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CONGRESS.

ROADS AND CANALS.

Report of the Committee on Roads and Canals, in the House of Representatives, Jan. 2, 1822. Accompanying the bill now pending in that House.

The Committee on Roads and Canals Report:

That they have considered the general subject submitted to their charge, and also the specific objects of internal improvements which have been referred to them.

In relation to the subject, under its general head, they believe it will not be controverted, that, after the formation of a good government, it is the next interest of a nation to adopt such a system of internal policy as will enable the people to enjoy, as soon as practicable, all the natural advantages belonging to the country in which they live. Labor is justly considered to be the wealth of a nation; productions of every description, and all things valuable, are produced by it: and the whole operation of a society of people, as regards their political economy and social intercourse, consists in obtaining what are usually called first materials; in the conversion and fashioning of these for use; and the transportation of the raw or manufactured articles to the places where they are finally wanted. The transportation necessarily forms a heavy charge on the fund of labor, and, in proportion to the reduction of the labor, in this respect, will be the gain of a nation, as the part saved can be employed to advantage in other objects.

The great extension of our territory, and its various latitudes, abounding in almost every species of products, will always render the expense of transportation an object of great national importance.

Although artificial works may not, for a while, afford a profit to the undertakers, still they will be beneficial to the community at large, not only by the increased value they will give to productions at a distance from market, but, also by an increase in the quantity of productions, in consequence of the additional excitement to enterprise, and the general diffusion of industry.

The utility of good roads and canals has been tested by long experience in other countries. In China, it is said, that, by means of their water carriage, their home market is nearly equal to the whole market in Europe. Satisfactory evidence of the immense advantages to be derived from canals, is likewise furnished from almost every part of Europe, and particularly in England, where they have been extended, within the last fifty years, in every direction, supplying the demands of one place by the resources of another and so extensively spreading industry, as to enable them to supply their own wants, and to furnish vast exports to exchange for the wealth of other countries.

It must be a source of gratification to every American, when he reflects that his own country possesses advantages, in this respect not inferior to that of any other on the globe; and that there is none that presents higher inducements for the legislative aid of its councils, or where there is a greater certainty of being repaid for any expenses which their patriotism may bestow.

From a well regulated system of internal commerce in the United States by the means of good roads and canals, the happiest consequences may be expected to flow. We enjoy almost every variety of climate, and possess populous cities and condensed settlements, as well as vast tracts of country thinly inhabited.—A regular trade in the exchange of manufactured articles for raw materials would take place, and the nation would receive, within itself, the whole benefit that is usually gained between old and new countries. It is admitted by the ablest writers on political economy, that the most important branch of the commerce of any nation is that which is carried on between the inhabitants of the town, and those of the country: customers become acquainted with each other, and less risk is generally incurred.

It is also essential to the prosperity of a nation to obtain all the labor it can from its members; and as it is composed of people possessing various talents and inclinations, every reasonable encouragement should be given to each branch of

national industry, as a means of calling into activity the different qualifications of men; and besides, from a frequency of intercourse among the citizens living in different parts of the country, close and profitable connexions would be formed, which would have a tendency to produce harmony, and affections that would add to the safety of the Union: the people would reap great benefits from a stability in their affairs, as a judicious system of internal commerce would create a certain proportion, or level, in all the departments of industry that could not be readily disturbed by the wars and vicissitudes of other powers. From changes of this description, over which we had no control, this country, in several instances, has experienced shocks, and sustained losses, which would far exceed (as it is reasonable to conjecture) the aid or expense necessary, on the part of the general government, for the completion of such artificial roads and canals, and improvement in rivers, as would satisfy, in this respect, all the real exigencies of the country.

Among the many objects of improvements in inland navigation, some are limited, and within the means of individual and state enterprise; others are of a character too extensive, their productiveness depending on improvements to be made in different states, at great distances from each other. The great and important line of inland communication contemplated along the Atlantic coast, would be beneficial, in various degrees, to more than one half the states in the Union; yet no one or two states would have sufficient inducements to furnish the necessary means for the completion of any of its parts; nor could a union of sentiment be scarcely expected, among the states through which it would pass, as to the particular routes, or modes of execution. Such objects are great and national, requiring one general hand, and, consequently, the aid of the general government is rendered indispensable, as well as regards the funds to be furnished as the facility of execution. Objects of such transcendent importance to the welfare and defence of the nation must be perfected by the general government, or their perfection can scarcely ever be expected. Had we waited for the joint agency of states, more than an age would have passed before we should have seen a road constructed by the union of states, equal in national design and costliness, to the road from Cumberland to Wheeling. Objects on the large scale of national benefit are creatures of the Union, the scope and views of state authority being local in their nature.

The committee will further observe, that, antecedent to the existence of the general government, several states could not have perfected an object of this kind, without entering into some understanding or compact in the nature of a treaty, in the character of independent states; but serious doubts may now exist on the subject; as states are not allowed, by the constitution, to enter into any agreement or compact with each other, it will at least be difficult to say how such a power can be exercised by the states, which could be enforced, unless by corporations, in perpetuity, or by the consent of Congress.

The committee will not undertake to make researches into the history of the rise and progress of canals and internal improvements in ancient or modern times, in foreign countries; but the task is an agreeable one, to pursue, even partially, the public spirit that has prevailed on this subject in many of the states. The works that have already been constructed are so many evidences of the opinion of the people in favor of their utility beyond their expense, and from them much experience has been derived, as to skill and economy, that will be very useful hereafter. Their influence should operate as a persuasive inducement to the general government, to begin her own great work for her own benefit.

As to most of the improvements that were perfected prior to 1808, the committee will refer the house to a Report of the Secretary of the Treasury, dated the 4th of April of that year. This plain and valuable document contains more information on the subject in general than is to be found any where else. Since that period, great efforts have been made towards internal improvements, but the committee do not possess an accurate knowledge as to their extent, and even if they were to embrace all the public improvements that are within their recollection, it would too much enlarge this report; a few objects will therefore be selected.

In Massachusetts, a magnificent work or dam, a mile and three quarters in length, has been constructed, to connect the town of Boston with the main land,

at an expense of about six hundred thousand dollars. An allusion need only be made to the patriotic and laudable efforts of the state of New-York, as to grandeur in the designs, and the executions of so great a part of their immense undertakings. Pennsylvania has made great advances in the construction of permanent bridges over her large rivers, and in the making of artificial roads; and is now engaged in the grand object of connecting the Susquehanna, with the Schuylkill, by the Union canal. Maryland has made expensive roads, in many directions, for the accommodation of her citizens, and to bring trade to her capital.—Virginia, in 1816, enacted a law, creating a board of public works, with power to appoint engineers and surveyors, and also, creating a fund to be applied exclusively to the rendering navigable, and uniting by canals the principal rivers, and more intimately connecting, by means of public highways, the different parts of the commonwealth. North Carolina has made many expensive improvements in roads and canals. In the state of Georgia, it appears, from official documents, that one hundred and eighty-nine thousand dollars have lately been expended in public improvements, besides one hundred thousand dollars for free schools.—In the state of Tennessee, the legislature has unanimously appropriated five hundred thousand dollars for the purpose of improving the navigation of the rivers in the state.

Public examples need not, at present, be farther traced.

The national objects, which, in the opinion of the committee, claim the first attention of government, are,

1. The great line of canals, from the harbor of Boston to the south, along the Atlantic sea coast.

2. A road from the city of Washington to that of New-Orleans.

3. Canals to connect the waters of the Ohio, above, with those below, the falls, at Louisville; Lake Erie with the Ohio river; and the tide waters of the Potomac, with the same stream at Cumberland.

4. Communications between the Susquehanna and the rivers Seneca and Genesee, which empty into lake Ontario.

5. Communications between the Tennessee and Savannah, and between the Tennessee, Alabama, and Tombecbee, rivers.

For the more particular information, relating to these objects, and for their magnitude, and the many and high advantages which they would produce to the Union, either in times of war or peace, the House are referred to the above report of the Secretary of the Treasury, and to the very interesting and convincing report of the Secretary of War, dated January 7th, 1819, which reports the committee beg may be annexed to their present report. As to some of the objects mentioned, or parts of them, it will be important, previous to the commencement of any general system, to form the basis of it upon the best information that can be contained by scientific men; the committee, therefore, beg leave to report a bill, entitled "An act to procure the necessary surveys, plans, and estimates, on the subject of roads and canals."

The committee will make separate reports on the subject of the Chesapeake and Delaware canal, and the other objects referred to them.

HOUSE OF REPRESENTATIVES.

Tuesday, Jan. 15.

Mr. Cocke, from the Committee on Revolutionary Pensions, reported a bill supplementary to the act to provide for certain persons engaged in the land and naval service in the United States in the Revolutionary War, which bill is in the following words, viz:

A BILL supplementary to the acts to provide for certain persons engaged in the land and naval service of the United States in the Revolutionary War.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be authorized, and he is hereby authorized and required, to restore to the list of pensioners the name of any person who may have been, or hereafter shall be, stricken therefrom, in pursuance of the act of Congress, passed the first day of May one thousand eight hundred and twenty, entitled "An act in addition to an act, entitled 'An act to provide for certain persons engaged in the land and naval service of the United States in the Revolutionary War, passed the eighteenth day of March, one thousand eight hundred and eighteen,'" whenever such person, so stricken from the

list of pensioners, shall furnish evidence, in pursuance of the provisions of said act, to satisfy the Secretary of War that he is in such indigent circumstances as to be unable to support himself without the assistance of his country.

Sec. 2. And be it further enacted, That, when any person, coming within the provisions of the acts to which this is supplementary, shall, by reason of bodily infirmity, be unable to attend in court to make his schedule and furnish the evidence by said acts required, it shall be lawful for any judge of a court of record, in the district, city, county, or borough in which such person resides, to attend at his place of abode, and receive his schedule and oath or affirmation; and said judge shall certify that said applicant was, from bodily infirmity, unable to attend such court, which schedule, and oath or affirmation, and certificate, shall by said judge be produced in the court of which he is judge, and the opinion of said court of the value of the property contained in said schedule, shall be entered thereon, and certified by the clerk of said court; and such schedule shall be valid for all the purposes contemplated by the said acts aforesaid.

Sec. 3. And be it further enacted, That pensions granted upon other and different schedules than those heretofore exhibited by the same applicants, shall commence from the time such schedules shall be filed in court.

The bill was twice read and committed.

MR. BALDWIN'S RESOLUTIONS, Now before the House of Representatives.

Resolved, That it is expedient to provide by law, that from and after the thirtieth day of June next, the same rates of duties which are, by the existing laws, now laid on goods, wares, and merchandise, composed of any specified material, or of which any specified article is the material of chief value, shall be laid on all goods, wares, and merchandise, whereof any such specified article shall be a component material.

That, to the existing rates of duties upon goods, wares, and merchandise, (glass excepted,) there shall be added the amount of such bounty or bounties as, on the exportation thereof, may be given, paid or allowed, in the place or country in which any bounty, or premium, in the nature thereof, may be given, paid, or allowed, on the exportation of similar articles, which shall be ascertained and calculated in such manner, and under such rules and regulations, as the Secretary of the Treasury shall, from time to time, prescribe.

That all and singular the provisions of the first section of the act, entitled "An act to provide more effectually for the collection of the duties imposed by law on goods, wares, and merchandise imported into the U. States, and on the tonnage of ships and vessels approved the fourth of August, seventeen hundred and ninety," be and the same are hereby, revived and continued in force, as if the same was herein specially enacted, reducing the custom house credits to the time limited by the law of one thousand seven hundred and ninety.

That there shall be levied and paid upon the following articles imported into the United States, in ships or vessels of the United States, the several duties herein after mentioned, over and above the duties now payable by law, viz:

On iron, in bars or bolts, per hundred weight, fifty cents.

On hemp, per hundred weight, one dollar.

On lead, and all manufactures thereof, per pound two cents.

On glass, of all kinds, six cents per pound.

On all articles paying a duty of seven and a half per cent, and twenty per cent, ad valorem, and on all articles not free, and not subject to any other rate of duty, (raw silk excepted) five per centum ad valorem.

On all manufactures of silk, or of which silk is a component material, (raw silks excepted,) fifteen per centum ad valorem.

On linen, and all articles of which flax is a component material, ten per centum ad valorem.

That the duties now in force upon the articles herein after enumerated and described, at their importation into the United States, shall cease; and that, in lieu thereof, there shall be thenceforth, laid, levied and collected, upon the said articles, at their importation, the several and respective rates of duties following, that is to say:

On slates and tiles for building, not exceeding twelve inches square two dollars per thousand; over twelve inches square, and not exceeding fourteen inches square, three dollars per thousand; over fourteen, and not exceeding sixteen in-

ches square, four dollars per thousand; over sixteen and not exceeding twenty-four inches square, six dollars per thousand.

On bricks, three dollars per thousand. On all royal, super-royal imperial, elephant, medium, demy, crown, folio, quarto post, cap, and post paper, suitable for writing, or blank books, and all drawing and copper plate paper, twenty cents per pound.

On all paper suitable for staining and for printing, twelve cents per pound.

On all other paper, two cents per pound.

On screws of iron, commonly called wood screws, not exceeding one inch in length, eight cents per groce; over one inch, and not exceeding two inches in length, fourteen cents per groce; over two inches in length, twenty cents per groce.

On linseed oil, twenty-five cents per pound.

Resolved, That the Committee on Manufactures be instructed to report a bill pursuant to the foregoing resolution.

From the National Intelligencer.

Some allusion having been made, by a correspondent of the Richmond Enquirer, and appearing in that print, to a private letter from the Secretary of State to the Vice President of the United States, a copy of that letter is herewith enclosed, which, if you think it relating to a subject of sufficient interest to the public to deserve a place in your paper, you are at liberty to publish.

Washington, 15th Jan. 1822.

WASHINGTON, DEC. 29, 1821.

The VICE PRESIDENT of the U. S.

Dear Sir: It has been suggested to me, that some of the members of the Senate, entertaining the opinion that a formal visit in person or by card is due from each of the Executive Departments, at the commencement of every session of Congress, to every Senator upon his arrival at the seat of government, have considered the omission on my part, to pay such visits, as the withholding from them a proper mark of respect, or even as implying a pretension to exact such a formality from them. Disclaiming every such pretension and every such claim on my part, I take the liberty of submitting to you the following explanation of the motives which have governed my conduct in relation to this subject:

I have invariably considered the government of the United States, as a government for the transaction of business, and that no ceremonial for the mode or order of interchanging visits between the persons belonging to the respective departments in it had ever been established. I was myself five years a member of the Senate, and at four of the five sessions of Congress, which I attended, was accompanied at this place by my wife. During that time, I never once received a first visit from any one of the Heads of Departments, nor did my wife ever receive a first visit from any one of their ladies, except perhaps once, when she was sick, from Mrs. Madison. We always called upon them soon after our arrival at Washington, not from any opinion that it was an obligation of duty, but because we understood and believed it to be usual, and because we did not think it improper. We made an exception, after the first session, with regard to Mr. Gallatin, who, never having returned my first visit, was supposed not to incline to that sort of intercourse with us.

When I came to reside at this place, two years since, I was under the impression that the usages, with regard to visiting, were, as I had known and practised them ten years before, that, as a member of the administration, I had no sort of claim to a first visit from any member of either house of Congress; but that neither had any member of Congress any claim to a first visit from me—that the interchange and order of visits was entirely optional on both sides, and that no rule of etiquette whatsoever existed, which required that either party should pay the first visit, or indeed any visit, to the other.

In the course of the winter of 1817—18, two members of the Senate, for both of whom I entertained the highest respect, and with one of whom I had the pleasure of sitting several years in the Senate, called at my office, and informed me that there was a minute of a rule agreed upon, not officially, but privately, by the members of the Senate of the first Congress, that the Senators of the United States should the first visit to no person except the President of the United States. I observed to them, that, as during five years' service as a Senator, I had never seen or heard of this rule, I could hardly consider it as having been much observed; that I