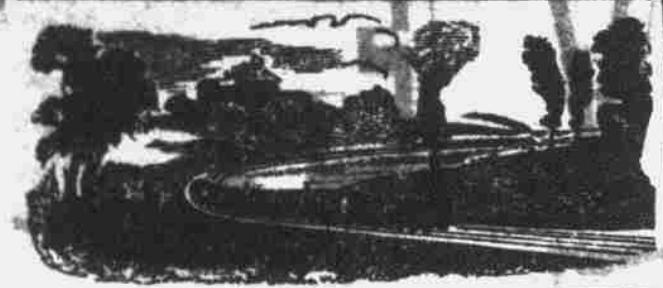


# CORRESPONDENT'S TRAIN.



## Formation, Prosperity, and Durability.

(Continued.)

In order to show the operation of a republican government, when the elements, wisdom, virtue and power are absent, we need only refer to Mexico. There we can behold the serious effects and direful consequences of their absence. Mexico is one of the most delightful regions of country upon which the eye of man ever gazed, yet there is no place upon the western continent where human life is so frequently and so basely destroyed, as in that republic. In fact, the history of it, from its organization to the present time proves this to be the case. The cheering principles of Christianity and virtue have never been permitted to germinate and bring forth fruit in that rich clime. Evils of almost every character have been stamped with an indelible seal upon the face of the nation, by the inhuman priesthood, who delight to see the Mexican heart bleed, and who lead on deceived and deluded mortals, pretending to hold in their hands the keys of *Heaven* and *Hell*. They have got the whole nation manacled with a chain which was forged in the dark ages, while gross ignorance has spread her sable cloak over the mind. There is nothing connected with society or the government which is calculated to advance the condition of that people, and spread the blessings of peace and prosperity over the land. But, on the contrary, the temples of superstition and idolatry have been reared upon such a foundation, and their magnificence and splendor dazzle the eyes of the multitude to such an extent, that they would be willing to sacrifice their own lives for the perpetuation of them. If Mexico had had the strong elements to which we have referred above, and those permanently established, the heart's blood of so many of her citizens would not have been found upon her national escutcheon. The beautiful ensign of the Mexican republic, which floats from her capital, would not have been stained with a crimson hue, and, instead of the mind of the Mexican having been chained, and the avenues which lead to his heart corrupted and stopped, the former might have planned out such a mode as would have resulted, in some degree, at least, in the melioration of mankind, and the latter would have yearned with "anxious solicitude" for the immortal destiny of man beyond the grave. The voice of the sun-burnt Mexican would have resounded from the river Sabine, along the craggy sides of the snow-capped mountains and lovely valleys of perpetual green, to Pacific's wave-lashed shore, in honour and praise, not to *popish* rule, but to "Him whose tender mercies are over all His works." But, alas! how deplorable has been their condition! They have committed depredations upon one another, and have severed those ties which bind society and nations in one band of brotherhood. They have been plundered by foreign nations in former and in latter years. May we be permitted to ask you, kind reader, whether it would not be just to attribute all the calamity and misfortunes which have befallen our sister republic, to the want of those elements which we have named? Wisdom would have prevented them from being deceived by Cortez, and would have assisted them in constructing a government which would have been congenial to their nature; Virtue would have prompted them to deeds of love and humanity, and rendered their government beautiful and influential; Power would have enabled them to defend the land of their fathers and their often insulted standard. But we must hasten.

In order to prove the assertion which we made relative to the ancient republics, we refer to history. By examining it, we find that they were destitute of virtue, and but few who were wise. If we take them as a whole, they were wanting in those principles which render success certain, and the government durable. Truly "righteousness exalts a nation, but sin is a reproach to any people." If these nations had had in their possession the right elements, their glory would not have departed. We admit that they had power in some degree to exercise. But while the masses were competent to labor for their defence, they were destitute of the two other elements. Power did them no good, for the simple reason that they could not propagate principles which they were not in possession of. Yet they prospered for a time just as a man prospers who fears not God, neither regards the claims of society; but the just judgments of an Almighty Being fell upon them. Go with me in imagination, and linger around the place where once stood the "seven hilled city," with its costly streets and temples, and enquire the reason why that city crumbled and decayed, and there will a voice come forth from its moulding ruins, saying that its foundation was laid upon solid ground, but its citizens were corrupt and desperately wicked, and that caused these massive ruins which you now behold. Such was the case with those republics.

But again, in order to prove our position in relation to the elements toward which we have

directed the reader's attention, we will call up to our recollection this government, whose "star-spangled banner" is hailed with loud acclaim by oppressed humanity in the old world.

"When freedom, from her mountain height,  
Unfurled her standard to the air,  
She tore the azure robes of night,  
And placed the star of glory there."

Although difficulties of a serious character surrounded the fathers of our republic, yet they repeated stroke after stroke, until the British forces were compelled to yield, and victory perched upon the colonial standard. In respect to this government, we can heartily adopt the language of Hon. Mr. Dawson, in the Halls of Congress last winter, and say "that this government is not only republican in theory, but in all its practical operations. That there is no government in existence now, or known to history, where the path to honor and distinction is so broad and so generally travelled as that pointed out under our federal constitution." Such has been the wonderful progress of this government in all the elements of prosperity, and such the mighty attainments of the American mind, that we can attribute it to nothing save the sagacity and genius with which it was constructed, the virtue which occupies the uppermost seat in the breasts of her citizens, their untiring devotion to the Christian religion, and the power which has thus far protected us from the insults of kings. Under the genial influences of our wise and sacred institutions, bequeathed to us by the revolutionary patriots, we have become one of the mightiest nations upon the earth. Our fathers looked out from behind the curtain, and saw the wreck of other republics, and so formed this as to avoid the rock which caused their ruin, and which would be favorable to the formation, growth, and development, of those generous virtues, finer feelings, and noblest capacities, of our being.—This government was once composed of but thirteen States, yet the noble range which it gave its citizens strengthened their arms to such a degree that the towering heights of the Alleghanies formed no "barrier to their enterprising spirit;" but in the wilderness of the west, where Indiana's proud capital now stands, the hardy pioneer reared his log cabin, felled the sugar tree and the oak, and cultivated the land.

[To be continued.]

U. S. Ship *Preble*, at Sea, Aug. 29.

\* \* \* As this is Sunday, and the first day I have had any time, I thought I would write, and send it from St. Thomas, our destined port. We have been to sea ever since the morning of the 13th, when we left Santa Cruz, on the island of Teneriffe, on which is also situated the Peak of Teneriffe. I started to go to the summit of the Peak, with a party of nine or ten, but after accomplishing thirty miles of our journey, we were obliged to return, on account of not having made proper arrangements, such as getting horses and guides. We had a hard time of it, as far as we went; but I did not begrudge my ride, for I saw some most magnificent scenery. The island of Teneriffe is about forty miles long; and you have to go almost the whole length of the island to reach the Peak from Santa Cruz, besides having a miserable road most of the way. For about four miles we had a beautiful turnpike road, which connected Santa Cruz with quite a good sized place, in the interior, of about eight thousand inhabitants, from which place we had nothing more than a rocky path over and along the sides of the mountains: to give you an idea of what kind of riding we had, I will just say that sometimes we were above the clouds, and before two hours we would be along the sea-shore; and it was just so the whole distance—first, a half a mile up, and then a half mile down, and in some places it would be nearly straight up and down; but our horses, who were used to it, did not seem to mind it any more than a level road. But, as I said before, it is well worth the ride to any person, if for nothing else than to see how every grade of the Spanish live. To tell the truth about the matter, I never have seen any poverty, to be so called, until I came to these islands, where there is more poverty, for the population, than any other place in the world. The beggars here are organized into regiments, each having a colonel; and each regiment will have something out of you, for if they cannot beg it from you, they will steal it: *I have heard this.* It is also worth the ride to see the scenery; for every inch is cultivated that can be. The hills and valleys, as you ride along, are covered with vineyards and growing grain of different kinds. There is also some of the wildest looking places I ever saw, such as the narrow passes and valleys between the mountains. There is one place so low and narrow that, although it was mid-day, it was almost as dark as night; and these passes are generally bounded by precipices of stone, covered with a bush something similar to the hazel-nut. In this trip I learned a great deal about the habits and manners of the Spanish. All of the poorer class seem to think that the Americans have an abundance of money, but I guess some of them were mistaken when they got a hold of me.

Although this is only a cruise of about four months, I have seen more than if I had been in a vessel on a regular cruise in a year or two; that is, if I had been in the African squadron, for, probably, if I should have been in such a vessel, I might have remained about these islands the whole time, when I have seen all there is to be seen in the time that I have been here. The last time I wrote was from Madeira, which is the finest island that we have been to yet; it is a

better cultivated island, better improved, more healthy, has a richer soil, and contains more wealthy inhabitants than any of the other islands. I do not now recollect how much it is, but it would surprise you if you knew the sum of money employed in the wine trade, also the quantity exported from the island. The consuls at these islands generally do the largest business; they get scarcely any salary, but perform the duties on account of the advantages it gives them in doing business. From Madeira we sailed to Santa Cruz, and, although it is only one hundred and sixty miles, we were four days in making the passage on account of the light winds we had, it being so near the coast of Africa. But during the passage I saw a shoal of whales, which was a new sight to me; but such as flying fish, sharks, &c., are a common sight. From Santa Cruz we sailed for Palmas, on the island of Grand Canary; this is a different looking island from any of the rest of this group, being low and sandy, and having on it no timber whatever, while the others are very high, and have some timber on the tops of the mountains, such I call them, for they are from half to a mile high. Palmas is very finely built town, containing about twelve thousand inhabitants: there is not very much business done here on account of the open exposed harbor it has; the harbor is so open, that a ship rolls and pitches more at anchor there than she would at sea in a gale of wind—sometimes it is so rough that a ship cannot come alongside for two or three days. Palmas is a kind of capital for the Canary group, and on this account is the residence of most of the wealthy Spaniards living about the islands; it also contains all of the public buildings, and some very fine dwellings; they have a very fine theatre, and most magnificent cathedral, which is a building of about the size of the State House, and built twice the height, besides having a cupola about the height of the one on the State House; it is built of stone, and has a great deal of fancy work on the outside, especially on the cupola, which contains a chime of bells about sixteen in number. I must stop, as it is time for dinner, such as we have, viz.: crackers, about two years old, some mushy salt pork and beans, and water half full of dirt, that we have had aboard for six weeks; but I have got used to it now, and I get along first rate. For breakfast and supper we have cracker and tea, and sometimes a little salt pork. On Sundays we get what we call "duff," which is nothing more than flour and water, boiled in salt water; but still as horrible a dish as this is, it is always eaten up clean, while, if I was on shore, it would make me sick to look at it. I think I have a splendid dish, when I can get (which I sometimes do,) a few cakes made out of cornmeal and water, and some molasses.

August 30, 1852.

I was prevented from writing yesterday afternoon by a squall coming up, which lasted nearly all night, and in consequence of which the hatches had to be closed, to keep the water from running below; and even if it had been light enough, I could not have written on account of the ship's rolling and pitching. There is a great excitement on board to-day, in consequence of our having come in sight of land this morning, which is the first we have seen for sixteen days, but it is not the land we are going to—that being about forty miles ahead. Of course, I am anxious to get in, and have something good to eat—the subject of my thoughts the first thing after I get into port; we will be in to-morrow morning at the least calculation. There is a very large steamer coming up astern of us, but she is as yet too far off for us to make out to what nation she belongs; we shall soon see, however. On yesterday evening we spoke an English brig, the first vessel we had seen out from Santa Cruz.

September 6th, 1852, (At Sea.)

Contrary to all expectations, we went into St. Thomas on the night of the 30th, and came to anchor about 9 o'clock. St. Thomas is situated in lat. 18 deg., 20 min. (far below New Orleans); it is the most business-like place we have yet visited, and is the third place for business in the West Indies. There is a very fine marine railway there, several very large wholesale grocery, hardware, and dry goods stores, and some very fine hotels and fancy stores. The harbor is completely land-locked; so much so that when you are outside, and not immediately in front of the entrance, you cannot see inside, and when you get inside you cannot see outside, and on this account it is always as smooth as a millpond. It is perfectly round, about two miles in diameter, and has an entrance of about a mile in width. It is also protected from storms by the high hills which surround it. The city is built on three hills, and presents a very pretty appearance indeed, all of the buildings being painted a straw color, and having red tile roofs. The principal business street is about a mile and a half in length, and there is business done on it the whole length. The buildings on the south side of the street run down to the water, and each merchant has a private wharf, to ship and unship his cargo.—One thing that has brought so many merchants to this place, is, that it is a free port—that is, they have no duty to pay on anything they import into the island; for this reason they can supply vessels for one-third less than they can be supplied anywhere else in the West Indies.—It costs a steam vessel very little more to coal here than in the United States, although the coal is imported from England. The vessel we saw the evening we went in, was going in for coal.

She was the *Archie*, which was built for the *Terre Haute* Express.

next line, but being too slow, was transferred to this line to Havana. There were twenty-five or thirty very large steamers in port, taking in coal; also forty or fifty sailing vessels, some of them very large. There are on the island some very fine sugar plantations and rum distilleries, which are owned by wealthy Spaniards, and some of them by negroes, who own other negroes; in fact, nine-tenths of the whole population are mulattoes, some of whom are very wealthy indeed. The tropical fruits, of a very fine quality, are abundant.

While in St. Thomas, so long as I remained in the house or in the shade, I felt cool enough, but as soon as I went out into the sun it seemed as if I was near a large fire. It was not sultry, as I thought it would be, but almost burned.—The yellow fever was in St. Thomas at the time we were there, and, for that reason we left, on the 4th, for Norfolk.

Hampton Roads, Sept. 11, 1852.

After a very short passage, we arrived and came to anchor here last night, where we will remain until we hear from Washington. We will either go up to Norfolk or to Annapolis, but I think we shall go to Norfolk, ten miles distant, on next Tuesday or Wednesday. J. C.

MR. EDITOR.—It is generally supposed that a traveler passing hastily from one point to another, may be made the victim of the *money leeches*, without uttering a single word of complaint. In most cases, remonstrance would be useless, but there is a point beyond which "patience ceases to be a virtue." I have traveled some in the various States, and have suffered to a greater or less degree from the various fashionable vampires, and have hitherto submitted in silence.—But in all my traveling, either by stage, steamboat, railway, &c., through the North, South, East, and West, I have not found such an overgrown vampire as the *Madison and Indianapolis railroad*, in respect to her charges on freight.—There is but little inducement for eastern men to buy produce in this part of the west, for one-half of the profit is consumed in freight charges, for not more than ninety miles of transportation.

I am not acquainted with the company, nor do I know the state of public opinion in regard to it. But if the people of Indianapolis and vicinity are willing to subject themselves to such imposition longer than necessity requires, they have but little of the New England spirit of '76.

Is there any prospect of a change? When will there be another outlet to the river? When that is accomplished, please publish it, and I will again visit your beautiful city, but not before, if I can avoid it.

EASTERNER.

Indianapolis, Sept. 28, 1852.

Good Advice to Boys.—Be brisk, energetic, and prompt. The world is full of boys (and men, too,) who drawl through life, and never decide on anything for themselves, but just dragging one leg after the other, and let things take their own way. Such people are the dull stuff of this earth. They hardly deserve as much credit as the wooden trees; for trees do all the good they can in merely growing, and bearing leaves and seed. But these drawing, dragging boys do not turn their capacities to profit, half as far as they might; they are unprofitable, like a rainy day in harvest time. Now the brisk, energetic boy will be constantly awake—not merely with his bodily eyes, but with his mind and attention—during the hours of business. After he learns what he has to do, he will take a pride in doing it punctually and well, and would feel ashamed to be told what he ought to do without telling. The drawing boy loses in five minutes the most important advice; the prompt, wide-awake boy never has to be taught twice, but strains hard to make himself up to the work, as far as possible, out of his own energies.

Third-rate boys are always depending upon others; but first-rate boys depend upon themselves, and after a little teaching—just enough to know what is to be done—they ask no further favors of anybody. Besides, it is a *glorious* thing for a boy to get this noble way of self-reliance, energy, and activity. Such an one is worth an hundred of the poor dragging creatures, who can hardly wash their own hands, without being told each time how it is to be done. Give me the boy who does his own work promptly and well, without asking (except, once for all, at the beginning,) any questions—the boy who has his wits about, is never behind-hand, and doesn't let the grass grow under his heels.

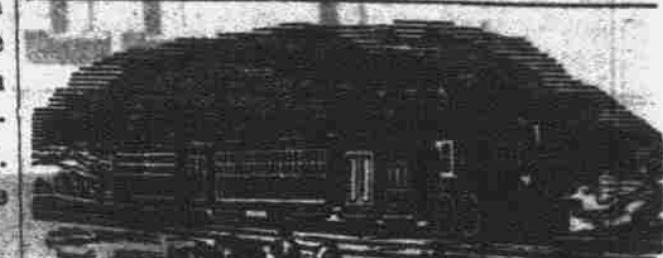
A FRIEND TO THE BOYS.

Terre Haute and Alton Railroad.—Captain Simeon Ryder, President of the above road, was in this place recently, making arrangements for the rapid completion of this great thoroughfare across the State of Illinois. We are glad to be assured, that the road is now under way and vigorously prosecuting towards completion; and sanguine hopes are entertained, based upon sure foundations, that the locomotive will pass over the whole route within two years from this time, or thereabouts. Within one year, it is expected that passenger cars may run out to Paris, or perhaps to Charleston, in Coles county. This will be *quick* work, but it is not impossible with men of proper energy, backed by the spirit entertained by the President of the road, and the means now on hand, or to be made available by his well-aimed and indomitable exertions.

In a conversation with the President, we learn that Paris, Charleston, Shelbyville, Hillsboro, and Bunker Hill, will be points on this road.—This takes the work through the heart of Illinois—through a country unsurpassed in beauty of scenery, and unequalled in agricultural facilities.

# THE LOCOMOTIVE.

TO CONTRIBUTORS AND CORRESPONDENTS.  
J. H. MC.—The letter was received, and the paper sent.—Can't see why he did not get it.



SATURDAY, OCTOBER 2, 1852.

AN EXTRA EDITION.  
Tickets Only \$1 a Year.

The unprecedented success that has attended *The Locomotive* during the publication of 22 volumes, induces us to open the subscription books for an increase of stock—shares \$1 each, dividends weekly.

With the increased facilities of a new and improved

Steam Power Printing Press, lately added to our office, we can supply all with *The Locomotive*, containing a full train of Local and General News, Accounts of the State and County Fairs, Proceedings of the Legislature, Interesting, Instructive, and Amusing Intelligence, weekly, for the low price of *One Dollar a Year*.

The character of *The Locomotive* is well known as being a fearless, independent, spicy, and interesting family paper, and we promise that several important features shall be added the coming year. It is printed with large clear type, on good paper, and regularly mailed to subscribers for \$1 a year.

In order to excite an honorable competition in procuring subscribers, we have purchased a splendid

## SILVER CUP,

valued at \$30, which we will present to the person that sends us the largest list of yearly subscribers between now and the 15th of January, 1853, with his name handsomely engraved on the Cup. Now boys, go to work, and let us see who will get the Cup, which is now in our office and can be seen by any one. The subscribers must be sent at our regular club rates, by the year, with the money accompanying each list, which can be added to from time to time until the 15th of January, at the following rates:

One copy, for one year, .... \$1. 25 copies, " " " 7. 75 " " " 50.

12 " " " 14. 100 " " " 75.

and the same rate for larger clubs.

Subscribers will be taken for three or six months, at the yearly rates, but non but yearly subscribers can compete for the Silver Cup.

The postage on *The Locomotive*, to any part of the State, will be 13 cents a year, under the new law.

Go to work, boys, and let us see whose name will be engraved on the handsomest Silver Cup that could be prepared in

ELDER & HARKNESS.

The Silver Cup we intend to present to the person that gets the largest list of subscribers, has been the admiration of every one that has seen it. It will be a nice present for the lucky one.

Cisterns—Tax.—This afternoon the election is to take place, to decide whether there shall be levied an extra tax of 10 cents on the \$100, to be expended for building cisterns in different parts of the city. In case of fire, the firemen have great difficulty in getting water, and where the fire is distant from our present public wells, property is always destroyed, or so far burned that it cannot be saved, before the engines get water. If this tax is carried, it will enable the city to build enough cisterns, so that there will not be more than two squares from the cistern to any part of the city. This will be a great protection to property of Washington street, and distant from the present public wells, and should reduce the present rate of insurance. Every one must, of course, vote for himself, as he thinks best for his own property and for the public good; and as every citizen is directly interested, all should vote.

Col. A. W. RUSSELL, postmaster of this city, died yesterday morning, the 1st inst., at 4 o'clock. His funeral will be at 2 o'clock, tomorrow, Sunday.

Davis & West have fitted up their Book Store in handsome style. They have added fifty feet to the length of their room, papered the ceiling, refitted the shelving, and altogether made it the handsomest Book Store in the city.

W