

# PUBLIC LEGER.

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

[VOLUME IV. No. 1.]

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

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## TERMS.

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Dr. May's, in Newport; Col. Rose's mill, in Union  
county; Maj. Lewis' tavern, in Liberty; or at Jon.  
Waller's, near Brownsville.

## THE COUNTY SEMINARY.

An Act to establish county Seminaries in the sev-  
eral 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,  
at term time, or the associate judges of  
said 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 Semina-  
ry 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 au-  
thorized to administer oaths, for the faith-  
ful discharge of the duties assigned them  
as trustees of said county seminary.

Sec. 2. That it shall be the duty of  
the trustees, or a majority of them, after  
giving bond and security, and taken  
oaths as above provided, to proceed to  
procure by purchase or donation, a suita-  
ble site whereon to erect a county semina-  
rily; and when the same is so pro-  
cured by donation or purchase, said trust-  
ees shall forthwith take a bond of the  
owner or persons from whom the same  
is procured, for the conveyance of  
the same in fee simple to the proper coun-  
ty for the use of a county seminary; which  
purchase or donation with a plat of the  
same together with the bond so taken as  
aforesaid, shall be laid before the next  
meeting of the board of justices for their  
approval; and if the same should be approved  
by the board of justices, it shall be con-  
sidered and deemed a bona fide contract.  
And 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  
county 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  
trustee has within their county shall  
amount to six hundred dollars, to notify  
the trustees of the same, whose duty it  
shall be, upon the receipt of such notice,  
to proceed to contract for the building of  
a county seminary edifice on the site pro-  
vided for that purpose, by giving at least  
thirty days notice of the time and place  
where the same will be let to the lowest  
bidder.

Sec. 4. It shall be the duty of the said  
board of justices to take bond and security of  
the contractors in a sufficient penalty to cover  
any damages that may accrue, on a failure  
to comply with the contract or contracts  
authorized to be made; which said  
contract together with the bond or bonds so  
taken shall be certified by the said trust-  
ee to the board of justices, and shall be  
recorded at full length in the records of said  
board.

Sec. 5. It shall be the duty of the board  
of justices to draw upon the seminary  
monies in favour of the contractors in  
any and manner, and for all such  
sums of money as may be certified by the  
county trustee to said board.

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

same is to be constructed, and when it may  
be completed by the contractors to re-  
ceive 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 coun-  
ty.

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 make known.

Sec. 9. The seminary heretofore estab-  
lished 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 af-  
ter the time the trustees appointed in pur-  
suance 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 man-  
agers elected or appointed under the pro-  
visions of any other act, are hereby au-  
thorized and required to deliver over to  
the trustees appointed under the provi-  
sions 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 purpo-  
ses.

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"—ap-  
proved, 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 Balti-  
more 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 spir-  
ited projectors of this great public enter-  
prise—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 set-  
tlement, population and commerce of this  
highly interesting section of country shall  
justify it, to the fertile Valley of the Wa-  
bash; and, finally, to the bank of the high-  
ly Mississippi itself.

By an inspection of Mellish's Map of the  
United States, it will be seen, that the  
city of Baltimore is the mouth of the little  
Kenhawa, on the left bank of the Ohio;  
Chillicothe; Hamilton, on the great Mi-  
ami; 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 lo-  
cation 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 Val-  
ley 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 lit-  
tle 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 Missis-  
sippi, 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 esti-  
mated 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. Inex-  
haustible beds of stone coal, are found as  
far west as the Scioto valley, a distance of  
100 miles; and there are no doubts enter-  
tained, but that there are other mines of  
this mineral, which remain to be discover-  
ed, still further west of the Scioto river.  
Stone and gravel of the best qualities for  
the construction of bridges and other ma-  
sonry, 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 pro-  
cured 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*,  
re-marking on the comparative expense of  
constructing Rail Roads in this State, and  
in England, estimates the expense of con-  
structing a Rail Way in Ohio, at \$6340  
or 7000, per mile, at farthest. The ex-  
pense 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 rich-  
est and most productive countries West of  
the mountains, covering an extent of terri-  
tory 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 ef-  
fort 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 econ-  
omy, that in proportion as the means of in-  
tercourse are increased, and the avenues  
to commerce are opened, just in the same  
ratio will the trade of the country be aug-  
mented, and new objects of commercial  
enterprise be created. This road, there-  
fore, 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 addi-  
tional 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 high-  
way, Westward, they are respectfully re-  
ferred to the Hon. Messrs. Vinton, of Gal-  
lipolis, Creighton, in Chillicothe, Vance,  
of Urbana, Woods, of Hamilton, and M<sup>r</sup>.

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 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 Tennes-  
see, 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 Tippe-  
canoe, 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 380 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 far-  
ther when the settlement of the late pur-  
chase 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 ses-  
sion 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 chan-  
nel. 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 sour-  
ces 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 tribu-  
tary 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 be-  
tween these streams is said not to exceed  
16 feet above the bed of either. The Sal-  
amonie 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 Sug-  
ar 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 navi-  
gation of the Wabash. Fifteen miles of rap-  
ids prevent the passage of large boats in  
low water; but the whole distance, it is  
believed, might be canalised 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 manufac-  
turers of Barnstable county have been pur-  
suing a good business. The salt is im-  
proved 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 heav-  
y kind. Every person must rejoice that  
people who reside in a territory, where  
which is sandy and sterile, have, by  
industry and enterprise, put in a  
source of support so valuable  
selves and to their country.  
ways have that protection  
ment, which may be con-  
degree pledged to those  
experiment.

BLANK 1  
FOR SALE AT T