

## GOVERNOR'S MESSAGE.

Gentlemen of the Senate,  
and of the House of Representatives:

On our assemblage as the servants of the people, and after an exchange of the customary salutations, let us cordially congratulate each other, that the last political year, has crowned with the most signal success the highest interests of our fellow citizens. To that Being in whose hands the destinies of Nations are, we next owe the offer of our thanks, upon the altar of gratitude, for the unmerited blessings which He has tendered to felicitate our condition, resolving not to abate our most fervent aspirations for their continuance.

Our yeomanry, aided by a fruitful season, have extracted from the soil by well directed industry, every substantial necessary plentifully, and in that rich variety which our choice climate affords. To this may be added the welcome intelligence from each part of the state, that our inhabitants have been favored with a greater portion of health in the aggregate than they have for past years, giving us full evidence that our already acknowledged healthful country, is still improving in this inestimable enjoyment. At a time of profound peace and without any prospect of a rupture with any of those powers with whom the United States have relations, inhabiting a country possessing superior natural advantages to most others, and increasing in numbers with a rapidity which clearly foretells our brilliant destiny, what is more natural, than that the attention of those whose whole interest is identified with their country's, and whose affections are fixed on its glory, should be principally directed in laying that foundation upon which the present generation may build their own, and their posterity's permanent prosperity?

When we bring in review before us, the successive currents of emigration, which annually penetrate the deep recesses of the Western forest; when we behold the generous efforts of the enlightened Statesman and Philanthropist, for the establishment of primary and higher schools, that education may be equal and universal; when we witness the enterprise and industry of the people, their morality and order, the conclusion follows, that all the essential elements are concentrating to prosecute and consummate the great design of the social compact.

The acting population of Indiana being constituted principally by emigrants from each of the twenty-four state sovereignties, with a small number from most of the Christian powers of Europe, and possessing those prejudices and opinions concerning government and law, imbibed in early life, from those distinctive circumstances which surround separate communities, it is perfectly natural to expect, at present, an indiscernible diversity of sentiment upon every project or regulation which may be submitted by those in authority, for consideration. To govern, or legislate for such a discordant body politic at once, to the satisfaction of all, is what the ablest law-givers of Greece or Rome would not dream of effecting, were they present.—We may aim, as we ought, to make public opinion our guide in matters of expediency, but it will be for the statesman of some future age to shape the law which will be executed upon our whole society, without any indication of discontent. Then, if this is so, and we cannot change it, let us begin our task, and under the circumstances, make our best exertion in sincerity and honesty, and with all our ability for the general interest of those who have employed us.

Before I proceed to lay before you those subjects, which under the constitution I feel myself bound to submit, allow me in the name of the people, whose government this is, to request most solemnly, that during this session, those highly interesting and important matters upon which we must act conjointly, may claim your *whole* attention. If nothing should obtrude itself upon your notice, but legitimate subjects of legislation, then, we shall find at the end of your labors, that reason, the soul of all good legislation, will have triumphed. Whoever attempts to hoist the standard of party, in or out of your body, tending to make principle subservient to political calculation and management, should be viewed as aiming a fatal blow at the public tranquility. If it is kept in mind, that party is the folly and madness of many for the benefit of a few, it will have but a small number of votaries.

At no period since the organization of our state government, have topics arisen of such vast concern and deep interest for legislative deliberation, as those upon which the members of the present session will be called upon to act. Questions of such great moment, and involving so much difficulty, responsibility and perplexity as those alluded to, require the most calm, disinterested and intense reflection. The public eye is fixed upon the proceedings of this General Assembly, and it is expected that each member will do his duty, laying aside every extrinsic consideration.

Within the space of the last fifteen

months, public lands have been granted to the state of Indiana, through the instrumentality of her public functionaries, estimated to be worth about one million two hundred and fifty thousand dollars free of cost, for special purposes. The objects and terms of those immense grants, may be seen by a reference to the two treaties made in the fall of the year 1826, with the Miami and Potowatamie nations of Indians; and two acts of the last Congress of the United States now in the secretary's office, which will be laid before you. It is believed that the most sanguine politician, will be unable to point to any combination of circumstances, which will again place under the control of the state, *in the same time*, and perhaps not for a half a century—perhaps never, such extensive and valuable resources, for prosecuting a grand system of internal improvement to a successful termination, and for the ultimate production of a revenue that shall relieve our fellow citizens from taxation. Legislatures that have formerly sat, have been engaged in theoretical disquisitions into the expediency of making considerable commercial improvements in the interior of the state; but not having the means within their grasp, which alone can give vitality to such gigantic undertakings as were conceived, no decisive step has yet been taken. What has been said and done, having but little other effect than to invite discussion, and enliven the public mind to its best interests, the honor seems to have been reserved to the representatives of the people, now present, to act efficiently in relation to those public works, which the highest expectations are entertained.

A tract of land, five miles in width, and in length the whole distance of a survey now making by a brigade of United States' engineers, commencing at the mouth of Tippecanoe river and running northeast along the valley of the Wabash and its tributaries, to Fort Wayne, thence down the Maumee of the Lake, to the mouth of the Auglaize river, or lower, a distance of about one hundred and sixty miles, is granted to this state for the purpose of making a Canal, to connect the waters of the Wabash with Lake Erie—and the Miami treaty provides for its location through all the Indian reservations. Another tract of land has been obtained by treaty with the Potowatamie Indians, during the fall of 1826, and since ratified by the Senate, equal to one section of good land for each mile of the *whole* distance, from Lake Michigan to some convenient point on the Ohio river, to make a turnpike road. These two grants are placed under the absolute control of the Indiana Legislature, for the purposes above mentioned. The road grant is without condition. The canal grant, though subject to certain conditions presents nothing in them that ought reasonably to make your body hesitate to adopt that course, which will most certainly secure it from the contingencies, which the lapse of time, unprovided, must attach to it.

Since the recent survey and examination of this long contemplated line of internal communication, to connect the waters of the Lakes and the Wabash leave no doubt of its practicability; and it being in our power to avail ourselves of the splendid donation which has been proffered to us by the liberal hand of the General Government, the success of such a very valuable facility, should not be looked upon as any longer problematical.

By a letter from Mr. Moore the engineer, engaged in this business, which will be submitted, you will perceive that the whole of this survey will not be completed this fall, in consequence of sickness. The distance from the *summit* near Fort Wayne to the mouth of Tippecanoe river, that part of the survey which is completed, is one hundred and three and a half miles. The lockage, two hundred and twenty two feet.

This may be all the estimate we shall have before us at this session. No data is furnished as to the cost. But, most of the enterprizes for inland navigation in the U. S. finding their origin in the New York Canals, we may look to their successful execution and demonstrated utility, for information and reasons to sustain in making the adventure, which we are now called upon imperiously to make. Estimates of Canals have been made for a variety of widths and depths, and on almost every kind of surface, both in Europe and in America; so that the Legislator may form an idea of the expense of almost any imaginary route. The profits of Canal stocks, judiciously invested in England, doubtlessly suggested to the Americans, the transportation of whose productions constitute their greatest burthen, the idea of a similar policy. In deciding upon these great undertakings, it will not do to test them by a too penurious calculation of dollars and cents. Should the expense of our Wabash Canal exceed a million of dollars, it must be recollected, that we have under our control means to that amount. If the profits of the Canal, when finished, shall produce the interest of whatever additional sum is required, and enough besides to extinguish that principal gradually, the credit of the state must remain unshaken by a loan. It is said by the most confidential writers, that all of the

three hundred British Canals, have given satisfaction to the public and the stockholders. Ought we not then to seize upon this opportunity to furnish a memorable demonstration, that we know when and how to act for the general welfare when the occasion demands it? Prompt and decisive steps towards the commencement of this work on your part, will furnish the most unequivocal evidence, that you are not indifferent to the great agricultural, manufacturing and commercial interests which constitute the bone and sinew of society. Public men must be brave, and not suffer intimidation by the *probable* consequences that may arise out of the chapter of accidents.

If you conclude to accept of this grant, as you certainly ought, the principal question which must next arise, will be: When and how shall it be disposed of? How appropriated, and to what objects?

The first proposition resolves into two others, as follows: Is it better to sell the land now, or at a subsequent time? Shall it be sold for cash in hand, or on a credit? After examining this subject carefully, I have become satisfied that it would be impolitic to require a sale of those lands, at any period prior to the completion of whatever improvement may be agreed upon. And that when the auspicious time arrives for selling, that the door to future difficulties should be closed, by requiring prompt payment. Were you to authorise a sale on a credit before the Canal is completed, with the view of raising the necessary means, many years must elapse, and much of the people's money will be expended, in legislating on relief applications, in addition to the expense of a land office, before a fund will be raised, adequate to the proposed undertaking. Besides, retarding the work, it is jeopardizing the grant, for the time is limited for its completion. Were you to offer the land for ready money, it would be inevitably subjected to a wasteful sacrifice; so great, in all probability, as to defeat the project altogether, by its not producing the sum of money required or expected. Hence it follows, that a loan, should be resorted to as the least doubtful expedient, or, if that will not be acceptable, you might authorise an issue of paper, redeemable in the land at a minimum price, after it shall have been offered for sale.

When it is considered that this land lies upon each side of the proposed Canal, you surely cannot remain long unpenetrated with the belief, that the difference in the amount of sales before and after its completion, will not greatly exceed any sum of interest, which may accrue on a borrowed principal. Interest ought not to be paid more than two years, which would be ten per centum on a given sum, whilst the presumption is strong, that the land would be increased in value, by the commercial advantages which would be appended to it, at finishing of the work more than an hundred per cent. The most solemn acts of legislation, will supply the place of imposing reality; for the alarming idea of uncertainty will have its influence until active operations are commenced on the channel.

The treasury is the proper depository of the public money, requiring an additional bond of its officer. No question, however, can now arise, as to the safe keeping of the proceeds, except you dispose of the land very differently from what I believe you will.

The object to which the proceeds of the said lands must be appropriated, according to the terms of the act of Congress making the cession to the state, is a canal. Whether this gratuity can be made by the best management, to produce a fund equal to the estimate for a Canal, is very uncertain. If the act had given to the state the privilege, to make use of the land, to construct either a Railway or a Canal, it could not be questioned that it would be altogether adequate to the finishing the one, though it might fall short as to the other. Railways, are rapidly bearing away the palm of usefulness, from actual experiment, from all other commercial facilities. In latitudes as far north as the valley of the Wabash, their equal utility at least, may be fully illustrated. Their cost for the same distances, and constructed on the same natural surface, would be, in this country, about half that of a Canal. Equal burdens to any that can be exported on a Canal may be transported on them, and with double the velocity of which the former is susceptible. During the season at which a Canal is closed up with ice the Railway is fit for use. The Canal is often the harbinger of disease, engendered by the frequent overcharge of water, that escapes and forms reservoirs, and there becomes a stagnant pool; whilst Railways are exempt from this disadvantage. There being perishable materials in both, the one is not perhaps more apt to get out of repair than the other. Freight being proportioned to the cost, would be less on the Railway than the Canal. In connecting seas, lakes or rivers near the tropics, Canals may claim the pre-eminence; but to unite streams which are themselves only a part of the year navigable, the Railway appears to possess much consistency. A Railway would do the whole business—a Canal could do no more.

The former would bring as much money into the treasury as the latter. It is said that Congress would not hesitate upon your memorial, to change the act, so as to enable you to adopt the Railway, if thought most expedient. Suppose that the grant of land can be made worth a million of dollars: this sum will not make a Canal on the late location, but seven hundred thousand dollars will make a Railway on it, leaving a surplus of three hundred thousand dollars for some object. This sum laid out for the construction of another Railway, in some populous part of the state, would complete an additional line of seventy miles. If this sum should be

appropriated, with a view of enriching the treasury, it is believed that there is no part of Indiana where it could be more advantageously expended, than in the White Water country, to make a Railway from Lawrenceburg, on the bank of the Ohio river to a point on the national road, in Wayne county, and as much farther north as the means will carry it, towards Fort Wayne. Whether such improvements are viewed with reference to the markets, which they aim to make accessible to the people, or with reference to the revenue which they would secure to the treasury, they are thought equal to any other in importance. Were this fund thus appropriated, our inhabitants would soon be released from the payment of taxes, for the support of the state government. Three per cent. on the capital invested, would bring into the treasury a sum equal to the revenue of the present year, raised from the people of Indiana.

Were you to conclude that Railways are preferable to Canals, and not be disposed to appropriate the surplus remaining, after making one from the Wabash to the Lakes, that sum might be advantageously applied, if not prohibited by Congress, to the improvement of the various state roads, now discouraging to the traveller, in certain seasons. It is not my intention, by these remarks, to recommend to you that steps ought to be taken, to change the Wabash canal into a Railway; but merely to lay the subject, connected with a few remarks, before you for your consideration, at the special request of many distinguished citizens of Indiana. No one can be more fully impressed with the belief, than myself, that there exists an obligation upon us to take some prudent step to construct the best work on the survey now in progress, which will afford an outlet for the bread and meat of Indiana, to the northern lakes; and in order that we may determine wisely, what is best calculated to answer the common object we have in view, the advantage and disadvantages of both these facilities may with propriety be compared. Our object must be to produce the greatest possible good, with the least possible inconvenience. Whatever will carry the flour, pork, beef, potatoes, and other productions of our soil to a good market, with the most expedition and the smallest expense, as well as most safely and securely, and return those articles of merchandise which the people must and will have, in the same manner, is what is wanted. If, however, you prefer a Canal, as is most generally and reasonably supposed you will, I will cheerfully devote a portion of my time and services, in co-operation with you, for the furtherance of this project, which has long since had my approbation.

Furthermore, it is believed, that we shall not be unmindful of the acknowledged maxim, that labor, and not our gold and silver or estates, constitute our wealth. This admitted, we shall not cease to endeavor that course of conduct wheresoever found, in public men, which is best calculated to call into requisition, the greatest quantity of productive industry. To do this, encouragement ought to be given to every department of labor, and to none more so, than the enterprising manufacturer, on account of his risque, and his capital employed. The citizens of that country, who cannot exchange the productions of their labor, for all their needful luxuries and necessities, are surely retrograding from national wealth. If this is our condition, let us at once begin to manufacture our necessities, and abandon our luxuries. If the staple commodities of the country will not command our clothing, and other articles we need, the sooner we exchange our taste, and make at home what we want, the better. If it is true, as your intelligence will inform you, that England furnishes us with clothing, and refuses our bread and meat, depend upon it the balance of trade is against us.

Strickland's Reports which the last legislature required to be subscribed for, have been received. To the friends of internal improvement, I must be permitted to recommend a careful perusal of this intelligent book. The principles and utility of Railways, Canals, Turnpike roads, &c. with the whole plan of formation, and the machinery used, are therein satisfactorily developed. An investigation of this subject, must awaken and animate you, to labor for the construction of those vital arteries through which public wealth & individual property must flow.

Whether the General Government ought to yield up its sovereignty over the public lands remaining unsold within the limits of the states, is a question which has undergone much able discussion in Congress, and in state Legislatures; and has been noticed in an appropriate manner, by several of the state Executives. Whilst the general sentiment is collecting on so momentous a question to the west, the voice of Indiana should not remain unheard. The history of the American government and her legislation in relation to the public lands, furnish undoubted evidence, that it would not only be just, but wise, to yield up the public domain to the State, either for general or special purposes. It would be just, because each state ought to be placed on an equal footing, and the original states exercised sovereignty over the unappropriated lands within their boundaries, and deposited the proceeds within their Treasuries. It would be wise, because the expense of buying, surveying and selling the lands, and the legislation concerning them, reduce their value to an inconsiderable amount, at the Treasury. Nine tenths of the revenue are derived from duties on imports, and the public lands produce no more than about a twentieth part of the twenty odd million of dollars, which annually arrive at the United States Treasury. Were the United States to relinquish to each state the quantity of land in it, for the purpose of *free schools* and *internal improvement* in the state where the lands lie, the power which would be created by the intelligence such potent means would diffuse amongst all classes, and the works of art which would rise in majesty every where, would prove a better defense to the Union, in an hour of struggle, than an hundred thousand armed soldiers. This plan failing the scale of depreciation should be applied.—Lands remaining unsold after being offered, should be annually reduced in price, to the purchasers, under the true presumption that the best lands are first taken. Lands remaining unsold for a sufficient term of time, should then be given to the actual settler, after remaining on them for