

and many other reasons, I am opposed to the report of the committee of the whole and in favor of the resolution.
(To be continued.)

[FROM THE ENQUIRER.]

To the Editor of the Enquirer.

SIR,

In your paper of the 1st inst. under the head of "Domestic Intelligence," you have published the remarks of a writer in the Pittsburgh paper of the 15th December, which have the tendency, by the extensive circulation of your paper, to make an unjust impression upon the public mind, in favor of the route for a road from the city of Washington by Fort Cumberland on the Potomac, Union town, Brownsville, Washington (Penn.) to Charleston, or Steubenville on the Ohio river. This subject has long occupied public attention, and the result of my enquiries has been, that a road extending from the city of Washington, via Winchester and its vicinity, the mouth of New creek and western port on the Potomac; and thence to navigable points on Cheat river and the Monongahela, to Wheeling on the Ohio river; and from the most eligible place of intersection on this route (viz: at or near the Cheat river) to Marietta, would combine the great commercial and political objects of communication with the north western corner of Virginia; the south western extremity of Pennsylvania; the territory of Lake Michigan; the State of Ohio; the Indiana territory; a great part of Kentucky, and all the territory of the United States, north of the mouth of the Ohio river. Without presuming in the remotest manner to impeach the motives of the writer; I propose to examine his statements in the order they are made, to compare his plan with the one I advocate, to state facts duly authenticated, and in fine, to prove that my project is eminently entitled to a preference over his.

The three important points upon which the decision rests, and which the writer alleges are respected, and sanctioned by his plan; are,

1st. "If (Fort Cumberland) combines the proper and convenient alternative of land or water conveyance from the extreme navigation of the Potomac to the Metropolis, a distance of about 200 miles."

Fort Cumberland is not the extreme point of navigation on the Potomac; the conveyance by water to New creek, although 20 miles further is as good as that to Fort Cumberland, & can always be used when the river is navigable from F. C. down to the mouth of the Potomac. It is 7 miles nearer by land from the metropolis to New creek than to F. C. The ground on the former route is better than on the latter; and the natural obstructions much less. To New creek, the traveller passes through the fertile counties of Loudon and Frederick by the south branch of Potomac, famous for its abundant produce; & for its fat cattle. To Fort Cumberland he is confined on the eastern side of the Potomac, and for many miles driven by the tremendous rocks, and inaccessible mountains to the margin of the river; which runs to every point of the compass.

2dly. He states "It will cross the mountains in the shortest distance to be found, and connect at the nearest and most convenient point, with the immense navigation of the Western waters, in a land carriage of about 50 miles."—Again, "It occupies, unquestionably the best ground for a road, in such direct course and extent, from the Ohio, any where above Kentucky; it passes through the most populous and cultivated country of similar extent, by western Pennsylvania or Virginia." This point involves great and important considerations, which I propose to examine minutely. The shortest distance to be found across the mountains, and the connection with the western waters, by the most convenient and shortest passage throughout the United States, is from the river Potomac; and the most eligible place on that river is Westport or its vicinity. The ground will admit of a better road than from Fort Cumberland. The land carriage to Cheat river, by far the largest branch of the Monongahela, which takes its rise in the Alleghany mountains, and washes its base for one hundred miles, and is supported by the finest springs in the United States—is, as the road now goes, only 39 miles, and may be reduced to less than 30. To the Monongahela itself, it is only 59 miles—whereas on the route from Fort Cumberland to the Monongahela, at or near Brownsville, the distance is at least 76 miles, which is 26 more than the writer supposes, and more than twice as far as from Westport. The distance from Cheat river to Wheeling, is 50 miles; making in the whole, as the road now goes, as follows, viz: from the city of Washington to Westport 140 miles; thence to Cheat 39 miles, and thence to Wheeling, 70 miles; total, 249 miles. From the city of Washington to Fort Cumberland, 147 miles; to Brownsville, 74 additional miles; and from thence to Steuben-

ville, 64 miles; total, 285 miles. Difference in favor of Westport, 36 miles. The ground from Monongahela to Wheeling, is, I believe, equal to that from Brownsville to Steubenville; the country on both routes is thickly settled and very fertile. The greater part of the distance from Westport to Cheat, crossing the Alleghany mountain, is through extensive natural prairies called the Glades, which in the summer graze thousands of cattle, and presents to the eye the most beautiful landscape in the United States; and roads susceptible of being made equal to any in the Union. The writer is also inaccurate in stating that "the road by Fort Cumberland passes through the most populous, cultivated country of similar extent," by Western Pennsylvania or Virginia.—The Western Port road passes through the centre of the Loudon, Frederick, Hampshire, and Monongahela, Congressional districts in Virginia; through Alleghany county in Maryland, and Green, and part of Washington in Pennsylvania; those districts and the three counties in Maryland and Pennsylvania, contain a population of at least 190,000 inhabitants; a country twice as populous as the other, and of most unquestionable superior fertility.

The 3d point is, "that a course south of this (viz: of Fort Cumberland to Steubenville) would be embarrassed with immense difficulties in its useless passage through a very broken, and scarcely habitable country, towards the Ohio; and pointing to one nearly of the same description on the other river." Most of the assertions here made, have been answered in the two preceding enquiries. Allow me to repeat, the country by Western Port is not so "very broken" as from F. Cumberland. It is, instead of being "almost uninhabitable" twice as populous as the others. It connects the navigation of the eastern and western waters by a portage not half as long as the other; and in that respect more effectually executes one of the grand decrees of nature, which destined the Potomac and Monongahela to be the great highways for the internal commerce of the nation. It will therefore be infinitely more useful to the community than by Fort Cumberland.

The writer is equally unfortunate in asserting, that "a road south of F. C. Cumberland passes towards the Ohio through a very broken, and scarcely habitable country." Wheeling is opposite the centre of the Seven Ranges, where lands are selling from 10 to 20 dollars per acre; and from whence, we have been informed by the post-master-general, in an official communication to Congress, a line of mail stages will run in a few months to Chillicothe, and Cincinnati. For most of the foregoing facts, I refer to the map of the United States and to the subjoined extracts of letters from Col. Deakins whose memory will long be revered by the citizens of George town, as a man of worth and integrity, and whose representations are entitled to the highest credit. Many of them are stated from personal knowledge.

Extract of a letter from Colonel F. Deakins.

"When Col. Neville and myself was commissioned by the States of Virginia and Maryland in 1786, to lay out a road between the said navigations, (the upper navigation of Potomac to the nearest western navigation) in the first place we examined the waters of Potomac above F. Cumberland: the Yohogany from the great falls below Turkeyfoot upwards Cheat river and the Monongahela; and reported a state of those waters where we was in doubt to the Potomac company—we also had surveys made of the road from Cumberland to the mouth of Cheat and Morgantown; another from the mouth of New Creek to Savage, and from that to the nearest part of Cheat river and Monongahela. Upon examination of which, the board of directors advised us to let out from the mouth of Savage as the place they expected to extend the navigation to, and take the best way to Morgantown, which we did as you now find the States road—I was again commissioned in 1787 to superintend the survey of the Soldiers lands in Maryland westward of Cumberland, which furnished me with a more minute view of the lands between these navigations, and "I have no hesitation to say," I have no doubt, upon a fair examination by disinterested judges of the routes proposed that the one from New Creek and Savage through the neighborhood of Morgantown to the Ohio will be preferred, the ground from the Potomac to the Monongahela is the best and shortest; it suits that navigation and Cheat river—the mouth of New Creek is at present the principal head navigation. The distance as the road goes is about 140 miles. The direct line is 105 miles, and I have no doubt but a good road may be made on that route by adding about 15 to that direct line, the common route to Cumberland on the Maryland side, is 43 to F. Town, to Williamsport 29, Hancock 25, Old town 35, Fort Cumberland 15, in all 147 miles, and the ground on which it goes, much inferior to that in Virginia.

The river from Fort Cumberland to New Creek, about 18 miles can be navigated at any time better than the river from F. Cumberland to the mouth of the south branch can.—The navigation of Potomac, depends much on the seasons: in '99, it was boatable no less than two thirds of the year.

Signed,

FRANCIS DEAKINS.

I presume I have already shown that Westport is entitled to a preference over Fort Cumberland. I have additional reasons which will now be given, and if the fables of public opinion are, from the preceding explanations, even suspended in equilibrium, what I shall now state, will greatly incline them in its favor. As early as in the year 1786, as appears by the letter of Col. Deakins; the legislatures of Virginia and Maryland appointed commissioners to explore and designate the proper points for a portage road across the Alleghany mountain; and after the maturest deliberation, and consulting the Potomac company, who were improving the navigation of that river at a great expense, and were highly interested in their decision, the commissioners fixed on Westport in preference to Fort Cumberland, and every other place. The public opinions of Virginia and Maryland have since (viz: in 1800) been expressed in its favor, by the incorporation of a company to open a turnpike road from Westport to the nearest western navigation.

Every person who will consult the map of the United States, must admit that what I will call the political road, having reference to the communication from the seat of the national legislature to the capital of Ohio; to Vincennes on the Wabash, and generally to all the western country, north of 38 degrees, "the latitude of the city of Washington, must go far south of Wheeling itself. The most direct communication at this time is by Western port and Marietta; a road south of this would encounter the inconveniences of a country scarcely settled, and indeed a country so late the expression of the writer "very broken" and a great proportion of it "scarcely habitable," at present uninhabited. It would therefore go nearly 100 miles in conjunction with the portage road, and supercede the necessity of having two roads across the great barriers between the two extremes of our continent, which if we consult economy is a most important object. This political road points to a country, not as the writer supposes, "scarcely habitable" but to the flourishing town of Marietta, which for its enterprise, and extensive ship building may be justly considered the emporium of the Ohio. The citizens of that town of all political descriptions, who are amongst the most distinguished in the State of Ohio, in a printed circular letter dated 19th October, 1804, have made the following assertions, speaking of the opening of a road leading from the navigable waters of the Atlantic to the Ohio.

1st. That no convenient road can be had from the city of Washington or its vicinity, to the Ohio, much below Marietta, and that a road leading to Marietta or its vicinity, will be found to be nearly, or quite as short, and to pass over better ground, than a road leading to Charleston, Wheeling, Grave Creek, or to any other place on the river above Marietta.

2dly. That a road striking the river at or near Marietta, would furnish a more direct, and convenient communication, than any other from the seat of the general government, to Chillicothe the seat of the Ohio State government; (between which place and Marietta an excellent state road will soon be completed, a competent sum being appropriated for that purpose) as likewise by the navigable waters of the Muskingum and Hocking rivers, and by short and practicable land routes, to the rich and habitable public lands in the State of Ohio.

3dly. That the most convenient road, from Washington city to Kentucky, Tennessee, the Indiana territory and Louisiana, will be found, by adopting the above proposed route.

4thly. That one principal object to be attained, in making a road from the Atlantic waters to the river Ohio is to facilitate the transportation of goods and families, from the Atlantic States to the lower parts of the State of Ohio, Kentucky, Tennessee and the various territories of the U. States in the Western World; and this object would be attained in a much greater degree, by a road striking the Ohio as far down as Marietta, than by one leading to any place above; the Ohio at almost all times furnishing a good and safe navigation from Marietta downwards; and particularly, at seasons when it is rendered dangerous above by shoals, rocks, sunken trees, ice, and other obstructions, by which boats are often late in autumn detained & injured to the loss of lives and property. It will be further remembered, that the Muskingum river, running nearly thro' the center of the State of Ohio, empties itself into the river Ohio at Marietta, and that its navigable heads interlock with those of the Cayahoga of Lake Erie; and transportation may, & (as the

progress of population extends) will be effected, from Marietta, to Lake Erie, by means of these rivers and the connecting carrying place between them.

The Post master-General has authorized me to state, that the mail will be sent after the first of April next, from the city of Washington by Western port, and Marietta to Chillicothe, once a week, and will perform the route in six days and an half, with a due allowance for opening the mail at the respective post offices; the distance is computed to be 420 miles, and the rapidity with which the mail is sent, proves more than volumes of reasoning, the expediency of making good roads, and of their superior utility when finished.—Many gentlemen with whom I have conversed deny that any advantage is derived from the navigation of the Potomac, and allege that Fort Cumberland is more convenient than West Port, to the large commercial towns of New York, Philadelphia, and Baltimore; and on that account must be preferred.—This idea is also incorrect. All men in all countries readily acknowledge, the superior advantages of water communication. The expense is scarcely an hundredth part of the transportation by land. If then the interest of New York, Philadelphia and Baltimore alone be considered: we shall find that they will send their goods destined to pass by any point of the Potomac around to Alexandria and Georgetown, and if the navigation be useful; it has been shown, that the road is much nearer and better from either of those places to West point than to Fort Cumberland. Indeed a road from Baltimore by land to West point, will be found on account of the impediments before described as near, and to pass on better ground than to Fort Cumberland. And if to these considerations be added the reasonable one that Norfolk, Alexandria and Georgetown are also to be regarded, the preference must be given to Western port.—I speak with the more confidence on this subject, as I know that a Marietta merchant, who purchased a large quantity of goods in New York, sent them round to Alexandria, and thence in waggon to West-Port by Marietta.—I admit that the Potomac like even the Ohio itself, is not navigable during the dry season; it is however not entirely useless. Col. MacCarty who lives at the mouth of New Creek, a few miles below West Port, gives, (I believe) the Winchester prices for wheat, although sixty miles further from Alexandria than that place; and sells salt at his store as cheap as it can be carried from land if given on the wharves of Alexandria. The canal company continue to expend large sums of money to improve the navigation of the Potomac, and its tributary streams, after the experience of a dozen years, and surely they would not be so mad as to pursue this ruinous project, if the navigation were useless.

To conclude.—It is the interest of this nation to promote the friendly dispositions happily subsisting between the eastern and western country.—This is most effectually done by facilitating the communication between them. Good roads have an influence upon physical impossibilities. They bring people and places nearer to each other. The passage over the Alps by Hannibal during the second Punic war, was regarded in that age, as a prodigy of bravery, and valour: now great roads are opened through them in various directions.—In like manner 50 years ago, a journey beyond the Alleghany mountains, was contemplated with more horror, than a voyage to the frozen seas of the arctic circle. Now new States are rising up beyond them, vying in importance and wealth with the old ones. The Ohio, and Mississippi are covered with the sails of vessels launched from their shores: the revenue of the United States derives directly from the sales of land, and the import duties on imported articles upwards of a million of dollars per annum, and indirectly from the consumer of merchandise brought into the Atlantic ports an equal sum. This flourishing state of things owes its origin to roads, without which the greater part of the country would remain a desert; and the spots where the delighted traveller now beholds populous towns, and beautiful villages, rising into grandeur, and magnificence: would still remain the haunt of ferocious wild beasts and of savage man, more ferocious and unfocial.

Much has been done by the energy of enterprising individuals—more still remains to be done, and it is a subject eminently entitled to the patronage of a wise and patriotic government.

J. G. JACKSON.

Washington, Jan. 7, 1805.

* He died last summer.

NOTICE.

THE Legation Court of Enquiry of the 1st Legion of Militia of the district of Columbia, which met by adjournment the 19th inst. is further adjourned to meet on Saturday the 2d February next at the same time and place.

WM. D. BEALL, Clerk. L. M. D. C.

January 28—3.

FOR IGN NEWS.

NEW YORK, January 25.

Report of a ship, arrived yesterday from Surinam, informs, that there had been a notification published by the government, ordering that no American ship should be permitted to import or land in that colony any kind of salt or dried fish, butter, lard, &c. from any port in the United States, for the term of three months, until they heard from Great Britain. There was nothing permitted but rice, payal flour, tobacco, corn meal, flour, &c. Molasses 17 shillings, coffee 13 shillings, and sugar 4 d.

A French agent in Holland has notified the merchants therein, that all neutral ships arriving in Holland, which have touched at an English port, after 14 days from the 12th November, would, with their cargo be condemned.

FRENCH OFFICIAL PAPERS.

(From the Paris Moniteur, Nov. 5.)

Circular Note from the Minister of Foreign Affairs to all the Agents of his Majesty the Emperor of the French.

Aix la Chapelle, 18th Fructidor,

(Sept. 5.) Year 12.

You must, Sir, have observed and known according to my instructions at the time of the communication of the Note of Lord Hawkesbury, to the Foreign Ministers residing in London, the impression which the publication of the strongest maxims of political and social morality could not fail to produce on the mind of the government with which you reside. I think I ought to return to the subject. I, therefore, send you officially a copy of this note, and expressly charge you, by order of his Majesty, to make it an object of special conference with the Ministry.

"The project which the English Government has conceived for the last half century, gradually to abolish the tutelar system of public law which uniting and engages all civilized nations, develops itself with a fearful progression. Will other Governments refrain from making opposition to such an enterprise till there no longer exists any moral bond which may preserve their rights, guarantee their engagements and protect their interests?"

"The powers of the Continent have seen with what aulicity the faith of oaths has been sported with by this government, and solemn treaties violated even before they were carried into execution. The maritime nations every day experience its tyranny. There no longer exists any theoretical principle of Navigation, any written convention, which has not been scandalously violated on every shore and in every sea. Neutral States know that even in using the rights which still remain to them, with the most timid circumspection, they expose themselves to insult, to pillage, & to extermination."

"Those States, in fine, which have the unhappiness to be at war, no more rely on any reciprocal principle of moderation and justice. All the bonds existing between them and neutral powers are broken. Approach to the coast and entrance into the ports and islands, though situate at the distance of 200 leagues from the station of their squadrons, have been prohibited by simple proclamations."

"Thus the English government has hitherto opposed to every power, according to its particular position, a maxim injurious to its honor, and subversive of all its rights. It now attacks them all together, and the more completely to attain its end, directs its blows against morality itself, and if I may so speak, against the religion of public law."

"In all countries and in all times, the Ministry of Diplomatic agents has been held in veneration amongst men."

"Ministers of Peace, organs of conciliation, their presence is an augury of wisdom, of justice, and of happiness.—They speak and act only to terminate or prevent those fatal differences which divide Princes and degenerate Nations, by the passions, murders, and miseries which war produces.—Such is the object of the Diplomatic Ministry, and to the observation of the duties it imposes, and to the generally respectful character of the men who exercise this sacred Ministry in Europe, is that quarter of the world indebted for the glory and happiness it enjoys. But these happy results torment the jealous ambition of the only government which finds its interests in the ruin, the disgrace, and the servitude of their government."

"It wishes Diplomatic Ministers to be the investigators of plots, the agents of disturbances, the directors of secret machinations, vile spies, and cowardly conspirators; it charges them to foment sedition, to excite and pay assassinations, and it would endeavor to shield the infamous service with the respect and inviolability which are due to the Mediators of Kings, the pacificators of Nations."

"Diplomatic Ministers, (says Lord Hawkesbury) ought not to converse in the country in which they reside against the laws of that country; but they are not subject to the same rules with respect to rivers to which they are not credited." Admirable resolution. In-