WASHINGTON CITY.

WEDNESDAY, May 2.

DIED—On Sunday laſt Col. RICHARD BARNES, of St. Mary's county, Maryland. In the death of this reſpectable citizen his friends have ſuſtained a mournful, and his country an irreparable loſs. His will declares all his negroes, amounting between three and four hundred, free three years after his death, provided they behave themſelves well.

NEW-YORK ELECTION.

For *members of aſſembly* of the city, the republican ticket had—3,471
The Burr ticket—2,813

Republican majority—658

For Members of Congreſs.

Republican.

Samuel L. Mitchell—3,496
D. D. Tompkins—3,478

Federal.

W. Van Zandt—2,668
Nicholas Fiſh—2,701

For Governor.

Mr. Lewis—1315
Mr. Burr—1415

In the town of BROOKLYN.

Mr. Lewis—85
Mr. Burr—102

It is ſtated that King's county has given a majority of 26 for Mr. Lewis, and Staten Iſland a majority of 86 for Mr. Burr.

The whole of theſe votes give Mr. Burr a majority of 176.

(COMMUNICATION.)

THE AMENDMENT TO THE CONSTITUTION OF THE UNITED STATES.

No circumſtance, which has occurred ſince the American revolution, has involved *more deeply* the principles and intereſts of republican government, than the propoſed amendment of the conſtitution. On the preſent or original footing of the national conſtitution, there is, in effect, ſo far as two names or perſons, *no* election in this *elective* government. This is a ſolecism in our civil inſtitutions, unworthy of our principles and of our character, as a people *intelligently* free. We ſpeak now in reference only to *the friends of the conſtitution*, who are a very large majority of the people. As to the enemies of the conſtitution, it is, on their part, a very crafty device to fruſtrate our efforts to maintain elective or repreſentative government, and to accompliſh their never-neglected end and aim—*the abortion of our republican eſtabliſhments.* The perſons, who compoſe the prevailing parties in Maſſachuſetts, Connecticut and Delaware, will certainly be objects of the vigilance, the remembrance, and ultimately, of the juſt diſſatisfaction of the whole of the friends of our conſtitutions, in the republican and federal intereſts. There are, without doubt, a few republican opponents to the amendment, who are uprightly ſo diſpoſed, becauſe they apprehend evils from the too frequent re-election of the ſame perſons to the offices of Preſident and Vice Preſident; but it is conceived with deference, they had much better attempt the cure of the evil by another amendment, ſpecially & excluſively calculated for that purpoſe. It appears inexpedient to blend new proviſions for two objects ſo diſtinct. The propoſed amendment goes to realize the *election* of a Preſident, and to ſubſtitute, for *the chance* of two perſons deliberate ſelections or *real & proper elections* of one as preſident, and of one as vice-preſident. This is ſurely republican, wiſe and fair. The reverſe is manifeſtly *againſt elective government* in form and ſubſtance, is hazardous, and in too many inſtances (however certainly innocent in others) is really the fruit of vicious monarchical and ariſtocratical views. No good republican, who thinks it beſt to decline the amendment, 'till we frame a clauſe providing for the rotation of the Preſidency every four or eight years, can be correctly and juſtly criminated; but it may be reſpectfully believed, that *he hazards the republic* by poſtponing the pending amendment on that account. We have all proper and indeed great deference for their feelings and opinions, but we muſt ſtill reſpect our own impreſſions, and regard our own opinions and convictions on this great occaſion. It is plain, that the republicans intend the amendment as a part of the regular courſe, by which they conſtantly proceed in the amelioration of our republican inſtitutions. When we ſeparated from Great Britain, we formed ſtate conſtitutions. Moſt of us have ſince amended them. We next formed a confederation or national conſtitution. We have ſince amended that by the federal conſtitution. We alſo made ſeveral amendments of the federal conſtitution, all ſecuring more and more the public liberty and elective and repreſentative government.—The preſent amendment is in the ſame wiſe, juſt, and regular courſe, being excluſively and manifeſtly deſigned to ſecure to *the people* the *elective* principle, and of courſe the *repreſentative* character of our public agents, in the moſt important caſe—that of the perſon exerciſing the office of chief magiſtrate. If the people are to ſee a chief magiſtrate *come in by chance*, or by the criminal devices of a minority hoſtile to the conſtitution, they do not ſee '*an election*'—nor would ſuch a chief magiſtrate '*repreſent*' them. They would not be '*electors*:' but inſulted *victims* of their enemies' devices. A preſident *ſo created* would not be their '*repreſentative*,' but an intruder into the higheſt ſeat of the political temple. Deep and permanent public diſſatisfaction (in ſuch an event) muſt turn upon the intriguers among the federaliſts who ſhall have produced the evil; and upon the incautious republicans, who ſhall appear, from error, to have aided in effect, thoſe enemies of the conſtitution and of republican principles. Theſe ſuggeſtions cannot be interpreted into menaces nor even into unkindneſs. They are *friendly* in their nature and intention to the republicans, who may have heſitated about the amendment; or, who may have, for a time, oppoſed it; or, who may have neglected to give their active and decided ſupport to it, according to their ſituations, ſtations and powers. The people's eyes are now turned with great ſenſibility and deep ſolicitude, upon every virtuous republican, who doubts, heſitates, neglects, or oppoſes the propoſed amendment; and they are bent, with uncommon diſſatisfaction, upon thoſe enemies to republican government and devotees to foreign inſtitutions, who from ſuch criminal motives, labour night and day, to defeat the amendment. The conduct of thoſe zealous enemies of our elective and repreſentative inſtitutions, cannot fail ultimately to alarm and diſguſt even thoſe republicans, who may have had doubts about the amendment. All America ſhould haſten to perfect the proceſs, by which we create our chief magiſtrate, and this can only be done by rendering it accurately and truly *elective.*

MARRIED—On Sunday laſt, by the Rev. Mr. Balch, Mr. DANIEL RAPINE *Bookſeller*, to MISS CHARLOTTE OSBORNE, both of this City.

Extract of a letter from a midſhipman on board the Conſtitution, to his friend in Wilmington (Del.)

"*Conſtitution, at Syracuſe,*
Nov. 29th, 1803.

"DEAR SIR,

"I am extremely happy to have it in my power to inform you ſomething of the circumſtances of the Dey of Algiers.

"He has in his treaſury fifteen millions of dollars, army 20,000 horſe and foot, has ranſomed from him, upon an averaged calculation, 1200 ſlaves annually, at 1500 hundred dollars each. Taxes, rents, trade, &c. between four and five million—ninety-four thouſand inhabitants in the city of Algiers—naval force four frigates, three brigs, two ſchooners, three zebeck ſhips. The Dey received our conſul, and the utmoſt attention was paid him by the Dey's firſt officers—we believe the United States to be the moſt favoured nation. He made us a handſome preſent of bullocks, ſheep, poultry, and vegetables of every kind.

"The Britiſh conſul is ordered from Algiers—we informed the Dey has a number of Britiſh ſubjects at labor."

Extract of a letter from Kingſton (Jam.) dated March 4.

"The ſchooner Content, capt. Richard Watſon, from Charleſton bound to this port (out ten days) was taken in the afternoon of the 3d ultimo off Mole St. Nicholas, by a French ſchooner privateer of 10 guns and 60 men, from Porto Rico, which put on board a prize maſter, with four white men and a negro, with directions to proceed with the prize for that Iſland. Capt. Watſon having been allowed to remain on board the Content that they might avail themſelves of his nautical ſkill in the ſafe conduct of the prize, formed the deſign of recapturing her with the aſſiſtance of two black ſeamen, part of the Content's crew, who had been alſo detained. This he very gallantly put in execution on the evening of the 10th, in the following manner: Having two piſtols concealed below his jacket, he came on deck, and with the but end of one of them knocking down one of the two Frenchmen, who were placed as centinels, with fixed bayonets, at the cabin door, he immediately after did the ſame kind office to his companion, before the other had recovered himſelf. He then with much preſence of mind, took the bayonets off the muſkets, which latter he threw overboard, and placing the two black men as a guard at the door, went forward to the head of the veſſel, and ſecured two others, who, being defenceleſs, ſuffered themſelves with little difficulty to be pinioned and confined. He afterwards faſtened down the hatches on the remaining two, who were below, rumaging the cargo: and altering the courſe of the veſſel, ſteered for this iſland, which he made on Sunday laſt, and in the evening brought her ſafe into Port Antonio.

"Mr. Peter M'Leod, merchant of this city, and owner of the Content, with a paſſenger, were detained on board the privateer.

"It is to be hoped that the gallant exertions of capt. Watſon, will be attended to by the Underwriters on the veſſel, and that he will meet with the reward that ſuch diſtinguiſhed conduct merits, the law, we underſtand, not adjudging ſalvage in a caſe of this nature to the re-captor. After his arrival from Port Antonio, on Tueſday laſt, he waited on Admiral Duckworth, who was pleaſed to compliment him in very high terms on the laudable zeal and bravery he diſplayed on this occaſion on behalf of the Underwriters.

Extract of a letter from William Lee, Eſq. United States conſul at Bordeau, February 16, 1804.

SIR,

It is impoſſible to give you an idea of the diſtreſſes of the merchants of this city. Credit is totally deſtroyed, and miſery is depicted in the countenance of every commercial man. What will be the end of this God only knows. I would adviſe all thoſe who adventure this way to ſend out intelligent ſupercargoes, whoſe integrity can be depended on—and if the merchants of the United States were wiſe they would accept of no advance by means of facilities on London or Amſterdam. Remittances to theſe places can not be made from this at the preſent criſis without great riſk and uncertainty. I am ſettling all my affairs, and withdrawing my name from commerce entirely in order to live peaceable and happy, and to enable me to give a more effectual protection to thoſe of my fellow citizens who may need my aſſiſtance in my official capacity. A conſul ought not to have his name in commerce. Since the failure of Perrot and Binaud I have been ſolicited to join ſome of the firſt houſes here. But I find there is no pleaſure or ſafety in commerce in this country. I have therefore reſiſted their importunities.

The Joſeph and Phœbe, from Virginia, to Cowes, and a market, arrived here a few days ſince, and has been ſeized veſſel and cargo, for having touched in England. The veſſel I am in hopes we ſhall get reſtored. The brig Eagle, Young, of New York, arrived here 10th January, from Briſtol, having been taken in there by an Engliſh privateer, and is ordered out immediately.

The ſhip Columbine and cargo, of Boſton; and brig Sally and cargo, of Charleſton, ſeized by the cuſtom houſe for debts due from Strabel and Markine, will be reſtored.

The cargoes of the ſchooner Eagle and Jefferſon, belonging to Boſton, which arrived here on the firſt and ſixth inſt. and conſigned to Strabel and Martine, I have had depoſited in the "Entrepot" under the ſeal of the court of commerce, ſubject to the orders of the proprietor.

Five Dollars Reward.

RAN away from the ſubſcriber, on the 23d of April, an apprentice boy, (to the carpenters trade) his name is JAMES GARDINER, he is about 19 years of age, about five feet nine inches high, well ſett, ſtoop ſhoulders, of a dark complexion and of an affable appearance; he is a ſon to a certain John Gardiner, a tailor in Geoge Town. Any perſon taking the ſaid boy and bringing him home, ſhall receive the above reward.

SIMEON MEAD, carpenter
city of Waſhington.

☞ All perſons are hereby forewarned from employing or harboring the ſaid apprentice on their peril.

May 2—w3t S. M

A DIAMOND RING,

Eſtimated at fifteen hundred dollars

depoſited with the ſubſcriber in truſt to ſecure payment of the ſum of 200l. ſterling, with intereſt, charges, &c. WILL BE SOLD for ready money, to the higheſt bidder at PUBLIC VENDUE at STELLE'S HOTEL in the city of Waſhington, on MONDAY THE 21ſt OF MAY next at noon. If the purchaſe money ſhall not be paid in one hour after knocked down, it will be again ſet up immediately, and ſo ſucceſſively until the money ſhall be paid.

WILLIAM CRANCH.

April 16—Fop. 20th May.

HOTEL.

A ſpacious corner lot next

the capitol on *Square* 687 having been preſented by Daniel Carroll of Duddington, and Thomas Law Eſquires, for the purpoſe of building a commodious HOTEL thereon.

A ſubſcription is now opened, on advantageous terms, for the names of thoſe who wiſh to promote this important work, and may be ſeen in the hands of Daniel C. Brent, George Blagden, James Hoban, Griffith Coombs and Robert Brent, or either of them.

April 11—

PROPOSALS.

For carrying the Mails of the United States on the following Poſt-roads, will be received at the General Poſt Office in Waſhington, until the 15th day of June next, incluſive.

1. From Portſmouth by Hampton Falls, Saliſbury, Newbury-Port, Ipſwich, Beverly, Salem and Lynn to Boſton ſix times a week.

May 1 to November 1.

Leave Portſmouth every day Sunday excepted at 2 P. M. and arrive at Boſton the next day by 1 A. M.

Leave Boſton every day Sunday excepted at 1 *p. m.* and arrive at Portſmouth next day by 7 *a.m.*

November 1. to May 1.

Leave Portſmouth every day Sunday excepted at 2. *p m.* and arrive at Boſton the next day by 9 *a m.* in 19 hours.

Leave Boſton every day Sunday excepted at 2 *p m.* and arrive at Portſmouth the next days by 10 *a m* in 20 hours.

2. From Portſmouth, by Dover, Rocheſter, Middletown, Offippee, Moultonborough, and Center Harbor to Plymouth, and from Plymouth by New Hampton, Meredith, Gilmantown, Nottingham, and Durham to Portſmouth once a week.

Leave Portſmouth every Tueſday at 2 *p m.* and arrive at Plymouth on Thurſday by 7. *p m.* Leave Plymouth every Friday at 6 *a m.* and arrive at Portſmouth on Monday by 8 *a m.*

3. From Hanover by Orford to Haverhill once a week. Leave Hanover every Friday at 6 *a. m.* and arrive at Haverhill by 5 *p m.* Leave Haverhill every Saturday at 6 *a m.* and arrive at Hanover by 6 *p m.*

4. From Haverhill Ms. by Cheſter, Pembroke, Concord, Boſcawen, Saliſbury, Plymouth, Romney and Haverhill to Newbury Vt. once a week.

Leave Haverhill every Tueſday at 2 *p m.* and arrive at Cheſter by 5 *p m.* arrive at Concord on Wedneſday by 10 *a m.* Leave Concord at 4 *p m.* arrive at Plymouth on Thurſday by 7 *p m.* and arrive at Haverhill on Friday by 5. *p m.* Leave Haverhill at 5 1-2 *p m.* and arrive at Newbury by 7 *p m.* *Returning.* Leave Newbury every Saturday at 6 *a m.* and arrive at Concord on Monday by 10 *a m.* Leave Concord on Monday at 11 *a m.* and arrive at Haverhill on Tueſday by 10 *a m.*

5. From Burlington by Jerico, Montpelier, Williamstown, Randolph, Royalton and Woodſtock to Windſor, once a week. Leave Burlington every Friday at 2 *p m.* and arrive at Windſor on Tueſday by 3 *p m.* Leave Windſor every Tueſday at 8 *p m.* and arrive at Montpelier on Wedneſday by 9 *p m.* and arrive at Burlington on Friday by 9 *a m.*

6. From Montpelier by Barre, Waſhington, Corinth, Bradford, Newbury-Ryegate, Barnet, Peacham and Danville to St. Johnſburg, once a week. Leave Montpelier every Thurſday at noon, and arrive at Newbury on Friday by 7 *p m.*

Leave Newbury every Saturday at 5 *a m.* and arrive at St. Johnſburg by 5 *m.* *Returning.*

Leave St. Johnſburg every Tueſday at 6 *a m* and arrive at Montpelier onr Thurſday by 11 *a m.*

7. From Boſton by Dorcheſter, Quincey, Braintree, Weymouth, Hingham, Hanover, Pembroke and Kingſton to Plymouth three times a week.

Leave Boſton every Tueſday, Thurſday and Saturday at 6 *a m.* and arrive at Plymouth by 7 *p m.*

Leave Plymouth every Monday, Wedneſday and Friday at 6 *a m.* and arrive at Boſton by 7 *p m.*

8. From Boſton by Cambridge, Watertown, Marlboro, Worceſter, Brookfield, Springfield, Suffield, Hartford, Berlin, Wethersfield, Middletown, Durham, Wallingford, Northford, New-Haven, Milford, Stratford, Fairfield, Norwalk, Stamford, Rye, New Rochelle, Weſt Cheſter and Haerlem to New-York, three times a week.

May 1 to November 1.

Leave Boſton every Tueſday, Thurſday and Saturday at 2 *a m.* arrive at Suffield the next mornings by 2 1-3 *a m.*

Leave Suffield at 5 *a m.* and arrive at New-Haven at 1 3-4 *p m.*.

Leave New-Haven at 2 *p m.* and arrive at New-York on Thurſday, Saturday and Tueſday by 11 *a m.* in 57 hours. *Returning.*

Leave New-York every Monday Wedneſday and Friday at 10 *a m.* arrive at New-Haven the next days by 2 1-2 *a m.*

Leave New-Haven at 3 *a m* arrive at Suffield by noon.

Leave Suffield at 1 *p m* and arrive at Boſton on Wedneſday, Friday and Monday by noon, in 50 hours.

November 1 to May 1.

Leave Boſton every Monday, Wedneſday and Friday at 10 *a m* arrive at Worceſter by 9 *p m.* Leave Worceſter every Tueſday, Thurſday and Saturday at 3 *a m* and arrive at Suffield by 4 *p m.*

Leave Suffield at 5 *p m* and arrive at Hartford by 9 *p m.*

Leave Hartford every Wedneſday, Friday and Monday at 3 *a m* and arrive at New-Haven by noon and at Stamford by 9 *p m.*

Leave Stamford every Thurſday, Saturday and Tueſday at 3 *a m* and arrive at New-York by noon in 74 hours. *Returning.*

Leave New-York every Monday, Wedneſday and Friday at 10 *a m* and arrive at Stamford by 9 *p m.*

Leave Stamford every Tueſday, Thurſday and Saturday at 3 *a m* and arrive at Hartford by 9 *p m.*

Leave Hartford every Wedneſday, Friday and Monday at 3 *a m* remain one hour at Suffield, and arrive at Worceſter by 9 *p m.*

Leave Worceſter every Thurſday, Saturday and Tueſday at 3 *a m* and arrive at Boſton by 1 *p m.*

9. From Charlotte by Eſſex c h. Willſboro, Peru and Plattſburg to Champlaintown, once a week.

Leave Champlaintown every Sunday at 3 *p m* and arrive at Charlotte on Tueſday by 6 *p m.*

Leave Charlotte every Wedneſday at 6 *a m* and arrive at Champlaintown on Friday by 8 *a m.*

10. From Albany to Schenectady ſix times a week.

Leave Schenectady every day, Sunday excepted at 5 *a m* and arrive at Albany by 11 *a m.*

Leave Albany every day, Sunday excepted at 2 *p m* and arrive at Schenectady by 7 *p m.*

11. From Schenectady by Amſterdam, Trips-hill, Palatine, Manheim, Fairfield, Herkimer and Schuyler to Utica three times a week.

Leave Schenectady every Monday, Wedneſday and Friday at 4 *a m.* and arrive at Utica on Tueſday, Thurſday and Saturday by 7 *p m.* *Returning.*

Leave Utica every Monday, Wedneſday and Friday at 4 *a m*, and arrive at Schenectady on Tueſday, Thurſday and Saturday by 7. *p m.*

12. From Utica by Whiteſtown to Rome, twice a week. Leave Utica every Wedneſday and Friday at 4 *a m.* and arrive at Rome by 11 *a m.* Leave Rome every Tueſday and Thurſday at noon, and arrive at Utica by 6 *p m.*

13. From Utica by New-Hartford, Weſtmoreland, Oneida, Sullivan, Canaſaraga, Manlius, Onondaga, Marcellus, Aurelius, Cayuga and Geneva to Canandarque, twice a week. Leave Utica every Tueſday and Saturday at 10 *p m.* and arrive at Canondaigua on Friday and Tueſday by 9 *a m.* *Returning*—Leave Canondaigua every Tueſday and Friday at 3 *p m.* and arrive at Utica on Thurſday and Sunday by 7 *p m.*

14. From New-York by Newark, Elizabethtown, Rahway, Woodbridge, New-Brunſwick, Princeton, Trenton, Briſtol, Holmeſburg and Frankfort to Philadelphia, every day. Leave New-York every day at 1 *p m.* and arrive in Philadelphia the next morning by 7 o'clock, in 18 hours.——*Returning*—Leave Philadelphia every day at 1 *p m.* and arrive at New-York the next morning by 7 o'clock, in 18 hours.

15. From Baltimore by Reiſterſtown, Mancheſter, Hanover, Abbotſtown, Berlin, Sulpher-Springs and Holly Iron-Work to Carliſle, one a week. Leave Baltimore every Saturday at 5 *a m.* and arrive at Carliſle on Sunday by 5 *p m.* Leave Carliſle every Tueſday at 5 *a m.* and arrive at Baltimore on Thurſday by 7 *p m.*

16. From Baltimore by Elk Ridge Landing, Vanſville and Bladenſburg to Waſhington City. every day.

May 1 to November 1.

Leave Baltimore every day at 7 1-2 *a m.* and arrive at Waſhington by 4 *p m.*——*Returning.*—Leave Waſhington every day at 1 o'clock *a m.* and arrive at Baltimore by 11 o'clock *a m.*

November 1 to May 1.

Leave Baltimore every day at 10 *a m.* and arrive at Waſhington by 8 *p m.* in 10 hours. Leave Waſhington every day at 10 *p m.* and arrive at Baltimore by 9 *a m.* in 11 hours.

17. From Waſhington by Georgetown, Alexandria, Colcheſter, Dumfries, Aquia and Falmouth to Fredericksburg, ſix times a week.

May 1 to November 1.

Leave Waſhington every day, Sunday excepted, at 5 *p m.* and arrive at Alexandria by 7 1-2 *p m.* & Fredericksburg by the next noon, in 15 hours.——*Returning*—Leave Fredericksburg every day, Monday excepted, at 11 *a m.* and arrive in Waſhington by 11 *p m.*

November 1 to May 1.

Leave Waſhington every day, Sunday excepted, at 6 *p m.* and arrive at Fredericksburg the next day by 8 *p m.* Leave Fredericksburg every day, Tueſday excepted, at 3 *a m.* and arrive at Waſhington ſame day by 10 *p m.*

18. From Fredericksburg by Bowling Green and Hanover c h. to Richmond, ſix times a week.

May 1 to November 1.

Leave Fredericksburg every day, Sunday excepted, at 1 *p m.* and arrive at Richmond the next day by 3 *a m.* in 14 hours.——*Returning*—Leave Richmond every day, Sunday excepted, at 9 *p m.* and arrive at Fredericksburg the next day by 10 *a m.* in 13 hours.

(To be continued.)