

THE CRAWFORDSVILLE REVIEW.

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[From the Pittsburgh Union, Aug. 14.
A FIGHT WITH SIX HUNDRED INDIANS--TWO MEN KILLED.

We publish below an extract from a letter of an emigrant crossing the Plains, directed to a gentleman in this city:

PORT LARAMIE, June 20th, 1854.

The Indian depredations on the Plains this season have been very numerous. They have learned to systemize their attacks upon the emigrant trains, and through considerable practice have become very expert. We have seen all along our route thus far, traces of their savage doings. Several trains have been robbed by them within my immediate knowledge. Not long since they made a furious attack upon a small company, which they dispersed, killing four of the men. Three of these were burned; the other they stuck in a hole in the ground, his head, shoulders and upper part of the body imbedded in the earth, and his legs sticking up in the air. On this occasion they got four hundred sheep for spoils. From another train they killed three men. I saw the remains of a number of persons whom they had killed. They have declared that they will exact a tribute from this time forward.

We were not allowed to escape without a small spurt with them ourselves. About fifty miles from this point, when crossing the Sioux country, a large body of Sioux and Shyrans, numbering probably not less than 600, came down upon us like a perfect tornado. We were so taken by surprise that the men were dreadfully frightened, and quite a panic got up. Had it not been for presence of mind, prompt action and energetic daring of one man, a dreadful slaughter would have prevailed. Many would have been killed, and probably some fifty wagons been destroyed. But at the first sound of alarm, when there seemed no head to direct us, a young man named Bradley Lee, mounted on horseback, rode rapidly along the line and took command. He ordered the men to seize their guns, get behind their wagons, and fire on the Indians as they approached. He directed each man to pick his Indian, and take a sure aim. By his language and example he inspired the timid and gave fresh courage to the brave. The sharp firing from the start kept the Indians off; after a few volleys they were repulsed with a loss of two on our side. I was two hundred yards behind the train when the attack was made, having charge of some loose cattle. Had it not been for the heroic daring of Lee, I should not now be here to write these lines.

I was unarmed, and in a moment was surrounded by six of the Indians, who were just about taking my life, when Lee came to the rescue. He had seen my danger, and called on some of our party to come with him. But they were afraid to leave the cover of the wagons. Still, he came alone, at full speed, shot down five of the savages with his revolver, and killed the other with his bowie-knife in a hard grapple. They had fired a shower of arrows at him as he approached, but missed him. The last one put a ball through his clothes, without harm. The Indians then fled. What number were killed we could not tell, as they carried off most who fell.

The names of the two men of our party who were killed, were George Adams and Daniel Hontis. Bradley Lee, to whom we are in a great measure indebted for our salvation, is a young man of about 23 or 24 years of age, and one of the most daring men I ever saw. He told me he was originally from Bradford County, Pennsylvania, but had made his home at Pittsburgh and Beaver for a year past. He took a liking to me, because I was from his own State. He has left our train and gone on ahead because we traveled so slowly. He was only a hired hand connected with the train.

* * * * *
You must excuse my bad penmanship, as I am writing on the ground, in the sun, with a stick for a pen.
Yours ever, SAMUEL JONES.

From the Washington Union.

THE DEMOCRATIC PARTY.

The present attitude of the democratic party cannot fail to extort admiration even from its most decided adversaries. While the abolitionists have shorn the whig party in twain, leaving the one half entirely in the hands of the northern fanatics, and forcing the other half to take up arms against its former associates—and this as a matter of sheer self-defence—the democrats have consolidated their strength in one united body, extending not to a single section, but embracing both sections of the Union, and co-operating with all the zeal and efficiency which animated them in the most glorious days of our political history. The Whigs of the north are combined not only against the south, but against their former friends in the south. So blindly have they yielded to the influence of fanaticism, that there is not a single whig in the north who has the courage to raise his voice for those who are now hunted down by furious zealots, and who are as much entitled to his respect and his support as if they were his immediate neighbors. This state of things exists for the first time; and it is one of the most threatening aspects of the present period. We fully realize it when we contrast the northern whig faction with the democratic party, and ask ourselves, how much the Union would be worth if the latter were united with its whig antagonists, and ac-

cepted the abolition creed as an unalterable and undying covenant against fifteen sovereign sister States, or nearly one half Whigs who would courageously stand up and resist the fanaticism of the free States; and with his dying breath besought his friends to act out what must have been, at that hour, almost inspiration. Thus his final political aspiration was an involuntary tribute to the attitude of the Democratic party, as the true soldier of the Constitution, and as the only bulwark, in the North, against the menaces and machinations of the Abolitionists.

THE WHITE MAN VS THE NEGRO.

The New York Tribune is greatly elated with the prospect that Fred. Douglass, the negro, will probably be elected to Congress to fill the place now occupied by Gerrit Smith, who has resigned his seat. This is no mere jest, but an idea seriously broached by that journal. The two manias of the day are aiming to raise with one hand the negro, and with the other to strike down men of the same race as ourselves. Down with the adopted "citizens" and the sons of adopted citizens, and up with the negro! We are turning not from darkness into light, but from light into darkness. The time when a decent white man, who behaved himself, was considered as good as a negro even by the gentlemen of color themselves, is rapidly passing away. The badge of political inferiority is to be taken from the brows where the hand of nature placed it, and transferred to those of men of our own race, color, origin sympathies and feelings.

When the Nebraska bill passed, the people of that territory were deemed perfectly competent to decide all questions affecting the welfare of the white race, but it was held as an offence little short of high treason, for any Northern man to presume that it was right for those citizens to be permitted to control their legislation with reference to the negro, who was considered entirely too precious an article to be governed by any power short of Congress itself.

Down with the white man, up with the negro! When the Nebraska bill passed, the bare possibility of the transfer of negroes who are already slaves into those new regions was sufficient to throw all our political opponents into terrible convulsions of patriotic zeal for the cause of freedom. When the effort is actively and earnestly made around them, however, on every hand to reduce to the condition of a degraded estate, hundreds and thousands of their white fellow citizens, through the operation of Know-Nothingism, they have scarce any power to protest to utter against it, but on the contrary place themselves at the very head of this tyrannical movement.

Down with the white man, and up with the negro! When the Nebraska bill was under consideration, the Tribune asserted that it were far better the Capitol should be burned down, with all its occupants, than that law should be passed. The value of the Union, too, was calculated with as much coolness as the Yankee would estimate the price of a lot of wooden nutmegs. This whole fabric of government under which we have grown so prosperous, great and happy, was threatened with demolition, for the negro's sake. But what are the rights of white men—what the privileges which the Constitution and laws of the land guarantee to all citizens, whether native or adopted, and to men of creeds, compared with the imaginary welfare of the negro?

Down with the white man, and up with the negro! The Constitution of the United States must be ruthlessly disregarded and violated to shield the latter from the operation of the compact which binds this nation together, to give the negro liberty—and the same instrument must be assailed by a band of secret oath-bound conspirators to bring hundreds of thousands of our white fellow citizens to a state of political slavery.

"Can such things be and overcome us like a summer's cloud?

Without our special wonder?"

[Pennsylvanian.]

A WORD FROM HENRY CLAY.

Mr. Clay, in his great speech on the compromise measures of 1850, said:

"But if it (the Whig party) is to be merged into a contemptible abolition party, and if abolitionism is to be engrailed upon the Whig creed, from that moment I renounce the party and cease to be a Whig. I go yet a step farther. If I am alive, I will give my humble support to that man for the Presidency, who, to whatever party he may belong, is not contaminated by fanaticism, rather than to one who, crying out all the time that he is a Whig, maintains doctrines utterly subversive of the constitution and the Union."

This eloquent and patriotic sentiment will find a response in the hearts of thousands of Whigs in Indiana.

A NEW ORDER.—It is rumored that a new secret political order, designated as the N. N.'s, that is 'No Nations,' started in New York, some time since, to oppose "Know Nothingism," has made its appearance in this city, and a meeting is to be held to night, to give it a local habitation among us.—*Cin. Columbian*, 15th.

THE contract for constructing the Pacific Railroad, awarded to Messrs. Walker & King and their fifteen associates in the thick-coming future. He saw that any Texas, requires them to complete fifty miles within eighteen months, and finish the Whigs of the North would be only one hundred miles each year thereafter until the road is completed.

THE

From the Chicago Democratic Press.
RAILROADS IN IOWA.
Iowa City, August 22d, 1854.

MESSRS. EDITORS.—By the kindness of Mr. Dey of this place, Resident Engineer of the Mississippi and Missouri Railroad, I have been able to obtain some definite and reliable information concerning Railroads in Iowa. It is easy to obtain information enough concerning these matters from almost any one, but the difficulty is that very many locate roads wherever self-interest dictates. The following may be relied on, and more than this is not reliable, as the roads have been located only so far as is stated in this letter.

There are three divisions of the Mississippi and Missouri road; viz: first, second and third.

The Davenport and Iowa is the first division, and will run ultimately to Council Bluff. It is located to Fort Des Moines, running through the southern corner of Scott County, thence through the northern line of Muscatine, via Moscow, thence through Johnson to Iowa City, thence through Iowa Co., eight miles north of the Southern line, and six south of Marengo; thence bearing north through Poweshiek, thence west thro' Jasper, via Newton, thence southwest to Des Moines in Polk Co. The heaviest grading on this road is through Jasper County.

January 1st it will be in running order from Davenport to Iowa City. One survey has been made from Fort Des Moines to Kanesville and the Bluffs. Mr. Dey, who had

command of the corps, brought back with him some sketches of the country, the most

interesting was one representing Kanesville

among the bluffs, with a road leading to it

and the teams of the company in the fore-

ground. The scenery is truly grand and

imposing, and arouses the spirit of enter-

prise and adventure as one gazes listlessly

upon it. Another was a scene in Nebras-

ka, from a high point on the Iowa side of

the Missouri. Mr. Dey crossed over and

explored the Platte some distance, and he

pronounces the general appearance of the

country and the soil, far superior to that

of the Missouri. He found the Indians

very friendly and only disposed to "take"

clothing during the cold weather. Two per-

sons were stripped by them, and left to

the mercy of the cold. The expedition start-

ed in September, and returned by the 20th

of November.

The Muscatine and Oskaloosa is the sec-

ond. It is located to Oskaloosa, has three

hundred men at work, and is under contract

to Fredona. This road will probably run

to the mouth of the Platte. It is not at any

rate the intention to run it to Council Bluffs.

From Muscatine it runs south-west to Columbus City, in Louisa Co., thence west

through Louisa and Washington, via the

town of Washington, thence through Keo-

ku, six miles north of the southern county

line, thence to Oskaloosa, in Mahaska Co.

The Muscatine and Cedar Rapids branch

is the third division of the M. & M. Road.

It is under contract from Muscatine to Mo-

coway, and will be completed by the first of

May next. The M. & M. Company is com-

posed principally of stockholders in the

Chicago & Rock Island Railroad.

The Burlington and Wisconsin, a connec-

tion of the Northern Cross and Military

Tract Road to Aurora. It is controlled by

the Mich. Cent. R. R. It is located and

under contract to Ottumwa, running north

of west through Des Moines and Henry

counties, via the towns of Hartford and Mt.

Pleasant, thence to Fairfield in Jefferson

Co., thence to Ottumwa, in Wapello. It

will probably run thence to the mouth of the

Platte, nearly through the centre of the

counties of Monroe, Lucas, Clarke, Union,

Adams, Montgomery and Mills. It is built

by the Mich. Cent. Company. We thus

have three lines west of the Mississippi, all

converging to nearly the same point. It is

now, however, considered a well settled fact

that fifteen miles of rich country on each

side of a railroad track is sufficient for its

support. If such is the case, Iowa can

support many more railroads than have

yet been located or talked of.

Another road is in contemplation from

Dubuque west. What steps have been or

will be taken with regard to it, I have not

been able to learn.

NORTHERN AGGRESSION.—On Tuesday

last, the governor of Indiana took by force

of arms, a young lady from the very centre

of this State, and bore her off to Indianapolis unmolested. The lawyers say there is

no remedy; that the paladium of liberty,

the writ of *habeas corpus*, affords no relief.

SCARCITY OF CORN.—A writer in the Al-

ton Telegraph suggests the propriety of

calling a meeting of Farmers, and all others

interested, to consider the best method

of economizing grain for feeding cattle, in

view of the expected scarcity of corn.

THE FARMERS OF ILLINOIS are "making

hay while the sun shines;" they are cut-

ting the grass off the prairies to feed their

stock next winter, for there will be neither

grass nor fodder.

THE hemp crop of Kentucky this

year, is estimated at thirty-three per cent.

better than that of last year, and more abun-

dant than for ten years past.

THE NEW YORK TRIBUNE wants the

equestrian statue of General Jackson pulled