

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 Lukes; 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 360 feet above Lake Erie. In a discussion in Congress last winter, of a canal from 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 human 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 a country equal in extent to that part of the United States north and east of the city of Washington.

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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 & 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!"—Adieu, my children—adieu my brave companions, surround me once more.—*A few days*—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 revolts. They appeared resigned to the loss of their general; and to yield 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 cemetery, and murmuring broke from their ranks, but the emotion burst out in no threats or revolts. They appeared resigned to the loss of their general; and to yield him to necessity.

Facts.—A single mercantile house on Long wharf, has sold since the first of January last, thirty seven thousand barrels of *Gennesse 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.

Is it 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 farmer and sells off to the country traders flour enough to make its owners rich, if not it dependent?

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 unexplored: 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 charged to each individual, as also arrears due me for former years I have been collector. No further indulgence need be exacted 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 wherein 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

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REGIMENTAL ORDERS.

THE staff, the commissioned and non-commissioned officers, and the several companies composing the 55th regiment, 10th brigade, fifth division, of Indiana militia, will parade, at the house of Henry Dilts in Manchester town ship, on the 29th day of October 1827, armed and equiped, 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 Stepp, comdt. of the said division, and Brigadier General Keen comdt. of the said 10th brigade. The line will be formed at 10 o'clock, the troops will pass in review at 11, after which the regiment will perform the necessary evolutions.

By order of John Spencer Comdt.

JAMES W. HUNTER

Major 55th R. I. M.

October 17, 1827

Stolen or Taken in Mistake

For the safety of the subscriber, or the afternoon or night of the 3d inst. a

NEW SADDLE,

With an extraordinary good BEAR SKIN House, hair very long and black, each of the skirts is stitched in two places with silver cord, one inch in length, double plated stirrup irons, 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

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