

# INDIANA PALLADIUM.

BY VICTOR M. COLE.

Terms—\$3 PER YEAR.....33<sup>1</sup>/<sub>2</sub> PER CENT. DISCOUNT MADE ON ADVANCE, OR 16<sup>1</sup>/<sub>2</sub> ON HALF YEARLY PAYMENTS.

VOL. XI.]

LAWRENCEBURGH, (IA.) SATURDAY, NOVEMBER 7, 1835.

NO. 43.

From the Indiana Democrat.

## INTERNAL IMPROVEMENTS IN INDIANA.

No. IV.

What measures of legislation are demanded with reference to this subject.

The members of the next Legislature will assemble with advantages in relation to this subject which none of their predecessors have possessed. Through the judicious measures adopted by the last General Assembly, in relation to surveys, and the efficient arrangements made by the Executive and the General Commissioners to whom the subject was committed, the Legislature will be put in possession of all necessary information in regard to the resources and capabilities of the State. The reports of the Engineers will show what improvements are practicable in each section of the State, what are their particular advantages, and what will be their cost. But the question of greatest difficulty, and which, from its nature will be most embarrassing and exciting, will regard the number and the extent of the public improvements which the state can safely embrace in her proposed general system. To go far enough to meet the pressing wants of every section of the state without undertaking so much as to burden our citizens and endanger our credit is a task which will require much disinterestedness and devotion to the public good, and which cannot be accomplished without some sacrifice of sectional interest to the general welfare.

In regard to the particular works to be constructed, it may be remarked, that the representatives coming directly from the people will be best qualified to judge. It may, however, be observed, that recent indications of public sentiment and the action of former legislatures, have already marked out the general outline of the scheme. The extension of the Wabash and Erie canal, for the benefit of the West and North; the construction of the White River canal through the central portion of the State; the White Water canal in the East, together with such rail or McAdamized roads as are essential to the wants of the Southern portion of the State, where canals cannot be made, are improvements which seem to be demanded by the wants of the country, and which, it is believed, will form a safe and profitable investment of the public funds.

But to the person who will trace out these improvements on the map of the State, there are some other connections which will appear important to be made at a future day, for which surveys have not been authorized. The connection of the White Water canal with the White river canal in Delaware county, and through that with the Wabash and Erie canal; and the extension of the Wabash and Erie canal from Terre Haute to intersect the route of the White river canal at or near the mouth of Eel river, and thence to the Ohio, are improvements which, if practicable, would be of the highest importance. Canal boats might then pass from either of the proposed canals into either or all of the others, and almost every portion of the state would have the advantage of a perfect water communication both to New York and New Orleans. Our public works, thus connected, would form a system which would make us independent and prosperous in peace and add greatly to our means of defense in war.

It must be evident to all that the numerous public works required by the wants and interests of the people, cannot be constructed without bringing upon the state a debt of several millions, and to pay the interest on this debt will require a considerable increase in the state revenue. To raise this additional revenue without placing oppressive burdens upon our citizens, is an object of primary interest, and one which must be left for the financiers to consider. Should some additional contributions from the people be unavoidable, we have reason to believe that these will be promptly furnished. This is a subject on which the citizens of the state have reflected much, and upon which they are well informed. They have counted the cost, and have decided in favor of internal improvements; and, it is believed, they now only wait for their representatives to carry out their views and wishes. But in order to secure equal justice to all, those districts of the state which, from their fortunate location, must derive greatest benefit from the system of improvement should bear a proportion of the burthens corresponding, as nearly as practicable, with the advantages received. Taxation and benefits should go together. It cannot be doubted that such a distribution of the burthens as is here contemplated is entirely practicable. The ad valorem system, so fortunately adopted at the last session of the Legislature, with such modifications as experience may show to be necessary, will do much towards effecting this object.

In estimating the ability of the state to meet these additional liabilities it must not be forgotten, that every year is adding greatly to our resources. With us nothing is stationary. A calculation of our resources which to-day may be entirely accurate, will be inapplicable twelve months hence. In regard to the population, wealth, and political importance of the State, it may be truly said, that her march is onward. And though at other periods in our history, there may have been an equal increase in numbers, yet there is reason to believe that the influx of capital during the last twelve months has been three fold that of any preceding year. Among other causes which may have contributed to produce this result, it is believed the stand taken in favor of internal improvements has been a leading one.

It is likewise to be observed, that this debt will not come upon the state at once. Perhaps, under existing circumstances, more than six to eight hundred thousand dollars cannot be economically expended within the state in any one year. Thus the accumulation of the burthen will be gradual, and if the public works be properly conducted will scarcely be more rapid than the increase in our resources and ability to meet it. For it must always be borne in mind, that money expended in Internal Improvement is not carried out of the state. Nine tenths of it finds its way to the pockets of our own citizens, in exchange either for their labor or the productions of their farms, and is thus added to the aggregate wealth of the State.

By the third or fourth year after the commencement of these improvements some revenue may be expected from them, which though it may be insufficient at first to meet the accruing interest, will increase from year to year, until it equals the interest on the whole debt. But should some contributions from the people be necessary for a few years after the completion of the public works, it would not be difficult to show that they will still be gainers by this policy. If a farmer raise 200 bushels of wheat for market, and save but ten cents per bushel in the transportation, it would amount to \$20. Now admitting that his taxes be \$10 more than before the improvements were commenced still the saving on his wheat crop alone would be double the additional tax. And if we add to this the saving which he must realize upon the various other productions of his farm, and upon the salt, iron, &c. which he annually consumes there will certainly remain no reasonable ground for apprehension in regard to this additional taxation. If it were necessary to enlarge upon this topic, the fact could readily be established, that the annual saving which the people of the

State would realize in transportation, were the proposed improvements completed, would be more than twice as great as the interest on their whole cost.

The advantages resulting from this policy, may be seen also in the increased value given to all real estate. It will not be considered extravagant to suppose that the average value of all lands lying within ten miles of either of the proposed improvements would be increased \$2 per acre by its construction, and yet by computation it will be found, that this increase alone will amount to a sum twice as great as the whole probable cost of the improvement.

The wealth and prosperity of the State will be increased by other means, if this policy be adopted. It is known that the tide of emigration is now setting westward. Whether this State shall be greatly benefited by the influx of population and wealth from abroad, will depend much upon her policy. The enterprising emigrant, when about to leave the Atlantic States, casts his eye over the new states of the west. His intelligence and observation assure him, that the prosperity of a country and the value of property are always greatest where a liberal, bold and enlightened policy is pursued, in relation to internal improvement. He fixes his eye upon Indiana. If he see her slumbering and inactive while other states are improving their resources, he will in all probability go elsewhere. But if he shall see that the State is awake to her interests, that canals and roads are being constructed in every part of her territory, he will be more likely to seek an interest and a home with us, his enterprise will be useful to the country and his capital will be added to our aggregate wealth.

But there are advantages resulting to a country from the construction of important works of internal improvement, which from their nature, are not susceptible of accurate calculation. A salutary influence is diffused through every department of society, and is felt directly, upon every branch of business. Many new articles of traffic are brought into notice, which before were considered useless; valuable mineral resources are sometimes developed, which without these improvements, would have remained dormant; an impulse is given to industry and enterprise; and the physical and moral energies of the people are called into efficient and useful action.

With these facts before us, there is surely no reason to apprehend any serious difficulty or embarrassment arising from the prosecution of a liberal system of internal improvement, even though a considerable debt be brought upon the state thereby. Has the same operation in adjoining States impoverished or injured the people? Has it not rather enriched them?

But there are some who seem unwilling to assume a State debt from the fear that those who come after us will feel its weight. This tender care for posterity is uncalled for. Those who urge this objection might be asked to point us to the people who have ever complained of their ancestors for entailing upon them a public debt incurred in the construction of valuable public works. Have the people of New York ever regretted that the bold policy of Clinton prevailed in 1817? How far below her present station would New York have been, had this false sympathy for posterity prevailed at that day.

I do not subscribe to the doctrine that a public debt is a public blessing. The practical evils which flow from such liabilities are, however, essentially modified by the objects and purposes for which they may have been assumed. When a public debt is contracted for the purpose of carrying on a war, its pressure comes upon a people without any redeeming circumstances.

At the close of such a conflict, the business operations of the country are generally found to be deranged; its energies depressed—and perhaps the noblest spirits of the land cut off. A public debt brought on in this way is an unmitigated evil. Such is the debt of England which we have ever been accustomed to view as the curse of that nation. And such too, was the public debt of the United States, the final discharge of which has just been so fortunately accomplished. But how different is the case when the responsibility is incurred in opening some new channel of trade. In this case, when the burden comes, it finds the business facilities of the country enlarged, its energies and enterprise aroused and stimulated, while the revenues of the public improvement remain as a constant and increasing fund for the final extinguishment of the debt.

The opinion has been advanced, that not more than one work should be carried on in the State at the same time; but it is difficult to perceive the necessity of this restriction. There can be nothing lost by the simultaneous commencement and prosecution of two or three different improvements, provided they are situated remotely from each other, so as to avoid competition in the procurement of labor and supplies.

Should the State engage so largely in internal improvement, it becomes highly important that the very best system of conducting public works be adopted; that the most rigid and uniform economy be enforced; and that the different works be commenced and carried on with reference to the earliest receipt of tolls. The state of Pennsylvania, for want, it is believed, or proper attention to these points, found herself several millions in debt before any public benefits or tolls were received. It is the province of the Legislature to designate the particular improvements to be made, to establish the outline of the policy, and to exercise a general control over the subject; yet it must be evident, that there are many important details, which, from the nature of the case, must be decided by the agents who may be intrusted with the work. Under these circumstances, sound policy requires, that the operations be conducted by a Board of State officers or commissioners, representing the various sections of the State, and embodying as much practical acquaintance with the subject as the State can call to her aid. This Board, while held to strictest accountability, should be vested with ample discretion over the whole subject; its members should be men who would devote their talents to the service of the State, and who would feel identified with the success of the system of improvement which may be adopted. With a Board thus constituted, the public have a stronger guarantee for an efficient, economical and energetic management of the public works, than can be secured in any other way.

I have thus hastily considered this interesting subject, and the conclusions arrived at upon the various leading topics connected with it, are briefly these, to wit:

1st. That the interests of the State demand, at this time, the commencement of a general system of internal improvement, which shall embrace every grand division of the State.

2d. That this system of improvement should be undertaken by the State, as a State enterprise, and constructed by State authority and at State expense.

3d. That canals should be preferred in all cases where by any means practicable; but if there be any considerable portion of the State which cannot be sufficiently accommodated by canals, rail roads or McAdamized roads should be constructed.

4th. That the whole of the public works should be placed under the charge of a Board of State offi-

cers, representing the various sections of the State, whose duty it should be to prosecute the improvements as rapidly as economy will allow, and with strict reference to the earliest receipt of tolls.

5th. That to provide funds for these objects, the Fund Commissioners be authorized to negotiate loans from time to time, as may be required for the prosecution of the works.

6th. That such provision be made for the payment of interest due on these loans, as will give confidence to capitalists and sustain the credit of the State.

Before leaving this subject, I may be permitted to say, that it is one which deeply concerns the people of this State. No one can reflect upon its magnitude, and the near approach of the time when it will probably be acted upon, without feeling that much, either for good or evil to the State, may depend upon the events of the coming winter. Under such circumstances every citizen owes a duty to the State, which can only be discharged by giving to the subject a deliberate, candid and unbiased examination. The writer feels assured, that this duty on his part, has now been conscientiously performed. The whole is with due deference, submitted to the people of Indiana, by one who does not feel, in common with other citizens a deep interest in the subject, and who, while he is sensible that there are others whose opinion would be entitled to greater regard, yields to none in his ardent desire for the prosperity of the State.

From the Warren (Ohio) News-Letter.

**Robery and Suicide.** Few occurrences have happened, and for the honor of mankind, it is wished may never happen again, as that which took place on Tuesday, the 28th ult., in the vicinity of Youngstown, Trumbull co., Ohio. Some where, not far from twelve o'clock, noon, a stranger rode up and stopped at the tavern of Mr. A. Rush, about three miles from Youngstown, on the road to Warren, and had his horse put up and fed. In a very few minutes several persons came up who were in fresh and strong pursuit of the stranger. Apparently with the intent of visiting his horse in the stable, he left the house—was met by one of the pursuers, who asked him—"have you seen that horse before?" pointing to a particular mare with a wound in her neck, which was bloody.—The answer returned was, "I think I have." At this moment the person seized the stranger by the arm, saying—"You are my prisoner." Upon this a pistol was drawn by the stranger, cocked and presented to the breast of his pursuer, with a threat that if he attempted to delay him, he would kill him on the spot. The stranger then moved off on foot in the direction of Warren, with his cocked pistol in his hand, threatening to shoot any person who would offer to come near him. After having proceeded near one half mile—his pursuers increasing in number every step, both on horseback and on foot—some crying out stop the murderer!—others stop the robber!—shoot him!—kill him! &c.—so that all hopes of an escape were desperate indeed—the unfortunate man placed his pistol to his own head and shot himself! He drew breath a few hours—but insensible all the time—and then died.

A Coroner's inquest was called and qualified to act, and several witnesses were called, qualified and examined before the inquest, which, after due consideration, returned in writing—that "The deceased came to his death by shooting himself with a pistol."

From the evidence, which was of a very satisfactory nature, the following statement may be relied on as substantially the truth, as respects this unfortunate stranger:—

On Monday night, the 28th ult., he lodged at New Castle in Pennsylvania, at a public house in the room with a Mr. Holstein, a resident of that State, and well known in New Castle and in Western Pennsylvania as a gentleman of good character. The next morning (Tuesday) they left New Castle together on the route to New Bedford. Having reached within about two miles of that town, the companion of Mr. Holstein rode close up to him, presented a pistol to his breast, and demanded his money, or he would instantly put him to death; at the same time declaring that he was a noted robber!

—Mr. H. took from his pocket a pocket-book and gave it to the highway-man who directly fired a pistol at Mr. H.—The report of the shot so frightened Mr. H.'s horse, that he (Mr. H.) was thrown to the ground. The villain then drew another pistol and discharged it—the effect of which shot was to wound the beast of Mr. H. in the neck. The fellow proceeded on his way to Ohio, passing through New Bedford and Youngstown, on the great road to Warren in Trumbull county. Fresh pursuit was made and persisted in, till he was overtaken at the tavern of Mr. A. Rush, in the township of Liberty, about three miles from Youngstown village.

The body of the deceased was carefully examined by three respectable men, and by whom an account of the property found about his person was taken, and will be faithfully preserved till the same shall be legally claimed.

Among the articles found about him was something more than twenty dollars in paper money and silver change—an elegant brooch or breast-pin—a finger-ring—a pair of elegant new pistols—three or four linen shirts (pretty fine,)—marked "J. F. A. Caldwell"—a new powder flask, with powder in it—several bullets, but no percussion caps—two linen pocket-handkerchiefs, one marked with this name, "Clarissa Lee"—and a new valise. The pistol with which he shot himself, he kept in his hand; the other was found in his pocket, not having a load in it. The reason of the last pistol not being loaded, was, most probably, because he had no caps.—He appeared to be from twenty-one to twenty-five years old, very well dressed of a small stature, black hair, and pretty well looking. In his hat were found a pair of whiskers and mustachios. The beast which he rode was black—a saddle, martingales, whip, and blanket, were his horse equipment.

The old worthy, resting on the head of his spade, and taking a pinch of snuff, replied, "I thought, sir, ye ken that there was no repentance in the grave."

**Repentance.** The late Rev. Mr. G.—happening one day to go into the churchyard, where the beadle was employed, neck-deep, in a grave, throwing up the mould and bones to make way for another person, thus accosted him—"Well, sir, that's a work well calculated to make an old man like you thoughtful. I wonder you dinnae repent for your evil ways." The old worthy, resting on the head of his spade, and taking a pinch of snuff, replied, "I thought, sir, ye ken that there was no repentance in the grave."

**One way to pay a Bill.** Mine host, says Borard, in his retrospections, was very communicative, and asked me nearly on the instant whether I had met with such a person in my travels as a "Mr. Reed." On replying in the negative, he told me that some countryman of mine by that name, who had stopped at his house a few months previous, for the space of three weeks, had taken occasion to quarrel with him every day on political topics, and at length made his exit without paying him a shilling, leaving a note behind him (which he showed me) something to this effect.

"Sir:—I have lived at your house nearly a month, and certainly did intend to have paid you honorably, the amount of my bill for the time, whatever it might have been; but consistently with my feelings and opinions as an Englishman and a traveller, I cannot remunerate a man who publicly asserts that my countrymen had the worst of the engagement at Narragansett. As it is impossible I should alter my sentiments upon this subject, be kind enough to request the amount of my bill from the next Englishman who may stop at your house, and thinks differently to myself.

Your obliged, but unconvinced servant,  
JOHN REED."

**Weeds** exhaust the fertility of the soil as much as cultivated plants. Though it may be too late to destroy the seeds of many which have been permitted to attain maturity, and the labor of doing this will be amply repaid another season, in the comparative cleanliness of our gardens and fields. It is particularly the fault of the farmers to neglect their gardens after midsummer, and to suffer them to be overgrown by rank weeds, whose seeds multiply a hundred fold. A day or two employed in the early part of the present month, in collecting them from the garden and fields, will be profitably spent. They may be thrown into the cow-yard or on a dung pile, where fermentation will generally destroy their vitality before the dung is carried to the field in the spring. They had better be collected and burnt, than suffered to spread their seeds over the farm.

**Fattening of Calves.** Veal is either among the best or most indifferent of meats. If the calf be well fattened and bled during the process of fattening, it is certainly one of the most delicious viands that can be brought to the table; but if neglected—if robbed, as is mostly the case, of half its milk, and not given any additional food, it is, when slaughtered, as juicyless as it is possible to imagine anything to be, unsavory in its flavor and revolting to the sight. Such being the case, the fattening of calves intended for the butcher becomes a matter of serious inquiry, and as the farmer should always consult economy in all he does, a cheap way of making good veal will, as it ought, be considered the best.

A calf intended for veal, then, should be suckled regularly three times a day, at regular hours. In addition to its mother's milk, it should have, between the intervals of suckling, messes of corn meal gruel, and boiled skimmed milk, syr from a quart to three pints a day for the first three weeks, the quantity to be increased as the calf approaches nearer to the period of slaughtering, to from three quarts to a gallon. He should not be killed earlier than when he is six weeks old. If the calf should refuse to drink the gruel and milk, it should be given him by force. This can be easily effected.

Fill a strong black glass bottle with the mixture, hold up his head, insert the neck of the bottle into his mouth, and smooth your hand over his wind-pipe to encourage his swallowing. A gruel made of half an ounce of flax-seed flour may be substituted for that of the corn meal about thrice a week. This latter preparation has a most salutary effect; besides, being highly nutritious and tending to increase the fat of the animal, it improves the complexion of the hair and loosens the hide.

For about ten days before the calf is killed, he should be given force-balls daily. They are comprised simply of Indian corn meal and eggs beaten up together and softened a little with milk. Two eggs, and as much flour as will make up, with a small quantity of milk, is enough for each daily allowance.

A lump of chalk, if placed in a box convenient for the calf to lick, will be found to correct the acidity of his stomach, and prevent scouring.

If in winter, the calf should be tied up in a dry, warm place, and in summer, in a dry, cool place, where he will not be annoyed with flies; his stall must be kept well cleaned, and have plenty of fresh straw, hay or leaves, to lie upon.

**LORD BYRON'S DOG AND BUTLER.** Byron's principal favorites in his household were his Newfoundland dog, Boatswain, and his butler Joe Murray. The dog however, stood first in his master's affections, and was, if we may believe the epitaph placed on his monument, his only friend. That famous epithip runs thus:

"To mark a friend remains these bones arise,  
I never knew but one, and here he lies."

Never was a dog so honored. But Joe Murray almost rivalled Boatswain in the esteem of his master, and (says Washington Irving in his late work,) when Byron built the monumental tomb which stands in the Abbey garden, he intended it for himself, Joe Murray and his dog. The two latter were to lie on each side of him.

Boatswain died not long afterwards, and was regularly interred, and the well known epitaph inscribed on the monument. Lord Byron departed for Greece. During his absence a gentleman to whom Joe Murray was showing the tomb, observed,

"Well, old boy, you will take your place here some twenty years hence."

"I don't know that sir," growled Joe in reply; "if I was sure his lordship would come here, I should like it well enough