

From the Indiana Journal, Extra.
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 production 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 transportation, 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 that 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 canalizing? 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 policy 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 donations 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 modicum 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 meanly 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 tracks of rail way had been made in Pennsylvania for \$340 per mile, including every expense of excavation, grading, making and laying rails, and travelling 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 a concentrated effort could do, no legislative aid would be needed. The material to make these roads was rotting on their hands, 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 a 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 shoulders 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 authorized 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 prospects 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
	106,583

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 interesting 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 thirteen, 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 persisted in, continually retard our progress and improvement.

He desired not to arouse any sectional or jealous feelings on this subject, but to excite a generous 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 interests of the country?

He would inquire whether the canal would ever fulfill 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 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? But 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 propriety of the project. Could there be any risk? Would a company persist 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 in 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 anyone 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, no false economy or profound fears would be permitted 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 just and reasonable measures might be brought forward for the advancement of any portion of the State should always find in him a firm and steadfast friend.

NOTE 1.—This estimate was made from one taken from Mr. Earl's treatise on the subject.

*The following may be a fair estimate for a single track of a moderately cheap kind; exclusive of bridges and drains:

Excavation and embankment, for a foundation 8 feet wide, 3400 cubic yards, at 8 cents,	\$272 00
1320 sleepers, at 8 cents each,	105 00
Rails 3 by 5 inches, of oak, 12,880 feet of timber, at \$12 per M,	154 59
Wedges to fasten rails,	25 00
Preparing sleepers and laying rails	100 00
Occasional walling and broken stone for foundation, &c.	75
Grubbing, exclusive of value of timber,	50 00
Gravelling horse path,	100 00
Total exclusive of culverts and bridges, (to be estimated according to the route.)	\$882 19

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,	375 00
Nails,	40 00
	\$415 00

If it be said that the estimate for iron is too low for this country, it may on the other hand be replied that the estimate for timber will be too high for this wooden country.

The only thing left uncertain is the bridges and culverts. Since I came here I endeavored to ascertain from Judge Polke the amount by him expended in the Michigan road east of this place for that item. It could not be separated from the other work, but it was found that the whole sum expended for bridging, culverts, grading, ditching and turnpiking, &c., was only \$278 per mile, and every stream and drain is bridged except one, so that if the whole of that sum be added for the culverts and bridges, it would make the whole estimate \$1575 19 per mile.

Spain.—It is stated by the N. Y. Gazette, on what it deems sufficient authority, that whilst General Bourmont was performing quarantine at Valencia de Alcantara it was discovered by the Governor, that he was carrying on a secret correspondence with the Infant Don Carlos, against the Queen. In consequence of this discovery, the Governor of Alcantara, by order of the Government had sent him prisoner to the fortress of Alburquerque, where he was under trial for treason against the State.

(No Foreign News of importance this week!!!)

TWENTY-THIRD CONGRESS.
IN SENATE, January 6.

A Message was received by the hands of Mr. DONELSON, his Private Secretary, from the President of the United States, stating that he had received a communication from the Consul of the United States at Tangier, advising him that he obtained a present in his official character of a Lion and two Horses—but conceiving that he had no right under the Constitution, which he felt himself bound to support, to accept these presents, he thought it his duty to submit the animals to the control of the national authorities.

Mr. CLAY remarked that he had an idea of moving that the message be referred to the Committee on Agriculture, but upon reflection, he moved that it be referred to the committee on Foreign Relations—which was agreed to.

Mr. TIPTON submitted the following resolution: Resolved, That the Committee of Commerce be instructed to inquire into the expediency of an appropriation for erecting a light house at Michigan city, on Lake Michigan, in the State of Indiana and of establishing a port of delivery at that place.

ORDERS OF THE DAY.

The resolution of Mr. HENDRICKS—Resolved, That the Committee on Roads and Canals be instructed to inquire into the expediency of making a further appropriation for the construction of the Cumberland Road, in the States of Ohio, Indiana, and Illinois.

The resolution of Mr. HENDRICKS—Resolved, That the Committee on Pensions be instructed to inquire into the expediency of placing upon the pension list, applicants who shall be able to prove three months' service in the revolutionary war, agreeably to the requisitions of the law of 1832.

HOUSE OF REPRESENTATIVES—Jan. 6.

On motion of Mr. LYTLE,

Resolved, That the Committee on the Post Office and Post Roads be instructed to inquire into the expediency of authorizing the Postmaster General to contract for the transportation of the mail by steamboat navigation from Louisville to New Orleans.

The Chair presented a Message from the President of the United States, which was read as follows:

WASHINGTON, Jan. 6, 1834.

To the House of Representatives:

I communicate to Congress an extract of a letter recently received from James R. Leib, Consul of the United States at Tangier, by which it appears that officer has been induced to receive from the Emperor of Morocco, a present of a Lion and two Horses, which he holds as belonging to the United States. There being no funds at the disposal of the Executive applicable to the objects stated by Mr. Leib, I submit the whole subject to the consideration of Congress, for such direction, as in their wisdom may seem proper.

I have directed instructions to be given to all our Ministers and Agents abroad, requiring, that, in future, unless previously authorized by Congress, they will not, under any circumstances, accept presents of any description from any foreign State.

I deem it proper, on this occasion, to invite the attention of Congress to the presents which have heretofore been made to our public officers, and which have been deposited, under the orders of the Government, in the Department of State.—Those articles are altogether useless to the Government; and the care and preservation of them in the Department of State are attended with considerable inconvenience.

That provision of the constitution which prohibits any officer, without the consent of Congress, to accept any present, from any foreign power, may be considered as having been satisfied by the surrender of the articles to the government, and they might now be disposed of by Congress to those for whom they were originally intended, or to their heirs, with obvious propriety in both cases—and in the latter would be received as grateful memorials of the character of the present.

As, under the positive order now given, similar presents cannot hereafter be received, even for the purpose of being placed at the disposal of the government, I recommend to Congress to authorize by law, that the articles already in the Department of State, shall be delivered to the persons to whom they were originally presented, if living, and to the heirs of such as may have died.

ANDREW JACKSON.

THE MAILS.—The undersigned has fitted, up the basement story of his building on the corner of High and Elm streets for an office. It will be kept open every day, except the Sabbath, during the business hours of this place.

Mails that depart in the morning, are closed at 9 o'clock in the evening—letters put in the box after that time must lay over.

J. W. HUNTER, P. M.

P. S. The Mails depart Eastward, and for Indianapolis, every Monday, Wednesday, and Friday mornings at 5 o'clock; and arrive on Tuesday, Thursday and Saturday at 5 in the evening. Depart for Louisville, via Wilmington Rising Sun, Vevay, &c. on Wednesday at 6 A. M. and arrive on Monday and Friday, at 5 P. M.

SALE OF LAND POSTPONED.—The sale of the tract of land described in the following advertisement, belonging to the heirs of Alexander White, dec'd. in Logan township, is postponed to the first Saturday in March next, it being the 1st day of March, 1834. To be on said premises, between the hours of 10 o'clock and 4 o'clock on said day.

SOLOMON MANWARING, }
ARTHUR ST. C. VANCE, } Com'rs.
WILLIAM MARSHALL, }

Jan 26, 1834. 2-4

PURSUANT to an order of the Dearborn circuit court, made at their September term, 1833, the undersigned commissioners appointed by said court to carry said order into effect, will offer for sale to the highest bidder the S. W. quarter of section 24, town 7, range 1 west, on Saturday the 18th day of January next, between the hours of 10 and 2 o'clock on said day; on the said premises; to be sold as the property of the heirs of Alexander White—on the following terms and conditions, to wit: one fourth of the purchase money to be paid in hand, one fourth in six months, one fourth in twelve months, and the residue in eighteen months from the day of sale, with interest from the time of said sale on such deferred payments, which said payments and interest are to be secured by note and mortgage on the property purchased, together with such personal security as said commissioners shall deem necessary.

SOLOMON MANWARING, }
ARTHUR ST. C. VANCE, } Comm'rs.
WILLIAM MARSHALL, }

November 4th, 1833. 43-4a