

MR. DUNN'S REMARKS

On the question of striking out that part of the bill amending the charter of the Lawrenceburgh and Indianapolis Rail Road Company, which requires the State to take 500 shares of the stock of that Company as soon as 10 miles of the Road are made.

Mr. DUNN said, that as he considered the question before the committee essentially connected with the whole system of internal improvements in the state, he presumed he would be indulged in an inquiry into the history and propriety of the course of legislation heretofore pursued on that subject.

In all agricultural communities, next to those measures having for their object the increase or the productions of the country, those tending to facilitate commercial intercourse, and diminish the expense of carrying those productions to market, demanded the attention of the Legislature, if indeed they did not take precedence. In vain was the farmer furnished with choice land and with capital to improve and cultivate it, unless furnished with a market for his productions, and means of conveyance, at an expense that would permit him to retain a fair compensation for his labor. If, after putting his capital and labor in the production of an article, it should thus require one half or two thirds of its selling price to take it to market, not only is the producer discouraged from renewing his exertions but the wealth of the state is diminished.

These views were particularly applicable to Indiana, her products were heavy, and the very richness of the soil, which gave her so great a surplus, was a principal reason why it would not bear the expense of transposition, and unless her agriculturists were seated on some of the larger water courses, they were excluded from the cultivation of many articles altogether, or at such reduced prices as to render them unprofitable.

That the want of such facilities was the greatest obstacle to the prosperity of many parts of our state was obvious. On no other ground could we account for the rapid advance of our new territory over other sections, save that the Wabash and the Lake and the projected canal will afford a better transportation.

The people were alive on this subject, as was evident from the crowd of applications for new roads that press upon us at every session; and it was only necessary, properly to encourage and direct their efforts, to effect every desirable end.

What had been our practice on this subject? Indiana, in one respect, had taken a bold stand in the work of internal improvement. Her commencement of the canal at the time she did was creditable to her and manifested a spirit of enterprise which, if followed up, must be highly beneficial. But that work, although a great and important one, need not and should not take all our attention. Other portions of the state equally as important, needed improvement; perhaps were in far greater want of it than the country contiguous to the canal. There were large districts destitute of streams, where no canals could be made, and which must depend upon an entirely different kind of improvement. Such was the country through which the work, now under consideration, was proposed to be made. Such was the whole eastern side of the State. Such, all the country north west of the Wabash river, and such that lying between the White rivers and the Ohio. In all these regions the very cause which deprived them of water communication, being high land and exceedingly level, peculiarly adapted them for works of the description of which is provided for in this bill. Casting the eye over the state, it would be seen that in no other part of it could a canal be made to profit, unless it would perhaps through the White water valley.—Why then should we be confined to canals? yet such was the fact and it would appear that having commenced the business of internal improvement, with a work of that kind, none other could be thought of or tolerated.

In thus bringing these matters together he must not be understood as an opponent of the canal. He was with it, as its friends well knew; and he hoped yet to show that the interests of the canal were intimately connected with the Rail Road in contemplation, nor did he accuse the friends of the canal of any wish to discourage other works, but he wished barely to call the attention of the committee to the fact, that the state would seem to have exhausted all her energies in that one effort, and that as if by common consent all others were suffered to languish. This he believed to be neither just nor politic. He could not see how the ability of the state was impaired by that effort. It had not as yet cost her one cent, nor did he believe it ever would. For, in his estimation, the dominions of lands and the profits of the work would more than pay for it long before the canal debt became due. But if otherwise, and the State must provide other means to defray its debt, then how important to have the improvement of other parts of the state and call out all its resources to our aid. If, by the making of this road, the country through which it runs, is doubled or trebled in value its population and exports increased, as they will be fourfold, how much moreable to meet any exigency of this nature.

If then the resources of the state have not been impaired by the works already in progress, the injustice of refusing to encourage improvements in other parts of the country would be too apparent to require argument.

With the exception of the canal measure, our whole course of legislation on these subjects had been not only illiberal, but decidedly injurious. In one respects said Mr. D., we have been not only liberal, but profuse. We had granted Rail Road and turnpike charters without number or price; but like beggar's brats they had been turned off without a rag to cover them, or a cent of patrimony; nay indeed, not satisfied with leaving them to fight their own way, we have carefully provided, he believed, in every instance, that a medocion of their profits should come to the state. Every effort of her citizens to obtain these facilities have met in the Legislature a sordid spirit of speculation. Sensible of the wants and the limited means of the people, it was to have been expected, that if unwilling to assist in these works, we would, at least, have granted every facility to have induced others to lend their capital to the undertakings. But we seem to have acted on the supposition, not that our citizens were poor and needy, and would have to win their capital from abroad, by offering advantageous investments, or progress slow and cautiously with their own limited means, but as if wealth was abundant and was seeking employment, and would

pay the state a compensation for the privilege. Instead of taking the lead as she ought to have done, the state has mainly retained the right to take up 500 shares in these companies whenever she chose; which amounts to this, that when the citizen had run all the risk and ventured his property in making the improvement, if profitable, the State would kindly come in and take a share of his profits, but if otherwise, she would leave him to pocket his loss. This kind of legislation might be well suited to an old and wealthy community, but was entirely unsuited to our own.

In another respect he believed our legislation had been injurious. All who admit that if our 3 per cent. fund had been husbanded or properly expended much more benefit would have been derived from it. He thought it very doubtful whether more harm than good had not resulted from that expenditure. It had occasioned a false spirit among the people, a feeling of dependence upon that source, as was evidenced by the fact that the 3 per cent. roads were the worst worked roads in the country. If when these distributions had been made, it had been required that some portion of work should have been done or funds provided by the people themselves, to entitle them to state assistance, we would have stimulated them and roused all their energies, and how different would have been the result.

This was the object, said Mr. D., of the proposition now under consideration. It was to change the course of legislation on this subject; to rouse the slumbering energies of the people. Time and money enough had been spent on the old plan, and he felt assured that every friend to the cause of internal improvement would rally to the support of any measure having this for its object.

He presumed that at this time there could remain no doubt with any, that the Rail Road was superior to any other. He did not by this, mean that if we were prevented from having more than one kind of roads, that the M'Adam turnpike was not more generally useful as being applicable to a greater variety of uses but where both could be made with equal facility and the business to be done was extensive, the produce to be carried heavy and cumbersome, the preference of the other had been settled by the experiments so successfully made in the U. States the few past years. He did not remember the amount of labor one horse could do on a turnpike, but it was sufficient he thought, to say that one horse had drawn on a rail road 32 tons at the rate of 5 or 9 miles an hour, without unnecessary fatigue.

He had ventured the assertion that these roads could be made in our state for less than M'Adam turnpikes, and so far as the route now under consideration was concerned, he was satisfied it was so. But unfortunately whenever a Rail Road was mentioned, we were too apt to recur at once to those heavy and expensive works first commenced in the U. S. and costing 40 and 50,000 dollars per mile; without reflecting that in the subsequent prosecution of even those works, the expense had been lessened something like one half, and that others have been made at a cost within the compass of our ability. Cheap single tracts of rail way had been made in Pennsylvania for \$340 per mile, including every expense of excavation, grading, making and laying rails, and graveling horse path, and had been plated with iron at \$500 per mile more. He knew of no country more favorable for such works than our own; it was unusually level, and timber was so abundant as to be had just for the asking.—In his estimation, \$2000 per mile was a full sum for making one from Lawrenceburgh to this place, (see note 1.) and if so, he asked whether every mile of country on that route was not amply able to make it? If the owners of the soil should give one half their land to effect it, the residue would be more valuable than the whole was before, and one half of the produce raised would bring more money to the producer than the whole does now. Surely nothing more was necessary than to convince the people of these things, and every difficulty would then vanish. Did they know their own ability, did they know what's concentrated effort could do, no legislative aid would be needed.

The material to make these roads was rotting on their banks, the labor on each mile of road was abundant; all that it wanted was something to call it forth. This was all he desired. After ten miles of this road are made he would ask no legislative aid, he would be willing to give back the subscription on the part of the state, for the work could not then stop. Once break down the absurd fear of the immense expense of these works, and settle the question by an actual experiment that they can be made to answer all useful purposes, for any thing like the sum named, and there is no one of all the different routes that have been selected in the state but will start into immediate operation.

But how was this to be done? This false spirit of reliance for all our road improvements on the 3 per cent. fund, had by our imprudent legislation taken possession of the public. This disbelief in their own ability existed among the people. To whom should we look for remedy, but from the same body which had caused the injury; and how was it to be done, but by ourselves taking the lead? If by our legislation on these subjects we show a disbelief in them, can we expect our citizens will entertain other opinions? But if on the other hand we take a bold stand, convinced ourselves, of the policy of these things, and the propriety of rousing the slumbering energies of the people, we put our own shudders to the matter, how different must be the result. If the course now proposed had been taken when the first rail road charter was granted, we would now have had them all in successful operation.

He did not consider that he was pleading the cause of this particular route alone—there was another object. The whole cause of internal improvement in those parts of our state suited to these works was at stake. He could not be deceived in the fact that if but ten miles of the present road was made, it set all the others in motion. He felt authorised then to call on the friends of internal improvement, and especially those representing districts adapted to this kind of improvement, to rally around the present measure as the commencement of a general system.

He would ask whether there was any other route presented, having a better or indeed as fair prospect of success. This he believed was the only one that had ever been organized, a considerable amount of stock had been taken, and ten miles of the route surveyed, and nothing but the panic occasioned by the veto message, and the difficulties and embarrassments which it was supposed would follow, prevented its being then commenced.

To those who have travelled over the route, he

could appeal with confidence when he stated it to be among the richest of our state filled with the material necessary and peculiarly adapted for a work of this kind.

Viewed as a local work, barely designed to benefit the five large counties through which it passes, he doubted not, but it would receive, as it was entitled to, the aid of the state. He could not believe that any district so important as that could apply in vain, especially when so many interests were connected with it. That the committee might be able to judge of the embarrassments under which that district of country labored, and if the benefits to arise from a work of contemplation, he had taken some pains to ascertain the amount of tonnage transported to and from those counties, and the saving to be made by an improvement proposed. From an estimate made on information obtained from persons on the route, it was found that if the business continued what it now was, in one year the saving to those counties immediately contiguous to Marion would be \$100,000, as follows:

Dearborn, - - - - -	8,900
Ripley, - - - - -	5,600
Decatur, - - - - -	15,700
Shelby, - - - - -	15,333
Marion, - - - - -	21,049
Boone, &c. - - - - -	40,000

106,573

A sum equal to one half of the whole expense of making the improvement. And when it is considered that the business would be immediately increased to a vast amount—that productions now valueless from their distance to market, would then be transported—that the road will pass close to the line of Rush county and within fifteen miles of her county seat, to which her wealth and enterprise would undoubtedly make an intersecting route, it could not be doubted that the whole expense would be more than made up to the public in one year after the work was completed.

What other public work could be devised so important for the whole eastern section of the state? The counties through which it passes, are entirely deprived of all means of water conveyance. Materials for making turnpikes are by no means abundant, the more costly, and then not one tenth as efficient, and without the growth and prosperity must be for many years retarded. A lateral work of thirty three miles will carry it to the town of Madison, fifteen or sixteen miles will take it to Rushville, twenty or twenty-five miles north will bring it to Henry county, and the like distance to Delaware. The business and energy of these counties east and west by the National road would join with it, and if it never progressed further, the interest thus connected with it fully called for all the assistance that had been asked.

Instead of envying our western and northern brethren, we would then be competing with them in well doing, our citizens would no longer sell out and press on to more favored regions, the east would then improve as fast as could be desired; we wanted nothing but good roads to place us on an equal footing with the most favored region. We would no longer then be under the necessity of petitioning Congress to reduce the price of refuse lands in order to get them settled, the same effect would be produced by raising the value of those lands to their present selling price. When our unsettled land was thus to be brought into cultivation, when the whole landed estate of this section of the state was to be increased in value, its population doubled or trebled, and its wealth and resources extend as they would be by this improvement, it was indeed strange to find opposition to it coming from that quarter. But so it was. Yet he could not but entertain the hope, that subsequent investigation would induce a united action on this subject; that he should not appeal in vain, to the patriotic feelings of the members from the adjoining counties, but that they would lay aside all those selfish feelings which might induce them to vote against a work of this kind, because it did not pass through their own county, when the good of so large a portion of the country was concerned.

It was this selfish spirit that had occasioned all the evils of our legislation on this subject; it was this which had occasioned the useless dissipation of our three per cent. fund, and it would, if presisted in, continually retard our progress and improvement. He desired not to arouse any sectional or jealous feelings on this subject, but to excite a general rivalry in the work of well doing, that all parts of the state might put forth their powers and improve alike. And although he called on his friends in the east to rally around this work as one calculated for their special benefit, yet he believed it had higher claims and such as would entitle it to the regard and assistance of all parts of the state.

If ever completed to Indianapolis, this road could not stop. It would be carried on to the canal, and to the Lake, crossing the state from its southeast to its northwest corner, it must pass through a greater number of counties than any other route, and afford more facilities for roads leading into it than any other could possibly do. We should then have the Wabash and its canal passing from the southwest to the northeast, & the rail road crossing it from the southeast to the northwest.

Could there be a more important and equitable plan devised to bring forward the great leading interest of the country?

He would inquire whether the canal would ever fulfil the expectations of its friends and of the state at large, if confined to the trade of the Wabash valley. Would that be a profitable concern? or was it not necessary to connect it with other sections, and as far as practicable to lead into it all the business of the country? This was important on more accounts than one. Now, nearly all the eastern goods have come through the Ohio canal and thence down the Ohio to this section of the country; nearly $\frac{1}{2}$ of the state was supplied in that way. But on the plan proposed, a very large portion of this trade would pass through our own canal, and the freight and tolls be retained in our own state. In that event all the salt for the counties on this road would be brought in the same way, and they be supplied with a better article, at a less price and at much profit to the public works. In this point of view the whole state was interested. For it should be a primary object with all, now that the canal was commenced, not only to complete it speedily, but to make it profitable when done. And would any thing tend to this end so much, as the work he now advocated? By leaving all pecuniary considerations out of view, was it not of importance that the whole state should harmonize in this great undertaking? Was it sufficient that its friends had been able to commence that work, and could complete

it? Or it was not a matter of the first consideration, that all the leading interests of the state should be brought into the measure? That it should be no longer considered as a Wabash or a western work; but one, in which the east had the same interest, with which their business was to be connected, their pride enlisted; in short that it should be our work as well as theirs.

But even the view thus taken comes short of the true importance of this work. He confidently believed that there was no route in the whole western country of so much consequence as this. It was in his estimation, to the northwestern part of this state, to the upper Illinois, to the upper Mississippi, and the lead mine district, what the Baltimore and Ohio rail road was to the Ohio country. Look on the map sir, and you will see that there is no other route, so direct from those vast regions west of us, and the day will come sir, when passing from Indianapolis to Lafayette, crossing the Illinois at the head of steamboat navigation, and from thence to the Mississippi, it will become the highway of nations. Already is the trade of that country very great, a large portion of it passes by Chicago through the lakes to Buffalo, an immense distance round, subject to storms and delays; and in preference, much of it will pursue our more safe and speedy conveyance, either by the canal to lake Erie, or by the road to the Ohio.

Sir, what ought the state to do in a matter of this nature? Would the friends of this measure have been unreasonable had they insisted that she should have taken the whole work upon herself? or would they have been unreasonable to have asked the state at once to have taken the amount of stock now proposed, without restriction or condition, he presumed not. But they did not desire the state to risk one single dollar until the citizens interested had made ten miles of the road, until they had settled every possible question and every doubt that could remain as to the expense and property of the project. Could there be any risk? Would a company presist in making such an extent of road if they found it too expensive for their means to complete? Would not the estimates made by the engineers employed, appraise them in time? Surely it was idle to say, that men would expend 20, 30 or \$10,000 in making this first ten miles, (which must of course be double the expense of any like portion of work,) unless there was a fair prospect of its completion and of its being profitable when done.

The pitiful sum of \$25,000 was all that had been asked of the state by the friends of this bill, and that too, if he remembered the terms of the charter, could not be called for greater sums than \$5,000 a year. But he believed the state would never be called on for one cent; for, when the amount of road proposed was completed, with such subscription on the part of the state, he was satisfied that the credit of the company would be such, that the means necessary to complete it, could be had on such time, that the profits of the work would defray it.

It must also be borne in mind said Mr. D. that the state is not desired to donate this money. She will be a stockholder to the amount, and will be entitled to a full share of the profits, and that it would and must be profitable he had never heard a doubt expressed by any one acquainted with the country, its business, and with such work.

He trusted, then, that no local antipathies or sectional bickerings, no personal dislike to those interested would prevail to mar a project having so many important interests in view; and while he called upon others to lay aside such feelings, he would say for himself, that even if he should be deceived in his just expectations of support in the measure, it should cause no charge with him, and whatever he will be to a stockholder to the amount, and will be entitled to a full share of the profits, and that it would and must be profitable he had never heard a doubt expressed by any one acquainted with the country, its business, and with such work.

He desired not to arouse any sectional or jealous feelings on this subject, but to excite a general rivalry in the work of well doing, that all parts of the state might put forth their powers and improve alike. And although he called on his friends in the east to rally around this work as one calculated for their special benefit, yet he believed it had higher claims and such as would entitle it to the regard and assistance of all parts of the state.

The above is for a wooden rail way. If plated with iron the expenses for iron, 1-4 by 1-4 inch, may be estimated thus:

Five tons iron at \$75,	
Nails,	

575

50 00

100 00

154 50

25 00

100 00

154 50

25 00

100 00

154 50

25 00

100 00

154 50

25 00

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