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A SECOND ESSAY ON THE INLAND NAVIGATION. BETWEEN THE RIVERS OF SUSQUEHANNAH AND SCHUYLKILL.

THE Remarker (in Dunlap's paper of July 7) on my plan of constructing the Inland Navigation between the Susquehanna and Schuylkill, has done what every man ought to do, who has that most interesting concern at heart—i. e. he has published the objections to my plan which occurred to him; for 'tis certainly better to foresee objections, than to meet them unexpectedly in the course of the work.

For the same reason 'tis my duty to obviate those objections if I fairly can, that we may not be discouraged by an appearance of obstacles, which either do not exist, or may be easily removed or avoided.

The Remarker first observes, that 'tis not certain that there is a quantity of water near the middle-ground, sufficient for the navigation, without having recourse to Furnace Creek and other distant waters, which will require great expence, and take off the water from many watered meadows, which must injure the owners of them.

I answer, 1. 'Tis the decided opinion of those who have been most on the ground, and are best acquainted with the subject, that there is a plentiful sufficiency of water near the crown land for every necessary purpose.

2. But if a recourse to the distant waters should be expedient, even this is a very happy resort, and the expence and spoiling some watered meadows, are objects so small, that they bear not the least proportion to the infinite advantage of the great concern.

But 3. The objection with respect to the watered meadows is real in but a very small degree; for the use of water on meadows is nearly confined to the fore part of the year, previous to the crops, at which season the water will not be wanted in the canal; that supply can only be necessary in the low state of the springs, which does not happen till the fall of the year.

2. The Remarker next goes on to observe, that the inclined plane is used in Europe, by machines which are worked by hand without water; this is doubtless an argument in favor of the inclined plane, in case there should ever happen a failure of water, but I suppose he does not mean to suggest the expediency of working the machines by hand, when there is water enough to carry them; in short we have no occasion to look for expedients of what may or can be done without water, because 'tis a most undoubted certainty, that we can command water enough through the year for the transmission of a thousand boats a day, of 40 tons each. This I conceive will be quite enough for the present generation, and if posterity should need more, we will leave them to look for it, or to contrive ways and means of doing without it.

3. The Remarker goes on to suggest the difficulty of securing the water works and machinery against freshes and inundations, to which they will be exposed; but I conceive this is no greater than occurs in all grist-mills or other water works, which stand on the same stream, and is too trifling to deserve notice.

4. The Remarker goes on to recommend Mr. Arthur Donaldson's newly invented balance lock; I admit this is an ingenious device, but is liable to some small objections which I with the Remarker so obviate.

1. The scheme hangs large caissons (filled with water, and into which the boats are to be drawn) on to the arms of strong timbers like the dishes of a scale, which timbers are to vibrate on pivots like scale beams, so that when one caisson rises, the other will sink like the opposite dishes of a scale—So far is very well, but

2. I conceive the difficulty will be in hauling the boats into and out of the caissons, for in order to do this, the surface of the water in the caissons must be on a level with the water in the ponds or canals with which they must communicate; but I conceive this level cannot be obtained, for

3. The caissons must be of 3 or 4 feet height, and of course the surface of the included water will be then much higher than the bottom of the caisson, and when the lower caisson sinks so as to touch the water below, it will go no further, for if it sinks into the water, it will be buoyed by it, and of course will be lightened so as not to retain gravitation enough to raise the opposite caisson which hangs in the air, and of course they will both stop; the lower one some feet above, and the upper one equally below the surface of the several ponds with which they must communicate before the boats can be hauled in or out of the caissons.

4. This plan requires an everlasting equality of surface of water in the two ponds, both above and below the dams over which the boats are to be conveyed, for the pivots on which the balance beams vibrate being fixed points, if you raise or lower the surface or floor on which the dishes rest, you necessarily exalt or depress the extreme ends or arms of the balance beams, either of which will totally destroy the operation of this plan, because it will unavoidably raise or depress the caissons above or below the surface of the ponds with which they must communicate, either to receive in or discharge the boats; but such equality of

surface can never be obtained, for freshes will raise, and droughts will depress those surfaces, manage all human attempts to prevent it.

5. If all these objections could be got over, I object further to the great complexity of the plan, and the numerous difficult equations essential to its operation, and which must be supported, with great exactness, or the execution and use must fail.

Whereas the inclined plane and its machinery is as simple as a grist-mill, or even a cutler's grindstone and wheel; is liable to none of the above objections, and is not affected by any different heights or surfaces of water, except extreme freshes, which may perhaps suspend the machinery a day or two 'till the water abates; this plan is manifestly and intuitively practicable to the largest amount of scale or extent that can be necessary; is equally adapted to boats of all sizes, from the largest to the smallest, which can be required, because the force can be adjusted to any quantity requisite by increasing or diminishing the water let on to the wheel.

After all I perfectly agree with the Remarker, that Mr. Donaldson's plan and mine, and all the rest proposed, ought to be submitted to actual experiment, under the direction of their several inventors, which is really the only true test of all inventions of this sort.

The Remarker proceeds to object to my method of conducting the navigation along the bed of the creeks, and prefers artificial canals in order to avoid inundation, ice, &c. &c. which he thinks the most dangerous part of the whole concern, on which permit me to observe: 1. That the digging a canal sixty miles in length, and large enough for the purpose, will be the work of years, and

2. When done, will almost instantly be filled up again, unless it is all the way lined with wood, or masonry, and passages every where made under or over it, to carry off the deluges of water, melted snow, leaves weeds, &c. which will frequently come pouring down from the higher lands above it; and after all we can't be with certainty guarded against undermining through the sides and bottom, which will occasion a vast absorption of water and probably carry off large spaces of the works, and leave such holes and cavities, as will render repairs very expensive if not impracticable; the severity of froit, quantities of snow and deluges of rain, the looseness of the soil and porous nature of the limestone lands (so all which the country is every where subject) indicate all these effects and leave us no reason to expect that we can avoid their actual consequence.

3. The natural beds of the Creeks are free from all these inconveniences, there is no dangerous current in the middle of any millpond in the highest freshes, and at the head and foot of every dam (at one hundredth part of the expence of the artificial canal) we can make piers and quays sufficient to secure the boats against any danger of floods or ice in the highest freshes that ever happened; the natural beds of the creeks have supported the waters of them from the beginning of the world, and will to the end of it; our navigation along these beds will lie from river to river, through a course of dead ponds with little current to incommode, and none to endanger the boats.

4. There will be large room for all vessels to pass and repass, and all such to lie at anchor or haul ashore, as may have occasion to stop either for business or repairs.

5. In this way we can enlarge the navigation to any degree we please, for if one set of ways and machinery over the dams is not sufficient; we may add two, three, four or five additional ones, which may all be used at one, and the same time, if the quantity of conveyance shall make them necessary, and when we consider that the proposed navigation is design'd for the principal communication between a country of two thousand miles extent and the Sea, we may soon expect to have applications from an infinite number of boats, and therefore ought to calculate our works on the largest scale to accommodate them.

6. The inclin'd plane and machinery will fit a high dam equally as well as a low one, so that in any circumstances require some dams to be made higher than others (which may probably be the case) no inconvenience can follow; for any boats in this way can pass a dam of 20 feet high, as well as one of 6, 8, or 10 feet.—Some people have objected to high dams because they flow meadows, but this is so trifling when compared to the importance of the great concern, that it vanishes into nothing—I don't conceive it will ever be necessary to draw the boats with horses, but if that mode should be adopted, 'tis as easy to make a horse road by the side of the millpond as by the Canal.

In fine the plan and execution of the works ought to embrace principles of the greatest strength and duration that the future trade may not be interrupted by decays or breaking of the works and repairs, and ought also to be calculated on the greatest extent and scale possible that they may be adequate to the vast, the immense occasions of them.

Further I conceive the plan and direction must be the work of one mind, divided councils and opinions will consume much time, introduce inconsistency, and ruin the uniformity of the whole.

On the whole a good plan, grounded on principles of natural fitness, and a good beginning, with a good choice of workmen, are half the work. What remains is prudence, diligence, and uniform perseverance, all these will soon expedite the works, and produce a happy conclusion.

A CITIZEN OF PHILADELPHIA.

Philad. July 9, 1792.

LONDON, May 23.

WHEN the Stocks rise, and provisions are cheap, these are aduced as infallible proofs of the wisdom and virtue of Mr. PITT's administration. Stocks have now fallen eight per cent. provisions are at an exorbitant price, and these too, are cited as proofs of the wisdom and virtue of Mr. PITT's Administration.

There is a forgery handing about, under the title of Resolutions, from the Society at Norwich, in which they are ingeniously made to declare, that "they are associated together to procure an equal distribution of landed property."

IRELAND.

Accounts were yesterday received from the North of Ireland, of an unfortunate dispute between the Protestants and the Catholics. The latter were going in procession to a funeral, with arms and colours flying. The Protestants insisted on the colours being lowered, which the Catholics refused, and a general engagement took place. The Catholics being defeated, rallied next day with additional force, and their opponents were defeated in their turn, owing chiefly to a deficiency of ammunition. Several persons were killed on both sides.

NAPPER TANDY has subpoenaed the SPEAKER of the House of Commons, and clearly intends to prosecute the Privy Counsellors who signed the Proclamation offering a reward for apprehending him.

FIRE AT BARTON STACEY.

Some people being at work at Mr. Moody's shop, smith and edge-tool maker, a large flake of red hot iron flew out of the shop window, and falling on some dry litter near a cucumber-bed, set it instantly on fire. This communicating to an adjoining mill-house, covered with thatch, where a horse was at work, the whole in a few minutes was in flames.

These premises being situated at the northern extremity of the parish, the wind high, and blowing in a direct line with the street, carried the thatch like a storm of fire, swifter than a man could run, from one house to another, till the whole village was in flames!

At one instant twenty seven houses, thirteen barns, ten stables, several granaries, and four ricks of capital wheat, were in flames. The thatch upon several extensive garden walls was completely burnt up, with a great number of waggons, carts, threshed and unthreshed corn, twenty-eight pigs, a great quantity of poultry, and all the furniture and entire property of great numbers of poor people, who are reduced to the utmost penury.

Farmer Friend, at the advanced age of sixty, perished in going up stairs after his money. He was supposed to have about four hundred guineas in a coffer, which he said he was determined to save, or perish in the attempt. He had no sooner reached the top of the stairs, than the roof fell in upon him.

Norwich has been the scene of some disturbances, occasioned by the advance in the price of butcher's meat. The people were very turbulent on Saturday last, but were pretty well appeased on Sunday, though with threats of assembling again next Saturday, unless some remedy is applied to this growing and oppressive evil.

MASQUERADE.

The Masquerade at Ranelagh on Tuesday night, was splendid and elegant—the supper plentiful—the wine good—and all that;—but of mirth and characters only a small sprinkling appeared. The Prince of Wales

and the Duke of Clarence, (with a lady as their protegee, concerning whom much has been unavailingly said) entered the dissipated circle about one, and staid for two or three hours. The whole number present was, we suppose, between 12 and 1500, many of whom staid till long after the grey dawn had warned them to retire. The rounda was not cleared till all the good citizens of London were at breakfast. An ode was performed in honor of the Duke of York's nuptials; but amid the din of fashionable folly, neither the words nor the music had much attention paid to them.

Dialogue at the late masquerade, between his R—H—the P— of W— and a Mask.

There was a Mask in a black domino, with a jewel of considerable value, though more than half concealed, pendant on the left side of the breast. This Mask, from the time the P— entered the room, kept watching for an opportunity of speaking to his R—H—. At length seizing upon a momentary interval between the wit and folly of the passing throng, it just twitched his sleeve, to make him look about, then taking him familiarly under the right arm, and walking on, addressed him in a pointed manner, though in gentle accents in the following lines:

"A youth amongst the foolish youth, I spied,
"Who took not sacred Wisdom for his guide:
"From Virtue's paths how far he went astray,
"Will stand recorded, on some future day,
"In British annals."——

The P— with a side glance, viewed the stranger with an inquisitive look, saying,

P.—And who the dnce are you?
Mask—No matter who, for I am the professed Advocate of sacred Wisdom and Virtue; but grown weary with pleading an unsuccessful cause, I act at present in the capacity of Chamber Counsel, and give the best advice as often as it is asked.

P.—Then you act like a gentleman of understanding; or rather, I should say (in a sort of half-whisper) a gentlewoman, for, upon my soul, I take you to be of that sex.—Will you favor me with your address?

Mask—That is altogether unnecessary, my —, for whenever your R—H— finds leisure and inclination for a consultation of that nature, you will find the counter-part of my jewel here, in the secret recesses of your own good heart; take but the trouble to search for it.

The mask instantly disappeared, and was seen no more the whole night; but the P— was observed to fold his arms for a few moments, before his attention could be roused by the extravagance of a buffoon, who had been some time exerting his ingenuity to attract the P—'s notice.

ADVERTISEMENT EXTRAORDINARY.

WANTED Three thousand six hundred and fifty Engravers to enable the Editors of great and splendid works now printing in England, to complete their engagements with the public in less than half a century.

No enquiries will be made as to their abilities, and they are wanted in all branches except that of the stroke, which is too difficult, too tedious, and too expensive for the traffic of the liberal art. Stippling, tinting, dotting, and scraping, as they require neither time nor genius, will be preferred.

N. B. A premium will be given to any ingenious mechanic for the invention of a poligraphic engine that would engrave not less than 100 plates at a time, to go, or rather to grind by steam, by water, or by wind. A wind-mill would be preferred, as it would save the expence of advertising.