington once a week. Leave Augusta every Sunday at 6 p m & arrive at Washington on Monday by 4 p m. Leave Washington every Tuesday at a m and arrive at Augusta on Wednesday by 10 a m.

123. From Washington, by Burris's, Strong's store, Lexington, Athens, Watkinsville, and Clarksboro' to Jackson c h once a week. Leave Washington every Tuesday at 8 a m & arrive at Jackson c h on Wednesday by 6 p m. Leave Jackson c h every Sunday at 6 a m & arrive at Washington on Monday by 4 p m.

124. From Washington, by Greensboro' Powelton, Richardsonville, Sparta, Georgetown, and Warrenton, to Louisville once a week. Leave Washington every Tuesday at 6 a m and arrive at Louisville on Friday by 11 a m. Leave Louisville every Friday at 3 p m and arrive at Washington on Monday by 5 p m.

125. From Louisville, by Sandersville, and Fort Wilkinson, to Milledgeville once a week. Leave Louisville every Friday at 4 p m & arrive at Milledgeville on Saturday by 4 p m. Leave Milledgeville every Thursday at 6 a m and arrive at Louisville on Friday by 10 a m.

126. From Riceboro' by Fort James, to Tattnall c h, and from Riceboro' to Sunbury once a week. Leave Riceboro' every Wednesday at 11 a m & arrive at Sunbury by 1 p m. Leave Sunbury every Wednesday at 4 p m & arrive at Tattnall c h on Friday by 6 p m. Leave Tattnall c h every Saturday at 6 a m, and arrive at Riceboro' on Sunday by 6 p m.

127. From Petersburg to Washington once a week. Leave Petersburg every Wednesday at 4 a m arrive at Washington same day by 6 p m. Leave Washington every Thursday at 6 a m, arrive at Petersburg same day by 8 p m.

128. From Milledgeville by Woods, Montgomery c h, Wattles, Tattnall c h and Beard's Bluff, to Darien once in two weeks. Leave Milledgeville every other Saturday, at 8 p m arrive at Darien the next Thursday by 6 p m. Leave Darien every other Friday at 6 a m. arrive at Milledgeville on the next Thursday by 6 p m.

IN TENNESSEE.

129. From Beene's Station, by Powellsvalley, Cumberland Gap, B[illegible]ville and Racoon Spring, to Rich[illegible] at Hazlepatch in Kentucky, once a week. Leave Beene's Station every Tuesday at 1 p m, and arrive at Hazlepatch on Thursday by 9 p m. Leave Hazlepatch every Friday at 6 a m. and arrive at Beene's Station on Sunday by noon.

130. From Blountsville, by Messingales, Elizabethtown, Jonesboro', Greenville, Cha[illegible] Cross Roads, and Dandridge to Knoxville, once a week. Leave Blountsville, every Saturday at 6 a m. and arrive at Knoxville on Monday by 11 a m. Leave Knoxville every Monday at 1 p m and arrive at Blountsville on Wednesday by 6 p m.

131. From Beene's Station by Cheeks Cross Roads to Newport once a week. Leave Beene's Station every Sunday at 2 p m and arrive at Newport on Monday by 10 a m. Leave Newport every Monday at 2 p m and arrive at Beene's Station on Tuesday by 11 a m.

132. From Knoxville, by Tellico, to Athens Ga. once in two weeks. Leave Knoxville every other Monday at 1 p m arrive at Athens on Saturday by 3 p m. Leave Athens every other Sunday at 6 a m. arrive at Knoxville the next Saturday by 6 p m.

133. From Knoxville to Marysville once a week. Leave Knoxville every Monday at 2 p m, and arrive at Marysville by 7 p m. Leave Marysville every Monday at 7 a m, & arrive at Knoxville by 11 a m.

134. From Knoxville, by Campbell, Gardner, Kingston, Mount Granger, Carthage, Dixons Springs, Craigfort, Gallatin and Hendersonville, to Nashville twice a week. Leave Knoxville every Monday and Thursday at 1 p m and arrive at Nashville on Thursday & Sunday by 3 p m. Leave Nashville every Monday and Friday at 8 a m. & arrive at Knoxville on Thursday and Monday by 11 a m.

135. From Knoxville to Fort Stoddert once in four weeks. Leave Knoxville the first Monday of April and every fourth Monday thereafter at 1 p m, and arrive at Fort Stoddert on Saturday week by noon. Leave Fort Stoddert on the next Sunday at 6 a m, and arrive at Knoxville on Sunday week by 6 p m.

136. From Springfield, by Port Royal and Clarksville to Palmyra, once a week. Leave Springfield every Tuesday at 5 a m, and arrive at Palmyra by 4 p m. Leave Palmyra every Wednesday at 5 a m and arrive at Springfield by 5 p m.

137. From Nashville by Jefferson, Lebanon, Kavenaugh, and Carthage, to Mount Granger, once a week. Leave Nashville every Monday at 6 a m, arrive at Mount Granger on Tuesday by 6 p m. Leave Mount Granger every Wednesday at 5 a m arrive at Nashville on Thursday by 5 p m.

138. From Nashville to Charlotte, once a week. Leave Charlotte every Sunday at 4 a m and arrive at Nashville by 7 p m. Leave Nashville every Monday by 4 a m, arrive at Charlotte by 8 p m.

139. From Palmyra by Stuart c h, to Eddyville once in two weeks. Leave Palmyra every other Wednesday at 6 a m. arrive at Eddyville on Thursday by 6 p m. Leave Eddyville every other Friday at 6 a m. arrive at Palmyra on Saturday by 6 p m.

140. From Knoxville by Burrville, Walnut Cove, Chewood, and Wayne c h to Pulaski c h, once in two weeks. Leave Knoxville every other Monday, at 2 p m, arrive at Pulaski c h on Thursday by 6 p m. Leave Pulaski c h every other Friday at 6 a m, arrive at Knoxville on the next Monday by 10 a m.

IN MISSISSIPPI TERRITORY.

141. From Nashville, by Franklin, Bear creek, to McIntoshville or Wright's, once a week. Leave Nashville every Friday at 4 a m, and arrive at Wright's on the next Monday by 10 a m. Leave Wright's or McIntoshville every Monday at 1 p m and arrive at Nashville on the next Thursday by 8 p m.

142. From McIntoshville to Smith's Old Stand once a week. Leave McIntoshville every Monday at 1 p m, arrive at Smith's Old Stand on Thursday by 8 p m. Leave Smith's Old Stand every Friday at 4 a m and arrive at McIntoshville the next Monday by 11 a m.

143. From Smith's Old Stand, by Grindstone Ford, Port Gibson, Greenville, Huntston, Union, Washington, Natchez, Appleton, Buffaloe, Fort Adams, Pinkneyville, and Baton Rouge to La Fourche, or Donaldson's, once a week. Leave Smith's Old Stand every Friday at 4 a m, and arrive at Donaldson's on the next Monday by 10 a m. Leave La Fourche or Donaldson's every Monday at 1 p m and arrive at Smith's Old Stand on the next Thursday by 8 p m.

144. From La Fourche or Donaldson's, by Cantrel's, German and Red church to New Orleans, once a week. Leave La Fourche every Monday at 1 p m, and arrive at New Orleans on Tuesday by 5 p m. Leave New Orleans every Sunday at 8 a m, and arrive at La Fourche or Donaldson's on Monday by 11 a m.

145. From New Orleans to Balize, once a week. Leave New Orleans every Tuesday at 4 a m, arrive at Balize on Thursday by 10 a m. Leave Balize every Thursday at 2 p m. and arrive at New Orleans on the next Saturday by 6 p m.

146. From Donaldsonton, by Attacapas, River Teche, St. Martin's church, Oppeloosa Rapid, to Natchitoches, once in two weeks. Leave La Fourche every other Monday at 1 p m and arrive at Natchitoches on the next Sunday by 6 p m. Leave Natchitoches every other Monday at 6 a m. and arrive at La Fourche on the next Monday by 8 a m.

147. From Natchez, by Fort St. Stephens, to Fort Stoddert once in four weeks. Leave Fort Stoddert on the first sunday of April, and every fourth sunday thereafter at [illegible] and arrive at Natchez on Monday week by 4 p m. Leave Natchez the next day at 8 a m and arrive at Fort Stoddert on Wednesday week by 4 p m.

IN KENTUCKY.

148. From Lexington, by Nicholasville, Richmond, Woods, and Metcalfs, to Hazle Patch, once a week. Leave Lexington, every Wednesday at 6 a m. & arrive at Hazle Patch on Thursday by 6 p m. Leave Hazle Patch every Friday at 6 a m and arrive at Lexington on Saturday by 6 p m.

149. From Danville, by Lancaster, Stanford and Crab Orchard, to Hazle Patch, once a week. Leave Danville every Wednesday noon, and arrive at Hazle Patch on Thursday by 6 p m. Leave Hazle Patch every Friday at 6 a m. and arrive at Danville on Saturday by noon.

NOTES.

1. The Post-Master-general may expedite the mails and alter the times of arrival and departure at any time during the continuance of the contracts, he stipulating what he conceives to be an adequate compensation for any extra expence that may be occasioned thereby.

2. Fifteen minutes shall be allowed for opening & closing the mails at all offices where no particular time is specified.

3. For every thirty minutes delay, (unavoidable accidents excepted) in arriving after the time prescribed in any contract the contractor shall forfeit one dollar; and if the delay continue until the departure of any depending mail, whereby the mails destined for such depending mail lose a trip, an additional forfeiture of five dollars shall be incurred. And whenever a lost trip ensues, from whatever circumstance, the amount to be paid to the contractor for a regular trip is to be deducted from his pay.

4. Newspapers, as well as letters are to be sent in the mail; and if any person making proposals, desire to carry newspapers other than those conveyed in the mail, for his own emolument, he must state in his proposals for what sum he will carry with the emolument, and for what sum without that emolument.

5. Should any person making proposals desire an alteration of the times of arrival and departure above specified, he must state in his proposals the alteration desired and the difference they will make in the terms of the contract.

6. Persons making proposals are desired to state their prices by the year. Those who contract will receive their pay quarterly, in the months of August, November, February and May in one month after the expiration of each quarter.

7. No other than a free white person shall be employed to convey the mail.

8. Where the proposer intends to convey the mail in the body of a stage carriage, he is desired to state it in his proposals.

9. The Post Master General reserves to himself the right of declaring any contract at an end whenever one failure happens which amounts to the loss of a trip.

10. The contracts for the above routes are to be in operation on the first day of April next, and are to continue in force for two years.

GIDEON GRANGER,
Post Master General.

General Post-Office
Washington City, October 31, 1808.
Dec 2—

BY an order of the Orphans Court of Prince Georges county, will be exposed to *Public Sale* on the 22nd day of December inst. on a credit of nine months at the late residence of Mr. Thomas Gantt, sen. deceased, about three miles below Nottingham on Patuxent river, the *Personal Estate* of the deceased, consisting of Household & Kitchen Furniture, Plantation Utensils, Horses, Hogs, Cattle, Sheep and other articles too tedious to mention. Sale to commence at 11 o'clock.

CHARLES GANTT,
THOS. GANTT, Admrs.

December 2—2aw3w

THIS is to give notice that the subscriber of Prince George's county, hath obtained from the Orphans Court of Prince Georges county in Maryland, Letters of Administration on the personal estate of John Bustin, late of said county deceased; all persons having claims against the said deceased are hereby warned to exhibit the same, with the vouchers thereof, to the subscriber, at or before the 7th day of May next, they may otherwise by law be excluded from all benefit of the said estate. Given under my hand this 7th day of November 1808. JOHN H. HALL, Admr.

TO THE
LOVERS OF NATURAL HISTORY.

A new and superb work, being the first of the kind ever attempted in America.

Now publishing by Subscription,
By Bradford and Inskeep,
Philadelphia, in imperial quarto, price 12 dolls. handsomely half bound in Morocco.

VOLUME I OF
AMERICAN ORNITHOLOGY;
OR,
The Natural History of the Birds of the United States;

Comprehending those resident within our territory, and those that migrate hither from other regions; among which will be found a great number of land and water birds hitherto undescribed. Specifying the class, order, and genus to which each particular species belongs, following with a few exceptions, the arrangement of Latham, describing their size, plumage, places of resort, general habits, peculiarities, food, mode of constructing their nests, term of incubation, migration, &c. &c. Illustrated with plates, engraved and colored from original drawings taken from Nature.

BY ALEXANDER WILSON.

It is now upwards of a year since the Prospectus of this work was first issued; but owing to a train of unforeseen events, its publication has been retarded to the present time. During this temporary suspension the author has had leisure to review and reconsider his plan, and to new-model it in such a manner as will render the work in point of elegance not inferior to any of the kind that has appeared in Europe; and as the whole materials of its mechanical parts are the produce and manufacture of our own country, the publishers trust it will stand not only among ourselves but with foreigners, as an honorable testimony of the state of the arts in this young and growing empire.

The original design was to publish the work in Numbers, each to contain 3 plates; but the inconvenience of parcelling it out into such small parts, and the injury that both the engravings and letterpress would inevitably sustain in that detached and exposed state induced the author to abandon it for a more commodious and respectable form, better suited to the nature of the publication. Those gentlemen, therefore, who were pleased to patronize the work under its first form will, it is hoped, approve of the change; and are at liberty to withdraw their names, or to extend their patronage to the present.

CONDITIONS.

The first volume being now ready for publication, will be submitted to the inspection of those gentlemen desirous of promoting the study of Natural History, and the progress of the arts in this country. It is printed in large imperial quarto, on a rich vellum paper, made by Mr. Amies, of Philadelphia. The type was cast by Binny and Ronaldson; and the general execution of the whole, it is presumed, will lose nothing by a comparison with the most finished European publication.

Vol. I. contains 9 plates, each 13 inches by 10, comprehending the figures of 38 of our native birds, of the size of life, engraved by Lawson and Murray, from the original drawings; and colored from nature with the most scrupulous attention to the true tints of the originals; the descriptive part consists of about 160 pages.

Ten volumes it is expected will comprehend the whole; one of which of the same size and price with the present, containing a like number of plates, and executed in the same style of elegance will be published every six months until the whole be completed.

Any subscriber who, on the publication of the second volume, disapproves of the work, shall be at liberty to withdraw his name.

A list of the names of those who patronize this splendid national work will be printed in the last volume.

*** Subscriptions are received by D. Rapine, Bookseller, Capitol Hill, Washington city, where a specimen of the first volume may be seen.

December 19—3t

SACRED MUSIC.

Just received, and for sale at D. Rapine's Book Store, on Capitol Hill,

READ'S COLUMBIAN HARMONIST,

Containing a valuable collection of sacred music, expressly calculated for singing schools—Also; The SUPPLEMENT to the AMERICAN SINGING BOOK. Teachers may be supplied by the dozen or single, on the most reasonable terms.

December 19—6t.

Post Office, Washington 17th Dec. 1808.

MEMBERS of Congress, officers of government and others, are respectfully informed, that it has become necessary, in consequence of a change in the contract for carrying the mail from Fredericksburg, Virginia, to the state of Tennessee, Mississippi Territory, Orleans Territory, &c. via Orange C. H. Charlottesville, Virg. &c. that the express mail from this office for that route, which heretofore departed every Tuesday at 3 o'clock P. M. shall in future depart on that day at noon, and that consequently all letters to be sent thereby be deposited in the Post office by half past eleven A. M.

December 19—3t

The subscriber offers for sale the following articles, viz:

12 Puncheons 4th proof spirit
8 Hhds. good retailing molasses
6 Boxes Muscovado sugars
4 Pipes L. P. Madeira wine
1 Half pipe old Brazil do.
4 Half do. do. Teneriffe do.
Several quarter casks L. P. Madeira and Teneriffe do.
2 Boxes real Spanish segars
80 Bushels St. Ubes salt
4 Half boxes London Crown Glass
Some few barrels old peach brandy
30 Bbls. beef, New-York inspection
30 Boxes Spermaceti candles
15 Pair coarse shoes

Any part, or the whole of the above, will be sold to retailers on liberal terms—Any person disposed to purchase the whole stock may also have the preference of the store at a moderate rent—the stand is equal to any in the neighborhood.

NATHANIEL COOKE.

December 19—3t.

FALL GOODS.

BAKER, RIGGS, & Co. *Sign of the Plough*, have just received from Boston, New York, and Philadelphia—37 Packages of English, India, and French GOODS—consisting of a general assortment of FANCY AND SUBSTANTIAL Articles, which being selected at the best markets, principally for Cash, enables them to sell lower than their usual prices. A liberal deduction will be made to retailers and large buyers, for cash or negotiable notes.

Georgetown, October 31—taw4w&w4w