

MAGNIFICENT PROJECT.

From the New-York Statesman.
Canal Steam navigation route to the Mississippi.

In contemplating the stupendous enterprises of this age of internal improvement, we naturally look forward to the consequences and results, which a few years will produce. One public work completed becomes a stepping stone for the commencement of others; and thus are we going forward with a progress, which receives new impulses from year to year, to an unparalleled degree of national greatness. It would not, perhaps, be too much to say, that but for the making of the Erie canal our country might have been half a century behind what she is. We now see canals meandering in every state, ascending the Green mountains of the north, and belting the towering Alleghanies; at the same time new routes are exploring, and engineers traversing every stream and ravine scattered over a country, extending from the Kennebec of Maine to the Illinois in the west. With many other public works that are adorning our country, are those magnificent watery arches, commencing with one foot on the Hudson, bending over to the Delaware and Lehigh, and from the Delaware and Schuylkill, to the Susquehanna, spanning the lofty Alleghanies, to the Ohio, at Pittsburgh, and with one step more encircling the Ohio ridge, and reaching the shores of our vast inland seas.

My object in this article, is to suggest a steam navigation route from the head of Lake Erie, across the country, passing about 30 miles south of the southern extremity of Lake Michigan, to the Mississippi at the mouth of Rock river, in lat. 41, 30; the distance by Vance's map of 1825, is only 370 miles. From this point on the Mississippi it is only 250 miles due west to the mouth of the Platte, on the Missouri, in lat. 41 degs. From St. Louis to the Platte, the distance is 600 miles. Up the Platte is the modern route to the Rocky mountains and the Columbia river.

The data which would be required in making any calculations are, of course, quite imperfect; but the most important thing which the engineer looks at, is a supply of water on the summit levels, and a moderate amount of lockage; and here it may be remarked, that no part of our country has less obstacles for internal improvement than the district embraced within the Ohio, the Mississippi, and the Lakes; the greatest elevations of the interior in no place, exceeding 400 from these waters, in some only 300 feet, in a triangular area of 140,000 square miles. Were these proportions traced on a map or delineated in a diagram, the elevation would appear as a point; indeed, the whole district may be looked upon more as an extended plain than otherwise, as the great valley between the Alleghanies and the Rocky mountains. Such is the general aspect of a country equal in extent to that part of the United States north and east of the city of Washington.

This route would be from the mouth of the Maumee river on Lake Erie—up that river in a south-west direction 100 miles to Fort Wayne; then going over to the head waters of the Illinois 80 miles, and probably the most difficult of any part of the route, crossing the Little and Eel rivers—head waters of the Wabash; then down the Illinois, which runs a west course for upwards of 100 miles before it takes its southern direction, to the confluence of the Robertson or the Vermillion—up the former or across the country to the Rock river, and down this stream to the Mississippi, 70 miles from the Illinois. From Fort Wayne to the Mississippi, the route will be nearly a west course. From surveys made in the state of Ohio, from Lake Erie to the Ohio river, the summit level on a route in the northeastern part of the state, is 342 feet above Lake Erie. The grand summit of the Ohio canal is 335 feet, and on a route in the western part of the state, the summit is 378 feet above Lake Erie. By the surveys, the Ohio river at Beaver creek, 30 miles below Pittsburgh, is 124 feet higher than the lake. At the mouth of the Scioto, or southern termination of the Ohio canal, it is 90 feet lower, and at Cincinnati 133 feet lower. According to the surveys of the western route, Fort Wayne will be about 380 feet above Lake Erie. In a discussion in Congress last winter, of a canal from the Maumee to the Wabash, it was stated, that with a little deep cutting of 20 feet, for a short distance, a level might be obtained from one river to the other. By the report of commissioners on the Chicago canal route, the Illinois, at the mouth of the Vermillion, is 158 feet lower than Lake Michigan—this lake is 30 feet higher than Lake Erie. The Mississippi, at the mouth of Rock river, is probably on about the same level with the Illinois at the Vermillion. There will then be three or four summit levels; the lockage will be to Fort Wayne 380 feet, thence to the Vermillion 508 feet, thence to the Mississippi, say 100 feet—in all, 1,000 feet—and from the Mississippi to the Hudson, 730 miles artificial navigation, the lockage will be 1,660

feet—about the same as that of the Morris canal. The length of that part of this canal, in the state of Ohio, would be 75 miles; in Indiana, 140; in Illinois 155 miles;—it would accommodate for (say 30 miles on each side) a territory of 21,000 square miles, and indirectly, 100,000 more.—The Erie canal benefits 12,000 square miles of territory through which it runs.

I have hinted that this canal should be of a capacity to admit steam boats.—This is practicable although we are almost wholly without experiment. The slow jog of the towing-horse averaging not over two or three miles an hour will be found altogether too slow for the purposes of the rapid communication, which society will require in a few years. The principal objection to steam-boats on canals, is the washing of the banks. In this age of invention it would be strange if some way could not be devised to navigate canals by steam. The canal should be adapted to the steam-boat, and the steam-boat should be adapted to the canal. On the Erie canal they are securing the banks against the washing with stone and timber. Some other method perhaps in the form of constructing the canal may be made to attain the same object at less expense. Boats may be made to navigate a canal by steam, constructed for their accommodation, carrying 100 tons or more of freight, and not draw over 3 feet of water. The steam-boats of the Hudson river draw from 2 1/2 to 4 1/2 feet, of from 200 to 450 tons, the machinery of some of them weighing 100 tons. We lately heard of three keel boats attached to each other with an engine in one of them, carrying 80 tons of freight, ascending the Wabash 450 miles. The Maumee being in the direction of this line of communication, with locks and dams, would afford a navigation for the steam-boats, so also would the Illinois for a considerable distance, and the two streams thus navigated, would be 200 miles, or more than half the route; this improvement of these rivers could be done at less expense than making an entire canal along their valleys. At the western extremity of this route of communication there would be the noble Mississippi in a transverse direction, where the same steam-boat would ascend 600 miles to the Falls of St. Anthony; and this place, so long known only as a distant military post, or to the geographer as the principal or only break in the waters of this mighty river, would become a second Lowell, full of the hum and bustle of a manufacturing town. From St. Anthony's to Rock river is 600 miles; thence to Lake Erie, 370; to Buffalo, 280; to New-York, 450, in all 1,700 miles: to say this distance may yet be travelled in eight or ten days, would not be so much of a prediction as a few years ago to have said a steam-boat would go from New-Orleans to Louisville, 1,500 miles, in 8 days, or that another would go from Albany to New-York, 150 miles in less than 12 hours. Even now, without reference to the great improvements that still await it, we look upon the steam engine as of more than Archimedean lever-power, at least in utility.

Its Cost.—We can now estimate the probable cost of a tow-boat canal from but impartial surveys. It is believed a navigation from Lake Erie to the Mississippi for steamboats of 100 tons or more may be made for a sum not exceeding the cost of the Erie canal. The Languebec canal is 144 feet wide, six feet deep, and cost 3,000 sterling a mile. The Holstein canal connecting the German Ocean with the Baltic, is 100 feet wide at top 54 at bottom, 10 feet deep, cost \$30,000 a mile—from 2,000 to 3,000 ships have passed in a year. The land alone for one canal in England 16 miles long, cost 90,000 sterling, which is about 25,000 dollars a mile. In the states of Ohio, Indiana, and Illinois, are probably sold of the government lands to the amount of more than half a million of dollars yearly. In all the expenditures of government nothing would seem more equitable than that a part of the land sales should be applied towards making improvements on the same land. This work might be made by the general government, and become the property of these states on their paying for it. But this is touching a subject hitherto fruitful with discussion, and continuing to prevent in a measure the prosecution of internal improvements with that zeal which the increasing wants of a widely extended country demands.

I may be thought proposing a work which will be soon enough for the next generation to think of; be it so. The Erie canal was commenced within ten years from its first public suggestion, in a series of essays published twenty years ago, and completed in eight years. The Erie and Mississippi canal, for such I call it, cannot be thought a work too great to be accomplished, if we consider what has been done, what is doing, and the omnipotence of a free people, which needs only persevering and steady application to complete enterprises more difficult than any our country has yet undertaken. We wonder at the prodigious labor of the ancients, some of whose works will always remain the monu-

ments or records of the application and achievements of human power. Claudius, a Roman emperor, employed 30,000 men 12 years on a single canal. The same labor now would be worth 70 or 80,000,000 of dollars. The making of the Erie canal may be considered equivalent to the labor of 5,000 men 6 years. The Chinese canal was 43 years in making, and employed 30,000 men. This labor would now be worth 250,000,000 of dollars. The great pyramid of Egypt required to build it 100,000 men 20 years. An equal amount of labor now would cost 400,000,000 of dollars.

Were this canal made on a scale which I have suggested, going as it would through the heart of the western country, and forming a great vent for the immense products which the Wabash, the Illinois, the Rock river, and the numerous tributaries of the upper Mississippi would afford; how grand would be the chain of communication; Lake Erie with a canal at each end, the Mississippi linked with the lakes, the Erie canal, and the Hudson. I see in that country the elements of a solid and durable prosperity; a country larger in territory, more fertile in its soil, and capable of sustaining a denser population than Great Britain, whose annual rents for land are 200,000,000 of dollars, a sum that would buy nearly the fee simple of the whole district of which I am speaking; a country, whose natural powers of soil are as rich and good as the sun ever warmed, and whose productions shall far exceed the storied fertility of the Nile.

HERCULES.

New York, August, 1827.

LIFE OF NAPOLEON BONAPARTE.

By Sir Walter Scott.

Napoleon's Farewell to his Guard.—Napoleon having now resigned himself entirely to his fate, whether for good or evil, prepared on the 30th April to depart for his place of retreat. But first he had the painful task of bidding farewell to the body in the universe most attached to him, and to which he was probably most attached—his celebrated Guard. Such of them as could be collected were brought out before him in review. Some natural tears dropped from his eyes, and his features had the marks of strong emotion while reviewing, for the last time, as he must have then thought likely, the companions of so many victories. He advanced to them on horseback, dismounted, and took his solemn leave. "All Europe," he said, "had armed against him: France herself had deserted him, and chosen another dynasty. He might," he said, "have maintained with his soldiers a civil war for years, but it would have rendered France unhappy. Be faithful," he continued (and the words were remarkable), "to the new sovereign whom France has chosen. Do not lament my fate; I will always be happy while I know you are so. I could have died—nothing was easier—but I will always follow the road of honor. I will record with my pen the deeds we have done together: I cannot embrace you all, but I embrace your general." (He pressed the general to his bosom.)—"Bring hither the eagle,"—he embraced the standard, and concluded—"Beloved eagle, may the kisses I bestow on you long resound in the hearts of the brave!"—Then, my children—adieu my brave companions, surround me once more—Amen? Drowned in grief, the veteran soldiers heard the farewell of their dethroned leader; sighs and murmurs broke from their ranks, but the emotion burst out in no threats or remonstrances. They appeared resigned to the loss of their general; and to yield like him to necessity.

At the burial of the Deputy Mannel, which caused so much excitement lately in Paris, after M. Lafitte had addressed the multitude, it appears that General Lafayette advancing to the edge of the grave, thus addressed the immense assemblage, in a voice solemn and full of feeling. We translate the remarks from the printed process verbal of the ceremony, which we received by the last packet, and of which by the bye, the sale had been obstructed in Paris.

"You have just heard the touching and patriotic accents of public grief and private friendship. Permeated with the same sentiments, it is with the deepest emotion that I approach this tomb, about to close on the eloquent defender of the national liberties. Around me are those monuments, so intimately associated in every heart, with great misfortunes, noble recollections, sublime talent, and illustrious victims. Here, on this spot, sleep two honourable friends and colleagues—the brave and generous Foy, equally brilliant in political debate and the field of battle—the genuine model of French honor—and the frank & courageous Girardin, who in the Chamber of Deputies pointed out the violations of the Royal Charter, as in 1792 he defended the constitutional laws, which the sovereignty of the French people had enacted. We saw these three lending one another in the discussions of the Chamber, a mutual, a patriotic, a disinterested support. History will preserve the recollections of the life of Mannel. When even a boy, in the wonderful campaigns of the republican army of Italy,

he linked himself inseparably with the surpassing glory of the tri-colored flag. When later, in the crisis of the Hundred Days, in the Chamber of Representatives he won rapidly admiration, esteem, and the general confidence. When at the tribune of the Chamber of Deputies he delivered those speeches now engraven in the memory and heart of every patriot.—But let me dwell a moment on that 4th of March, when the most flagrant injustice that ever consigned to insignificance a deliberative assembly, was visited on him.—When we saw him so firm, so calm, so faithful to his trust—a day not less honourable for the National Guard of Paris—that fortunate establishment of '89, always devoted to the cause of liberty, equality, and public order—whose remarkable services, interrupted at three signal periods are a sure guaranty of its future revival, and a perfect return to the principles of its primitive organization. You have been told, and every friend of Mannel will confirm the declaration, that, from the day of his retirement, to the last day of his existence, he desired, hoped, longed for, the liberty of his country.

"As for us, citizens, here, among the tombs of the faithful servants of the people, we have only to strengthen more and more our respect for, and devotion to, imprescriptible rights—to regard them as the objects of our most fervent and virtuous aspiration—the most important of our interests, and the most sacred of our duties."

"Regulation of the Press."—The following are extracts from late London papers on the despotism and cowardly act of the French government in re-establishing the censorship of the press.—The London Morning Chronicle, says:—

"There can be but one opinion with respect to the impolicy of the step taken by the French government. It amounts to a confession that its measures cannot bear the light, and by extinguishing opposition, it deprives itself of every means of justification; for while the public will lend a greedy ear even to calumny against public functionaries, they will refuse to give them credit for the good they may do."

The same paper says—"The writers of most of the private communications from France, are remarkably circumspect on the subject of politics, as if apprehensive of interference from the police. It is a fact within our own knowledge, that several persons who expressed their opinions rather freely on the state of things in France, not suspecting that their letters would be opened, had received an intimation from authority, to desist from the use of such language under penalty of being sent to the coast under a guard of soldiers."

The Courier mentions the same subject in the following terms:—"The principle of this measure goes completely to fetter the expression of public opinion in France; what its practical operation may be, must depend upon the discretion and temper of the persons appointed to superintend its execution. Nor can we discover the precise motive for such a decree at the present moment. We are not very inattentive readers of the Paris journals, and we confess we never discover in them any of that inflammatory or seditious writing which would seem to call for so vigilant a control over their labors. Besides there have been sufficient proofs of late that the ordinary tribunals of the country possess an adequate power to punish any serious transgressions of the press. A government must either be very weak, or the people over whom it rules, very prone to disaffection, when it is considered necessary to resort to a censorship. But it is a gross error to suppose that an expedient like this can meet either emergency. A government gains no accession of strength by betraying its fears; and a discontented people are not likely to grow satisfied under the pressure of fresh grievances."

Facts.—A single mercantile house on Long wharf, has sold since the first of January last, thirty seven thousand barrels of Genesee Flour—of which less than 300 barrels have been disposed of coastwise—the remainder has been sold to country traders, and chiefly to those in the manufacturing villages.

Another house has paid, since the first of April, one hundred and fifty thousand dollars for American Wool purchased of farmers and wool growers belonging to the New England states and New York, and sold out again to the manufacturers of New England.

The Boston and Canton Factory Company imported, during 5 months preceding the first of May last, one million pounds of Smyrna wool—all of which is used in its own factory, in the manufacture of what is called negro cloths.

It is possible that our manufacturing establishments can be detrimental to commerce and agriculture, when a single establishment imports wool enough in five months to freight 3 or 4 ships, (to say nothing of other articles necessarily used in the manufacture of the wool?) when a single dealer in American wool pays, in the same time, to the farmers

\$150,000? and another individual receives from another portion of farmers and sells off to the country traders flour enough to make its owners rich, if not independent? Boston Courier.

A New York paper gives the following information respecting Capt. Franklin's Arctic Land Expedition:

"The enterprise, if not entirely successful in the way originally designed—the plan of a junction with Capt. Beech being frustrated by unfavorable weather, as before announced—has yet sufficiently determined the grand question so long agitated, and removed all reasonable doubt respecting the Northwest passage.

"Captain Franklin's private letters received since his arrival in New York inform him that Captain Beech proceeded in the Blossom 120 miles east of Icy Cape. If this account be accurate, there do not remain more than 40 or 50 leagues of the coast from Point Turnagain to Icy Cape unsurveyed; and as the discoveries of Capt. Parry extended some degrees westward of the first mentioned Point, 'the interesting fact of the practicability of the N. W. passage at certain seasons appears to have been determined.'"

WASHINGTON, Oct. 3.

The Books for receiving Subscriptions to the CHESAPEAKE AND OHIO CANAL were opened, as our readers know, at the several places designated, on Monday last, and are to remain open from day to day. We have information only of the amounts subscribed, Monday and yesterday, in this City and Georgetown, which were as follows:

In this City, including the subscription of the Corporation, \$1,066,300
In Georgetown, including the subscription of the Corporation, 425,000

\$1,491,300
As the Company is to go into operation when a million and a half of dollars is subscribed, that matter is now placed beyond doubt; for, in addition to the above, we are certain of the subscription of 250,000 by the Corporation of Alexandria; and it is supposed that in this District alone, there will be individual subscriptions, additionally, to the amount of several hundred thousand dollars. "The work goes bravely on." Nat. Intel.

Collector's Notice.

HAVING been appointed Collector of Taxes for Dearborn county for the year 1827, and received the Duplicate, together with a precept commanding me to collect the same, I hereby give notice that I am prepared to receive the amount due to each individual, as also arrears due me for former years I have been Collector. No further indulgence need be expected by delinquents, as I am determined to collect as the law prescribes. I will pass through the county immediately for the purpose of collecting, at which time I hope to receive the little sums due, so as to save further trouble. Those indebted to me for fees, notes, or accounts will do well to pay the same immediately, as I will place them in the hands of proper officers for collection. I also wish to close the business of the Indiana Spectator, and to receive the amount due me on subscriptions taken of the Palladium for settlement. Having heretofore so often requested payment by advertisement to little effect, I have concluded that it is unnecessary to warn any more—I must and will resort to the authority given me by law for the recovery of my debts.

Notice is hereby given, that I will on the 2d Monday in November, after disposing of the personal property of delinquents, as charged in the duplicate (where the same does not satisfy the demand,) offer for sale all the Land whereon the taxes are not paid previous to that time, by their Number of Township, Range, Section, Quarter Section, or parts thereof—also all town lots, or fractions, charged as aforesaid, and continue said sale from day to day until all are offered for sale.

JOHN SPENCER, Collector,
for Dearborn county.
Collector's office, Lawrenceburg,
July 18th, 1827. 28—

REGIMENTAL ORDERS.

THE staff, the commissioned and non-commissioned officers, and the several companies, composing the 55th regiment, 30th brigade, fifth division, of Indiana militia, will parade, at the house of Henry Dils in Manchester township, on the 29th day of October 1827, armed and equipped, as the law directs, for regimental muster, precisely at the hour of 10 o'clock A. M. The regiment will pass in review, of Major General Strapp, com'd't of the said division, and Brigadier General Keen com'd't of the said 10th brigade. The line will be formed at 10 o'clock, the troops will pass in review at 11, the regiment will perform the necessary evolutions. By order of John Spencer Com'd't.

JAMES W. HUNTER
Major 55th R. I. M.
October 17, 1827

Stolen or Taken in Mistake

FOR the stable of the subscriber, on the afternoon or night of the 3d inst. a

NEW SADDLE,

With an extraordinary good BEARSKIN Housen, hair very long and black, each of the skirts is stitched in two places with silver cord, one inch in length, double plated stirrups, the stirrup leathers are stamped Five dollars will be given to any person who will bring the saddle to me safe, or if stolen, ten dollars for the thief and saddle.

JOHN GRAY
October 4th 1827

The Revised Code
AND
PAMPHLET LAWS OF INDIANA,
For sale at the Palladium Office.