

[Continued from the first page.]

er intention to do a public injury, yet, the route, (particularly, north of the Wabash) which has enlisted their preference, seems to me, neither a compliance with the meaning and spirit of the treaty, nor to afford a guarantee of much public utility. If it is looked to as the means of aiding the people to drive on foot to the Lake, their cattle and hogs, to be there slaughtered, barbelled up and shipped to the market—if the Lake should be viewed as a place of deposit for other commodities—and the point from which foreign salt and other supplies are to be brought into the interior of the country—it argues, that the road to that point should be on a direct line, or as nearly so, as practicable. It must lose much of its utility, if it does not in time, altogether fall into disuse, by a circuitous extension of its course, to meet its intended commercial points. The route preferred by the report, measures upwards of one hundred miles from the Wabash to the Lake. The one rejected, only seventy-three—the difference being nearly thirty miles.—Then the matter resolves itself into this, that in order to be permitted to travel from one point to another, only seventy-three miles apart, the traveller, emigrant or citizen, must be placed under the unreasonable necessity of taking upon himself, the labor of over coming twenty-eight or thirty more. The reason urged against the short route that it "will require bridging causewaying or turnpiking," and that it is wet in places, or level and marshy will doubtless apply to the long one; and is rather a reason in favor of a route, designed as this is, for a clay-turnpike, than against it. There is no material better suited than marshy land, when properly graded, to make a substantial clay-turnpike; far superior to rich soil. The report further shows, that the short survey runs through thirty-three miles of good land; a tract altogether sufficient from which, to select the whole donation. Both routes terminate at the mouth of the river Dymann where a harbour for vessels may be easily made. If there is any thing to require and justify this increase of distance, it has not fallen within my observation. Let the long route even be established, and so soon as the country is settled on the Lake and the Wabash, it must, in the nature of things, yield to public necessity for a shorter communication. If the position can be sustained, that this road can be carried to a point almost as far north as the Lake, and then run west to it, increasing its regular estimated distance nearly thirty miles, then, indeed by the same reasoning, it may be made to take its circumambient course, along the sinuosities of the State's border, until it finds the place of its lodgment. The St. Joseph, where the road, as now located, strikes it, cannot be relied upon and cannot be navigated except by Keel boats—only at freshets—White river at this place, being about its equal.

With regard to the section of this road, south of the seat of government; duty to myself and to the State, combine in urging me to state, that inasmuch as those who procured the insertion of the article in the Indian treaty, which cedes the land for making the road in question, have suffered in reputation by the insinuation, that they lacked independence in not fixing the point on the Ohio river, the Executive of this State, (if authorized by law), is willing to appoint Commissioners that will perform this highly responsible duty. The performance of so very unpleasant and responsible a task, is not, however, sought for, only as a dernier resort of putting an end to a question, which has already had too great an influence upon the legislation and politics of the State.

The subject of disposing of the lands granted for this work, has, within the past year, engrossed much of my reflection. All the investigation I have been able to bestow upon it, has resulted in the sober conviction, that the road may be improved in the best manner, by the direct application of the land itself in payment of the contractors, without incurring the expenses and delays, incidental to a sale; or by creating the largest amount of obligations or promises or stocks equal to money, drawing, on the most liberal credit, under sure penalties and on safe securities. These two modes of disposition, under all the circumstances with which the subject is associated, are selected as the best of a number proposed. And of these, the latter is preferred not as being more simple, but as most profitable to the State. The first offers its inducements to favour, by the despatch it would insure to the consummation of the object in view—as under it, the work might go on at once; which might compensate in part, for a sacrifice of a portion of the advantage consequent on delay, and a sale in the manner alluded to. In testing the merits of the first proposition—the issue of certificates or scrip, made negotiable, and payable in land, of eighty acre tracts, to be selected by the holder and entered in some public office at such a minimum price as to make the certificate equal to the legal currency of the country, but of the value of the land it covers, may be with propriety, taken into consideration. But the question of sale points out its own beneficial concomitants, many of which

bear with them their own weapons of defence.

A sale of these lands for twenty annual payments from the time of sale, the whole bearing interest at the rate of six per cent per annum, from the day of sale, except the first payment, which, then, together with the interest of the whole purchase money unpaid, should be paid in advance, and so on yearly afterwards, combines more advantages and is subject to fewer objections, than any other plan which my humble capacity has been able to embrace. The payments should be so divided and regulated, as to make the first the largest, the second the next largest, and so on, with the advance of years, diminishing each payment down to the last,—a payment in advance, with interest of the remaining purchase money to be made yearly; so that the purchaser will be becoming more and more interested in the land; have stronger and stronger inducements to comply with his contract, with the lapse of years, and the consequent gradual investment of money in the land. If the constantly increasing inducements which this plan holds out to the purchaser, not to injure the soil or timber to a greater extent than the land is benefited by the improvements made on it, or if its being increased in value by the proximity of the canal, should not be considered sufficient to stay the commission of waste, let the law contain a suitable injunction against its perpetration until at least half the original purchase money shall have been paid; after which, interest will operate as a preventive; before, as an inducement to pay that half speedily. Certificates promising to make a title, where the last payment is made, will make the land its own security. Privilege to pay up the whole, at any time, should be offered. Let the road be divided into three sections, to be completed in three years; the first section to commence at the Ohio river and extend to Indianapolis, to be finished the first year; the second, at the latter place and reaching to the Wabash, to be finished the second year, and the third section commencing at the Wabash and terminating at the Lake, to be completed the third year: As the southern section of this road would be at the beginning much travelled, it should first be completed, commencing at the Ohio. A quantity of land proportionable to this section, might be sold and applied the first year; and so of the other lands and sections in their years. This course might be better than to sell all the land at once, as by the first sale and the application of its proceeds, confidence would be inspired, which would likely make the lands remaining advance in price, beyond the interest lost by the delay.—The first sale, will ascertain the amount of money to be applied to the first section, and by division, to each mile; until which takes place, safety requires that no contracts ought to be made. The amount of money capital created by the sale, would also point out the required loan, which should be equal to the credits on the land, subject to be extinguished by the annual payments due on the same. Prudence would require the loan, to be always less than the securities or capital stock on hand. These securities or stock, will be equal to six per cent stock, and may be at any time easily exchanged for money. To effect this negotiable collateral obligations may be taken from the purchaser, corresponding with the terms of the land certificate and required loan. The above is but the outline of that system which, it is deemed most expedient to adopt, under all the many circumstances with which the land is environed. If we sell these lands upon nearly, or quite the same terms on which government lands are disposed of, they must be expected to command about the same price. But terms like those recommended, which amount to a loan of the purchase money, enabling the purchaser to make the different payments out of the land itself by his own labor, are enforced alike, by the individual benefits they will confer, and the public interest they must improve.

By the operation of the plan suggested, monied combinations and monopolies will be checked, and a fair competition will take place between them and those who expect to become citizens, and to cultivate the soil they bid for.—Upon the supposition, that from the Lake to the Ohio river, the whole extent of this road, is two hundred and thirty miles, there will be about one hundred and fifty thousand acres of select land, donated by treaty, to be applied to its improvement, and this sold at only two dollars per acre, would enable us to realize the sum of three hundred thousand dollars. The average per mile, twelve hundred and eighty dollars. This amount or less, will make a clay turnpike, besides good strong wooden bridges over the streams; if we may make an estimate according to the propositions submitted, for cutting and grubbing the national road in this State, which only averaged two hundred and twenty dollars per mile, and the grading proportions were equally low in proportion. To your wisdom the whole is submitted.

ROLLER OR WHEEL ROAD.

I shall lay before you a paper containing Mr. John Gardner's invention of the Roller, or Wheel Road. You will be pleased with the ingenuity and plausibility of the scheme of the inventor, if you are not disposed to ascribe to him

the credit of making an imposing improvement upon the known facilities for transporting goods by land or water. If the theory of the inventor will stand the test of practical experiment, its rank will be exalted, in the scale of invention.

WABASH AND ERIE CANAL.

After the adjournment of the last General Assembly, in compliance with their resolutions, on the subject of the canal, I forthwith procured a copy of the same to be mailed for the Executive of the state of Ohio; and also directed a like copy, together with other documents which were thought necessary, to be transmitted, to the commissioner of this state, appointed to negotiate with the commissioner of the former state, on the subjects of the necessary definitive adjustment, contemplated by the two states. It is understood, that they have agreed upon certain conventional stipulations, the nature of which will be developed to the separate Legislatures by the commissioners themselves. It is wished, that they had been concluded upon the basis of reciprocity; and with an eye to the speedy commencement, the vigorous prosecution and successful consummation of the enterprise in hand. If this could have been effected, at the same time guarding against future collisions between the two states and preserving to us a reasonable interest in the grant, the negotiation would have been hailed as an achievement worthy of the most agreeable recollection. How far the state canal commissioners (one of whom it became my duty last spring, until your meeting, to appoint, in the room of Robert John, Esq. resigned) have succeeded within the past session in making selections of the canal lands and in giving identity to the canal route, they will show to you by their own report—plans of the same, showing the intersections of the state land with what belongs to the United States, having been made out and forwarded this fall to the General Land Office, no doubt remains but that the government lands, as also the whole purchase of 1826, will be brought into market in the spring. According to the letter to me, of the commissioner of the General Land Office, they would have been offered for sale this fall but for the want of plats mentioned.

Presuming that after much discussion and long reflection, the public mind, has taken a favourable turn towards this canal, if it can be completed in a reasonable period and without deep state involvement, and after your approval of the arrangement made with Ohio, the momentous question which must arise, as to the means—the Archimedean lever of all such colossal enterprises,—without appealing to the pockets of the people; than the pressure of additional burdens upon whom, nothing will sooner prostrate effectually the desirable work. The real friends of this, if their aim is ultimate success, should stand undivided, in looking to that sort of legislation, that kind of system—that unsophisticated policy, which by its own influence and effective power—unaided by state finance—will lay the foundation for producing the entire means, either now or at a more distant day, for its most safe, most certain and irreparable reliance against the fluctuations of a mutable public opinion. The most of the substantive outlines of such a system, have been delineated, in the remarks already submitted on the subject of the lands granted by the Michigan and Ohio roads, so that repetition here would be useless. The last Legislature have acted happily on the good idea, in authorizing the sale of the school sections, except that they did not extend indulgence to purchasers far enough, to embrace the full scope of its advantages. The high price many of the school sections have sold for, is an eloquent and convincing commentary on the principle. The sale of the canal lands lying in Indiana, for twenty annual payments, drawing interest from the day of sale, and requiring the interest of all the payments, unpaid, with the payments due to be paid in advance, annually, as well as the first payment; regulated so as to preserve the land against contingency, forfeiture and waste, and to secure the prompt payment of principal and interest—will, it is confidently believed, create six per cent stock enough—having the best indemnity, to cover a loan, equal to the estimated cost of all that part of the canal line, which lies in this state. If any other device can be brought forward which promises, by its own internal evidence, to do more than this, let it be received.

The assumed distance of the canal, from the Ohio line to the mouth of Tippecanoe river, is 128 miles, and the quantity of land to be applied to its improvement, is 640 sections, or 409,000 acres. These lands, upon the credit named, considering the advantages of soil, climate and water communication, and other valuable appendant properties, may be considered low at the estimate of \$2.50 per acre, on an average. At this price, they will create a capital of upwards of one million of dollars, if sold now. The canal Commissioners estimate the 128 miles of canal, at \$1,081,570, which is thought to be too high. Thus it may be seen that a stock

bearing interest corresponding with successive loans as they are needed, may be created by periodical or simultaneous sales of these lands, as may be thought advisable, rather exceeding than falling short of the complete cost of the canal. It is contended by some, that the next best plan to this, is the one which is presented by a report of the canal committee of the House of Representatives, at the last session, now spread upon the journals;—by a reference to which it will be seen that the scheme there recommended, contemplated the completion of the canal by the year 1835, together with the sale of the whole of the lands in the mean time and the expenditure of all its proceeds, at the expiration of the time; besides, leaving a debt of six hundred and thirty one thousand, nine hundred and seventy dollars upon the shoulders of the people, without any tangible resources to discharge it, but a recourse to their private purses and to the tolls and water privileges. Comparison here, would be useless. This work might be finished by the year 1835, and this alarming and ruinous debt avoided; if it be thought expedient to commence operations at all before something more definite shall have been fixed upon for the Ohio section. Whenever the time shall arrive for a commencement, the summit section, opening a limited commerce, should be first put under contract. From this point, as fast as resources accumulate, it should be continued down the valley of the Maumee to the foot of the rapids, and down the Wabash as low as Lafayette or lower. The growing importance of this town would justify such a result, and render it very probable. The necessary length of this communication, requires my remarks on this interesting matter, to be very general. A confidence in your intelligence leads me to suspect, that you anticipate all the various details requisite for so great an undertaking; and that you will have no difficulty, unassisted by unauthorised dictation, in organizing them into a material element of practical experiment.

Before we agree to sell the canal lands to the highest bidder for cash in hand, it will be proper to look well to consequences. To sell the land for canal purposes, will amount to a pledge to the General Government, and to the purchaser, to go on with the work or be liable to the one for its value, and to the other, if we fail, for damages. And if cash sales should produce no more money, than what the Commissioners have supposed, \$500,000—making the required loan of \$500,000 more, too great for the ability or courage of the state afterwards, or so great, as to dissuade the legislature from authorising a loan; then, indeed, the state will be in almost an inextricable dilemma—without a canal, and bound to refund, after all the trouble and expense, incurred to the United States, and to pay damages to the purchaser. In this picture there is reason for alarm.

If this Legislature shall ratify the treaty which has been concluded between the two States, and if my information is correct with respect to some of its provisions, the inducement must be much increased, to make the most out of the grant of land which it is susceptible of producing by selling on a long credit, by the great length of time which is to transpire before funds will be in demand. For from information on which reliance may be placed, it appears that the state of Ohio is not bound to complete the Ohio section in less time than fifteen years from the first of January next. Before that time shall expire, the approved plan of sales, may be made to accumulate from the interest alone, without interrupting the principal stock, an amount, to cover a great portion of the estimated cost of the Indiana part. But if the treaty requires the State of Indiana to cede all the lands which she holds in Ohio, for canal purposes, to that state, in some short time hence, by which Ohio will be enabled to sell them and use the proceeds for many years, without paying interest and without being then at last bound, absolutely and unconditionally, to perform the work, but left at her option, either to do so, or pay back the money which the land shall have sold for;—it will become matter of serious reflection for this body, whether the treaty is such as will meet the views and interests of Indiana. The land to be ceded to the state of Ohio, at two dollars and fifty cents an acre; will be worth about four hundred thousand dollars. If, in the course of the next fifteen years the state of Ohio should become convinced that the Wabash and Erie canal, would withdraw from her other canals a portion of western commerce, and have a tendency to diminish their profits, or be in any respect injurious, she will have to adopt the alternative afforded her, of refusing to operate on the Ohio section, and refund to the state of Indiana, the money for which the land might sell, which must be paid in such an event, by the latter state, to the United States. In what better situation then, does such a treaty place Indiana, than before it was made? How will be affected by it the interest of Ohio? She may obtain the use of several hundred thousand dollars, for the term allowed her to cut her part of the canal. Not having seen the treaty, I cannot speak with certainty; and am at a loss for information as to when it looks to the commencement of the work by Ohio; but it is presumed, that the act of Congress requiring a beginning in five years, has not been overlooked.

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Library Election!

THE members of the Lawrenceburgh Library Company, are hereby notified that the annual election will be held at the Library room (printing office) on the first Monday in January next, 3 o'clock P. M. to elect directors for the year 1830.

D. V. CULLEY, Librarian.

Dec. 12, 1829.

Brigade Order.

Tenth Brigade of Indiana Militia.
RISING SUN, 9TH DECEMBER, 1829.

The following detail will compose a Band to try the validity of the election of Davis Weaver, to the office of Colonel of the 3d Regiment Indiana Militia, as declared on the 7th day of November last, which said election has been contested by Jeremiah F. Harrison. The said Band will convene at the house now occupied by Davis Weaver, in Hartford, on Monday the 21st instant, at noon.

DETAIL.

Col. John Spencer, president.
Col. J. W. Eggleston of the 6th Regt.
Lieut. Col. Henry Miller, of the 53th Regt.
Lieut. Col. Samuel McGabe of the 60th Regt.
Major James W. Hunter, of the 53th Regt.

The court will appoint their own recorder, make their decision in writing to the commandant of said Brigade. By order of

WILLIAM C. KEEN,

Commandant of said Brigade.

Attest—SAMUEL JELLY, B. Inspector.

The field officers of the 10th Brigade 5th Division Ind. Militia, are ordered to meet at Hartford at 10 o'clock A. M. on the above mentioned day, to regulate the bounds of the several regiments. By order of the Brigadier General.

Fair Notice!!

ALL persons indebted for Medicines, are hereby notified that unless their accounts are settled on or before the first day of January next, they will be put into the hands of a Justice of the peace for collection, without regard to persons, or the amount of their accounts, whether it be ten dollars, or only six and one-fourth cents. After that time those who call for medicines must bring the cash, as no further credit will be given. A neglect to comply with the above notice will certainly be attended with cost.

M. E. FERRIS.

Dec. 1st 1829.

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NOTICE.

ALL persons indebted to Test and Dunn, are hereby requested to settle the same immediately. Those desirous of paying in PORK, will do well to call and make contracts accordingly.

TEST & DUNN.

Nov. 25, 1829

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Protection!

GEORGE H. DUNN, as Agent for the Protection Insurance Company, continues to insure Buildings, Boats, and other property, on the most favorable terms. Persons having their property exposed to danger from fire, or risk on the river, would do well to call and have it made safe.

Lawrenceburgh, Nov. 21, 1829.

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Probate Court of Dearborn County, November Term, 1829.

In the matter of the estate of John M. Miller, deceased. On petition of John M. Miller, deceased, for settlement.

NOW at the November Term of the Probate Court for Dearborn county, in the state of Indiana, comes Jacob Stettler, surviving administrator of the estate of John M. Miller, deceased, and files his petition, verified on oath, showing that he will be ready at the next term of this court, to settle up and close the accounts of his administration; and that Catharine Miller, widow of the deceased, and Madeline Miller and Christiana Miller, infant heirs of the deceased, are not residents of the state of Indiana, as he believes, nor has a knowledge of their residence.

PUBLIC NOTICE is therefore hereby given to the said Catharine Miller, widow, and to Madeline Miller and Christiana Miller, infant heirs of said deceased John M. Miller, and all other persons concerned, that they be and appear before the Probate Judge of Dearborn county, in the state of Indiana at the term of said Probate court, to be held at Lawrenceburgh, in and for said county of Dearborn, on the first Monday in January next, then and there to attend to the settlement of said estate, or the same will then be settled in their absence. By order of the honorable George H. Dunn Probate Judge of Dearborn county.

Nov. 16, 1829.

JAMES DILL, clerk.

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NOTICE.

A course of Moral Lectures will commence next Saturday evening, the 5th of December, and be continued monthly throughout the year. The first six Lectures will be principally in support of various religious institutions; and the last six, on the philosophy of Religion, or the external evidences of Christianity.—To be held at the school room adjoining Mr. I. Dunn's during cold weather.

Nov. 28, 1829.

JERU JOHN, jr.

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INDIANA PALLADIUM,

PRINTED AND PUBLISHED

BY

DAVID V. CULLEY,

Publisher of the Laws of the United States

TERMS.

The PALLADIUM is printed weekly, on super royal paper, at THREE DOLLARS, per annum, paid at the end of the year; which may be discharged by the payment of TWO DOLLARS in advance, or by paying TWO DOLLARS & FIFTY CENTS at the expiration of Six months. Those who receive their papers through the Post-Office, or by the mail carrier, must pay the carriage, otherwise it will be charged on their subscription.

ADVERTISEMENTS

Containing 12 lines or under, three insertions or less, one dollar; twenty-five cents for each additional insertion—larger advertisements in the same proportion.

The CASH must accompany advertisements, otherwise they will be published until paid for at the expense of the advertiser.