

GREENSBOROUGH PATRIOT.

"THE IGNORANT AND DEGRADED OF EVERY NATION OR CLIME MUST BE ENLIGHTENED, BEFORE OUR EARTH CAN HAVE HONOR IN THE UNIVERSE."

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COMMUNICATIONS.

"But still remember, if you mean to please,
To press your point with modesty and ease."

For the Greensborough Patriot.

No. 11.

FELLOW-CITIZENS:—In the preceding number we have taken a general view of our obtaining a portion of knowledge of temporal things, and a correct understanding of our social duties, in order to the promotion of our own and others' happiness. In this, we will also take a view of the active principle employed in obtaining such knowledge, and of its operations in the human mind.

It must be generally admitted, that the spirit of enquiry is a gift of nature, and implanted in the human mind by the great author of all things; if so, then it must be acknowledged, that it was intended for great and noble purposes, and not to be dormant and motionless in the human breast. This disposition for research—this proneness to seek after knowledge is more or less observable in almost all classes of people; and is not confined alone to those in mature age nor those of great talents, or much learning; but we see men of but moderate capacities seeking after knowledge; and we see, also, even youths, and children desiring to know what they do not understand. The spirit of enquiry is not only an inherent quality of the human intellect, and more or less prevails with all mankind; but if traced down to its many and wonderful effects, will be found to be a very necessary and essential part of our mental faculties: for without this, where would be the great and wonderful attainments in the arts and sciences, and in the knowledge and wisdom of this enlightened age? Has not this, indeed, been the soul-enlivening spring that has operated so powerfully in many of our predecessors, and in many of our cotemporaries, as to cause them to penetrate into the depths of human knowledge, and from the dark caverns of ignorance, to bring up to light and view the many volumes of important and useful instruction, that are now in the world? Yes, it is the spirit of enquiry that has led the astronomer to look into the Starry Heavens, and view the wonderful works of God. It was this that prompted him to conceive the idea of a planetary system, and suggested the reasonableness of the Sun's being placed in the centre, and the several planetary orbs revolving round him at their respective distances, and in their stated periods. It was this that demonstrated to him that the stars (though little points to the naked eye) are of immense magnitude, and immeasurable distance from this earth; and are probably suns and luminaries to other systems of worlds, and orders of beings. It was this great intellectual quality, that taught him that the whole universe of created nature, is of infinite extent, and unbounded to human eyesight; and that this little Globe, inhabited by many thousands of Adam's race, and millions of other creatures, is but a very small inconsiderable point, in comparison of the whole of God's creation.

But to turn our observations from this grand and majestic system of the universe, and confine them to our own little sphere, what but the spirit of enquiry has raised the skill in the various mechanical and liberal arts to such a magnificent height, as we find it exists at the present period. It was from this fruitful source of action, stimulated perhaps by various motives, that we now enjoy the advantages of so many great and noble pieces of workmanship in machinery and architecture, as are in the world; and that we derive so many new and useful inventions in the various branches of art, as are of late sought out. From this elastic principle of the human intellect, has indeed emanated all the intelligence of artificial contrivance that we now possess; and, perhaps, has been derived all the great improvements in the works of art, from the period of the rudest inventions down to the present time. From this, agriculture has derived great advantages by implements of husbandry, and manner of tillage. This has given rise to manufactories of every kind; and taught the labourer in all occupations to work with skill and economy. Scientific knowledge, in all its varieties, has been no less augmented by the operations of this principle, than artificial. Geography as well as Astronomy, Philosophy and Mathematics, and all other branches of literature have received their advantages, as well as derived their existence from this moving spring of the human

soul. By this, also the qualities and use of the magnet were discovered, and navigation guided from pole to pole. It is, indeed, by this that we acquire a scientific knowledge of the language we speak, and it is by the same principle of enquiry, that we are enabled to appropriate such knowledge to advantageous purposes in the affairs of human life. In many instances, we are also led to reflect on a proper course of conduct towards ourselves and towards others, and deduce just conclusions therefrom, by the selfsame principle of enquiry; and thus we are led to scrutinize more actions and customs prevalent in the world; tracing them to the principles from whence they spring.

In the former number we have seen the necessity of a certain portion of temporal knowledge, and its advantages to mankind; and, also, that there must be some active agent in making such attainment. Now, the spirit of enquiry suggests itself as being that agent—as being the fundamental and moving principle of the knowledge of men and things—as the life-giving and main-spring of the intellectual powers, which, if sufficiently encouraged and fostered, would put them all in due action. This must be evident, when we reflect that we must first desire to know the truth and enquire after it, before we are in a capacity to receive it. And this very desire is the essence, or spirit of enquiry itself.

I would commend to my fellow-citizens the encouragement of general enquiry after all useful knowledge: to obtain a correct knowledge of men's faculties, as well as to know the true limits of his powers; and also to have a general knowledge of art and science and the works of nature &c. so far as is necessary for our own benefit, our usefulness to others, and the proper regulation of our conduct in the world. When the rising germ of this faculty appears in the youthful mind, let it not be suppressed and smothered down, nor nipped by the frost of disappointment; but, rather let it be fostered, and a proper turn given to its growth, that it might shoot out in a right direction. Yea, I would most ardently recommend for the young to seek after useful knowledge, in order that they might be diverted from that which is evil, and be made serviceable members of society. Although I am a sincere devotee to the study of literature, and general knowledge of art and science, and of those subjects that relate to the necessary affairs of life, as also, of those that are intimately connected with the good and permanent happiness of the community, and indeed the world at large; and do most ardently desire my fellow-citizens to enquire deeply into these things, and especially to encourage such enquiry among the youth of our day; yet, I am far from believing that a proper regulation of our conduct ought chiefly to depend on more human acquisitions; but, that human acquirements may be made subservient to good purposes under the influence of reason and religion, or, as Murry expresses it, they may be made "Hand-maids to virtue."

ENQUIRER.

For the Greensborough Patriot.

MR. SWAIN:—Montesquieu, in speaking of the different forms of Government, says, "For a Republican form, virtue is and must be the basis; for a Monarchical or Aristocratical form, honor is and must be the basis; for a Despotic form, the fear which the subjects are kept under, is and must be the basis."

If Montesquieu's theory be correct, it is time for every true patriot in this country to be aroused. Political virtue seems to be banished from our land, and its place usurped by ambition. To see the means resorted to, by those who are candidates for posts and offices under Government, is alarming to any man of reflection, who has the good of his country at heart—means of which they themselves must be ashamed, if they have any sense of virtue left. But in excuse to themselves and others, they say that it is indispensable, and that no man can succeed in his election without them—I mean the practice of treating the people with "good liquor." My honest friends, pause a moment, and reflect you are sapping the foundation of that Constitution which, if elected to the place you desire, you will be sworn to defend; that you are murdering the liberties for which your fathers fought and bled; that you are destroying the morals of your fellow-citizens, or at least a considerable portion of them, and rapidly bringing them to the level of beasts and savages.

What man who has any sense of propriety himself or respect for it in others, will become a candidate under such circumstances? Therefore the reins of Government will most likely fall into the hands of knaves, or men who are entirely careless of their duties.

I next appeal to the voters for officers, assemblymen &c. How can you brook the indignity of a man's supposing he can buy your vote with a drink of grog? and I will simply ask in what other light you can view a candidate's treat; for I have heard it repeatedly asserted by some of the ruling characters of the county that a man cannot be elected to the General Assembly from this county unless he does treat the people with "good liquor." Those who have never thought of these things, I would have them to remember the fable of the faithful dog, whose mouth the robbers sought to stop with a piece of bread, while they broke open his master's house; "no no" says he, "for while I would be eating it you would rob the house and get clear off." I would have you, also, remember the example of that illustrious patriot, Gen. Reed, President of Congress, in time of the Revolutionary War, when the Commissioners of the Ministry of Great Britain threw out a bait of ten thousand guineas to swerve him from his duty; he replied, "Gentlemen, I am poor, very poor, but your King is not rich enough to buy me."

I will close this article with the following Query: If Montesquieu's theory be a true one, how long can ours exist without a reformation?

T. GRACCHUS.

For the Greensborough Patriot.

MR. EDITOR:—I confess I have formed my sentiments on most of the subjects which have been of a public nature; nor do I think this unworthy an American who has a free Government. Men who have no sound wisdom or discretion, are ever ready to condemn any decision of character as obtrusive, and offensive to their delicacy. They cannot hear, with any patience, broad Scotch Irish.

Among other subjects of public investigation, as to the lunatic establishment, I think it is not sufficiently copious to hold all those who are agitated with insanity.—They are many among us who should eat hellebore and sail to ———— What would a citizen of sound mind think, were he led into the secret of our town worthiest, were he to come in upon them and catch them at the very insane act of dancing with their own shadows, or as a kitten plays with its tail, and thinks itself in the act of catching a mouse? Yet these are the men who are ever charging their neighbours, (of more wisdom and sound discretion, of greater age, and more universal reading than themselves) with madness; there is nothing wanting to cure these patients of their complaint—but to report the symptoms of it, to the public—and this act would be a public blessing to society, who are infested with these self-important money-made or law-made gentlemen for the noxious vapours of our villages and country towns produce many patients of this description to the nuisance of both town and country.—The people have witnessed them about the house of justice.—Competitions in Clerkships and Lawships and Doctorships, is a sufficient excitement to set these vermin to work.—One symptom of great importance in the history of their complaints, is the accumulation of wind; which is ever discharging itself through all their actions and even words, in the faces of their fellow citizens, and upon even peaceable men, who had never given the smallest cause of such vapouring—I say, should not such men (the productions of miasma and fog) eat hellebore—I feel myself able to cure them, if they would but report their cases fairly, and quit dancing to their shadows, and sporting with their tails; for this self-importance is the worst symptom of their malady. This may serve for the present, but more and plainer Scotch Irish shall be at hand if needed, for these polite, learned and dignified town maificks, who have never once had their snouts beyond their own tarapin shells to look abroad, independent of their lares—but for defence of themselves shake their money at you and strut on as Turkey Cocks.

TIMOTHY ORRIS.

SELECTED.

"But still remember, if you mean to please,
Whate'er you write, we bring forth nothing new."

CANALS OF THE UNITED STATES.

Canals in the United States commenced in Massachusetts. The company formed to construct, what is called the Middlesex canal, was incorporated 1793; commenced the work 1790, length, 29.54 miles, an entire fall 107, by locks; 24 feet wide with four feet water.

In Connecticut, canal operations have been mostly confined to the melioration of Connecticut river, which has been so much improved as to admit vessels of considerable tonnage to ascend to, and descend from the Fifteen Mile falls, 250 miles above the mouth.

The greatest, however, of all works of this nature, yet executed in America, are two great canals of New York. The western canal from the Hudson river to Lake Erie, was first suggested by Gouverneur Morris, about 1803; surveys were directed by a resolution of the Legislature of New-York in furtherance of this project, 1806; first board of commissioners organized, 1810, consisting of Gouverneur Morris, Stephen Van Rensselaer, De Witt Clinton, Simon De Witt, William North, Thomas Eddy, and Peter B. Porter, Law authorising the actual survey of the ground, passed April 17th, 1810; this great work was commenced, July 4th, 1817; completed and the water of Lake Erie let into it, October 26th, 1825; employing 3 years and 144 day. The completion of the northern, or Lake Champlain canal preceded that of Erie, and both taken together consummate the inland communication between the Great Bay of Hudson, and the basin of St. Lawrence.

CANAL REVENUE. The amount of toll collected on the Erie and Champlain canals, for the past year, amounts to \$659,053 43. The amount collected in 1826, was \$762,093 69, showing an increase of \$97,051 33. The aggregate of 1827, is 9,000 more than the estimate of the commissioners of the canal board, and \$11,000 less than that of the canal commissioners.

A surplus of 400, more or less, after discharging the interest of the canal debt, is therefore left to be applied to paying salaries, repairs, &c. after which there is still a large balance to be appropriated either to the extinguishment of the debt, or to works of public utility.

It is estimated that the New-York canals independent of the income already derived from them, exceeding the interest on the cost by 2 1-2 per cent, have increased the property of the state, to the value of a hundred million of dollars.

NEW JERSEY. In this state two canals are in progress to unite the Delaware and N. York bays. The

Delaware and Raritan canal, in New-Jersey is 20 miles in length; and the Legislature of Pennsylvania, in granting permission to the company which has undertaken this work, to supply a feeder out of the river Delaware, have annexed a condition that a canal shall, in the opinion of the United States board of engineers, sufficiently correspond with the Chesapeake and Delaware canal.

This, it is supposed, will require the canal to be eight feet deep, so as to be navigable for bay vessels—and not to interrupt the noble line of interior navigation contemplated to run parallel to the coast for so great a distance.

PENNSYLVANIA. The canals either actually undertaken or projected in this state, extend to every river. In 1792, Schuylkill and Susquehanna navigation commenced; now open, 1823. 1793, Delaware and Schuylkill abandoned; 1816, Schuylkill, now 1820, nearly complete; 1821, Union canal from the Schuylkill to the Susquehanna, by the Tupelocken and Swatara, open, and completely navigable April 5, 1823; Lehigh navigation by White and Hazard, from the Delaware at Easton to Mauch Chunk, nearly, if not altogether complete. A great chain of inland navigation to unite the Ohio to the Susquehanna, is in progress.

DELAWARE AND MARYLAND. The great though comparatively short canal, called "The Chesapeake and Delaware canal," to unite these two bays, was projected as early as 1757; in 1770, a survey was made, but nothing of moment undertaken until 1799; company organized May, 1803; May 26, 1804, the work was commenced but discontinued 1805; company revived and new board organized, 1822; canal routes soon after surveyed, and the final route chosen, January, 1824; work begun April 15, 1825, route commencing on the Delaware, and thence by St. George's creek of Delaware, and back Creek of Chesapeake; the canal is to be sixty feet wide at the water line, thirty six at bottom, eight feet deep, less than 14 miles long, and lined with stone.

VIRGINIA AND NORTH-CAROLINA have an intercommunicating canal through Norfolk county of the former, and Camden county of the latter, called, "The Dismal Swamp Canal;" this canal admits water of seven feet draught, and from 75 to 90 tons; it is 22 1-4 mile in length. In those two states, except some minor operation on some of the rivers, canal projects remain unattempted.

SOUTH-CAROLINA. Santee and Cooper river canal is twenty-two miles in length, uniting Santee and Cooper rivers. The ground rises from Santee, by an ascent of 35 feet to the summit level; by four locks; towards Cooper river the descent is 66 feet, which is overcome by nine locks—locks 60 by 10 feet; top water line 35, and bottom 20, with four feet water, navigated by small vessels of twenty tons.

LOUISIANA is the first state southward, and south-westward of South-Carolina, where any canals worthy of notice have been executed, and in Louisiana, the small canal Carondelet, is the only work of the kind deserving attention. It extends 44 1-2 miles from Bayou St. John, into a basin directly in the rear of the city of New Orleans; is about 30 feet wide, and four in depth, without locks, as by it the tide flows into the basin.

OHIO. This newly populated state is now prosecuting a line of inland navigation, which, when completed, will rival that of New-York and will in ready constitute together, a chain of unequalled importance.

The water of the Great Miami was let into a section of this canal on March 10th, and the navigation opened from that river to the city of Cincinnati on the 17th, 1828.

RAIL ROADS. Rail roads first used near Newcastle upon Tyne, about 1650; wooden rails, four to eight inches square, resting upon transverse sleepers, two feet apart, were in use for many years, when rails of the same description, covered with thin plates of iron were substituted. The usual load for one horse on rail roads of this description, was forty-two cwt. Wooden rails in pretty general use, to facilitate mining operations prior to the year 1760. Train roads, with rails of cast iron, first introduced at Colebrookdale iron works, at the instance of Mr. Reynolds, in 1767; at the Sheffield colliery in 1776.—Stone props, for the support of the rails substituted for timber 1797, at Newcastle upon Tyne. Edge rails were brought into use by Mr. Jessop in 1789, at Loughborough. Malleable iron edge rails adopted at Newcastle in 1805, and at Pindale Fell in 1808. The improved malleable edge rail now in use, was invented by Mr. Pickensaw, in 1820. A locomotive engine propelled by steam, was employed for the first time on the Morby Tydvil rail road, in Wales, in 1804. Blenkinsop's locomotive engine, which operated by means of cog-wheels and rack-rails, was invented and applied to the Leeds rail road in 1811. But the locomotive engine that has gained the greatest reputation, and been most generally adopted is that invented by Mr. George Stephenson, in 1814. This engine has undergone a variety of improvements since that time, and is deemed more efficient than any of its predecessors.

The only rail roads in the island of Great Britain designed for general use or reciprocal transportation, are the Surrey, commenced in 1804, which is a train road; the Stockton and Darlington, completed in 1826, on which edge rails are employed; and the Liverpool and Manchester rail way, now in progress of construction.

The only considerable rail roads in the United States, already in successful operation, are the Quincy, near Boston, Mass. 3 miles long, and the Mauch Chunk rail road, on the river Lehigh, about 12 miles long. These were constructed for the purpose