

From the Western Statesman.

Rail-Road--No. 3.

My object is not to speculate upon mere theories, but to deal in practical truths as far as they are attainable and relevant.

In my last I endeavored to present some experimental facts in relation to the expenses of making rail roads.

It would appear that a road on the most eligible ground can be built for about \$2000 a mile, including all contingencies, and I believe the ground over which this road is to pass is as eligible as any perhaps in the world for the distance; yet I would not indulge myself, or excite in others, hopes which can never be realized. I shall therefore not presume that this road can be made for less than \$2500 a mile throughout, but I cannot help believing it may be made for that. The distance from this place to Indianapolis being about ninety miles, the road will cost \$225,000, say two hundred and fifty thousand dollars. The next thing that occurs for our consideration is, what amount and value of carriage or transportation, can be done upon the road when finished. In my last number I made a calculation of the amount and value, as I supposed it would stand at the time of the completion of the road, without taking into view, any other than the natural internal resources of our own state, unconnected with existing circumstances without the state. Indeed the case there stated was merely hypothetical and intended more to illustrate the advantages of such a public improvement than to give an idea of the extent of the profits to be derived to the proprietors, or the company who projected it. I have heretofore stated that this part of the road was only a link in the great chain of rail road intended to be constructed from Cincinnati to St. Louis, in Missouri. I have little doubt myself but the road will be made from this place to Cincinnati, for it will be very easy to make it appear, that unless that city shall enter into this business, heart and hand, and construct the portion of it, lying between this place and that, she will lose a large amount of business which she would otherwise receive if this project shall succeed. It is to be recollected that this place is on almost a direct line between Indianapolis, and Cincinnati, and the first point on the Ohio river below, at which a road can be brought to secure a good landing, while at the same time it is as near to Indianapolis within four or five miles, as any other on the river, hence all the transportation and travel from the latter place to Cincinnati, or up the river or to the northern and eastern market will from convenience or necessity tend to this place. And if Cincinnati shall neglect or omit to finish the portion of the road lying in Ohio, between here and there, the consequence will be, the trade will stop here, which will evidently be to the advantage of this place and to the great injury of Cincinnati. It is not difficult to foresee, that when the canal in Ohio, from Lake Erie shall be opened, the trade from Indiana generally will tend northward, instead of southward, as it now does. The most common articles of trade are, pork, beef, flour, &c. generally perishable articles. When they are sent southward, they are much more liable to spoil, than when sent northward, and besides, the south is indeed, but the beginning of the market; for I presume nine tenths of all the produce sent down the river Ohio as well as the Mississippi, ultimately goes to the north, & there the American market ends. And it is not only the fact, that the northern cities and manufacturers are the consumers of our beef, pork, flour, &c. but the colonial regulations with Great Britain are such as to render it the interest of every American merchant to ship his produce first to Canada, and from thence to the British West India Islands, because the duties, in a direct voyage from this country to the British West India Islands, are too high to admit of a profitable trade. Hence it will naturally go northward, to the large cities, from thence to Canada, and from thence to the West Indies, and it is now, in fact, only the expenses of carrying it northward that prevents it going directly that course, instead of going to New Orleans first, and from thence northward. When the Ohio and Erie canal shall be opened through the state of Ohio, produce will be carried to the north, I presume, at a less expense than by the way of New Orleans and without risk. The trade southward has many obstacles to encounter, such as the heat of the climate, the limited consumption, and precariousness of the market of the principal mart, New Orleans, it being accessible only at one season of the year, and which always produces a surcharge of the market, the danger of the passage through the gulf to the northeast, which enhances the amount paid for insurance, and which will naturally occasion the trade to take a sudden and almost total change in its course, through the New York and Ohio Canals. Should this be the case, and of which there can be no doubt, it is not difficult to foresee, that Cincinnati will become the principal home market for all the produce going that way, and Lawrenceburg the point on the river at which it will first arrive from the interior west, along within the range of Indianapolis, Indiana, Vandalia, in Illinois, and St. Louis, in Missouri, at least this will be the point until the Wabash and Erie Canal shall be completed to the Lake. Cincinnati, therefore, if she does her duty to herself, (and I have no doubt she will, for there is much mercantile intelligence and enterprise there as in any place in the Union,) will see it her interest to unite with this road in order to secure so immense a trade as will flow through this channel, and in order to become the carriers up the Ohio river, to the mouth of the Ohio Canal. From Cincinnati to Portsmouth, where the canal enters the river, is one hundred and fifty miles, if I am not mistaken in the distance, and if the rail road shall be continued to Cincinnati, whatever produce shall be destined for the northern market, will, I presume, to avoid

too frequent shipment, be there immediately put in canal boats, and towed by steam to the mouth of the canal, as it will be much more convenient to do so, than to ship it on board of steam boats, and re-ship it when it arrives at the entrance of the canal at Portsmouth. If this shall be the mode of doing business, and I have no doubt it will, as one steam boat, built for the purpose, can tow up a half a dozen canal boats, and at a much less expense, waste and trouble than by so often shipping and re-shipping the produce. It will be recollected, that Lawrenceburg is only about twenty miles below Cincinnati, and if she (Cincinnati) shall refuse or omit to unite with this road it will draw the business and capital to this place, and the produce will be shipped here instead of there, and the same trade carried on from this, as it otherwise would be, from that place. Under this view of the case, the amount of the business which will be done on this road is totally incalculable, it is not impossible that it may in time, and in a short time too, amount to a thousand tons a day, for I believe it will not be denied, there is no point north of this on the Ohio river short of Cincinnati itself, so eligible for shipping produce that is intended to pass through the northern canals, or for landing goods which have come through them to be carried westward and southward to the interior of this state.

Before I close this number I beg leave merely to state, that professional business has prevented me from devoting as much time to the subject as I could have wished. I had intended to have examined a little further into the operations of the road in relation to the amount of transportation that may be done on it, and the expense and manner of doing it. The difficulty of raising the capital to accomplish this object, seems to be a stumbling block in the way of many. I may be led to say something on that point hereafter, but for the present, I will only take leave to say to those who fear, that, unless I am much mistaken, that difficulty will be removed in a very short time after the road shall be begun, and that capitalists in the east as well as the west will be glad to vest their funds in the project, and that they will find it much to their interest to do so.

JOHN TEST.

Lawrenceburg, March, 1832.

EXPEDITION WEST OF THE ROCKY MOUNTAINS.

We have been informed that during the Session of Congress for 1823--21, an act was passed authorizing the raising of a company of 42 men to explore the Rock Mountains, and North from the Mexican line, the Bearing Straits, and 33 degrees North Latitude. We have endeavored to lay our hand upon the act, but have not succeeded in so doing; although assured by many of our citizens that it is within their recollections. From the long time the company have been absent, (nearly 11 years,) all hope of their return was abandoned, as it was supposed they had fallen victims to the savages, or the severity of the climate. On Wednesday evening the 15th, one of the party, Mr. William Clawson, stopped at the house of a gentleman in Fearing township, in this county, on his way homewards, (Northumberland county, Pa.) who has politely furnished us with the following particulars, obtained from Mr. Clawson. *—Marietta Register.*

The company consisting of Colonel Henry Leavenworth, commandant, from near Albany, N. Y.; Sipe Huster, a native of France, Topographical Engineer; James Watson, from Baltimore, and John Gettis, from near Philadelphia, Physicians—under pay of \$30 per month—and 37 privates, under pay of \$20—was organized in Washington City, and left there in July 1821; from thence they proceeded to Erie, where they went on board the Topgill Schooner, Captain Birdsell, landed at Green Bay—wintered there—went by Prairie du Chien to St. Anthony's Falls, Mississippi—went up St. Peter's river 300 miles in search of Lead Mines, where they discovered several very valuable ones—wintered there—went down same river, and down the Mississippi to the mouth of the Missouri, thence up the Missouri to the foot of the Rocky Mountains—wintered there, and continued there to the middle of August—then crossed the Mountains, and were there eight years. While travelling by the Frozen Ocean, and having been over to Asia, south towards the head of Columbia river, they were overtaken by a snow storm, and compelled to build houses and stay there for nine months, six of which the sun never rose, and the darkness was as great as that during our nights. The snow part of the time was 14 feet deep, and the company were compelled to eat 41 of their pack horses, to prevent starving; whilst the only food the horses had was birch bark, which the company cut and carried to them by walking on the snow with snow shoes. Each one of the company was armed with a double barrelled rifle, made for the purpose, a brace of pistols, sword, butcher-knife, and a tomahawk with an edge and 3 spikes. Added to these they carried, on a horse a small brass piece of ordnance, taken from Burgoyne in the revolution. After passing the Mountains, they passed 36 different tribes of Indians, some perfectly white, some red, and some entirely covered with hair, (denominated the Esu Indians,) who were among the most singular, and so wild that the company were compelled to run them down with horses to take their dimensions, which was a part of their duty; whilst others evinced the most friendly disposition.

Whilst west of the mountains they fell in with a tribe denominated the Copper Indians, who received their name from owning extensive Copper mines. 300 of them, armed with bows and arrows, with copper darts, copper knives and axes, attacked the company in day time, a severe action ensued, and only about 30 of the Indians escaped—the rest were killed or wounded, with

a loss of two of the company, and several wounded.

Among the various discoveries made by the company, we have only room to mention those of extensive beds of pure salt, the largest of which was 18 acres, several inches deep on the borders, found to be pure and wholesome—also innumerable beds of alum, iron, lead, copper, gold and silver, &c., the gold almost pure. Among the animals Mr. C. describes the “Grisley Grey Bear,” as most ferocious, and lord of the forest. The weight of several killed by the company varied from 9 to 1250 lbs. Their strength was surprising, and tales of it almost beyond belief.

The remains of the company started for home August 1831. They recrossed the mountains on the head of the Missouri river, there built a boat, and those who were lame went on board, and the rest on foot. Captain Leavenworth being lame, rode on horseback with those on foot, and is supposed to be now in Washington city, by Mr. C. Of the company 5 died by sickness, one by breaking a wild horse, one by the fall of a tree, and 15 killed by the Indians—total 22. Among them was Dr. Williams, who was killed by the Blackfoot Indians 3 miles from the Rocky Mountains, on the way out. He was found by the company shot, tomahawked and stripped naked. Three of the 15 were never found, supposed to have been killed near the head of Columbia river. Ten of 19 of the survivors are lame, by the Indians and some by accidents. Capt. Leavenworth is among the number. He was on horseback a half mile distant from the camp, when shot by an Indian which broke his thigh and dropped his horse, which fell upon the injured leg, breaking it again below the knee. The horse continued to hold him thus, whilst the Indian ran up to scalp him, when Capt. L. seized a pistol from its saddle and shot him dead, after which he was got safe to camp.

We are aware the above sketch is very imperfect, and far from being satisfactory, but it will at least prove interesting. The notes taken by the company will be published, and we look with some anxiety for a notice of their arrival in Washington. It cannot fail of being gratifying to the citizens of the country to know even a part of the company have returned, apart from the joy it must give their relatives and friends.

Congressional Analysis.

[From the *Globe*.]

MARCH 15. In the *Senate*, yesterday, some time was spent in the consideration of Executive business. The apportionment Bill was read a third time and Mr. Webster moved its recommitment to the committee from which it was reported, with general instructions for the report of a bill apportioning the representatives, as nearly as may be, among the several States, according to their representative population as compared with the representative population of the United States. After some discussion the bill was laid on the table, and a motion made to reconsider the vote of Monday last, by which the proposition to represent fractions was rejected, which motion is still pending.

In the *House of Representatives*, Mr. Johnson of Kentucky, from the committee on Post Offices and Post Roads, reported a bill to provide for opening a road in Arkansas Territory, from Villemont, in Chicot county, to Little Rock. The House resumed the consideration of the resolution for the appointment of a select committee to examine the affairs of the Bank of the United States. Mr. Wayne concluded his remarks in favor of his amendment, which he modified by striking from it that part which required the committee to act in the recess. After a further debate of some length, a part of which was of a personal character, the question was taken and the amendment rejected—yeas 26, nays 16. Mr. Adams then proposed to amend the original resolution by limiting the enquiry to the alleged violations of the charter of the Bank, &c. and directing the committee to report by the 21st of April. Several ineffectual attempts were made to amend this amendment so as to extend the proposed enquiry, when it was finally adopted—yeas 103, nays 92. The resolution thus amended was agreed to, the committee directed to consist of seven, and the House, at 8 o'clock, adjourned.

MARCH 16. In the *Senate*, yesterday, Mr. Smith presented resolutions of the Legislature of Maryland in favor of an appropriation by the government in aid of the removal of the free people of color from the United States. The bill for the establishment of a law library, in connexion with the library of congress, was considered and ordered to a third reading. The act concerning the granting of patents to aliens for useful discoveries and inventions, was considered and ordered to a third reading. Several private bills were acted upon. The resolution some time ago submitted by Mr. Clay, in relation to the tariff was taken up, and Mr. Moore and Mr. Benton spoke at length thereon. Mr. Bibb has the floor for to-day.

In the *House of Representatives*, the resolutions offered by Mr. Roer, in relation to an amendment of the Constitution, changing the mode of electing the President and Vice President of the United States, were taken up, and after a few remarks from Mr. Roer, they were, on his motion, referred to a committee of the Whole on the State of the Union. After disposing of some other matters, the Military and General Appropriation Bills were taken up in the Committee of the Whole on the state of the Union, and after various amendments, and some debates, these bills were reported to the House; when the Military Appropriation Bill was ordered to be engrossed and read a third time. The House then adjourned.

MARCH 17. In the *Senate*, yesterday, the bill appropriating \$5,000, and \$1,000 per annum for five years, for the purchase

of law books for the library of congress, was passed. Several private bills were passed. Mr. Robinson offered a resolution concerning the extension of the privilege of franking to members of the state Legislatures. The bill to exempt merchandise, imported under certain circumstances, from the operation of the act of May, 1828, respecting the Tariff, was considered, and, after some discussion, laid on the table for the present. The Senate resumed the consideration of Mr. Clay's resolution, proposing a modification of the Tariff, and Mr. Bibb spoke about two hours thereon, when he gave way to a motion to adjourn. The Senate adjourned to Monday.

In the *House of Representatives*, Mr. Adams, the chairman of the committee on manufactures, for reasons stated, asked to be excused for the remainder of the session, from serving on said committee. This motion was opposed by Messrs. CAMBRELING, J. S. BARBOUR, DRAVTON, BATES, of Maine, SPRIGHT, and MURRAY, and supported by Messrs. DENNY, DAVIS, of South Carolina, and DEARBORN. Mr. EVERETT moved to postpone the motion until Monday, and Mr. STEWART moved to postpone it until Wednesday next. At the suggestion of Mr. WAYNE, Mr. Adams withdrew the request for the present. Mr. DUNCAN, from the committee on public lands, reported a bill to establish a surveyor general's office in the states of Illinois, Indiana and Missouri, and in the Territories of Arkansas and Michigan. Considerable time was spent in the consideration of the general appropriation bill for the support of government for the year 1832. Various amendments were proposed and agreed to, and others rejected or withdrawn. The bill, as amended, was eventually ordered to be engrossed for a third reading.

The following gentlemen compose the select committee, appointed by the Speaker of the House of Representatives, to examine into the proceedings of the Bank of the U. S. States:—Messrs. CLAYTON, ADAMS, CAMBRELING, McDUFFIE, JOHNSON, of Ky., THOMAS, of Md., and WATMOUGH. *Globe*.

How much ya charge Massa Magistrate, to marry me and Miss Dinah?

“Why, Clem, I'll marry you for two dollars.”

“Two dollars—what you charge to marry white folks, massa.”

“We generally charge them five dollars, Clem.”

“Well, ya marry us like white folks, and I give ya five dollars, too.”

“Why, Clem, that's a curious notion, but as you desire it, I'll marry you like white folks, for five dollars.”

The ceremony being over, and Clem and Dinah made one, the Magistrate asked for his fee.

“Oh no massa, ya no come up to de grecement, ya no kiss da bride!”

“Get out of my office you black rascal.”

And so Clem got married for nothing.

Corporation Election.

A election for President and Select Council of the town of Lawrenceburg, will be held at Mr. Hunt's Hotel on the first Monday in April next, at 3 o'clock p.m.

C. SPOONER, Rec'r.

March 24, 1832.

NEW GOODS.

THE subscriber has just received from Philadelphia, and is now opening, a splendid stock of

NEW GOODS

At his old stand; where he is prepared to wait on his Customers and all those who may think proper to give him a call.

JOHN P. DUNN.

March 17th, 1832.

CARDING MACHINES FOR SALE.

THE subscriber wishes to sell her Carding

CARDER AND BREAKER,

And an inclined wheel and the necessary works for propelling the machines by ox or horse power. The whole will be sold together or separately, to suit purchasers. For particulars and terms, apply to the undersigned, Elizabethtown, Ohio.

MARY RADCLIFFE,

March 17th, 1832.

Boots, Brogans, & Shoes.

THE subscriber has a first rate stock of

BOOTS, BROGANS, AND SHOES,

(COARSE AND FINE.)

For Men, Women, and CHILDREN

Which he will sell low for Cash.

JOHN P. DUNN.

March 17th, 1832.

Clocks, Watches, &c.

THE subscriber has just received from Philadelphia an extensive and splendid

assortment of

Jewelry, Table and TEA SPOONS,

Which he will sell on accommodating terms. He has also on hand a choice selection of materials for

COMMON Watches, PATENT LEVERS, AND REPEATERS.

Watches and Clocks of all descriptions, repaired and regulated at all times; and other descriptions of work in his line neatly and promptly executed.

F. LUCAS.

Lawrenceburg, March 10, 1832. 8-4w

IRON, NAILS, & GLASS.

JUST received from Pittsburgh, per Steamer Lady Byron, a quantity of

IRON, Assorted; IRON, Assorted

And GLASS—Also,

TRACERY CHAINS, METAL AND

WHEAT SEIVES,

And for sale by

JOHN P. DUNN.

March 17th, 1832.

Regimental Order.

The 55th Regiment, Indiana Militia.

COMMANDANTS of companies will muster their companies agreeably to law in the months of April, May and October, 1832. Those belonging to the 1st Battalion at Oliver Heuson's on Saturday the fifth day of May; those belonging to the 2d Battalion at the Public Square in the town of Lawrenceburg on the 7th day of May, to