



AND

North-Carolina State Gazette.

Ours are the plans of fair delightful peace,  
Unwar'd by party rage, to live like brothers.

MONDAY, SEPTEMBER 10, 1804

No. 256

VOL. V.

From the National Intelligencer.  
TO THE LEGISLATURES OF THE  
RESPECTIVE STATES.  
Letter Third.

NEXT in importance to the formation of a general plan of education, may be ranked a liberal provision for internal improvements. This ought to be an object of attention under all governments; but especially under those exclusively instituted for the general welfare. Nothing can be more congenial to the spirit of a republican government than the application of resources derived from all to the benefit of all. There, is moreover, so intimate a connection between public and personal interest, that it is, perhaps, impossible, to advance the one without promoting the other.

In a country whose numbers are extending with an unprecedented rapidity, and which is so advantageously situated for an internal interchange of productions, as well as for external commerce, there can be no improvement on a liberal and prudent scale, whatever the expence, that will not eventually, and at no very remote period, indemnify the cost, while it diffuses benefits to an almost inappreciable extent among the community generally.

The experience of England on this subject is conclusive. In that country, there has been scarcely a canal or a turnpike formed, which has not liberally rewarded the adventuring individuals, and in some instances, there has been a remuneration in a short period of above one hundred per cent. on the capital expended; in addition to the incalculable appreciation of land bordering on the new canals or roads. It is true that, in some cases, a considerable number of years have elapsed, before any material profit accrued; but the progress, though gradual, has been sure.

This would be the cause in the existing circumstances of our country. A road could not, perhaps, be judiciously laid out and turnpiked that would not ultimately remunerate adventurers; though it is probable that in most instances, there would not be a competent interest immediately paid in the shape of tolls.

No canal or turnpike can be made that will not immediately draw the attention of land-holders to the improvement of their property, that will not give rise to seats of trade and manufactures, and afford convenient and regular markets for an interchange of productions. Lands in the neighborhood will immediately increase in value, by being brought into the market, by settlements being extended, by emigration, and by the great convenience and accommodation which increased population can alone bestow.

The enlightened author of the "Nature and the causes of the wealth of nations," observes that "good roads, canals, and navigable rivers, by diminishing the expence of carriage, put the remote parts of the country more nearly upon a level with those in the neighbourhood of the town. They are upon that account the greatest of improvements. They encourage the cultivation of the remote, which must always be the most extensive circle of the country. They are advantageous to the town by breaking down the monopoly of the country in its neighbourhood. They are advantageous even to that part of the country. Though they introduce some rival commodities into the old market, they open many new markets to its produce. Monopoly, besides, is a great enemy to good management, which can never be universally est-

ablished but in consequence of that free and universal competition which forces every body to have recourse to it for the sake of self-defence. It is not more than fifty years ago, that some of the counties in the neighbourhood of London petitioned parliament against the extension of the turnpike roads into the remote counties. Those remote counties, they pretended, from the cheapness of labor, would be able to sell their grass and corn cheaper in the London market than themselves, and would thereby reduce their rents, and ruin their cultivation. Their rents, however, have risen, and their cultivation has been improved since that time."

So great, however, is the expence of carrying into effect a liberal system of internal improvements, that individual resources are inadequate to its successful accomplishment. It is one of those vast objects which not only interests the whole community, but requires likewise their co-operation. There may be particular districts so situated, as to reward the enterprising citizen; and there may be a limited number of citizens so adventurous or public spirited as to encounter peculiar risks; but so cautious, generally speaking, is individual interest, and so circumscribed individual resource, that there is too generally wanting both disposition and power to produce those great results which a regular organized government is alone competent to effect.

There is no object, which to give it a fair trial, more peculiarly requires systematic arrangements. Most local improvements languish for no other reason than from a want of support from other improvements which ought at the same time to be carried on. It is extremely possible for ten distinct and distant canals or roads entirely to fail of producing a profit, while a few connected or adjacent ones shall make that profit abundant; as in the natural world a detached rill soon loses itself, while a multitude of streams, each equally small, by junction, form the boldest rivers and the deepest oceans.

There is likewise one serious inconvenience attending the operations of individuals. They always pay a special, often an exclusive regard to the promotion of their own interest, to the sacrifice, in a proportionate degree, of the public good; and they generally pursue plans which have altogether for their object an immediate benefit. Hence works which ought to be so devised as to subserve the interests of the whole community, by being partial in their effects, prejudice what they would otherwise promote; and hence their execution in so imperfect a manner as to render them entirely unfitted for permanent utility.

These and many other considerations tend irresistably to establish the conclusion that the great features of internal improvement ought to be laid out on a national scale, free from local influence, and calculated for permanent duration.

It will not be improper here to meet an argument, which is usually urged against the interposition of public resources towards the promotion of the interests of individuals. It is said to be the peculiar trait of our political institutions to interfere as little as possible with the concerns of individuals; and that it is principally to this circumstance that our unrivalled prosperity is to be traced. Of the accuracy of this remark there can be no doubt; but it is no difficult task to shew that is inapplicable to the point under consideration. The refusal of the government to establish under pretext of the public good, monopolies, either of land, or trade, or of manufactures, has

certainly left to the enterprise of our citizens a field well fitted to unfold and engage their greatest exertions; and these exertions, having been made, free from all foreign interference, and under a conviction that no such interference would take place, have undoubtedly added more to the common stock than all our public associations with their united resources could have done. This result is so universally acknowledged by economical writers, it is unnecessary further to dwell upon it.

While however, the fact is allowed in its fullest latitude, it is denied that it has any application to the great internal improvements of a nation. These are roads and canals. It is obvious that both these organs of intercourse must be regulated by government, in the first instance, by designating their route, and in the next place, by prescribing the manner in which they shall be made and kept in repair. The terms also, on which they shall be used by individuals, must necessarily be fixed by public authority.—So far then as relates to their designation, to their formation, to their maintenance in repair, to the terms on which they shall be used, they are the necessary and inevitable subjects of legislation. Without the interposition of government individuals have no right to act. The only points that remain to be considered are, the creation of funds with which they should be made and maintained, and the application of the profits resulting from them.

If the necessary funds could be derived from individual contribution, some plausible reasons might perhaps, be urged against the use of the public treasure; though, even then, it would be unsafe to leave the entire management of the improvements made to the persons concerned, and if it were taken from them, they would scarcely consider their interests secure under an authority over which they had either no control, or one of a limited nature. But it is a fact that the necessary funds cannot be obtained from individual contributions. With regard to the public roads, even the main road traveled by the mail, so far from being fitted for rapid and easy progress, is, at all seasons, in a state of miserable repair, and at some seasons, impassable but with great personal risk; while the state of our rivers and sometimes the lesser streams for the want of bridges, presents insuperable obstacles to their passage. On the importance of placing this road in a state of good repair there cannot be a dissenting voice; and he who, for the accomplishment of the object, confides in private enterprise, must be the victim of a prejudice opposed by long experience. Other roads of but secondary importance, are in the same deplorable state; and promise to remain as they are, until the state governments shall awaken from their apathy.

Canals, it is acknowledged, are not of such indispensable importance, as roads. But, inasmuch as the routes they open will eventually supersede the necessity of roads in a similar line, from the vast difference in the prices of transportation, it is important, that an early designation and execution of them be made, to prevent a useless expenture of money on turnpikes, of little or no utility after the making of correspondent canals. Nor can the interests of a great seat of trade be more extensively promoted than by the formation of canals leading into the interior country. Tho' the expence of canals is greater than that of turnpikes, the retribution more than keeps pace with it.

Another argument against all public works is that public money is generally wastefully applied. Of

the justness of this abstract remark, as little doubt can be entertained as of the former. But it is not thence deducible that all public works are inexpedient. If so, we should have no jails, court-houses, poor-houses or other public edifices. All that can be reasonably inferred is, that we should always leave to individuals the accomplishment of those objects to which they are competent, and not that we should oppose the execution by the public of those objects of utility, which they alone can effect. It would doubtless cost a nation less to name one man to make their laws, and to execute them, than to call together large bodies, in different districts; but no one is so much of a madman, as thence to infer the preference of despotic to republican institutions.—The truth is, there is no human benefit without its attendant alloy. Every thing valuable has its price, and it is folly to revolt against a law of our nature.

But this argument may be easily disarmed of more than half its force. Tho' it be true that the disbursement of public money on objects that require a vigilant superintendance is often accompanied by a prodigal waste, yet experience shews us that it may be so controlled by a connection with individual interests, as, if not altogether to overcome the evil, at least greatly to reduce it. Several monied institutions, such as Banks and Insurance Companies, have been established by an union of public and private contributions. The state governments have contributed in some of these instances as much as one third of the capital; and the general government, in establishing the bank of the United States, took stock to the amount of two millions and a half, being one fourth of the capital of the institution. In all these cases certain portions of the general superintendance of the institutions were reserved by the governments; and in none of them has it ever been said that this public agency operated injuriously to the general interests of the incorporated bodies, or to the interest of the states. On the contrary, it has invariably given a reputation to them: they have acquired more of the public confidence, and their stock has risen higher than that of institutions resting entirely on private support.

This feature may, without any difficulty, be introduced into any system of national improvement. Inasmuch as it is impossible to effect any part of such a system, without directly and immediately advancing the interests of a particular district of country, and generally of some seat of trade or manufactures to which it will be tributary on a facility of intercourse, there will never be wanting those who will make considerable pecuniary advances, which, in union with public contributions, will form a joint stock capable of being placed under the direction of public and private agents. By these means a reciprocal check will be created; the one on the prodigal expenditure of public money, and the other on the narrow views of personal interest.

(To be Continued.)

To Bridge-Builders.

THE Commissioners appointed by the Worshipful Court of Orange County, for the Purpose of having a Bridge built across Enn's River at the Town of Hillsboro', will continue to receive Proposals for building the same, until Thursday the 20th of September next. Any Person inclinable to undertake, may see a Plan of the Bridge by applying to either of the Commissioners.

Sterling Harris.  
Samuel Hopkins.  
John Taylor.  
A. B. Bruce.  
Samuel Benton.

Hillsborough, 18th Aug. 1804.

JOHNSON & FLEMING,

Have just received,  
Best West-India Rum, Molasses,  
Holland Gin, Loaf & Brown Sugar,  
Cogniac Brandy, Coffee,  
Imperial and Young Hyson Tea,  
Sherry Wine,

With an additional Supply of  
DRY GOODS,  
Which completes their Assortment. They hope, by keeping up a general stock of Articles calculated to suit the market, and disposing of them on the most moderate terms, to deserve the encouragement of their friends  
Warrenton, Aug. 2.

NOTICE.

THOSE indebted to the Concern of Nuttall and Hamilton, and that of William Hamilton & Co. by open Accounts or Notes now due, are hereby notified, that their respective Accounts and Notes are placed in the Hands of Mark Cooke, who is authorised to settle the same and grant discharges; and unless they avail themselves of this Notice by coming forward and making Payment in a few Weeks, they will find their Notes and Accounts in the Hands of an Officer, without Discrimination.  
W. HAMILTON.  
Raleigh, Aug. 31. 1804.

FOL SALE,

In the Town of Tarborough,  
TWO WELL-IMPROVED LOTS,  
On the Main Street.  
On one is a complete Set of Stores and Warehouses. The other has a neat Dwelling House and other Accommodations for a small Family. The Buildings are all new and of the best of Yellow Pine. The Stores are at present occupied by Mr. Marsh. His Year expires on the first of November, at which Time Possession will be given; the other on the 1st of January. Terms will be made known by Mr. James Southerland, of that place, or the Subscriber in this City.  
JOHN INGLES.  
Raleigh, Sept. 1, 1804.

Strayed

FROM THE SUBSCRIBER,  
A DARK BAY MARE,  
About ten Years old, four feet nine inches high, black Main and Tail, branded on her right Side, about the Size of a Shilling; and shews three Scars on her Withers, that were caused by cutting a Fistula; and has had a small Bell.

Also went off with her a Horse Colt, one year old, light Bay. The Mare was raised by John Whitaker, on Eno, in Orange County, about eight Miles below Hillsborough, near M. Cabel's Mill, where it is expected she will try to get. She passed Greenville, in Pitt County, about twelve Days ago, and took the Road from thence to Stanton's Bridge on Tosnot; which is the last Account I can get of her.

Any Person who shall find her and the Colt, and will deliver them to Geo. Green, in Greenville, in Pitt County, shall receive a Reward of Ten Dollars; if found at so great a Distance as to make it inconvenient to send her, I will thank any Person to stop her, and write me to Washington, Beaufort County, by Post, so that I may come or send for her, and pay for such Trouble as they may be at in so doing.

Cornelius Patrick.

Washington, Beaufort County,  
May 17.

AN OVERSEER

[To take charge of Ten Hands]  
WILCO is an honest, industrious Man, and understands the culture of Corn and Tobacco, would meet with good encouragement the ensuing year from a person in Wake County. A man from either of the Counties of Halifax, Northampton, Warren, Franklin, Granville or Edgecomb, would be preferred. None need apply without the recommendations at least of two reputable Farmers.—Apply to the Printer.

MEDITERRANEAN PASSPORTS.

NOTICE is hereby given, that it has been deemed expedient to change on form of the Mediterranean Passport issued to vessels of the United States; that from the eighth Day of July next, those of the new form will be issued at the Custom-Houses to every Vessel, for which application may be made on a compliance with the terms prescribed by law, and surrendering the former passport of which she may be possessed, if any, in which latter case no fees will be required for the exchange; and that by an arrangement agreed upon by the Barbary Powers, with whom we are at peace, either the old or the new form of passport will be sufficient to protect the vessels of the United States from capture, until the 1st of July 1805, after which the old form of passport will be unavailable and the new one alone in use.  
Department of State,  
May 23d, 1804.

STILLS.

THE Subscriber has just received from Philadelphia, from the best maker there, EIGHTY STILLS, from 35 to 80 Gallons, and FIVE from 115 to 130 Gallons—Also, a quantity of SHEET BRASS, which will be sold low for prompt Payment only.  
PETER PERRY.  
Fayetteville, Aug. 2.