

THE MICHIGANDERS.

Mr. EDITOR:—I find myself at the upper landing in the Salt River Regions, conducted by Mr. Alexander. I ask the favor of a trip down on your present train. Mr. A. says "I don't answer all he says." I will here answer one thing he says that is true, that is "that the old site was a compromise." I say so too. We used it as such till last March, when a vote of six men from the North broke that old bargain. We of the South voted for it, believing it right to stand to it; that vote was about the 18th of March last.

Mr. Langdale and John Thorpe came to my house the next day, thinking to be at the meeting on the subject. I told them they were one day too late. I told them how the vote stood the day before. Mr. Langdale remarked "there must be something wrong; I will look for myself." I was that day confined to my room, and sent my son, to show Mr. Langdale and Thorpe the site offered by the North, the old site, and one proposed by Mr. Huggins, South. Mr. Huggins' was the last looked at. While standing on that Mr. Langdale looked and saw the present site. They went over and looked at it, and examined the spring, and then returned to my house. Mr. Langdale asked me if I thought Mr. Thompson would let them have that site for a school house. I told him I did not know; that Mr. Thompson had offered a site the day before, as an offset to the Northern site. His name or site had not been called on the subject before this time. Mr. Langdale asked me if I would send and ask Mr. Thompson if he would let them have it. I done so.

Mr. Thompson came to see me, and said "if the Michigan Road men will withdraw their site, the Trustees shall not have mine; if they will not withdraw mine is then in the market."

Mr. Thompson went next morning and used arguments to get them to withdraw, and become reconciled, and unite on the old ground, and if they would, the Trustees should not have his ground. They refused him bitterly. Mr. Thompson gave them notice that if they continued to refuse, and location was made on his land, that we would hold on to it. The location was so made.

A few days after this Mr. Alexander presented me with a petition to sign, asking the Trustees to re-locate on the old ground. This petition, as then written, said "we do this in the spirit of compromise." I told Mr. Alexander that they were the cause of all the trouble by argument and voting; that I would not sign it with its present reading without a comment. He said I might comment what I pleased if I would sign it. I then signed it in these words: "I ask no compromise, but feel the spirit of kindness."

John McMahan.

The petition will show my name as here given. Mr. V. B. Cress was present, and knows this to be so. I cite the public to those gentlemen above named for the truth of what I say, on the above subjects.

I will now confine myself to the gentleman's last article. In speaking of me he says—"he wants facts, I will give them, but I have no confidence of his resigning unless he first gets the Trustees to promise to reappoint him, for he now holds his office by appointment and not by election." Here I have a word to say. Mr. Alexander is the man that insisted that I should become the Director of District No. 3. A meeting was called for that purpose. Mr. Alexander, in that meeting, gave me his support. The following certificate shows the result of that meeting:

"At a public meeting, held at the school house in District No. 3, October 4th, 1858, according to notice, Robert Roe was appointed Chairman, and C. G. Moore appointed Secretary. When, on motion, John McMahan was unanimously elected District Director for the ensuing year. C. G. Moore, Clerk."

On the back of this certificate is my oath of office, to serve until my successor is elected or appointed, subscribed and sworn to before Calvin Taylor, Township Clerk.

If those two certificates are to be believed, Mr. Alexander's is not. That is falsehood No. 1, with the evidence to prove it.

Mr. Alexander says again, "One of the Trustees said that Mr. McMahan and another, who operated with him, had got them into difficulty, by professing one thing to them, and the opposite to us. He should not desert them." The Trustees tell me I have not got them into difficulty, and they will tell the same to any one that asks them. That is falsehood No. 2.

Alexander says again, "he must have in his mind the distance by straight lines, while I said the distance by road, &c." The sooths in his former article, was through farms and over fences. He knows I did not mean round by Hopewell, for the reason that his children Mr. Smart's children, Mr. Beatty's children, and Mr. Bowser's children, always went through his farm, and then need never go the round he has named. I mean Mr. Alexander's farm, on whose land the old house is situated, and from the old house to the new one there is a straight county road. After getting through all his road routes, he says "to get a nearer way is out of the question, as it would cost as much as two new school houses to pay for the right of way direct. Mr. Alexander knows that he joins farm with Mr. Thompson, and the right of way is in his own hands as heretofore; he knows that Mr. Thompson has, at all times, offered the right of way through his farm free, and tells me to say that he will yet give a road for school purposes ten feet wide, so long as they will send to the school. What does that cost, Mr. Alexander? Not one new school house. That is falsehood No. 3. Except the children above named, about all others have roads to this house, and within the mile and a quarter, except Mr. Reid; he tells me that he lives two rods and eight feet over that distance. Taking the diagonal I think it is a little more; that far I was mistaken.

Alexander says "the next day after the meeting was held, which voted that the new house should be built on the old ground, Mr. Langdale visited Mr. McMahan, the Director, and there and then these two officers selected another location, that where the new house now stands, and requested Mr. Thompson, the owner of the land, to meet the Trustees the next day, Saturday, and make them a title to the site."

My answer as to the selection being by me is that it is false, and is number four, which Mr. Langdale will say. Mr. John D. Thorpe was with Langdale, and knows that I had nothing to do with it. As to asking Mr. Thompson to meet the Trustees the next day and make them a title, Mr. Thompson, in the presence of John Elder, says that is not true, and authorizes me to say so in this communication. That is No. 5.

In speaking of the petition Alexander says "I then thought the Director signed this petition in good faith, but time showed I was deceived." My answer is, I have shown my faith by my works on this subject, as the petition and Mr. Cress proves this to be falsehood No. 6.

I have nothing to fear from my name's appearance. They divorced themselves from us, and that divorced both parties. The remonstrance was not written till about the 10th of May, and not till an appeal was taken. We thought it time then to take care of ourselves, and procured over 20 signers, who justified the action of the Trustees. As to any secrecy, any man of common sense will not believe. Mr. Thompson told one of the Michiganders that it would be circulated.

The gentleman was so modest in a former communication and considered yourself, Mr. Editor, in the same fix, that vituperation was to be avoided. Has he wound up so or not? The gentleman's out-side slang for the present must be passed. I think he has proved his statements not reliable, so far as pursued. Good by, Mr. Aleck, for the present, and the future, if you keep cool.

JOHN McMahan.

N. B. Mr. Thompson will state that I approached his course in trying to reconcile the Michiganders.

J. MC.

P. S. Since writing the above I have talked with Mr. J. D. Thorpe on this matter. He tells me to say that every word I have stated is true—that I had no agency in this location, and that any statement to the contrary is false.

Mr. Smart, who resides on the Michigan road, met with me in selecting a Teacher on Monday last, and voted for his choice. He tells me he will send to the School. Mr. John McCurdy, who lives on the Michigan road, came to the meeting. I asked him if he considered himself a voter. He said I do, and voted his choice. Mr. McCurdy lives farther from the new house than any man I have named. J. MC.

September 1, 1858.

The Military Companies, with their fine Bands, will parade in the Marion County Fair, on Friday morning.

[For the Locomotive.]
SABBATH EVENING BELLS.
BY MARY LYNN.

How soft through the twilight the sweet music floats, As waking the warblers it thrills with its notes, The heart of the rose bud, and steals through its leaves, Then monos to its death on the wing of the breeze: It steals to my heart as it steals to the rose, By memory's finger my heart leaves unclose, And they open, and fall and flutter, and swell, And sway to the sound of the sweet Sabbath bell.

Oh! sweet chiming music! Oh! sweet Sabbath bell! Thy melody rests on my soul like a spell, It calms all my sorrow for loved dead, and lost, It stills the rough billows by which I am tossed, My full heart is thrilling with rapture and love, And prayers thy music is winging above, Oh! when life is over then may my death knell, So softly be chimed by some sweet Sabbath bell!

SHADE TREES.

MR. EDITOR:—If it is wise in the City Council to pass an ordinance to prevent persons from hitching horses to shade trees round the public square, would it not be equally wise to pass another ordinance to prohibit wagons and teams from standing round, tramping and biting the same trees to death? I mean wagons from the country.

A COUNTRYMAN.

EDITORS OF LOCOMOTIVE.—I hand you for publication the letter from our mutual friend, Ex-Gov. JOSEPH A. WRIGHT, the Minister at the Court of Berlin, under the confident belief, that at your hands it will not receive the mortification that his letter to Judge Law received in the second number of the Indiana Farmer.

POWELL HOWLAND.

THE LOCOMOTIVE.



SATURDAY, SEPTEMBER 4, 1858.

W E Saturday is the day of publication of the Locomotive when it will always be ready for subscribers. In no case will we let a copy of the paper go from the office before publication.

LOCOMOTIVE STEAM PRESS BOOK AND JOB PRINTING OFFICE.

W E will call the attention of Railroad Men, Presidents of Colleges and Academies, the Medical Profession, and all others, to our assortment of

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W E will call the attention of all the Boundaries in the United States, embracing all the Medical Signs, Accents, Practices, French Letters, Alphabets, Signs, and all the modern facilities for doing work in the best style. All our Type and Machinery is new, and in good order, including two of Adams' Improved

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ELDER & HARRNESS.

PUBLIC SCHOOLS.—The Public School Houses were opened last Monday, as pay schools, as noticed last week. So far the attendance is very slim, so light that they will not all continue, unless better patronized. The school in the sixth Ward has already closed, for want of attendance to justify the teachers to keep it open. In one or two of the Wards good schools have been formed, and will be continued.

We will state here that there is not and will not be public funds to open the schools as free schools, and all that want their children to attend school should start them at once, so that the Teachers will feel justified in continuing the schools.

On Tuesday a "flitton" passed through this city, that is worthy of note. It consisted of two men, a woman, and three children. The woman was ragged, dirty, and barefooted, carrying a child about a year old, and walking with a girl, some twelve years old, walking beside her. The men were drawing a hand cart, on which was their worldly goods, and a boy of some ten years. They said they were moving from Licking county, Ohio, to Fountain county, in this State, and traveled about 20 miles a day. It appeared to us to be a rather hard way to get through the world.

The Indiana and Illinois Central railway Company sold a large number of lands on Wednesday and Thursday of this week, principally to stockholders. All lands sold went at their appraised value, and some a great deal higher, the payment to be in the stock of the road at 30 cents on the dollar, with a small per cent. in cash. By this operation about two-thirds of the stock will be sunk, leaving the balance fair stock.

The "Indianapolis Bible Investigation Class," will continue their meetings in the Court-house, every Sabbath, at 3 o'clock p.m. The subject of "The Creation" commenced on the 22nd inst., will be continued next Sabbath. Ladies are admitted to full membership, and are invited to participate in the investigations. Several ladies were present at the last meeting, and it is hoped that they will not be absent from any of the future gatherings of the Association.

Three tax-payers in this County pay near \$2,000 taxes, on all the property owned by them in Marion county, for 1858, for School, County, Township, Road, and School-house purposes, as follows:

Isaac Blackford, 8744 86
Stoughton A. Fletcher, 622 87
Calvin Fletcher, 569 75

\$1,927 48

Messrs. RAPP & DAWSON have purchased the Indianapolis Flow Factory, lately owned by Mr. Ganse, and will carry it on from this date, at the old place.

These gentlemen are both practical plowmakers, and men of industry, who will manufacture and repair all kinds of Plows. See advertisement.

HUNGARIAN GRASS.—Mr. Jacob Hoover, of Wayne Township, has left at our office a tall specimen of Hungarian Grass, nearly five feet high. Mr. H. says that it will yield about 25 bushels of seed to the acre, the grass can be seen at our office.

The premiums awarded this year by the Marion County Fair are all in cash—an inducement for the farmers and others these hard times.

TRIP TO EVANSVILLE.—On Saturday last we took a trip to Evansville, and on our way noted a few items that may be of interest to our readers. It is five years since we were over the Terre Haute road. In that time great changes have been made, both in the appearance of the country, and improvements along the line of the road. Thriving villages now stand where water stations then stood—farms have been opened and improved, handsome country residences have been built, and adorned with shrubbery, the whole presenting to the traveler a prosperous and improving country. Of the Terre Haute road it is almost useless to speak, as it has been held up all over the land, for years, as a model road, and yet we may mention a few facts in connection with it that may be interesting.

The entire line of the road is thoroughly balanced, forming a firm and substantial road-bed for the ties; all the culverts and bridges are of stone, with rock piled

around the base of the walls so that they can wash out—the last one of the old wooden culverts was taken out the week we were along. The road is all fenced securely—the wood for the engines is all under cover, a large shed being erected at every point where wood is kept—the grass and brush is now being cut from the side of the track, to prevent the seed from causing a rank grow the next year. The engines, cars, and all the machinery are of the best, giving the officers of the train every facility to make their time accurately and giving the greatest security and ease to the traveler. The smoothness of the road, and the ease of the ears, carries the traveler along at a rate he cannot appreciate, and especially if he has been bumped over some of the Western roads. This was fully illustrated by the remarks of some travelers who sat near us. After passing Greencastle, a place, by the by, that is celebrated for grumbler against this road, a traveler remarked to a citizen of that place, who got aboard, that the cars were going very slow—that at the rate we were going we should not get to Terre Haute that night.

Greencastle remarked "it's no use talking, the old Superintendent will have things just as he pleases, and all that is said to him will have no effect—the cars run just so fast, and no faster, and they never vary a minute from the time." We said nothing, but we thought a higher compliment could not be paid to the officers of the road—the trains never vary a minute—always prompt, to time, avoiding unpleasant delays and anxiety of getting to the stations in time to meet the trains—these things, we thought, would be fully appreciated by travelers over roads where fast men and fast engineers keep them always in doubt about getting to the right point, at the right time. Going west, the time of the train was 25 miles an hour—coming east it was 30 miles.

At Plainfield we saw the new Friend's meeting house, at which some five or six thousand Friends will meet in a week or two in yearly meeting. It is a large

brick building, very plain in appearance, without tower or ornament, but substantially built. At Terre Haute we saw substantial evidence of prosperity—

since our former visit the neighborhood of the depot has been greatly improved, and the prairie round is

studded with neat dwelling houses. We saw in the

distance the new Female College, just finished, and which was to be dedicated this week, a notice of which we hope to present to our readers in our next.

This is a handsome building, or rather buildings, being one

large, three story centre building, with two story one

on each side, all of brick, located on a handsome site

in full view from the Evansville road, and surrounded

with trees and shrubbery.

In Terre Haute the convenience of a passenger de-

pot is much needed. The three roads meet in front of

a rather dilapidated looking frame building, with a

shed roof only partially covering the cars—we have no

idea how long this will be supplied before many years.

From Terre Haute we took the cars for Evansville, over the Evansville and Crawfordsville road. This is a road we had never been over, and knew little of, but found the whole line in excellent order, and particularly from Terre Haute to Vincennes. The cars are of the best, and the locomotives No. 1 machines, taking us along on good time, promptly to the stations.

The conductors, Messrs. Bloom and Van Name, are

polite and courteous gentlemen, superintending their

well filled trains in a very agreeable manner. We are

informed that this road is well stocked, and is doing suf-

cient business to pay the interest on her bonds, and

meet the running expenses and repairs promptly. It is

well managed, with prudence and economy.

There is some fine country along the line of this

read, but the towns and improvements do not evince