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**The Struggle against Anti-federalism:
Development of Internal Improvement Policies
in the U.S. in the Early 19th Century**

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Anti-federalism, or the suspicion of centralized national power, has deep roots in the U.S. federal system. Anti-federalism has obstructed integrated national policies by promoting the rights of states, but it has also strengthened national policies in the course of bolstering state interests. This paper examines the development of national internal improvement policies in the U.S. following Gallatin's Report on Public Roads and Canals in 1808. Gallatin's report achieved fame as the first national planning initiative for roads and canals that had the aim of enhancing communications, economic markets, and national unity. The report urged the federal government to take a powerful lead in promoting the development of transportation networks, and laid out a framework whereby, within the bounds of the U.S. Constitution, federal financial support could be offered to companies incorporated in states. Following the report, legislative bills concerning internal improvements were discussed in conjunction with Gallatin's plan. The Pope-Porter bill of 1811, Calhoun's Bonus bill (vetoed in 1817), and the General Survey Act of 1824, may be seen as offshoots of Gallatin's report. The General Survey Act, authorizing the use of technical support offered by the Army Corps of Engineers, constituted a major federal initiative in the 1820s and resulted in an era of increased federal aid. The history of national internal improvements is linked to the struggle against Anti-federalism and reveals both rivalry and interaction between the federal and state governments. Anti-federalists resisted centralized and enlarged national policies in the early republic. However, by pursuing state interests and competing for federal aid for states, even anti-federalists also served to enlarge national internal improvement policies in the 1820s.

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