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TERMS:

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INTERNAL IMPROVEMENTS.

The splendid success of the New-York canals has given rise to numerous projects for the improvement of inland navigation in almost every part of the United States.

In Massachusetts a canal was proposed sometime since from Worcester to Providence (R. I.) a distance of 40 miles. The expense is estimated by the engineer at 529,000 dollars. The manufacturing interests of the district of country which would be benefited by this improvement probably surpass in importance those of any equal extent of territory in the Union.

In Connecticut, a canal is in contemplation to pass from New-Haven through Farmington, and to enter Connecticut river at Northampton in Massachusetts. The effect of it would be to divert the trade of the upper part of Connecticut river from Hartford and other towns, on the bank of the river, to New-Haven. The expense is estimated at \$400,000. The subscriptions in the city of New-Haven amount, it is said, to \$100,000.

We have prepared the following notices from Reports of Commissioners and other documents, which have recently come into our possession.—*N. Y. Obs.*

Potomac River Canal.—The Commissioners appointed by the law of Virginia, and the resolutions of Maryland, of the year 1821, to examine the affairs of the Potomac company, and to devise the best means of effecting an improvement in the navigation of the river, have recently made a report, from which we have derived much interesting information.

The Potomac flows through a mountainous region, and the current is very rapid, the descent from Cumberland to tide water, a distance of 185 miles, being 537 feet. The river is naturally navigable only during the floods and freshets, and these are so uncertain in their duration, that very little dependence can be placed upon them. The navigation too is of a dangerous character, arising from the wildness of the torrent, and the suddenness of its bends, the stream having worn its way, in the lapse of ages, through countless ridges of rocks, among which boats and cargoes are frequently destroyed.

The mode in which the Potomac company have attempted to improve the navigation, has been principally by sluices. The sluices, in the upper part of the river, consists chiefly of channels formed by low walls running from each shore towards the middle of the stream, and elevated about eighteen inches or two feet from the bottom. They are made of rough stone, taken from the bed of the river, generally of a size not larger than a man's head, and raised on a broad basis from ten to twenty feet in width. These transverse walls or dams, are usually connected with two walls of about the same height, but built on a narrow basis, and placed parallel to each other, and to the shores. The two last mentioned walls are usually twenty feet apart, through the passage, or artificial canal, thus formed, the current of the river is made to run, for the purpose of deepening the waters.

These walls and sluices are very numerous and have cost large sums of money, but they have not been found to answer the purpose, and they are scarcely to be distinguished from the fish dams, erected along the whole course of the stream.

In some cases, sluices have been formed by excavating the rocky bottom of the river, but these also have proved of no service, there being a fundamental error in the attempt to obtain a level, by partial cutting or deepening the bottom, when the rapids extend through the whole line of the river. Unless you bring water in such a case to a level in every part of the line, and partial cutting, or deepening in spots, only serves to transfer a shallow further up the line, or to make hollow basins of no service.

Owing to these radical errors in their plan, the Potomac company have expended large sums, and incurred a heavy debt, to no purpose. Instead of rendering the river navigable in dry seasons for vessels drawing one foot water, as required by their charter, the commissioners ascertained, by actual measurement that at the time of their exami-

ation, there was not a sufficient depth for boats drawing 6 inches; and in one place, for more than eighty miles, obstructions from shallows, sufficient to stop a skiff, were met with, almost every half mile. In consequence of these facts, the Commissioners have recommended, that the Potomac company should be divested of their charter, that some effectual mode be adopted for improving the navigation of the river.

After an examination of different plans, the Commissioners have reported in favour of abandoning the bed of the river, and forming a regular canal along its banks from Cumberland to tide water, 185 miles. The cost of a canal, thirty feet wide at the top, twenty feet at the bottom, and three feet deep, for 182 miles of that distance, is ascertained to be \$1,578,924; for the remaining three miles, the canal of the Little Falls, when enlarged, may be used. The Commissioners suppose that the revenue, arising from the tolls, might be safely calculated at \$240,000 annually, which would yield a net profit of 15 per cent. on the estimated cost.

Among the advantages of such a canal, mentioned by the Commissioners, are the following: 1. Coal, which is found in abundance in the vicinity of the North Branch of the Potomac, and of a quality equal to that of the best Liverpool coal, might be afforded in Georgetown, for 16 cents a bushel. 2d. Slate, which is found in still greater quantity than coal, and of an excellent quality for roofing, might be furnished as cheap as the best of shingles. 3. The immense mines of iron ore, which are yet unopened along the river, would be extensively wrought, especially as the price of fuel would be so considerably reduced.

To defray the expenses, the Commissioners recommend, that a loan should be obtained, and that books be opened, under the direction of the two States, for the subscription of stock, by individuals, each individual to be entitled to the stock he subscribes for, upon condition of paying annually to the states, the interest of the amount, until the annual profits of the canal shall be adequate to an extinguishment of the loan, and a discharge of the annual interest. In case the legislatures should deem it inexpedient, at present to raise so large a sum by loan, the Commissioners recommend that at least the section of the canal between tide water and Harper's Ferry should be completed, the expense of this part being estimated at only \$560,127.

Potomac and Ohio Canal.—The Commissioners appointed, as mentioned in the preceding article, to report on the best means of improving the navigation of the Potomac river, have suggested the practicability of opening a water communication between the Atlantic and Western States, by means of a canal, to extend from Cumberland on the Potomac, across the Alleghany mountains, to the Monongahela, a branch of the Ohio.

It seems that a copious stream, called Deep creek, one of the head waters of the Monongahela, rises within about 200 feet of the summit of the Alleghany mountains. In the first part of its course, this creek runs through a narrow pass in a ridge where by erecting a dam fifteen feet high, and not more than forty or fifty yards long, an immense pond may be formed, equal, at least, to three or four miles in length, and half a mile in breadth. This reservoir, the Commissioners suppose, would furnish sufficient water for locks, and a canal. In order to descend on the east side of the mountains, however, it would be necessary to carry the canal through the dividing ridge by a tunnel two miles long. The cost of this tunnel and of the locks, would place the project, undoubtedly, beyond the means of Maryland and Virginia; but the Commissioners think that Pennsylvania, Ohio and Kentucky, as well as the general government, are all immediately interested, and, as it is ascertained that the necessary supply of water can be found, nothing is wanting to the success of the plan but funds, which might easily be furnished by the joint effort of all the parties concerned. The whole expense, it is supposed, will fall far short of what the public would naturally imagine.

If such a canal were completed, the commissioners anticipate, that Washington, or some city in this neighborhood, would have decided advantages, as an emporium for the trade of the western states, over New-York or New-Orleans. The advantages over New-York would consist in the shorter distance, in the freedom from the necessity of navigating lakes, which requires vessels of a different construction from those used on can-

als, and consequently demands a charge of hands, and the repeated removal of the cargo from one vessel to another; and finally, in the circumstance, that the Potomac canal would be free from ice one month longer than that from lake Erie to the Hudson. The advantages over New-Orleans would consist, in the greater ease and safety of the navigation; in the superiority of the climate, the heat of New-Orleans being injurious to northern constitutions, and frequently damaging flour, bacon, and all vegetable and animal productions; and finally, in the case of the approach from sea, much difficulty being experienced by ships in ascending the Mississippi to New-Orleans.

Chesapeake and Delaware canal.—This canal, which was first proposed more than 20 years ago, and upon which \$100,000 were expended many years since, will probably soon be recommenced and prosecuted to completion. In 1812, the legislature of Maryland passed an act authorizing a subscription on the part of the state, of two hundred and fifty shares, (or 50,000) to the capital stock of the company, provided the United States should subscribe seven hundred and fifty shares, the commonwealth of Pennsylvania three hundred and seventy-five shares, and the state of Delaware one hundred shares. The United States and Pennsylvania, not having discovered a disposition to subscribe their respective quotas, the General Assembly of Maryland, in February of the present year passed a supplementary law, dispensing with this condition, so far as relates to them, and authorising the Treasurer to subscribe two hundred and fifty shares, provided subscriptions to the amount of \$225,000 shall be obtained from other sources, in addition to the amount to be furnished by the state of Delaware. Within a few weeks, more than \$260,000 have been subscribed towards the canal by individuals in Pennsylvania. It only remains therefore, for Delaware to subscribe \$20,000, when Maryland, agreeably to her pledge, will subscribe \$50,000. The whole expense of the canal, according to the estimate in the Report of the Secretary of the Treasury to Congress in 1808, will be \$850,000. Of this sum \$200,000, were subscribed many years since, and it would seem, therefore, that about \$300,000 are still wanting to complete the necessary amount.

The citizens of Philadelphia appear to consider the formation of this canal an object of great importance, as its effects will be to give them a share in the trade of the Susquehanna river and Chesapeake bay, which is now enjoyed exclusively by Baltimore.

James River and the Ohio.—The Virginians have, for several years, had it in contemplation to open a communication between James river and Ohio; the effect of which would be to divert a considerable portion of the trade of the western country to Richmond and Norfolk. At the last meeting of the legislature, the James river company were authorised to borrow a considerable sum, to enable them to proceed with the work. It is intended immediately to improve the navigation of James river for a considerable distance above tide water; to make a road from the mouth of Dunlap's creek (a branch of James river) to the Great Falls of Kanawha, and to render the Kanawha navigable from the falls of Ohio. A loan of \$100,000 has recently been effected by the company, to enable them to proceed with these sections of the work, and it is expected that it will soon commence and will be executed with energy.

Hudson and Delaware canal.—A bill has recently been presented to the legislature of New-York to incorporate a company, for the purpose of opening a water communication between the rivers Delaware and Hudson, through the counties of Ulster and Sullivan. The object is to open a channel, through which the city of New-York, and other parts of the state, may be supplied with coal from Pennsylvania; large quantities of that mineral being found near the head waters of the river Lackawaxen, which empties itself into the Delaware opposite the county of Sullivan.

The Wabash River.—The Wabash is a beautiful river, about 600 miles in length by its meanders. It enters the Ohio about 140 miles from the confluence of the latter with the Mississippi, and may be considered as its largest tributary stream, coming in on the west side. The breadth, at the mouth, is 400 yards. Its head waters rise in the North-west part of the state of Ohio, and its gener-

al course to the Ohio river is south of west. Its principal tributaries are, White river, Little Wabash, Embarrass, Big and Little Eel Rivers, Sugar Tree creek, Ponce Passu, or Wildcat, Tippecanoe, and Musissippiway.

The river flows through a rich level country well adapted to the cultivation of wheat and rye, and cotton has of late been raised with success. There are, both on the east and west sides of this river, a great many prairies or natural meadows, which are very rich and fertile. The country is now settling very fast and will, in a few years, if the present prospect continues, be in a high state of cultivation. The principal towns situated on this river, are Harmony Vincennes, and Terre Haute, with several more, which are yet new, and contain but few inhabitants.

This river forms the western boundary of the state having Illinois on the west, and Indiana on the east, for a considerable distance. It affords excellent spring navigation for flat boats, for the distance of 450 or 500 miles from its mouth, and is navigable for craft drawing two or three feet water as far as Vincennes, at almost any season.

Western Censor.

AMERICAN HISTORY.

There are a number of interesting facts relative to early *American History* scattered thro' Holmes' Annals. The editor of the Democratic Press has read the work for the purpose of selecting such matter as may interest—the American people:—He submits the result—No. 1:

Roberson and Anderson concur in stating that in the year 1506 some slips of the sugar cane were brought from the Canary Islands and planted in Hispaniola, (St. Domingo) where they were found to thrive so well as to become an object of commerce.

Roberson says that a few negro slaves were sent to America in the year 1503. In 1508 negroes were imported into St. Domingo by the Spaniards from the Portuguese settlements on the Guinea coast. The reason assigned was that the natives were too feeble to work in the fields and in the mines. It is clear that in modern times slavery is the offspring of cupidity. Charles V. of Spain, granted to a Flemish favorite an exclusive privilege of importing into America four thousand negroes. The Fleming sold the privileges for 25,000 ducats to some Genoese merchants, who first brought into a regular form the commerce for slaves between Africa and America. A commerce which is now happily at an end. It is an honorable fact in the history of the United States, that it was, the first government which prohibited the importation of slaves.

The first charter for a colony granted by crown of England was granted by queen Elizabeth to Sir Humphrey Gilbert. By this character he was authorized "to take possession of all remote and barbarous lands unoccupied by any christian prince or people."

The first English colony ever planted in America was at Roanoke Island, Virginia, in 1585.—One hundred and seven persons were left there by Sir Richard Greenville under the government of Mr. Lane.

On the 18th of August 1587, Mrs. Dare was delivered of a daughter in Roanoke, which was baptised the next Lord's day by the name of Virginia. She was the first English child born in the country.

In 1593 the English sent some English ships to Cape Breton for Morse, for whale fishing. This is the first mention we find of the whale fishery by the English. They found no whales, but they discovered on an Island about 8 hundred whale fins where a Biscay ship had been lost about 3 years before, and this is the first account that we have of whale fins or whole bone by the English.

In 1607 the English settlers built a town in Virginia, and in honor of king James, called it James town. This was the first PERMANENT HABITATION of the English in America.

In 1508 John Laydon was married to Ann Burras, and this was the first marriage in Virginia. The first Marriage in New-England was in 1621 between Edward Winslow and Susanna White.

In 1610 a member of parliament came to America. The commons declared his seat vacant, because by accepting a colonial office he was rendered incapable of executing his trust. This appears to be the first time that Virginia was noticed by the English parliament.

In 1616 tobacco was first cultivated by the English in Virginia.

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