

periments with reference to machinery of some sort then required, were not fully successful. In 1806 he returned to the United States—arrived at New York—and with funds supplied by Mr. Livingston (a descendant of a countryman of Watt, the great improver of steam-power), built and navigated on the waters of the Hudson river, a steamboat of considerable size—then another, and another—and finally a frigate, which bore his name. His fame was high and his fortune rapidly progressing, when the patent which Mr. Livingston and himself had taken out was contested, and in a great degree rendered inoperative—the lawyers harassed and worried him, as they did the great Watt, by their quibbles and villanous forms and procedure, invented to impede right, and tolerated only because of the laziness of one part of the people and the ignorance of another, in England and America—and it is said he caught a slight cold. The lawyers wetting him, and the cold, hastened his death, which took place at New York, on the 24th of February [the 23d, according to the N. Y. Evening Post], 1815, in the 44th year of his age. The national demonstrations of unaffected sorrow for the loss of the Washington in Mechanics—he who had drawn the most distant parts of the Union nearer to each other—who had applied a power by means of which the Mississippi and Missouri, the St. Lawrence and the Amazon, the Rhine and the Hudson, could be navigated with ease and certainty—were universal throughout the Union. He sleeps the sleep of death, but his monument will endure forever—the steamships crossing the Atlantic or Pacific, or stemming the Ohio, the Danube, the Thames, the Scheldt, or the Shannon, will be for ever associated in the mind of man with the name of him who first set them in motion—the son of an humble Hibernian.

Mr. Fulton was tall, well formed, but slender; and gentlemen who were among his most intimate friends in the Union, speak of his memory with enthusiasm. He was amiable, social, and very liberal. President Jefferson, in 1807, wished to connect Mr. Fulton with the military defence of the country, and (says Mr. Duane's *Aurora*) offered him the command of the regiment of light artillery, or a Colonelcy of Engineers, but he declined both situations. At the time of Mr. Fulton's death, says the *Evening Post*, of February, 1815, "he was engaged, in conjunction with the committee on coast and harbor defence, in constructing a vessel-of-war, to be propelled by steam. This grand engine was within a few weeks of completion, when the news of peace reached the country, and its ingenious and incomparable inventor was called to another world." Cadwallader D. Colden was his biographer. On Thursday, January 7, 1808, Dr. Beach married Mr. Fulton to Miss Harriet Livingston, daughter of Walter Livingston of the Upper Manor.

### SIR RICHARD STEELE.

SIR RICHARD STEELE, son to a counsellor at law, the private secretary to the Duke of Ormond, was born in Dublin, Ireland, 1676, and died in London, 1st Sept., (another account says in Wales,) 1729, aged 53 years. He was the father of the *Periodical Essay*, and was the originator, conductor, and the working and responsible man for the *SPECTATOR*, the *TATLER*, the *GUARDIAN*, and the *ENGLISHMAN*, with some of which he commenced in 1709. He began the *Tatler* at 40 years of age—enlisted as a private soldier when a youth, and got disinherited by a rich relative for so doing—fought a duel when a military officer, and ran his opponent through the body with his sword—wrote the "Christian Hero"—wrote several plays—was a player at Drury Lane, and well paid—became a warm partisan writer while a member of the British Parliament—offended the Tories by his satirical papers in "the *Englishman*" and "the *Crisis*"—they declared them to be seditious libels, and Sir Richard, after an able defence of himself in a three hours' speech, was expelled from the House of Commons, by a vote of 245 against 152. He was a great and most sincere reformer of the vices and follies of the age, and his very faults