

PUBLIC LEDGER.

"FRIENDLY TO THE BEST PURSUITS OF MAN,
FRIENDLY TO THOUGHT, TO FREEDOM, AND TO PEACE."—*Cooper.*

[VOLUME IV. No. 1.]

RICHMOND, WAYNE COUNTY, INDIANA, SATURDAY, JUNE 2, 1827.

[WHOLE NUMBER, 157.]

PRINTED AND PUBLISHED EVERY SATURDAY BY
SAMUEL B. WALLING.

Front street, opposite Vaughan's Hotel.

TERMS.

One dollar and fifty cents, for 52 numbers, paid
in advance;
Two dollars, within the year; or
Two dollars and fifty cents, after the year expires.
A fee to pay arrearages and notify a discontinuance will be considered a new engagement, at
the option of the publisher.

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THE COUNTY SEMINARY.

An Act to establish county Seminaries in the several counties therein named.

APPROVED—JANUARY 26, 1827.

Sec. 1. Be it enacted by the General Assembly of the State of Indiana, That it shall be the duty of the circuit court of the counties of Wayne, Franklin, Henry, Rush, Randolph, Allen, Vigo, Daviess, Martin, Madison, Hamilton and Sullivan, from time, or the associate judges of all counties in vacation, to appoint three persons who shall constitute a board of trustees, to be known and designated by the name and style of the county Seminary Trustees, for the county of _____, the case may be; which said trustees shall, before they enter upon the duties hereinafter assigned them, give bond and security, payable to the county treasurer for the use of the county seminary in the sum of five hundred dollars, and shall take an oath before some person authorized to administer oaths, for the faithful discharge of the duties assigned them trustees of said county seminary.

Sec. 2. That it shall be the duty of trustees, or a majority of them, after being given bond and security, and taken oaths above provided, to proceed to procure by purchase or donation, a suitable site wherein to erect a county seminary; and when the same is so procured by donation or purchase, said trustees shall forthwith take a bond of the said persons from whom the same may be procured, for the conveyance of the same in fee simple to the proper court for the use of a county seminary; which court or donation with a platt of the same together with the bond so taken as aforesaid, shall be laid before the next ensuing board of justices for their approval, and if the same should be approved by the board of justices, it shall be considered and deemed a bona fide contract. It shall thereafter be binding on both parties; and if the same shall have been procured by purchase, it shall be the duty of the board of justices to draw on the said trustee for the amount of the purchase money, who is authorized to pay the same out of any seminary monies in his hands.

Sec. 3. It shall be the duty of the board of justices, whenever the county fund within their county shall amount to six hundred dollars, to notify trustees of the same, whose duty it shall be upon the receipt of such notice, to contract for the building of a county seminary edifice on the site provided for that purpose, by giving at least ten days notice of the time and place when the same will be let to the lowest bidder.

Sec. 4. It shall be the duty of the said trustees to take bond and security of the contractors in a sufficient penalty to cover damages that may accrue, on a failure to make good the contract or contracts authorized to be made; which said bond together with the bond or bonds so certified by the said trustees, and shall be certified by the said trustees to the board of justices, and shall be recorded.

Sec. 5. It shall be the duty of the board of trustees to draw upon the seminary fund in favour of the contractors in a way and manner, and for all such sums of money as may be certified by the said trustees to said board.

Sec. 6. It shall be the duty of the trustees to inspect the said building time to time as it may progress, and examine the materials of which the

same is to be constructed, and when it may be completed by the contractors to receive the same; which said edifice, when so completed and received, shall be open and free for the use of public schools under the direction and superintendence of the seminary trustees of the different counties respectively.

Sec. 7. The said trustees shall keep a record of their proceedings subject to the inspection, and under the direction of the board of justices of their proper county.

Sec. 8. The circuit courts in term time on complaint made by any of the citizens of the several counties herein named, shall have power to remove such trustees for any good cause to them made known.

Sec. 9. The seminary heretofore established in the county of Union, shall remain permanent after the taking effect of this act; the trustees of said seminary shall be appointed under the provisions of this act, and all power and authority which may now be vested in any managers of said seminary elected or appointed under the provisions of any other act, shall be and the same is hereby revoked from and after the time the trustees appointed in pursuance of this act, shall come into office; and thereafter the said seminary shall be governed by the provisions of this act, as though the same had been first established under the provisions hereof, and the managers elected or appointed under the provisions of any other act, are hereby authorized and required to deliver over to the trustees appointed under the provisions of this act, all books, monies, papers, and effects, which remain in their hands as managers of the said seminary, and all acts heretofore done under, and pursuant to the provisions of any other act by the present managers, are hereby declared legal and valid to all intents and purposes.

From the *Emporium*, of May 26.

Lot Bloomfield, esq. David Jenkins and Robert Hill were appointed Trustees for the County Seminary of Wayne county, by the Associate Judges, on Saturday last, agreeably to an act passed by the last General Assembly of this State, entitled "an act to establish county seminaries in the several counties therein named"—approved, January 26, 1827.

It is hoped the Trustees aforesaid will meet as soon as possible, and enter upon the duties of their office.

From the *Scioto Gazette*.

A CONTINUATION OF THE BALTIMORE AND OHIO RAIL ROAD WEST, THROUGH OHIO, RECOMMENDED.

Upon the presumption that the Rail Road, which has recently authorized to be made, by an act of incorporation of the State of Maryland, from the city of Baltimore to the Ohio river shall be terminated at the mouth of the little Kenhawa river, or opposite to the town of Marietta, at the mouth of the Muskingum river, I would respectfully call the attention of the spirited projectors of this great public enterprise—as well as that particular portion of Ohio through which it would pass—to the great importance of continuing this Road, west, to the great Miami valley; and from thence, still farther west, as the settlement, population and commerce of this highly interesting section of country shall justify it, to the fertile Valley of the Wabash; and, finally, to the bank of the mighty Mississippi itself.

By an inspection of Mellish's Map of the United States, it will be seen, that the city of Baltimore; the mouth of the little Kenhawa, on the left bank of the Ohio; Chillicothe; Hamilton, on the great Miami; and Terre Haute on the Wabash, are located precisely on the same parallel of latitude, and indicate the general course which this road ought to take. The location here designated, passes thro' one of the richest and most fertile districts of country, perhaps, on the face of the Globe.

If, however, upon examination, it should be thought best to deviate from a straight line, in the location of this road, west from Chillicothe, so as to strike the Miami Valley at a point higher up than Hamilton, I would suggest that Dayton, situated at the confluence of Mad River, with the Great Miami, be the point of intersection. The local position of that town, both with regard to its surrounding country, and the immense water power which it commands, makes it a point of great consideration, with any Atlantic city, which aims at a large share of the western trade. The

distance from Terre Haute, would but little increase the whole distance of the road, as the angle is inconsiderable. The distance from the Ohio river to the Great Miami Valley is between 160 and 175 miles; from this valley to the Wabash, about 150; and from thence to the Mississippi, something under 175 miles: making the total distance between the Ohio, at Parkersburg, and St. Louis, or the mouth of the Illinois river, about 500 miles—to which add the distance from Baltimore to the Ohio, 250 miles, makes the total estimated distance between the Chesapeake Bay and the mouth of the Missouri river 750 miles.

There are materials, suitable for the construction of a Rail Road, on the ground for nearly the whole distance between the Ohio river and the Miami Valley. Inexhaustible beds of stone coal, are found as far west as the Scioto valley, a distance of 100 miles; and there are no doubts entertained, but that there are other mines of this mineral, which remain to be discovered, still further west of the Scioto river. Stone and gravel of the best qualities for the construction of bridges and other masonry, and for the paving of the road, are to be had on the ground, whenever they shall be wanting, throughout the whole distance; and iron for rails, can be procured from the furnaces now in operation, near the Ohio, and in Adams county, in this state, and from others, now erecting, between the mouth of the Scioto river and Gallipolis. The general surface of the country, over which this road would pass, presents but few obstructions to the cheap and permanent construction of such a work. For upwards of 120 miles of the way, the country is almost a perfect plain, and is intersected, in its whole route, but by only three rivers, two of which are small. A writer in the *Cincinnati Gazette*, remarking on the comparative expense of constructing Rail Roads in this State, and in England, estimates the expense of constructing a Rail Way in Ohio, at \$6340 or 7000, per mile, at farthest. The expense of making a road of this description, from Parkersburg on the Ohio, to a point on the great Miami river, according to this estimate would be one million two hundred thousand dollars!

To calculate, or even conjecture, what would be the vast extent of commerce, which would annually pass over this road—penetrating the heart of one of the richest and most productive countries West of the mountains, covering an extent of territory of upwards of ten thousand miles, and susceptible of supplying an Agricultural population of one million and a half of people—would be as abortive, as the effort to count the sands on the sea shore, or to number the stars in the firmament. Such a road would command, for the city of Baltimore, one third of the interior trade of Ohio, and would be sufficient, of itself to double her present population and wealth, in fifteen years.

It is an admitted maxim in political economy, that in proportion as the means of intercourse are increased, and the avenues to commerce are opened, just in the same ratio will the trade of the country be augmented, and new objects of commercial enterprise be created. This road, therefore, notwithstanding its proximity to the Ohio river, and its coming in collision with the canal now making from that river to Lake Erie, will neither interfere with their appropriate branches of trade, or be the means of lessening its amount to the value of one dollar. It will seek of itself, and create, by virtue of its own existence, the whole amount of the trade which shall pass over it; and be instrumental, in the end, in greatly enlarging the commerce of those two great avenues to the ocean.

Should the hasty views, here presented of this highly interesting project, claim the consideration of the board, which has been already organized to conduct the great and splendid work of a Rail Road, from the city of Baltimore to the Ohio; & should they wish to obtain the aid of additional facts and opinions, in relation to the immense advantages which would result to Baltimore; the increasing profits of the stock which has already been invested, and the further advantages to capitalists in making additional investments, with a view to an extension of this great highway, Westward, they are respectfully referred to the Hon. Messrs. Vinton, of Gallipolis, Creighton, in Chillicothe, Vance, of Urbana, Woods, of Hamilton, and M.

Lean, of Piqua, members of Congress from Ohio; to the Post Master general, and to John T. Barr, Esq. of Baltimore. Time might perhaps, be spared, by the corps of engineers, who may locate the road from Baltimore, after that work shall have been performed, to make a reconnaissance of the route, for its extension west, thro' Ohio, to the great Miami river, before the close of the present season, should such a step be deemed advisable.

TOPOGRAPHICAL.

The Wabash river, next to the Tennessee, is the largest branch of the Ohio. Its whole length, including the meanders, is 560 miles, and the several distances are estimated as follows: from its mouth to Vincennes, 150 miles; thence to Terre Haute, 90; thence to the mouth of Tippecanoe, 140; thence to the mouth of Little river, 100; thence to its source, 80 miles. The place of its entrance into the Ohio is 195 miles west of its head waters, and 225 miles south of its most northerly bend, near Fort Wayne. This noble stream is from two to five hundred yards in breadth for 330 miles. It has been for some months past, and may generally for near half the year be navigated that distance by steam-boats of the ordinary size, and there will be no difficulty in their ascending still farther when the settlement of the late purchase shall commence and afford them employment. The projected canal, that is to connect this stream with the Maumee, and by that river with the Lake Erie, will no doubt be provided for at the next session of the Legislature, and when that work shall be completed, there can be as little doubt, but that a large proportion of the intercourse between the Mississippi and the Lakes will pass along this channel. The upper part of the Wabash, which is now one vast wilderness, will, before ten years have passed away, become the most busy and populous parts of Indiana. Here are none of the causes of disease which have retarded the settlement of many places below; nor is this region broken into hills and mountains as is usual at the sources of rivers; for this stream is perhaps the only one of similar size in the world, which, through its whole course, has no elevated or abrupt territory within view of its banks. The first considerable tributary of the Wabash, is Little river, which rises near Fort Wayne on the Maumee, and affords extraordinary facilities for the projected canal. The summit level between these streams is said not to exceed 16 feet above the bed of either. The Salamonie and Mississineway from the south and Eel rivers from the north, which next enlarge the Wabash, are from 50 to 80 yds in width, and from 80 to 100 miles in length, all of which flow remarkably pure and very flush, even in the driest seasons. The Tippecanoe is a rapid stream, and at its mouth is half the size of the Wabash.—The other considerable branches are Sugar creek, White and Patoka rivers, which rise in Indiana, and Vermillion, Embarras and Little Wabash, in Illinois. The whole country watered by the Wabash and its branches, contains more than 25,000 sq. miles, of which four-fifths are in Indiana, the residue in Illinois.

Near the mouth of White river is the only considerable obstruction to the navigation of the Wabash. Fifteen miles of rapids prevent the passage of large boats in low water; but the whole distance, it is believed, might be canalized for an expense perhaps not exceeding the average rate of the cost of the Ohio and New-York canals.

Indiana Journal.

SALT. We are happy to hear, says the Boston Palladium, that the salt manufacturers of Barnstable county have been pursuing a good business. The salt is improved in quality—and we understand, is found to answer for every purpose. The projection of the whole country into the ocean gives it the purest water. We have heard that the salt is of the heaviest kind. Every person must rejoice the people who reside in a territory, which is sandy and sterile, have, by industry and enterprise, put in a source of support so valuable as to afford them protection, which may be considered pledged to those engaged in the experiment.

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FOR SALE AT T.