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Internal Improvement.

From the New-York Statesman.

GREAT WESTERN CANAL OF NEW-YORK.

The following letter will be read with deep interest, not only in the State of New-York, but in every part of the Union. Mr. Haines, to whom it is addressed, has politely complied with our request, in consenting to its publication. It bears the impress of an extraordinary mind, and emanates from one so able to admire the grandeur, and estimate the utility of the great work of modern times. The writer has evidently examined the Canal with minute attention, and his letter, we believe, will be found to contain a more comprehensive view of the whole line, in the present stage of its progress than can be found in any other publication.

It affords us the highest gratification to learn, from authentic sources, that thus far the practical utility of this great work much exceeds the calculations of the most sanguine. The income arising from tolls is already immense. In the years 1817 and 1818, when opposition to it was perhaps the strongest, had any one ventured to predict its present business and profits, he would have been called an enthusiast, and ridiculed as a visionary. Estimates much below the reality were then treated as the dreams of romance, or worse, as political schemes intended to deceive the public. At that time there were few who were willing to assume the responsibility of connecting themselves with the project, and many would make it a subject for sarcasm and ridicule. But the tables are now turned, and enough are found ready to claim a participation in the honor of projecting and executing so grand a work. This is a sufficient triumph for its early and fast friends, and sufficient mortification to its opponents. We forbear further comment, leaving the letter to speak for itself:

Saratoga Springs, 10th June.

DEAR SIR—I have just completed my tour from New-York to the Niagara Falls and back to this place—a considerable part of which was by water. I shall employ a few moments of leisure, which I enjoy in this elegant retreat, in gratifying your curiosity with respect to this journey.—The whole distance from New-York to Buffalo, by the route of the Canal, is at least five hundred miles. After leaving the steam boat at Albany, I took the stage for the Little Falls, where I arrived in season to take a Grand packet for Utica. I employed but an hour's leisure in looking at the locks and comparing the new with the old Canal at the Little Falls. What a discrepancy! Weston, who was so much extolled as an English engineer, sinks into insignificance when compared with the native engineers now in the full tide of successful experiment. From what I can see, and have heard of his operation I imagine that he was quite a subordinate engineer—and little experience—less celebrity—and that his object was more to acquire money than fame.—With this view he adopted a system of precipitation, enveloped his proceedings with the cloak of mystery, and effected all that were within the reach of his influence with chimerical and unfounded notices of the difficulties, which surrounded the walks of the great engineer. From below the Little Falls to within 7 miles of Utica, there are 12 locks of the most solid materials, and of the most admirable workmanship. I embarked on board an elegant packet boat, called the Magna, of six tons, and in six days arrived at Utica—the distance being upwards, and by the canal less, than 22 miles—and by the river

Our way was through a charming, well-settled, fertile country, and a considerable distance through the German Flats, which contain several thousand acres of excellent land, composed of the alluvia of the West Canada Creek and the Mohawk River. Nearly opposite to the beautiful village of Herkimer, the Erie Canal follows for a short distance the track of the old canal, and in one place an old and a new lock approach closely to

lent opportunity for contrast, and the result is so greatly in favor of the latter, that it is perfectly idle to attempt a comparison. The property lying at this place, ready for conveyance to market, is composed of thousands of barrels of flour, pork, pot ash, and whiskey—and staves, lumber, glass, wheat, &c. to the value of a quarter of a million of dollars, and a great deal of it unhooused.

The next morning we took a boat at Utica for Montezuma, and at 10 o'clock A. M. the next day we reached the place of destination 96 miles. We immediately embarked on board of a small boat—entered the Seneca River by a lock—passed into one of its inlets, called the Clyde River, formed from the confluence of the Canandaigua outlet, and New Creek at Lyons, and navigated it until we arrived at Clyde—distant 15 miles by this route from Montezuma, and 12 miles by the canal when completed. The Cayuga marshes lie between these places, and present a formidable obstacle to the progress of the canal—last season 2000 men were employed in forcing this work through them, one half of whom took sick, and many died, but in a few weeks the difficult undertaking will be accomplished. At Clyde we entered the Canal by a temporary wooden lock, and took passage in a canal boat—At Lyons nine miles, we changed to the Myton Holley, a boat of 40 tons, drawing 8 inches water, and replete with elegant accommodations. We lodged that night at Palmyra and the next morning we arrived at Heartwell's Basin in Pittsford, (8 miles from Rochester,) where the present navigation of the canal terminates.—I have thus travelled 174 miles by boat—159 on the canal.

15 on the river Clyde,

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In the course of the season the canal will be navigable from Rochester to Schenectady—that is to say, 59 miles of the Utica, and 20 miles between the Genesee and Seneca rivers, making uninterrupted navigation of 238 miles. There will then remain to be finished about 122 miles, to wit, 28 from Schenectady to Hudson River, and 94 from Genesee River, to Buffalo; and of this a great portion is already done. In the vicinity of Albany, great excavations are carrying on at the Cohoes; the foundations of the locks are laying at two different points; the aqueducts across the Mohawk are in a state of preparation, and excavations are proceeding in the heart of Schenectady.—From Rochester to Lock Port, 63 miles, there are no intervening locks, and here as well as between Montezuma and the first lock east of Utica, there is an uninterrupted level of 70 miles, making only in two distances 140 miles without the incumbrances of locks; a fact without a parallel in the annals of the world. There would be no difficulty in finishing the canal to Lock Port this season, but at this place it passes a mural precipice of 60 feet, and 260 feet above the level of Lake Ontario, which is about 15 miles to the north. Lock Port is a prosperous village of nearly 100 buildings, which has sprung up with mushroom rapidity, but whose flourishing existence will be as enduring as that of the canal. Here a double set of locks, five for ascending, and five for descending boats, of 12 feet abreast, and from the heights of the village you look down to the foot of the canal, on a great natural basin capable of containing a vast number of boats, and affording the most secure as well as the most spacious accommodations. When the forests which obstruct the view of Lake Ontario and Lake Erie are cut down you will have from this altitude the most picturesque and sublime prospects which the world can afford.

To the north you will see the canal winding its way to the waters of the east, lost in the distance and crowded with boats bearing the wealth of the western world; 100 feet below this height, and on an average two miles north of the canals, you see the celebrated Ridge Road, covered with habitations, and its borders lined with fruit trees, green with vegetation and teeming with abundance. Farther still you behold the Lake Ontario, a great inland sea, stretching itself to the north and to the east; and to the west you will behold the immense basin of Lake Erie, and hear the roaring of the cataract: and to whatever

point of the compass you direct your view you will perceive the most fertile regions in the world. The embankment at Irondequat is a mile long, greatly elevated, and a part of the way is composed of a narrow neck, which appears as if it were arranged by nature for the express purpose of maintaining the level of the canal. From it you will enjoy a prospect only to be exceeded by that of Lockport. From Lockport to Buffalo via the canal, is about 30 miles; for the canal, is about thirty miles; for one third of this distance Tonawanta Creek will occupy the place of the canal; and to Geneva River, a distance of 84 miles, its principal supply will be derived from Lake Erie, which will be let in at Buffalo, and after a passage of about 12 miles, will enter Tonawanta Creek, near its mouth, the waters of which will be forced back by a dam.

The completion of the canal east from Lock Port as far as the Genesee river, will be useless until this great aperture for the waters of the lake to feed the lower level is made. The canal will have, with a view to the attainment of this important object, a descent of an inch a mile from Buffalo to Genesee river, which it is calculated will produce a current of half a mile an hour—the distance being 94 miles, it will take, on this hypothesis, seven days before the waters of Lake Erie can mingle with the Genesee river. You will readily perceive that much will be lost on this long voyage by evaporation, leakage, and wastage in general.—There are no intermediate streams upon which great reliance can be placed; but, thank heaven, there are no intervening lakes to produce consumption of demands for supply. Many small streams which gush from the foot of the Mountain Ridge can be put in requisition. The Genesee river can be used for a western as well as an eastern sewer. Sandy Creek and 13 Mile Creek can be pressed into the service of the canal—the best artificial reservoirs and basins can be made and filled in seasons of abundance so as to meet seasons of scarcity. And what is full of more importance, Tonawanta Creek, above the place where the canal enters it, can be forced into the channel of Oak Orchard Creek, which will serve the double purpose of facilitating the transit of the waters of Lake Erie, and of offering a copious supply at a point where it will be wanted. It is impossible to form an estimate of the quantity or of the value of the commodities ascending and descending the canal—perhaps two or three millions of dollars before the end of the season; the revenue on the first of June amounted to \$20,000. One man owns 40 boats, another 16; and I saw on my voyage 16 barges which had come from Ogdensburg, via Oswego and Montezuma, for the purpose of carrying freight on the canal.

The progress of a loaded boat carrying from 20 to 40 tons, with two horses, will be at the rate of 30 miles a day—while that of a waggon, with from 4 to 6 horses, and from 2 to 4 tons, will not average more than 20 miles a day. The tolls paid at the locks will not exceed the tolls required at turnpike gates; and the ordinary expense of a boat with its equipments and horses will not exceed that of a land conveyance. And the difference of expense in the carriage of commodities will be obvious from the following statement. The transportation of a hundred weight of commodities from Utica to Montezuma, can be had for five cents, by the canal—while the transportation of the same quantity by land from Utica to Albany, the same distance at least 96 miles, will cost 75 cents. A ton of goods can now be transported from New-York to Geneva, or to the head of the Seneca Lake, for 20 dollars.—Before the establishment of the canal it cost 50 dollars. The wear and tear, or, in other words, the insurance against damage by land conveyance from Albany to Buffalo is 5 per cent.—by the canal it is almost literally nothing. By a proper arrangement of the locks, by which one vessel will ascend a lock and the other descend immediately after, before the lock is emptied, it will not take more than 6 minutes for the passage of a vessel through a lock; of course 240 can pass thro' in 24 hours. As the canal will be navigable 8 1-2 months in a year, supposing 30 or 40 tons conveyed in each boat, the aggregate of

production in the course of a season may approximate two millions of tons, which will produce a revenue equal to ten millions of dollars—a sum exceeding credibility and almost transcending reasonable calculation.

The animating influence and vivifying spirit of this great work is felt in all directions. 100 houses are now building at Rochester. New villages are springing up on the turnpike, on the canal and at intermediate points. Buffalo, like a phoenix has risen from its ashes with renovated beauty and increased prosperity. When I cast my eyes over this delightful village, and saw its spires, its spires, its public buildings, its piers stretching out into the lake, and braving the fury of the billows, a crowd of sea vessels on the watery expanse, and an inland sea extending beyond the reach of view, and bearing on its bosom the accumulated and accumulating riches of the western world, I must confess that I felt an enthusiasm which I rarely indulge. The energies of freedom and intelligence enlisted on the side of great public improvements, furnish a spectacle on which, to borrow the expression of a heathen philosopher, the gods may look down with admiration. W. G.

FOREIGN.

NEW-YORK, JULY 13.

SEVEN DAYS LATER FROM ENGLAND.

By the ships Euphrates, Stoddart, and Hercules, Gardner, arrived here this morning from Liverpool, the Editors of the Commercial Advertiser have received regular files of London papers to the evening of the 6th; Liverpool of the 8th; Lloyd's Lists of the 4th; and Shipping Lists, &c. of the 6th June; also, London and Liverpool papers, received by the Rasselas, at Boston, to the 7th June, transmitted by our attentive Boston correspondents.

Intelligence was received in London, on the 6th June, from almost every part of the continent of Europe. It supplied the usual quantity of contradictory rumours relative to RUS-SIA and TURKEY, which leaves us as much in the dark as ever as to the ulterior designs of these rival powers. The latest accounts from St. Petersburg, are of the 15th May, at which period M. de Tattercheff, had been a fortnight in the Russian capital, without any appearance of a change in the state of relations with the Sublime Porte; although a belief was said to be entertained in favor of a continuation of peace. A letter from Odessa, of the 7th May, states "that there seems no probability, since the mission of M. de Tattischeff, of a war with the Turks. Similar expectations are held out in accounts from the same quarter to the 10th of that month, and the exchanges are stated to have improved four per cent. in consequence.

So much for the pacific side of the question. As to the prospect of war, the latest French papers confidently assert that no doubt can possibly be entertained on the subject. It appears pretty certain and is said not to be denied by those who persist in the belief of peace, that the Russian troops had actually marched on Moldavia.—It is, however, added, that the occupation of that province was only temporary, and would be held as a pledge of the pacific intentions of Turkey.—In reply, it is remarked, that the consent of Austria not having been obtained, it would be difficult for the Porte to consider such provisional occupation in any other light than an act of hostility. Between these contradictory statements we confess ourselves unable to decide as to the result. The affairs between these powers may, perhaps, with the greatest truth, be considered in *statu quo*.

GREECE.

Accounts from Smyrna of the 18th April, say, that the Turks who landed at Scio, had shed so much blood that they had given courage to the vanquished. After stating that 12,000 dead bodies of Christians, of all ages and both sexes were lying in the streets, squares, and environs of the city, and that the Turks had 4,000 killed and 10,000 wounded, the writer remarks, that "the Greeks are now entrenched in the mountainous parts of Scio, whence they will not probably venture, except with a sure prospect of success. An amnesty had been

proposed for the insurgents, and the proposals have been seconded by the agents of France and Austria, who met with a positive refusal. To conquer or die, is the unanimous cry of the whole population. Since then the standard of the cross floats on all the mountains."

PERSIA.

It is asserted, in advices from the Turkish frontier, that the Persians insist upon the cession of Armenia, but that the porte had avoided giving any reply, in the hope that existing differences might be adjusted thro' the mediation of England. According to other accounts said to rest on good authority, the Porte had ordered the Pacha of Bagdad, to continue the war with Persia, and not to listen to any proposals of peace.

FRANCE.

The King of France opened the session of the chambers on the 4th June, by a speech which we subjoin. As to Turkey and Russia, he merely expresses a hope, that tranquility may be preserved. With regard to France, the speech presents us with a most favorable picture of its continued prosperity, although great care seems to have been taken to discourage all idea of the existence of dissatisfaction with the government of the reigning family.

The French papers continue extremely guarded as to the state of the public mind, which, however, is represented in private letters as extremely feverish with respect to the Bourbons. A fracas is stated to have taken place at Lyons, on the 10th of May in consequence of hostility displayed to an election return, by a few individuals. The royalists, who occupied the principal Hotel, called out "Vive le Roi?" on which a mass of from 6 to 7000 men, who had assembled in the Place Terraux, fell on the soldiers, and in some measure overpowered them.—The whole afternoon, in every street, was heard the cry of *Down with the Bourbons! down with the King! Vive la Liberte!*—pitchers and flowerpots were thrown from the windows on the soldiers. Things went on dreadfully, and several persons were killed. Even the life of the Prefect was attempted. It was only possible to still the movement by communicating to the military (3,000 strong) orders to fire on the people. Tranquility was far from being fully restored when the last accounts came away.

SPAIN.

The advices from Madrid, through the French papers, are of the 24th May. The project of an Address to the King of Spain on the state of the nation, was adopted in an extraordinary sitting of the Cortes held on that day. A report of the committee of finance on the Maine Budget, was read in the sitting on the 20th. It recommends a navy "compatible with the mercantile marine, and the resources of the treasury." Twenty-seven vessels of all classes, including 5 ships of the line, and 4 frigates, is the whole marine force proposed.—It may be fairly referred from this limited navy, that the Cortes are not very ambitious of reconquering the former transatlantic possessions of Spain. A treaty with Portugal is stated to have been signed by Ferdinand, according to which the former is to furnish troops to Spain in the case of need. The commandant general of Cadiz had communicated to the consulate at that place, the contents of a private letter, received from a Lieut. Col. of Engineers, at Funchal, dated April 13, which states, that "people's mind in the Canaries, were in great agitation, and that every thing announced their desire to proclaim themselves independent."

GREAT BRITAIN.

The British Parliament which had adjourned from the 24th to the 30th May, met again on the latter day.—The second reading of the Catholic bill, was fixed in the House of Lords for the 21st June. There appeared no chance, however of its being carried. Last year there was a majority against it in the upper house of 39; and out of 14 newly elected representative peers, 10 are said to be hostile to the measure. The duke of Wellington is stated to have authorised a proxy to vote in favor of the bill. Sir James Mackintosh in the House of Commons, introduced by an eloquent speech the following resolution: "tha