

TO THE PEOPLE OF INDIANA.

WASHINGTON, March 6, 1835.

Fellow-Citizens: The second session of the 23d Congress has come to a close; and according to the wholesome usage which has long prevailed, I embrace the opportunity to address to you some general reflections on the existing state of our public affairs, and present a brief outline of the results of Congressional Legislation during the past year. I feel happy in being able to say that the session of Congress which has just terminated has not been characterized by the same bitterness of party feeling which has unhappily prevailed in our public councils for some years past; a fact in which every true friend of our country cannot but rejoice; yet it must be added that as much has not been done to promote the public welfare, as our constituents at the commencement of the session had a right to expect.

Bills were early introduced into the Senate for improving the navigation of the Wabash river; for continuing the Cumberland road through the states of Ohio, Indiana and Illinois; to grant a right of way to certain rail road companies through the public lands in Indiana; and a resolution to establish a port of entry at Lafayette; but I regret to say that the bill for improving the navigation of the Wabash, and the bill granting a right of way to the rail road companies, although they passed the Senate, were finally lost, by being left among the great mass of unfinished business in the House of Representatives. The bill appropriating \$100,000 to continue the Cumberland Road in Indiana has become a law. A survey was made during the last summer by the United States' Engineer of the mouth of Trail Creek; but the returns did not reach Congress, until it was too late in the session for any successful action towards making provision for having the proposed work carried on during the present session.

Much of the time of the Senate was consumed in preparing and maturing bills to regulate and reduce the expenditures in the Post Office Department; to reduce the number and regulate the pay of the officers of the Customs; and to extend the benefits of the Judiciary system of the Western States. Certainly its time and labour could not have been devoted to objects more worthy of them, or more loudly called for by the exigencies of the country; but unfortunately, after they had been prepared with the utmost care and undergone protracted discussions, they were finally lost; not having been acted upon by the House of Representatives.

In regard to the system of disposing of the public lands, no change has been effected. A sale of about 100 townships is expected to take place at the Fort Wayne and Laporte land offices in the month of September next.

I congratulate every friend of the State upon the commencement, with such fair prospects, of a system of Internal Improvement, which, I have no doubt, will promote the best interests of Indiana.

Application has been made to the President to furnish an Engineer to conduct the surveys authorized by an act of the last General Assembly; and Col. Stansbury, an officer of merit who has heretofore been engaged in surveys in our State, has been detailed for that service.

Whilst it is right and proper to prosecute our local works by our own resources, it is but just for us to claim the assistance of the national funds in the construction of works national in their character. That the improvement of the navigation of the Wabash presents a claim of this kind upon the General Government, cannot in my opinion be doubted; no one, therefore, need despair of ultimate success; the ballot box is the sure corrective of the disappointments we have experienced on this subject.

[Gen. Tipton here notices the difficulty between this government and France, which, as it is pretty well understood by our readers, is omitted.]

In conclusion I am happy to be able to state that I have received from our chief Magistrate the most positive assurance that no efforts shall be wanting on his part to secure to the people of Indiana the speedy extinction of the Indian title to lands within the limits of the state; and from the progress already made in the benevolent design of securing to our aboriginal tribes, a safe and independent home beyond the bounds of white habitation, there is every reason to hope that those unhappy and misguided people will soon become convinced of their true interest, and led to embrace with alacrity the beneficial offers of the government for their permanent happiness.

Your most obedient servant,
JOHN TIPTON.

MR. LANE'S CIRCULAR.

Extracts from the circular of Mr. LANE to the citizens of the 4th congressional district, issued from Washington city, March 4, 1835.

Among the subjects of immediate interest, is the Post Office Department. A scrutinizing examination into its operations has exhibited many errors and abuses, arising from defects in the original organization of the Department, which have been brought more fully into view, by the great extension of the Post Office business. The Committee, to which I had the honor to belong, reported a bill remedying these defects. Although this bill has been defeated for a time, it will certainly be adopted at an early period of the next session; and will prevent abuses, without any curtailment of important benefits.

At the same time that the Postmaster General has energetically applied himself to improve the financial condition of the Department, he has promptly made all the arrangements you have asked. For the additional mail routes, so greatly needed by some sections of the District, I obtained provision in the general bill. Although a special sitting was given to the bill, and every exertion made to secure its success, the final passage was prevented. It will pass as a matter of course, at the first session of the next Congress.

The bill requiring Registers and Receivers of Land Offices, to administer, free of cost, the necessary oaths to persons entering land, relieves purchasers from a vexatious tax, imposed by former laws.

For several of the individual claims you have forwarded to me, satisfactory provision has been made. Careful attention will obtain full justice for those that remain to be acted on.

The great contest with the United States Bank, (of which I shall speak more fully hereafter,) has eventuated in financial arrangements which retain in our State a large amount of the public money that, under the former system, was drawn off by the United States Bank. This amount, deposited in our local Banks, ensures the soundness of the currency, and will enable them to make their notes redeemable in every part of the Union.

The bill granting pensions to those who defended the frontiers, in the first settlement of our country, was favorably received at the first session. The frauds discovered in the Pension Department by the scrutinizing examination which the President directed, have shown the necessity of a new examination and entire reorganization, to ensure honest pensioners from injury. As soon as this reorganization is completed, the bill can be again urged upon Congress.

The feeling arising from the same causes has prevented the passage of the bill granting Bounty Lands to Rangers. You will, however, perceive that an arrangement is fixed upon for paying Pensioners, at each of our State Banks; thus relieving the Pensioners from the trouble and expense to which they were exposed under the old system.

Great advances have been made towards improving and rendering free the navigation of our great thoroughfare, the Ohio river. At the first view of this subject, I adopted the general impression, that it affected only those who were immediately engaged

in the river trade. But further reflection has convinced me of its importance to every one of you.

We are but a section of the Western Valley. The market prices of goods in New York, and of produce and groceries in New Orleans, regulate the prices of goods, groceries, and produce, at our own doors. We pay for articles we purchase, a price made up of first cost, *expense of transportation* and merchants' profits. Our produce at home is worth the market price at New Orleans, diminished by the cost [including freight, risk, trouble, &c.] of transporting it thither. As competition has reduced merchants and traders' profits to an average per cent., the only changeable item is *expense of transportation*. The obstacles in the navigation of the Ohio, now increase the cost and risk of bringing to us goods and groceries, and of carrying from us our own produce. In the first case, they tax us by increasing the price of what we buy, and in the second, by diminishing the price of what we sell.

The expense and risk of transportation depend mainly on the obstacles presented in the navigation of the Ohio river. Long since has the General Government acknowledged the propriety of removing these obstacles. Fifty thousand dollars have been annually appropriated for removing sawyers and deepening shallows. Heretofore, this has been expended below the falls. Well knowing the extravagant prices charged on articles, especially salt, which can with difficulty be brought down the river during the summer season, I felt deeply solicitous that a similar amount should be granted to improve the navigation above the falls. After an interesting and animated debate, an additional fifty thousand dollars were obtained to be expended exclusively for the improvement of the navigation above the falls.

A more important step remains to be taken. The company owning the canal around the falls, have the perpetual privilege of taxing our commerce.

The amount of the tax is virtually unrestricted.

They have been fixed upon us by the aid of the General Government; and are not, only beyond our control, but almost irresponsible for the perpetual exercise of their unrestrained authority.

Five millions of property, and fifty thousand persons are annually taxed; and almost every article we produce and sell, or purchase and consume, is in effect subjected to the same tax.

The limited space of a circular letter does not permit me to enter into a detailed examination.

Being fully convinced that it was the duty of the General Government to relieve us from this oppressive tax, I zealously supported the bill

[that seemed to offer the only practicable relief] to purchase the canal stock from the company, and make the canal toll free. Although the bill has failed, the strong prejudices against it have been diminished; and, if strongly urged on the next Congress, it will probably succeed.

The applications for grants of money and public land, to aid in improving old, and opening new channels of communication through our State, have not been successful.

Doubts as to the system to be eventually adopted, touching the public lands, have prevented decisive action on those in which you are immediately interested.

The bill providing for surveys—some of which

are in Indiana—and the appropriation for continuing the construction of the Cumberland Road in our State, were passed.

It gave me great pleasure to unite with my colleagues in supporting the bill providing for the improvement of the Wabash river. I hoped that the constitutional objections of the President might have been obviated, by making Lafayette a port of entry. Our opponents succeeded in defeating this, with no other apparent purpose than that of affecting the President in the good feelings of his Wabash friends.

I deeply regret to state that the bill reducing the price of the public lands has not passed. Justice to the western States requires its speedy adoption.

[The circular closes with the following postscript:]

P. S. I have perceived, with regret, in some recent papers, that I was supposed to claim the merit of originating and sustaining important measures, to the exclusion of my colleagues. Such an intimation was never made nor countenanced by me. I have lent to them my humble aid, and have received in return their kind support. I have united with them on nearly all the measures of general interest; and it gives me great pleasure to bear witness that they have discharged their duties to their constituents, and to the country, and to the kind feelings they have exhibited towards myself. To this remark Messrs. McCarty and Ewing are necessarily exceptions. The origin and progress of the disagreeable discussion between them and myself, are known to you. Deeming it due to General McCarty, I offered to settle the difficulty in the manner pointed out by the General's remarks. This was happily prevented by the reference of the whole affair to mutual friends, by whom it was adjusted. Of Mr. Ewing I took no further notice, than his official position rendered necessary. I deeply regret that an unpleasant rencontre has since occurred between my son and himself. It is now undergoing legal investigation. My peculiar relation to the parties, render any expression of my opinion improper.

MR. HENDRICKS' CIRCULAR.

Extracts from the Circular of Mr. Hendricks, issued from Washington city, under date of March 4, 1835.

The subject of Executive patronage was referred to a select Committee of the Senate, which made a lengthy report, the object of which was to compare the number of appointments reposing on Executive power at the present time, or in the year 1833, with the number thus dependent at a former period; and to compare also the expenditure of recent years, with that of former ones. This comparison and this view of that sensitive subject, naturally tinctured the report, and the measure proposed by the Committee, strongly with the spirit of party; & by this Committee, measures have been introduced, which in former years, have been repudiated & opposed by the party which now sustains them. Such were the bills which passed the Senate, but which did not receive the sanction of the House, on the subject of appointments to office, and of regulating the deposits of the public money.

Another measure proposed by this Committee was, an amendment of the Constitution, for a limited period, to operate till January 1843, so as to permit a distribution of the surplus revenue, which before that time is expected to accumulate in the Treasury. This surplus revenue is expected to accrue on account of the final extinguishment of the national debt, and will be made up of that annual surplus, over and above the current expenditures, which has heretofore been applied to the payment of the debt. This surplus, to a considerable extent, say nine millions a year, it is believed by the Committee, will be accumulating till the expiration of the tariff compromise bill of 1833, which will not expire till the year 1843, and those who deny the constitutional power of distributing the surplus revenue among the States, require this amendment of the Constitution for that purpose. The measure, however, has very little prospect of success, for those who assert the existing power under the Constitution as it is, and those who would not thus tamper with that sacred instrument for any such temporary purpose, will not be found voting for such amendment; and these it is believed make a large majority of both houses.

There are, however, in this report, some curious and startling facts. The number of those dependent in a greater or less degree on the Treasury of the United States, are stated to exceed one hundred thousand; almost double the number so de-

pendant ten years ago. And the current expenditures of the Government are stated to have been in 1833 much greater than the current expenditures of 1835. This report, and the measures by way of remedy proposed, have produced animated discussions, but do not promise to be productive of any particular result. The subject will probably be exhausted in ministering food to party appetite. Should the revenue in coming years be found greatly to exceed the wants of the Government, the tariff will, or ought to be, so modified as to protect the manufactures of the country, and let articles not manufactured in the country come in duty free; thus diminishing to the amount necessary for the current expenditures. But in this regulation it is to be hoped that some permanent beneficial arrangement will be made for the internal improvement of the country, in its roads, rivers, and canals. And it is reasonable too, to hope, though there does not appear much foundation for such hope, that under such circumstances, when we have more revenue than we know what to do with, and when the difficulty is not, how we shall raise revenue, but how we shall diminish it, we shall obtain for the new States some favorable regulation on the subject of the public lands.

To an unbiassed reader of the Constitution, one unlearned in the various constructions of that instrument, it would certainly appear strange, that, with an overflowing Treasury, and one difficult to diminish, there should be hesitation, or difficulty, with any class of politicians, on the subject of internal improvements, which all admit the value of, and which the States, however destitute of means, are prosecuting with energy and zeal. *

A few general subjects which occupied the session to a late hour, crowded out much business which had been matured, and which would have required but a short portion of time; and in this way more unfinished business than usual has been left on the files of the session. Of this may be named the bill organizing the Post Office Department; the bill reorganizing the Circuit Courts of the United States, which reduced the number of Circuit courts in the old States from seven to six, and formed two new Circuits, in the valley of the Mississippi, one to consist of the States of Louisiana, Mississippi, and Alabama, and the other to consist of the States of Missouri, Illinois and Indiana; the bill to regulate the deposits of the public money in the State banks; the Wabash improvement bill; the bill authorizing several rail road companies in the State of Indiana, to locate their roads through the public lands, granting fifty feet on each side of said roads, in addition to the width thereof, with the privilege of taking timber and other materials necessary in the construction of their works, off the public lands; and the bill fixing the northern boundaries of the States of Ohio, Indiana, and Illinois.

These bills having passed the Senate, could not be reached in the House, chiefly owing to the last days of the session having been spent in deliberating upon the subject of our relations with France. Other bills important to the State of Indiana, were not reached upon the orders, or acted on by either house. Among these may be mentioned the bill to establish post roads, and the appropriation for a harbor at the mouth of Trail Creek. In this latter a survey had been ordered and executed, but the officer entrusted with that service, had not accompanied his report with an estimate of the cost, and these documents not being prepared at the Department till a late period of the session, the proposition was in this way thrown upon the background. The bill to establish the Territory of Wisconsin remains also on the list of the unfinished business.

The bill fixing the northern boundaries of the States of Ohio, Indiana and Illinois, did not propose any new boundary for Indiana, but proposed to sanction the survey and designation of that boundary, made under authority of an act of Congress. The northern boundary of the State is fixed and settled, as permanently as the laws of Congress, and the constitution of the State can establish it; and no further legislation is necessary, as to the boundary prescribed by the law of Congress and the constitution of the State. *

A law has also passed making an appropriation for topographical examinations and surveys. This puts \$25,000 at the disposal of the President of the United States, for the surveys of roads, canals, rivers, and harbors, throughout the United States. With the means afforded by this appropriation, the Secretary of War is directed, by a resolution of the Senate, to cause to be made the survey of a road from the Maumee bay, through the northern counties in Indiana to some point on the Mississippi river, between Rock Island and Quincy. And with the same means, Engineers will probably be detailed by the War Department, to survey several other roads in the State of Indiana.

From the *Globe*.

OUR COMMERCE WITH PRUSSIA.

It is perhaps not generally known, that the commerce between the United States and Prussia is now considerable; the official tables indeed, would induce us to form a different opinion, but the fact is, that the greater part of the trade has heretofore been indirectly carried on through the ports of other countries, such as Hamburg, Bremen, Rotterdam, Antwerp, &c. Within two or three years past however, important changes have been made in the commercial regulations of the North German States, by which the custom-houses which formerly surrounded each have been closed, there being now but one line on the extreme outward frontier; the system of trade and duties has been made the same in all, and indeed, for every port of trade, they form one country. The States composing this commercial confederacy are, the kingdoms of Prussia, Bavaria, Saxony, and Wurtemberg; the Grand Duchies of Hesse, Saxe, Weimar and Eisenach; the Duchies of Saxe Meiningen, Saxe Coburg, Saxe Altenburg, Anhalt Coethen, Anhalt Dessau, and Anhalt Bernberg; the Principalities of Birkenfeld, Scawartsburg, Sonderhausen, Schwartsburg, Rudolstadt, Hohenlohe Hechingen, Hohenzollern, Signumgau, Waldeck, Reuss, and Meisenheim. These together, form a country of immense extent and population, where manufacturers of every description are to be found, requiring raw materials, principally those which are produced in abundance in the United States.

Since these new commercial regulations have been made, the ports of Prussia, which are all on the Baltic, have been found more convenient and advantageous for importation and exportation, than those through which they were previously carried on; and the Government of that country, which has ever been anxious for the establishment of a free and liberal system of trade, has been endeavoring to facilitate its passage through those ports, by the only rational means, by removing obstacles, physical and financial, by rendering the harbors safe and accessible, the duties and expenses as low as possible. Between the Governments of the United States and of Prussia the relations have ever been most amicable, and indeed, one of the earliest treaties in which the principles of free trade, reciprocity, and the rights of neutrals, were clearly laid down, was that concluded between the two countries in 1785, through the agency of Franklin, Adams and Jefferson, on the part of the United States. It was renewed in 1799, and those principles have been more completely developed by the last treaty of 1828. The exertions of the enlightened gentlemen* who are now charged with representing the interests of each country, near the Governments of the other, will doubtless contribute to give additional activity to the intercourse between them.

By the existing arrangements between the United States and Prussia, the most perfect freedom of commerce and navigation is secured; all articles are subject to the same rate of duties in the ports of each, whether transported in vessels of either nation, to or from any other place; and those duties are no other or higher than are imposed on the same articles brought from, or carried to any other country; the coasting trade of both being of course excepted. The jurisdiction of consuls, and the rights of citizens are defined, and are as extensive as could possibly be required.

SPAIN.—It is the general impression that the affairs of the Peninsula are about to be settled by the authoritative intervention of some of the Great Powers, with England at the head. We shall regard, indeed, to see such arrangement effected under the auspices of the Tories; but we cannot believe that the Queen Regent of Spain can ever be brought to accede to such terms as the following, while the army, the capital, two-thirds the nation remain true to her sceptre:

From the London Morning Herald

The following conditions are said to have been proposed by the Duke of Wellington to General Alava, as likely to conciliate Europe and settle the Spanish question:

1. Abdication of Don Carlos in favor of his eldest son.

2. Withdrawal of Queen Christine from the Spanish dominions.

3. Immediate betrothal of the eldest son of Don Carlos with Isabel II.

4. The government to be carried on in the name of Charles VI, and the Estate Real to remain in force.

5. A Council of Regency to be appointed, in order to govern the country until the young Prince be of age, (his majority being fixed at 18,) and to be composed of five members, among whom Zumalacarraga and the Marquis de los Amarillas are necessarily to be included.

6. An unconditional amnesty for all political offences.

7. Securities to be given to the people of the Basque provinces and Navarre for the maintenance of their fueros.

8. All loans or debts contracted in the name of the Anti-Salique dynasty, or in that of Don Carlos, to be acknowledged and considered as the royal debt of Spain.

9. All ranks, titles, and decorations, conferred by the present Queen, or Don Carlos, to be declared the property of those to whom they have been granted.

Earthquake at Guatemala. We learn from Capt. King, of the schooner Despatch, that towards the close of January, severe shocks of earthquakes were felt at Omoa and vicinity for 4 or 5 days in succession. The noise was like the firing of heavy cannon. Ashes fell on the deck of the Despatch to the depth of a quarter of an inch.

Capt. K. was informed at Omoa that an Indian village about 50 miles in the interior had been destroyed, with all the inhabitants, except four who were at the time on the mountains. We think this will explain the phenomenon of ashes falling at Jamaica. At any rate, the time is coincident.

Journal of Commerce.

Saluting an Earthquake. We have mentioned that an earthquake was felt at Omoa (Central America,) on the 22d and 23d of January. It was occasioned, as we learn from the Boston Transcript, by an eruption of a mountain, east of Omoa—supposed to be the Congreboy.