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For the National Intelligencer.

To the members of the Senate and House of Representatives of the United States.

KNOWING, as you do, the rights and privileges of your fellow citizens, and placed in the honorable and elegiac station in which you stand to guard and protect them, I cannot hesitate an apology for the following remarks necessary. I am aware of the relations which must subsist between such representative, and whilst, on the one hand, I feel my mind shall narrow and contract the representatives of the nation the most unexpected, on the other hand, I consider myself authorised to call their attention to objects of the first importance to our common country. It is my intention to improve the absolute necessity of opening any communication through the mountains which separate the western from the Atlantic states. To do this, it will be necessary to state some of the difficulties under which the former at present labors, the benefits which would result to the latter, and the general good which will be produced to the whole by such a measure.

It will be premised, that in lieu a view of the interests by which nature has separated these two sections of the union, for although many gentlemen in Congress are personally acquainted with them, yet I presume the great majority are not, and I may venture to say have not formed a general idea of the extent and difficulty of passage, that chains of mountains, called or alledged to be in different places, but mostly, namely the Alleganey mountains, commence in the state of New York, and extend with a reference in width and altitude in different places as to N. W. direction as far as Georgia. Their average width, coming from the north or north mountain, (from the commencement of which to the foot of the Alleganey of country is measured) is almost as difficult to passage as the Alleganey Ridge (the western) or the Laurel mountain or hill, may be enumerated in places. This tract of country is generally very mountainous, poor and stony, and most forever remain so, by things settled. The roads necessary at many times are very difficult and dangerous to pass on horseback, and impassable for carriages of any description. In their best state they are dangerous waggons, and heavy losses are frequently sustained in the transportation of merchandise across them. A stranger, travelling these roads, could scarcely believe it possible, that nearly one million of people improved their foreign articles by them. Thousands of these mountains, being few in number, are not to be made use, or even to keep the old roads in tolerable repair; therefore it is that the inferiority of the roads is a thing of necessity.

I will now point out some of the difficulties under which our fellow citizens beyond the mountains labor.

Although I cannot speak with certainty, yet I believe I am not incorrect when I assert, that merchandise, foreign articles consumed beyond the mountains are purchased in the towns of the Atlantic states, from whence they are carried by land and wagon from 250 to 300 miles. The price, they may be computed at from 3 to 12 dollars per hundred weight, according to breakage and other losses and risks in transportation, and the expense the merchant is travelling to and from the place of purchase, which are all so doubtful into view by the traveller, and accordingly induces the price to the consumer. Taking all these circumstances into view, we may fairly calculate that the people beyond the mountains pay from 20 to 25 per cent. more on the imported articles they consume than those who live in the Atlantic states. The proportion of foreign articles consumed beyond the mountains cannot be ascertained with any degree of certainty. If we consider the population as nearly equal to one million, of which there can be little doubt, the consumption is very considerable, good roads are made, near one half of the additional price of carriage would be lifted to will be saved. The same difficulties and expense exist, in the same proportion, in the importation from the two countries in every other respect. The quality never to be depended on, for, however important a speedy communication is to the many in the state, the government or individuals, there is more than an equal chance of a disappointment, even in the most favorable and in the winter so kind of dependence on the roads, and in the most of consequence.

I could recall a thousand other difficulties which occur in the intercourse between the people on this side, and those beyond the mountains.

Let us now take a view of the advantages which would result to the Atlantic states from the proposed measure. That a great increase in the intercourse the intercourse would take place is too evident to require any proof. It therefore it be advantage to the Atlantic states that their commerce should increase, they will receive this advantage. The sales too of the public lands would increase greatly, and an adventitious value be given to the public property, which is all beyond the mountains. Have the gen. remain of the nation any property of the nature so obviously reflected on the east extent and value of that property? Have they no interest in the sales of the lands, or between four and five hundred millions of acres? Have they no interest affected on the great importance and advantage of it? Is had to the Atlantic states, independent of the revenue which may be derived from it? Are they not equally interested, yet I cannot be persuaded to point out the advantages to be derived by such a change, as I have presented on the minds of those I address, from the experience of a few years we had our increase of numbers has progressed in the westward, suits. The progress in the increase of population and consumption. Nearly proportioned to the increase of our numbers is that of the population of real property, and the composition for consumption of foreign articles generally. In a crowded society all can be enjoyed; every one must be disappointed, and others be consigned to poverty. When the means of subsistence are exhausted, and the chances, it is a melancholy truth, that the poor are to be consigned to the mercy of others, or too often the engine by which the chosen ones are enriched. Yet, I do not, this happy country, this soil is provided against for at least centuries to come. Our population, if left to itself, by means division, become so small as to be scarcely worth mentioning, and, I truly fear, be sold to his more wealthy neighbor, whose ancestors, perhaps, will better suit him. In a man poor and oppressed by his rich neighbor or landlord, I feel a sympathy, and pity, where happiness labor will be better reward, and, consequently, the people become a purchaser of public lands, and, in a short time, a member of the great conspiration in the society where he lives, he has no prospect of success in his attempt. He returns to the west, where he finds full scope for his mental and bodily powers. He is an industrious mechanic, surrounded by so many of his trade in the society where he lives as to render his exertions unproductive of profit. He removes to the west, where he finds a plentiful settlement and very soon is enabled to become a purchaser of the public lands. These are truths that experience has established, and I, as we all witnessed, have seen them with pleasure! Many of our acquaintances, who have taken nothing but the blessings of industry, and virtues and good sense, have, in a few years, by honest industry, acquired a competency, and have returned cheerful with the confidence of their fellow citizens, and now form part of the national council. Then it is, that the spirit of the people is kindled, and, if not broken; the door to enterprise and honor left open; the national strength and wealth increased; and, most pleasing to all, the national liberties preserved. Let not then of importance that this public stock should be sell at low rates!

But still further—it is not right and proper that our fellow citizens should be made leading to our property for our benefit? Is it not right, in the language of invention, "is the old stage. I should not be surprised if the people beyond the mountains should attempt to make us be getting their imperishables up hill through a few years hence, if the United States do not make the necessary improvements."

There are many advantages, which would result to the people of the Atlantic states, which I have presented to view, which the tender I have presented to view will not permit me to mention. I will close, for the present, with an observation of a friend to the system, which I have produced; and as, future time, continue the subject, and give an account of the state of the union between the atlantic and western states, and, as I hope, to do my fellow citizens which might first to command the attention of Congress.

I cannot, we too apt to imagine the existence of distinct interests, when in fact, we are engaged in promoting the real situation. We unfortunately see in from evil, and, by daily experience of the most trivial occasions, and so on in the same way, a process commenced. It is true, nature has thrown considerable difficulties in the intercourse between the east and western states, yet a small exertion will remove them. I am a very short time, that our interests are the same. The western people are extremely jealous of the eastern people, we will employ the ships of the Atlantic states, from whence they will be supplied with imported articles, as has been already shewn. To me it appears, there never was any thing more clear, than that as long as we act in the same way, as, day towards our western brethren, so long will we find them heartily disposed to go hand and hand in all measures for the common good of the country. When we take a view of the rising importance of the western country, increasing in population and all foreign example, comprehending a tract of country as fertile, if not more so, than any on earth, and far more extensive than the country on the Atlantic; and when it is recollected that we have no navigable rivers to the barriers I have described; will it be wise in the government to consider the whole together by the strongest ties, and what ties are stronger than those of interest, and, I may add, those produced by social intercourse, and an interchange of friendly offices? Allow let me ask, will any thing tend so much to produce friendly offices, as frequently to every love of discussion, as any communications between the two countries, which, I hope, I have made out, and which without the mere national reflection, I should not be alarmed on the minds of those I address, from the experience of a few years we had our increase of numbers has progressed in the westward, suits. The progress in the increase of population and consumption. Nearly proportioned to the increase of our numbers is that of the population of real property, and the composition for consumption of foreign articles generally. In a crowded society all can be enjoyed; every one must be disappointed, and others be consigned to poverty. When the means of subsistence are exhausted, and the chances, it is a melancholy truth, that the poor are to be consigned to the mercy of others, or too often the engine by which the chosen ones are enriched. Yet, I do not, this happy country, this soil is provided against for at least centuries to come. Our population, if left to itself, by means division, become so small as to be scarcely worth mentioning, and, I truly fear, be sold to his more wealthy neighbor, whose ancestors, perhaps, will better suit him. In a man poor and oppressed by his rich neighbor or landlord, I feel a sympathy, and pity, where happiness labor will be better reward, and, consequently, the people become a purchaser of public lands. In a short time, a member of the great conspiration in the society where he lives, he has no prospect of success in his attempt. He returns to the west, where he finds full scope for his mental and bodily powers. He is an industrious mechanic, surrounded by so many of his trade in the society where he lives as to render his exertions unproductive of profit. He removes to the west, where he finds a plentiful settlement and very soon is enabled to become a purchaser of the public lands. These are truths that experience has established, and I, as we all witnessed have seen them with pleasure! Many of our acquaintances, who have taken nothing but the blessings of industry, and virtues and good sense, have, in a few years, by honest industry, acquired a competency, and have returned cheerful with the confidence of their fellow citizens, and now form part of the national council. Then it is, that the spirit of the people is kindled, and, if not broken; the door to enterprise and honor left open; the national strength and wealth increased; and, most pleasing to all, the national liberties preserved. Let not then of importance that this public stock should be sell at low rates!

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A CITIZEN.

FROM THE BOSTON COURIER.

NEUTRAL COMMERCE.

MR. EDITOR,

A pamphlet, under the title of *War in Disguise*, or *The Neutral Commerce Defended*, has been published in London, which, from the ability with which it is composed to have been written with the concurrence, if not under the directions, of the ministry, appears to be of a nature, in the highest degree interesting to the people of this country, and particularly so to the people of the United States, who have a great stake in the premises, the writer, the following sketch will be read with avidity by those who have an opportunity to see the whole piece.

The pamphlet begins by stating that the restoration of the marine and the increase of our commercial navigation, from the time of the revolution, to the commencement of the present war, is a fact, prior to providing which, he has expended incalculable sums, and devoted the capital and labor of a great part of the last year, and of the progress we have made in the commerce, which, for fact immediately attests the attention, yet, in the mean time, we have appear scarcely to be impaired, much less exhausted, by her enormous initiatives, notwithstanding the ruin so long prevailed, and the ruin so long prevailed. That it is our longer contests with France and Spain, their navies, and,