

## THE REVIEW CRAWFORDSVILLE

Saturday Morning, Sept. 5, 1857.

PRINTED AND PUBLISHED EVERY SATURDAY MORNING BY CHARLES H. BOWEN.

The Crawfordsville Review, furnish'd to Subscribers at \$1.50 in advance, or \$2.50 if not paid within the year.

CIRCULATION LARGER THAN ANY PAPER PUBLISHED IN CRAWFORDSVILLE! Advertisers call up and examine our list of SUBSCRIBERS.

### To Advertisers.

Every advertisement handed in for publication should have written upon it the number of times the advertiser wishes inserted. It is so stated, it will be inserted until ordered out, and charged accordingly.

### All kinds of JOB WORK done to order.

We wish it distinctly understood, that we have now the new and largest assortment of saw and planer, & dryers, & brought to this place. We insist on these wishing work done to call up, and we will show them our assortment of type, cuts, &c. We have got them and no mistake. Work done on short notice, and on reasonable terms.

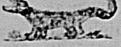
Agents for the Review.

E. W. C. U. S. Newspaper Advertising Agent. Evansville, Indiana. Author of Third and Watson's *Political History*.

S. H. PARVIS, South-East corner Columbia and Main streets, Cincinnati, Ohio; is our Agent to procure advertisements.

V. B. PALMER, U. S. Advertising Agent, New York.

### ATTENTION!!!



We want every subscriber to pay up for the present volume.

### SALARIES.

In the selection of public officers, it is essential to the prosperity of all governments, that the best talent of the country should be secured. It cannot be expected that for the consideration of honor alone, patriotism will actuate men to become champions in the political arena. All public servants should not only be remunerated, but with that liberally, also, in proportion to the services required, the responsibility entrusted and the talents requisite for a faithful, honest, wise discharge of the duties which are required of the incumbent. Men in this country, possessed of these qualifications, will not divert their attention from the more peaceful and profitable avocations of every day life, either for the showy title of official station, or mere nominal perquisites and emoluments. It would be unreasonable and unjust to expect it. Office in this country does not only depend upon an honest and faithful discharge of its legal requirements by its possessor; but possession of public service is of limited duration, and its possession and retention are each subject to the sovereign will of the governed. Employment, requiring such arduous responsibilities, and depending upon so many caprices, holds out no particular charm to the practical thinker, when deprived of the substantial reward which service and merit require. Persons possessed of practical minds, and the best qualifications, avoid those offices where the compensation is not sufficient to justify an acceptance; and even second-rate men not unfrequently accept them with the greatest reluctance.

The Judiciary, in many of its bearings, is the most important branch of the government; and yet, the salary awarded to the Supreme Judges of Indiana, does not amount to as much as the fees of a third rate lawyer in any of our principle county towns. It is no cause of surprise that the best legal talents and acquirements, are not ambitious of this distinguished post. No first class Attorney will immolate himself upon this place of martyrdom, when a brilliant and profitable practice must be relinquished to attain it. No wonder after once urged into its acceptance they seek release by resignation.

The small salaries granted these important officers do not result from any lack of liberality or generosity of the people towards their public servants. They desire their business to be properly managed, and in return, therefor, to compensate their officers fully for it. In view of this, it is earnestly hoped, by every citizen, that the next Legislature will take this subject into consideration, and increase the salaries of these officers, so that the amount paid them may have a relative ratio to the sacrifice made in the acceptance, and the labor and talents required, in discharge of the onerous duties imposed.

GRAND FOOT RACE.

"I'll bet my money on the bob tail nag. Who'll bet on the grey?"

We understand that Young America contemplates getting up a grand foot race to come off some time in October. They chosen some Washington streets the track. The distance to be run will be from the head of this fine avenue to Lee & Gilkey's warehouse. Several of the boys are now training themselves for the contest. The prize to be run for will be a twenty dollar silver cup.

H. S. COX & CO.—These gentlemen have opened a splendid grocery establishment, in No. 6, Commercial Row. Our country friends will find this house the very place to purchase their Groceries and sell their produce. Every article kept in the grocery line will be found at this place. Let every one give them a call.

GRAHAM BROTHERS.—These enterprising merchants are already receiving their fall and winter stock. The Graham boys are proverbial for being the first in market.

WHOLESALE DESERTION FROM THE BRITISH ARMY.—Over two hundred men have deserted from the British army in Kingston, C. W., within the last few weeks.

### THE MILITARY BAIL.

The arrangements for this affair are all complete. We can assure our readers that it will be a really refreshing and gala time.

As stated before, next Thursday, the 10th inst., is the day fixed upon. The "Montgomery Guards" will parade at 4 o'clock, P. M., and, with the Crawfordville Band, march to the Depot, to receive the Lafayette Guards, under Capt. J. B. McFarland, who will arrive on the down coming train. Our quiet town is expected to put on military airs after the most approved fashion, all lovers of which are duly advised to be on hand. The Lafayette Guards will positively be present.

The Ball at McClellan's will be the finest affair of its kind ever seen in Crawfordville. The Hall will then be perfectly finished. It broad floor covered with dances, tripping to the music of the two bands, and the whole magnificently lighted, the crowd blend of fair women and gay soldiers, offer a spectacle in prospect rarely to be seen.

The Montgomery Guards will next morning escort their military friends, from the Star City, to the depot.

It is hardly necessary to say more in anticipation of the event. Come up, every body, and see for yourselves. Don't forget to patronize the boys at the hall, even if you are not dancers.

We notice that our county has succeeded in bearing off a few of the prizes at the National Fair held at Louisville this week. Paul Wing, having received the 2d premium for Devon bull "Bryan," over three years old—the 2d premium on "Archies," a Devon bull one year old—1st premium for Devon heifer "Lady Jane," under one year old, and 2d premium for best Devon bulls.

CAMPBELL AND HARTER, of the firm of Campbell, Galey & Harter, are now at the east making their purchases for the fall and winter trade. We understand that these gentlemen intend bringing on a very heavy stock.

### SUGAR AND MOLASSES BY THE ACRE.

The Boston Journal of Saturday last states that there is now stored on the Boston wharf, South Boston, in bond, over six acres of these articles. There are also large quantities in other localities. What is to become of it all? There is a similarly large stock in all the principal cities of the United States, showing clearly that it was not a scarcity of these articles now become a necessary of life, that has run up the price more than double within a year. There is now in Boston, New York, Philadelphia and Baltimore, more than three times the stock of sugar that there was a year since.

porter's *Spirit* says that Mr. Ten Broeck has reported by private letters to this country, that he has proved, by several recent trials in private, that his horses can go as fast on the smooth, green turf, with English weights, as they can go over our "dirt tracks" with low American weights. And the *Spirit* says: "We know that Pryor and Prioreschi, who were beat for the Goodwood in 5:16, can run the same distance in 4:30."

TO TAKE 'DAMPS' OUT OF WELLS.—The Newcastle *Courier* says the poisonous gas usually called "damps," which is heavier than atmospheric air, and invariably sinks to the bottom of the well, may be dipped up and raised with a large bucket or bundle of straw or brush with leaves on, made large enough to fill the well and attached to a rope. A few times letting down and raising the same rapidly will effectually expel the noxious air.

THE SOLDIERS OF THE GRAVE.—Only one tenth of the human body is solid matter. A dead body weighing one hundred and twenty pounds was dried in an oven till all the moisture was expelled, and its weight was reduced to twelve pounds—Egyptian mummies are bodies thoroughly dried. They usually weigh about seven pounds.

### ARRIVAL OF THE VANDERBILT.

NEW YORK, Wednesday, September 2.

The steamer *Vanderbilt* has arrived, with dates to the 22d—three days later from Europe. She brings three hundred and fifty passengers, and \$100,000 in specie.

The Indian news is important. General Bernard and Sir Henry Lawrence are dead.

Cawforn had been recaptured after a great massacre of the Europeans there. The rebels were defeated in three engagements.

The Gwalior Contingent had mutinied.

The transit steamboat had been lost in the Straits of Sunda. The troops on board were saved.

A sanguinary attack on the Jews at Tunis had been made.

The English Representatives demand the immediate evacuation of Herat by Persia.

In Circassia Schamyl has defeated the Russians and captured several important posts.

The news of the Indian mutiny produced a profound sensation in Persia. The Shah was reducing his army.

The Directors of the Atlantic Submarine Telegraph had not yet decided on future operations. They continued, however, sanguine as ever of the feasibility of the plan.

A dispatch from Constantinople says the Sultan has announced that, until the construction of his new ministry, diplomatic intercourse with those European governments who had suspended relations would not be resumed.

THE distillery at Cummings, Ohio was burned on the 3d of August—Loss, \$20,000.

### THE OCEAN TELEGRAPH—CAUSES AND INCIDENTS OF THE FAILURE—SUCCESS NEXT TIME CONSIDERED CERTAIN.

The original plan of laying down the cable had been that the *Agamemnon* and *Niagara*, each with half the length of cable on board, should proceed to an agreed point in the mid-Atlantic, effect a junction between the two detached portions of the line, and thence steam in opposite directions, eastward to Ireland and westward to New Foundland. This plan was abandoned; and it was determined that the entire length of the vast coil should be spread along the ocean bottom from east to west in one continuous operation.

From Valenta harbor the great ships set forth, the American frigate, *Niagara*, having the task assigned her of "paying out" the first portion of the cable. She was waited on through the ocean by the *Susquehanna*; the famous *Agamemnon*, her partner in the great enterprise, was attended in like manner by the *Cyclops* and *Leopard*.

The first start was an unlucky one. A fracture took place at the distance of less than four miles from the Irish shore. The damage thus occasioned was speedily repaired, and the five vessels again on Saturday, the 8th of August, steamed out into the Atlantic. Till the Monday following, all went on prosperously. The weather was favorable, the machinery worked admirably, a depth of 2,000 fathoms had been reached, and some 300 miles of distance. The telegraphic communications with Valenta were kept up without interruption. On Monday evening a heavy swell set in, and a powerful under current was experienced. This increased through the night of Monday and the early morning of Tuesday. At about 3 o'clock on Tuesday morning it was found that though the vessel was only making some three or four knots an hour, the cable was paying out at five, six, and sometimes seven knots. At this rate it was obvious that the quantity of wire on board would be exhausted before the New Foundland shore was reached.

It became necessary to tighten the strain on the cable, and this was accordingly done till the pressure reached 3,000 pounds—This was at 3 o'clock on Tuesday morning. There was a heavy swell running at the moment that the full increased power was thus put on the break; the stern of the *Niagara* was low down in the trough of the sea. As she rose on the back of the waves the extra strain thus occasioned was more than the strength of the cable could bear. It gave way under the pressure, and, parting at some distance from the ship's stern, it sank down like lead through the mighty waters on that portion of the telegraphic plateau between Ireland and Newfoundland where the Atlantic reaches its maximum depth of not less than 2,000 fathoms. At the time of the severance the *Niagara* had made from 260 to 280 miles in a direct course from Valenta harbor, and the length of cable that had been let go was 380 miles.

It is remarkable enough that a somewhat similar disaster has hitherto attended almost all these submarine enterprises in the first instance. The provisions of science are extraordinary, but they cannot quite dispense with the teachings of experience. The general opinion amongst those most qualified to form a judgment appears to be that we have learned enough in this first essay to render the success of the next attempt morally certain. Two important points have been decisively set at rest by what has already been achieved. The unparalleled length of the cable, and the vast depth to which it was sunk, have presented no obstacles to its telegraphic working; until the final disaster occurred, messages were flashed with the most perfect success along 2,500 miles length of wire, a portion of which was submerged to the depth of very nearly two miles in the ocean. Another point relates to the rate at which the cable can be paid out. It has been conclusively proved that there is no obstacle to laying it down at the rate of five miles per hour, in the greatest depth of water that exists, on the proposed line of submersion between Ireland and Newfoundland.

The principal defect appears to be in the "paying-out gear," the machinery by which the cable is delivered from the ship's deck into the ocean. Another difficulty to be overcome in sinking a cable of such length to a depth so great—a difficulty which has probably been more fully demonstrated by the results of this experiment than it could have been by previous calculation—is the great force of the under-current. While the direct course of the *Niagara* was only about 280 miles, the expenditure of cable was about 380—a difference which a priori could scarcely have been calculated upon. The general opinion amongst those most qualified to form a judgment appears to be that we have learned enough in this first essay to render the success of the next attempt morally certain. Two important points have been decisively set at rest by what has already been achieved. The unparalleled length of the cable, and the vast depth to which it was sunk, have presented no obstacles to its telegraphic working; until the final disaster occurred, messages were flashed with the most perfect success along 2,500 miles length of wire, a portion of which was submerged to the depth of very nearly two miles in the ocean. Another point relates to the rate at which the cable can be paid out. It has been conclusively proved that there is no obstacle to laying it down at the rate of five miles per hour, in the greatest depth of water that exists, on the proposed line of submersion between Ireland and Newfoundland.

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