the principal surveyor, in copying field notes and hastening the draft of the work to be reported. The proceedings of the commissioners are specially detailed in their general journal, compiled from the daily journal of each commissioner, to which they beg leave to refer under mark No. 2.

After a careful and critical examination of all the grounds within the limits prescribed, as well as the grounds & ways out from the Ohio westwardly, at several points, and examining the shoal parts of the Ohio river, as detailed in the table of soundings, stated in their journal; and after gaining all the information, geographical, general and special, possible and necessary towards a judicious discharge of the duties assigned them, the commissioners repaired to Cumberland, to examine and compare their notes and journals, and determine upon the direction and location of the route.

In this consultation the governing objects were,

1st. Shortness of distance between navigable points on the eastern and western waters.

2d. A point on the Monongahala, best calculated to equalize advantages of this portage in the country within reach of it.

3d. A point on the Ohio river most capable of combining certainty of navigation with road accommodation, embracing in this estimate remote points westwardly, as well as present and probable population on the north and south.

4th. Best mode of diffusing benefits with least distance of road.

In contemplating these objects due attention was paid as well to the comparative merits of towns, establishments, and settlements already made, as to the capacity of the country, with the present and probable population.

In the course of arrangement, and in its order, the first point located for the route was determined and fixed at Cumberland, a decision founded on propriety and in some measure on necessity, for the circumstance of a high and difficult mountain called Nobley, laying and confining the east margin of the Potomac so as to render it impossible of access on that side without immense expense at any point between Cumberland and where the road from Winchester to Gwynn's crosses; and even there the Nobley mountain is crossed with much difficulty and hazard, and this upper point was taxed with another formidable objection; it was found that a high range of mountains called Dans, stretching across from Gwynn's to Potomac above this point, precluded the opportunity of extending a route from this point in a proper direction, and left no alternative but passing by Gwynn's. The distance from Cumberland to Gwynn's being upwards of a mile less than from the upper point, which lays ten miles by water above cumberland, the commissioners were not permitted to hesitate in perferring a point which shortens the portage as well as the Potomac navigation.

The point on the Potomac being viewed as a great repository of produce which a good road will bring from the west of Laurel Hill, and the advantages which Cumberland as a town has in that respect over an unimproved place, are additional considerations operating forcibly in favour of the place preferred.

In extending the route from Cumberland a triple range of mountains stretching across from Jening's run in measure with Gwynn's left only the alternative of laying the road up Will's creek for three miles, nearly at right angles with the true course and then by waves of Jening's run, or extending it over a break in the smallest mountain, on a better course by Gwynn's to the top of Savage mountain. The latter was adopted, being the shortest, and will be less expensive in hill side digging, over a sloped route, than the former, requiring one brige over Will's creek, and several over Jening's run, both very wide, and considerable streams in high water. And a more weighty reason for preferring the route by Gwynn's is the great accommodation it will afford travellers from Winchester, by the upper point, who could not reach the route by Jening's run, short of the top of Savage, which would withhold from them the benefit of an easy way up the mountain. It is, however, supposed that those who travel from Winchester by way of the upper point, to Gwynn's, are in that respect, more the dupes of common prejudice, than judges of their own case, as it is believed the way will be as short and on much better ground to cross Potomac below the confluence of the north and south branches, (thereby crossing these two as well as Patterson's creek in one stream, equally fordable in the same season) than to pass through Cumberland to Gwynn's. Of these grounds, however, the commissioners do not speak from actual view, but consider it a subject well worthy of future investigation.

Having gained the top of Allegany mountain, or rather the top of that part called Savage, by way of Gwynn's, the general route as it respects the most important points, was determined as follows, viz.

From a stone at the corner of lot No. 1, in Cumberland, near the confluence of Will's creek and the north branch of Potomac river, thence extending along the street westwardly to crosss the hill laying between Cumberland & Gwyun's, at the gap where Braddock's road passes it; thence near Gwynn's and Jesse Tomlinson's to cross the big Youghiogana near the mouth of Roger's run, between the crossing of Braddock's road and the confluence of the streams which form the Turkey foot, thence to cross Laurel hill near the forks of Dunbar's run to the west foot of that hill at a point near where Braddock's old road reached it near Guest's old place, now col. Isaac Meason's; thence through Brownsville and Bridgeport, to cross the Monongahala river below Josias Crawford's ferry, and thence on as straight a course as the country will admit to the Ohio, at a point between the mouth of Wheelen creek and the lower point of Wheelen Island.

In this direction of the route it will lay about 24 1-2 miles in Maryland, 75 1-2 miles in Pennsylvania, and 12 miles in Virginia, distances which will be in a small degree increased by meanders which the bed of the road must necessarily make between the points mentioned in the location; and this route it is believed, comprehends more important advantages than could be afforded in any other, inasmuch as it has a capacity at least equal to any other in extending advantages of a high way, and at the same time establishes the shortest portage between the points already navigated, and on the way accommodates other and nearer points to which navigation may be extended, and still shorte then portage.

It intersects big Youghiogana at the nearest point from Cumberland, then lays nearly parallel with that river, for the distance of twenty miles, and at the west foot of Laurel hill, lays within five miles of Connelsville from which the Youghiogana is navigated; and in the same direction the route intersects at Brownsville, the nearest point on the Monongahala river, within the district. The improvement of the Youghiogana navigation, is a subject of too much importance to remain long neglected; and the capacity of that river as high up as the falls (twelve miles above Connellsville) is said to be equal, with a small expense, with the parts already navigated below. The obstructions at the falls, and a rocky rapid near Turkey-foot, constitute the principal impediments in that river, to the intersection of the route, and as much higher as the stream has a capacity for navigation, and these difficulties will doubtless be removed, when the intercourse shall warrant the measure. Under these circumstances the portage may be thus stated:

	Miles
From Cumberland to Monongahala,	66 1-2
From Cumberland to a point in measure with Connelsville on the Youghiogana river,	51 1-2
From Cumberland to a point in measure with the lower end of the falls of Youhiogana which will lay two miles north of the public road,	43
From Cumberland to the intersection of the route with the Youghiogana river,	34

Nothing is here said of the little Youghiogana which lays nearer Cumberland; the stream being unusually crooked, its navigation can only become the work of a redundant population.

The point which this route locates at the west foot of Laurel hill, having cleared the whole of the Allegany mountain, is so situated as to extend the advantages of an easy way through the great barrier with more equal justice to the best part of the country between Laurel hill and the Ohio. Lines from this point to Pittsburg and Morgantown, diverging nearly at the same angle, open upon equal terms to all parts of the western country that can make use of this portage; and which may include the settlements from Pittsburg, up big Beaver to the Connecticut reserve, on lake Erie, as well as those in the southern borders of the Ohio river, and all the intermediate country.

Brownsville is nearly equidistant from big Beaver and Fishing creek, and equally convenient to all the crossing places on the Ohio between these extremes. As a port it is equal at least to any on the Monongahala within the limits, and holds superior advantages in furnishing supplies to emigrants, traders, and other travellers by land or water.

Not unmindful of the claims of towns, on their capacity in reciprocating advantages on public roads, the commissioners were not insensible of the disadvantage which Union town must feel from the want of that accommodation which a more southwardly direction of the route would have afforded; but as that could not take place, without relinquishment of the shortest passage, considerations of public benefit could not yield to feelings of minor import. Union town being the seat of justice for Fayette county, Pennsylvania, is not without a share of public benefits, and may partake of the advantages of this portage upon equal terms with the advantage of respectable water works adjoining in the manufactory of flour and iron.

After reaching the nearest navigation on the western waters, at a point best calculated to diffuse the benefits of a great high-way, in the greatest possible latitude east of the Ohio, it was considered that to fulfil the objects of the law, it remained for the commissioners to give such a direction to the road, as would best secure a certainty of navigation on the Ohio at all seasons, combining as far as possible, the inland accommodation of remote points westwardly.

It was found that the obstructions in the Ohio, within the limits, between Steubenville and Grave creek, lay principally above the town and mouth of Wheelen; a circumstance ascertained by the commissioners, in their examination of the channel, as well as by common usage, which has long given a decided preference to Wheelen, as a place of embarkation, and port of departure in dry seasons. It was also seen that Wheelen lies in a line from Brownsville to the centre of the state of Ohio and post Vincennes. These circumstances favouring and corresponding with the chief objects in view of this last direction of the route, and the ground from Wheelen westwardly, being known of equal fitness with any other way, out from the river; it was thought most proper, under these several considerations, to locate the point mentioned below the mouth of Wheelen, public benefit and convenience was consulted, inasmuch as the present crossing place over the Ohio, from the town, is so contrived and confined as to subject passengers to extraordinary ferriage and delay, by entering and clearing a ferry-boat on each side of Wheelen island which lay before the town, and precludes the opportunity of fording, when the river is crossed in that way, above and below the island. From the point located, a safe crossing is afforded at the lower point of the island, by a ferry in high, and a good ford at low water.

The face of the country within the limits prescribed is generally very uneven, and in many places broken by a succession of high mountains and deep hollows, too formidable to be reduced within five degrees of the horizon; but by crossing them obliquely, a mode which although it imposes a heavy task of hill-side digging, obviates generally the necessity of reducing hills and filling hollows, which on these grounds would be an attempt truly quixotic. This inequality of the surface is not confined to the Allegany mountain. The country between the Monongahala and Ohio rivers, although less elevated, is not better adapted for the bed of a road, being filled with impediments of hills and hollows, which present considerable difficulties, and wants that superabundance and convenience of stone which is found in the mountain.

The indirect course of the road now travelled, and the frequent elevations and depressions which occur, that exceed the limits of the law, preclude the possibility of occupying it in any extent, without great sacrifice of distance, and forbids the use of it in any one part for more than half a mile, or more than two or three miles in the whole. The expense of rendering the road now in contemplation passable, may therefore amount to a larger sum than may have been supposed necessary, under an idea of embracing in it a considerable part of the old road; but it is believed that the contrary will be found most correct, and that a sum sufficient to open the new, could not be expended on the same distance of the old road with equal benefit.

The sum required for the road in contemplation, will depend on the stile and manner of making it: as a common road cannot remove the difficulties which always exist on deep grounds and particularly in wet seasons, and as nothing short of a firm, substantial, well formed, stone-capped road, can remove the causes which led to the measure of improvement, or render the institution as commodious as a great and growing intercourse appears to require, the expense of such a road, next becomes the subject of inquiry.

In this inquiry the commissioners can only found an estimate by recurring to the experience of Pennsylvania and Maryland, in the business of artificial roads. Upon this data and a comparison of the grounds, and proximity of the materials for covering, there are reasons for belief that on the route reported, a compleat road may be made at an expense not exceeding six thousand dollars per mile, exclusive of bridges over the principal streams on the way. The average expense of the Lancaster, as well as Baltimore and Frederick turnpike is considerably higher, but it is believed that the convenient supply of stone which the mountain affords, will on those grounds reduce the expense to the rate here stated.

As to the policy of incurring this expense it is not the province of the commissioners to declare, but they cannot however withhold assurances of a firm belief that the purse of the nation cannot be more seasonably opened or more happily applied, than in promoting the speedy and effectual establishment of a great and easy road, on the way contemplated.

In the discharge of all these duties the commissioners have been actuated by an ardent desire to render the institution as useful and commodious as possible, and impressed with a strong sense of the necessity which urges the speedy establishment of the road, they have to regret the circumstance which delays the completion of the part assigned them. They however in some measure console themselves with the reflection that it will not retard the progress of the work, as the opening of the road cannot commence before spring, and may then begin with the marking the way.

The extra expense incident to the service from the necessity (and propriety, as relates to public economy) of employing men not provided for by law, will, it is hoped, be recognized and provision made for the payment of that and similar expenses, when in future it may be indispensably incurred.

The commissioners having engaged in a service in which their zeal did not permit them to calculate the difference between their pay and the expense to which the service subjected them, cannot suppose it the wish or intention of the government to accept of their services for a more indemnification of their expense of subsistence, which will be very much the case under the present allowance. They, therefore, allow themselves to hope and expect that measures will be taken to provide such further compensation as may under all circumstances be thought neither profuse nor parsimonious.

The painful anxiety manifested by the inhabitants of the district explored, and their general desire to know the route determined on, suggested the measure of promulgation, which after some deliberation was agreed on by way of circular letter, which has been forwarded to those persons to whom precaution was useful, and afterwards sent to one of the presses in that quarter for publication, in the form of the document No. 3, which accompanies this report.

All which is with due deference submitted, this 30th day of December, 1806.

(Signed)

ELI WILLIAMS,
THOMAS MOORE,
JOSEPH KERR.

Sale by Auction.

TO-MORROW MORNING,

The 17th instant, at 10 o'clock, at our auction room, at the head of Frederick-street dock, will commence the sale of,

A Variety of Dry Goods;

A part of which are,

100 pieces Bandanna Handkerchiefs
20 do. white Russia Sheeting
50 do. Sail Duck, &c.

And at 12 o'clock,

88 hhds. Muscovado Sugar
40 boxes Havanna white do.
301 bags first quality Green Coffee

A few puncheons Rum, Gin, Brandy, Teas, &c. &c.

Also,

The Schooner
GEN. PINKNEY,
With all her materials as she arrived from sea.

VAN WYCK & DORSEY, Auct'rs.
February 16

American,
AND
Commercial Daily Advertiser.

MONDAY, FEBRUARY 16, 1807.

Extract of a letter from our correspondent at Washington, dated February 12, 1807.

This day was introduced in the Senate of the U. States, by Doctor Logan, a resolution to repeal all those laws and parts of laws which allow Drawbacks. This resolution was ordered to lie on the table, and will probably be taken up to-morrow.

The official papers published to-day will be found very interesting. A friend had furnished us on Saturday with the French copies, which we proceeded immediately to translate, and had made considerable progress, when the mail arrived and saved the trouble of converting the remainder into English.—Our friend, nevertheless, will please to accept our thanks.

The Boston Gazette, of the 9th instant, contains the following:—

"The commercial part of our citizens appear not a little depressed at the late order of Bonaparte, declaring the British ports in a state of blockade, &c. Our prices current of to-day, will evince a partial stagnation of business. It is confidently believed, however, by many, that the blockade is intended to apply to the European Islands of Great-Britain only. "*Les Isles Britaniques*" being understood to mean, the Islands of Great-Britain, Ireland, Isle-of-Wight, Man, Shetland, Orkneys, &c."

"Letters from Berlin, 28th Nov. received here (Paris, Dec. 7) this instant, announce a first engagement, in Prussian Poland, between the French and Russians, in which the latter have been most horribly beaten, and completely routed, and have left a world of men in killed and wounded. The French are received with enthusiasm by the Poles; and by the 1st of Dec. there will be 100,000 men of that nation incorporated into our armies. Letters from the frontiers of Poland say, that already the Russian columns are retreating by long marches, in consequence of the good reception which the French have given them. These details come from a good source."

FIRE COMPANY MEETING,
This Evening, at Bryden's, at half past six.

Marine Intelligence.

The schooner William, Rice, for Baltimore, was left at Havana the 17th ult.

The schooner Cassius, of Baltimore, was left at Martinique on the 14th ult.—Time of sailing uncertain

On the 27th of November the Tom Jefferson was left at Palermo, (in Sicily) for Leghorn

The ship Messenger, Buffington, of Salem, from Baltimore, arrived at Gibraltar in 29 days.

Sale by Auction—*Continued.*

THIS DAY,

The 16th instant, at 11 o'clock, at the warehouse lately occupied by Joseph Haskins, jun. deceased, will be sold, the remainder of his personal property, which could not be sold last Wednesday, for want of time,

Consisting of

A quantity of Copper Smith and Tinman's Tools, Moulds, Flasks, Block Tin, Old Copper, Pewter and Lead, a Still and Worms.

Terms of sale, all purchasers above 50 dollars, a credit of 6 months, for approved indorsed notes; less than 50 dollars, cash.

VAN WYCK & DORSEY, Auct'rs.

In pursuance of Law,

There will be sold by Auction on the 12th March next, at the Custom House Stores, in Frederick-street, between Gay and Water-streets, the following unclaimed Merchandize.

Marks.	Num.	Packages & Contents.
R G L T W C		1 bale Jerseys,
S W G In a di'mond	3 611	1 do. Stuffs, 1 trunk Cotton Stockings, Silk Gloves, Pantaloon Hose, and Silk Veils,
None		1 ch'st Butchers' Knives,
do.		2 cases Marble Statues of Apollo & Venus,
do.		3 crates Earthen Ware,
do.		1 case French Books & Moniteur, bound, from 89 to 96,
W & S	215	1 box } Playing Cards,
R C & S	29	1 do. } Playing Cards,
W & S		1 do. } Playing Cards,
L P		2 do. } Playing Cards,
No mark		1 bundle Steel,
B I C		1 do. containing 1-2 doz. Spades,
A A In an oblong figure		2 do. containing 1 3-4 do.
B S Divided by a di'mond		1 cask Curry Combs, and Brass Door Locks,
Two triangles with their points in reversion to each other		1 cask Sickles,
W S 8 B		1 do. Iron Weights, and Glue Pots,
No mark		1 do. Shoe Rubbers,
A F Together, in a Di'mond		1 do. Sickles,
No mark		3 do. Bill Hooks,
do.		1 do. Spike Nails,
do.		2 do. Nails,
do.		1 do. Hoes,
do.		45 old Muskets,
do.		5 Swivels,
G M	1.2	2 cases Medicines for the yellow fever,
D	16 a 25	10 cases do. for the Teeth,
R M		1 case Quill Bark,
		27 small empty liquor cases,
		9 Iron Plough Shares.

Collector's Office, Feb 12.

G. CHRISTIE,
Collector.
February 13 d30t

A Cheap Bargain.

ON WEDNESDAY THE 17TH INST.

Will be sold at the Horse-Market a handsome HORSE, a GIG, and PLATED HARNES. The horse is warrented, sound, and good in harness, by the owner.

February 16.

Sale by Auction

THIS DAY.

THE CARGO of New-Orleans and other SUGARS that were advertised for Thursday last, will be sold THIS DAY, at 11 o'clock at the vendue warehouse, at the corner of Second and Frederick-streets.

ALSO.

A few pipes of fourth proof Cognac Brandy
10 pipes Holland Gin and 30 proof country Rum
70 bags good Coffee and 50 casks Raisins
50 boxes white Soap and 13 bales Gum
27 tons Camp achy Logwood.

and

A quantity of good Hyson and other Teas, on a liberal credit, to close the concerns of a deceased person's estate.

THOMAS CHASE, Auct'r.
February 16

Lottery Intelligence.

St. Paul's Parish Lottery.

Six Hundred Tickets drawn.

The following numbers were drawn prizes on Friday last, the 3d day's drawing.

Prize of $200 No. 1756.
Prize of $50 No. 9685.
Prizes of $20 Nos 6 8 12790.
Prizes of $10 Nos. 2795 11271 11826 13445 14578 14129.

And 52 prizes of six dollars.
Gain of the Wheel $60.

The drawing of this Lottery will be continued at Peck's Hotel, every Friday and Tuesday, until further notice.

Present price of Tickets 5 dollars.

Adjourned till to-morrow, the 17th.

By order,
SAMUEL VINCENT, } Clerks to the
SAMUEL COLE, } Managers.
February 16

Herrings, Flour, Oil, &c.

400 barrels Susquehanna Herrings,
400 do. Back Country Superfine Flour,
100 casks Whale Oil,
30 ditto Linseed Oil,
Paints, &c For sale at No 19, Cheapside.

SAML. R. SMITH.
February 16 MTh&Fr2w

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70 casks Fresh Raisins,

20 do. do. Figs,
8 boxes Cotton and Wool Cards,
9 bales India Goods, consisting of Jallapoor Sannas, Luckipore and Chittabilly Baftas, Checks, Gurrahs, Cambrays, &c. &c.

Just received per Hercules, Capt. Felt, from Salem, and for sale by

JOHN BUFFUM,
No. 84, Bowly's wharf.
February 16 d3t-eo3t

Wanted to Charter,

To a port in Europe,

A GOOD VESSEL,
Of about 250 to 300 tons burthen Apply to
JOHN DONNELL.
February 16 d4t*

One Cent Reward.

RAN away from the subscriber, an apprentice boy, named AMILI. FLORIAL RUAUD, a native of Bordeaux, thirteen years of age, about 4 feet 3 inches high, dark complexion, dark brown hair, speaks broken English, very pert in his answers when questioned, a very great liar. Had on when he went away, a blue cloth jacket and trowsers. Any person apprehending said apprentice, and bringing him to No. 97, Ann-street, Fell's-Point, shall receive the above reward without deduction, and no charges paid

THOMAS MANNING,
Fell's Point,
February 16 6o3t*

TAN YARD, &c.

For Sale by Auction.

On the 12th day of March next, at half past 11 o'clock, will be exposed to public sale, by Thomas Chase, at his vendue warehouse, corner of Second and Frederick streets, Baltimore,

THAT valuable TAN YARD, with improvements, and about 32 acres of LAND, situated at the mouth of Rock run, at the head of Tide Water, on the Susquehanna. There are now sunk in the said Yard 75 Vatts, and the improvements consist of, a good substantial range of Buildings, for the use of the same—containing Mill House, Beam House, Bark House, Drying Sheds Currying Shops, and a large Cellar, &c.—There is also a good Dwelling House, Stone Stable, Milk House, and a Corn House. The tillable Land is in a high state of cultivation. Any quantity of Stone for Building, can be made from the uncleared Land, and one or two Fisheries can be made at a trifling expence.

This property lies about 5 miles above Havre-de-Grace, and 8 miles from Baltimore. The easy access from this place to the Baltimore Market by navigation with its very favorable situation for the trade down the river, (which is rapidly increasing)—cannot fail to render this a very valuable situation. The present occupiers John S. Peck & Co. will shew the premises, and the terms will be made known at the time of sale.

J. WILSON.

N. B. The above property is now under lease (about 2 1-2 years of which are unexpired) at the yearly rent of 300 dollars.

February 16 eot12M

BALLS

James Rybardet

RESPECTFULLY informs the Ladies and Gentlemen who generally attend his Balls, that, on Wednesday, the 18th inst. his Balls will recommence, and continue every week, at his house in Second-street—and, should the weather prove unfavorable, to be postponed until the Wednesday following.

☞ Days of tuition, at his School, Tuesdays, Thursdays and Saturdays.

TO AMATEURS—Several good old fine tuned Cremona VIOLINS, to be disposed of.—Apply as above.

February 16 e4t*

An Elderly School-Keeper,

WHO professes teaching reading, writing plain arithmetic and grammar, either French or English, wishes to find a competent encouragement at a small distance from this city. He can produce sufficient recommendations for his credit and ability. Apply at this office

February 16 d

COTTON.

35 bales COTTON—Just received and for sale by

ARMSTRONG & DUNN.
February 14 d4t