

Thus did the board actually in a distance of 34 miles appropriate ONE HUNDRED AND FORTY ONE THOUSAND SIX HUNDRED AND TWENTY TWO DOLLARS of the people's money, over and above what was necessary to construct the work. Far be it from us to blame the board, on the contrary, we hold that they have done right in showing thus early to the people of the State, the danger of making any set of men their masters.

Suppose we attempt to calculate from this instance what will be the ultimate cost of the whole system. The sum should be stated in this way; as \$35,205 is to \$176,827, so will the estimated costs of the works be to their actual costs; or we might state in this way: If three miles and a half of the system will cost \$176,827 what will one thousand miles cost? A very simple arithmetical process will give us an answer to either of these sums—the following, to wit: RUIN AND BANKRUPTCY TO THE STATE, AND BEGGARY TO THE PEOPLE. We do not, however, insist on the foregoing data as the basis of our calculations, although the actual lettings furnish them; enough will be shown in the sequel to warrant the same conclusion from any fair premises.

A second cause why it is impossible to calculate what will be the ultimate costs of the works is the uncertainty of the estimates themselves. This is shown by the report made to the Legislature at its last session, on the subject of the lettings—with one exception only the lettings have hitherto greatly exceeded the estimates. A few instances taken from this report will suffice to show the great disparity between the estimates and the actual costs of the works. Thus the bridging and grading only of 22 miles of the Madison, Indianapolis, and Lafayette Rail-Road exceeds the estimates \$266,728. The actual cost of constructing 41 miles of the New-Albany and Vincennes road exceeds the estimates \$70,339. Costly as are these two works, they are even exceeded by the Jeffersonville and Crawfordsville road, which costs \$29,000 per mile—no one could have anticipated such a result from reading the original estimates of engineers in relation to the two first named works. The report of the engineers on the last named work was such as should have deterred the Legislature from any attempt to construct a Rail-Road on the route.

The third cause why the ultimate cost of these works cannot be ascertained, is that some of the works have never been surveyed or estimated; as is the case with the Canal leading from near Fort Wayne to Lake Michigan, and the Canal connecting the White Water and Erie Canal with the Central Canal. The routes are but indistinctly defined, and their terminating points are not marked at all. Thus giving to the Board of Internal Improvement an unlimited discretion, both as to their direction, and the cost of their construction. The act creating the system pledges the faith of the State without its being known what will be the cost of its construction, and without its being ascertained whether any such canal was practicable. So vague is the language of the act relating to this matter, that it is scarcely possible to say whether it ought to be construed to mean that the Board of Internal Improvement should be authorized to construct the work, on whatsoever plan or route they might deem fitting, or whether they are authorized to construct it at all. It is understood, however, that the Board have adopted the most dangerous of the many different constructions, of which this part of the act is susceptible, and are actually proceeding to locate the Canal, with a view, doubtless, of making on the route they may select, some two or more unconnected dry ditches, in conformity with the policy they have adopted in constructing the other works.

Another reason why it is impossible to approach to any thing like certainty in estimating the actual costs of the works, is, that no engineer can foresee what effect the policy of commencing all the works at once, in one or more sections, may have in raising the price of labor and provisions. Although it is impossible to estimate with precision, the ultimate costs of the system, enough has been ascertained to warrant us in the belief, that the cost of the whole system will not be less than \$50,000,000 principal. In making this conclusion the interest is not taken into the account, and but a very small allowance is made for the occasional changes in the plan of operations, which we have already shown may make the cost ten fold. Such being the case, we call upon our fellow-citizens to pause and reflect, and instead of branding us as disorganizers, and deriding us as demagogues) to take it seriously into consideration, whether it would be better for the State Legislature to resume the reins of government; and instead of squandering the funds of the State in constructing dry ditches, and short embankments, 10 or 20 miles long, (as our Legislature composed of nine men has done) would it not be better to direct our energies to the completion of some one or two works, if, as we are told, the works will be profitable, does it not behoove us to avail ourselves of the profits likely to accrue from them in as short a time as possible; to assist us in defraying the interest on our immense State debt. Our whole annual revenue is only about \$60,000. How is this sum to pay the interest on \$50,000,000? Under the present mode of conducting the system, contracts have already been made to the amount of \$2,500,000, and yet if all the works were completed, as far as contracted for, there would be no communication opened between any two commercial points. Nothing would be effected, and the time when the people would be relieved from a burdensome taxation, by the profits accruing from the works; would be as remote as ever. If, on the other hand

the two millions five hundred thousand dollars, had been applied to one work, it would have completed it at once, and the profits to accrue from it would be at once available in defraying the State liabilities. Our ordinary State revenue is barely sufficient to pay the engineers and their assistants, for superintending the structure of the public works. The whole sum appropriated to this purpose last year was \$30,368. This expense was greatly enhanced by undertaking all the works at once, making it necessary to keep a whole army of engineers to superintend their structure. We would ask those who oppose the policy of classifying the works, or who advocate the contrary policy of carrying them all on at once, at what period of time they expect the works to be completed? Does any thinking man suppose it will be less than twenty years? We think not, and during this twenty years, by what means do they expect the semi-annual instalments of interest will be paid. With an annual revenue of 60,000, how is it expected that the State can pay \$600,000, the interest on ten millions only, on the six per cent bonds. In order to defray this amount the taxes must be raised ten fold. But a twelve month since, if the probable increase of taxes was mentioned, it was called a bug-bear. Those who advocated the system held out the idea that the works would pay for themselves. In the Governor's Message it was said, that the State could safely employ ten millions of dollars in Internal Improvements, without calling upon the present or future generations to pay any of the principal. Not one word, however, was said of the interest, which at five per cent, would amount to \$500,000 per annum. The friends of the system, however, invented another method of defraying the interest, by which two millions were to be borrowed, and funded, and collected, and funded again, (all at 8 per cent, if they could get it) until a fund should be provided sufficient to defray the interest. This project actually assumed the shape of a bill, and had some zealous advocates among our *Devil Clintons*, and the fable of the milk-maid, and her calculations with regard to her unsold milk, and unhatched eggs, was likely to be realized in the State Treasury. The friends of the system, although they refused to adopt this wild project, still insisted that the system would carry itself on, and that taxation would be unnecessary. But, by what arithmetical process the conclusion was arrived at, or by what magical means all this was to be effected, we have never heard. The fact, however, has now developed itself, that the interest on the State debts must be paid with money, and that the money must be raised by taxation. Our taxes have accordingly been increased two hundred per cent. But still the friends of the system contend that this is as high as it will be necessary to raise them; although they must know that \$150,000 or \$160,000 is insufficient to pay the interest on the State debt.

present contracts, besides defraying the expenses of the government. But when ten millions of dollars shall have been borrowed, the interest will amount at 5 per cent, to \$500,000, and we ask how is this sum to be paid by the present amount of taxes? Not only ought we to look forward to the time when the interests must be paid, but like all honest men, we should occasionally turn our thoughts to the ultimate redemption of the principal. How is this to be effected? Those who advocate the system point to the works as the means whereby this is to be accomplished. The people of the State having already been deceived by the calculations of these gentlemen, it is hoped they will examine the subject for themselves; and when the advocates of the system as it is, are unable to explain how this is to be accomplished, and content themselves with citing the States of New York, Pennsylvania and Maryland as examples, it is hoped that the question will be asked them: Have the works of these States paid for themselves? The Governor of New York, in his Message to the Legislature in 1836, treated the idea as absurd, that the State could enjoy the benefits of a system of Internal Improvements, without providing for the redemption of the debt incurred in constructing them by taxation. Neither the Maryland or Pennsylvania works keep down the interest on the sum it cost to construct them. The great Ohio Canal, forming a connecting link in the commerce of the east and west, does not keep down the interest. All these works are supported, not only by the productions of the country through which they pass, but by the importations of other States. Not so with our works, they rely solely on the freight to be derived from transporting the productions of our own country to market, not one fifth of which is yet in cultivation. Each State work, too, has some rival work to compete with for the trade of the interior. Thus the Central Canal, has no fewer than five rival works intersecting it: viz: The White Water Canal, the Lawrenceburgh Rail-Road, and the Madison Rail-Road, the New-Albany and Vincennes road. Each of which parallel works, tends to diminish the business of the other. Few, (if any) of the eastern works cost as much by one half, as the Madison or Jeffersonville, and Crawfordsville Rail-Roads. With these facts before us, can we doubt the wisdom of that policy which teaches us to husband our resources, and concentrate our energies upon some one work, and to abandon for a time, at least, the prosecution of such works as are least likely to be profitable to the State, when completed. We hold this to be not only the true policy, but the only policy, other than a total abandonment of the system. We will notice here a few of the objections which have been urged against a classification of the works, and think we can show that they are not only untenable,

but not even plausible. The first and strongest of these objections is, that the State has already commenced the system on the plan adopted by the Board of Internal Improvement, and it would be disgraceful to recede. Is it (we ask) more disgraceful for the State to complete some of her works, and defer the completion of the residue until she is able to finish them, or to go on as she has done in commencing works at so many points, that none of them can ever be finished? Is it more disgraceful to abandon a part than the whole of the works? And is it not better, if we must recede (which we think is not only demonstrable, but demonstrated) to recede while we can, than defer it to that time when we must not only recede, but absolutely stop, and lose all that we have outlayed? These questions we conceive must be answered in favor of the position we have assumed. One great advantage which classification possesses over the other policy is, that if at any time the system should be obliged to be stopped, something of lasting and permanent benefit would have been accomplished. We should have finished at least one or two State works, and the State would have the worth of its money. By the contrary policy, if the system is broken down, or fails for want of funds at any time within twenty years, we will have nothing in return for our immense outlays, but short sections of half finished Rail Roads and Canals, hundreds of miles apart, serving no other purpose than to mar the face of nature.

It is said also by those who oppose a classification of the works, that the friends of those works which are postponed, will immediately endeavor to break down the system. This is admitting (what we do not charge) that the system itself is now supported by those interested in the works, not on account of intrinsic merits, but on account of direct benefits which they derive from it. It would prove that the system originated in a spirit of plunder, and was supported solely through selfish motives—motives which derived their force from immediate benefits to individuals, and not from the hope of any ultimate good to the State. If the friends of the system are unwilling to support it when their works are postponed for a short time only, by what principle of justice do they defend themselves in compelling other sections of the State, having no interest in the system, directly or indirectly, to contribute to its support? We feel well convinced, however, that the people of the State are willing to sustain a more liberal and enlightened policy; that none will be found so selfish as to be willing to destroy the system because their favorite work does not happen to be in the first class, and that the people of the State will adopt that policy (which although it may not suit land speculators) will sustain the credit of the State, carry out the system as speedily as our means will permit, and preserve unshaken that confidence in our government, which is the basis of our power.

Holding the opinions which we have expressed above, we deem it to be our duty to recommend to our fellow-citizens of the State, to be careful at the next August election, to send only such men as their Representatives to the ensuing Legislature, as are willing to adopt that policy which will enable the State to prosecute her system of Improvements without plunging us so deep in debt as to eventuate in ruin and bankruptcy; this policy, as we believe, is a classification of the works, and temporary suspension of the residue.

On behalf of the Convention assembled at Indianapolis, on Monday, the 29th of May, 1837.

J. C. EGGLESTON,
T. J. HENLEY,
J. H. CRAVENS, } Committee.

The Legislature of Michigan convened at Detroit, on Monday, the 12th of June, pursuant to executive proclamation. The Governor, Mr. Stevens T. Mason, in his Message to the Legislature, attributes the financial and commercial embarrassment, to the right cause. He says: "We traced however, in a very great extent, all our present pecuniary embarrassments to one fatal error into which the country has fallen. That error is to be found in our system of overbanking. The excess of bank facilities and bank issues has made the representative of money too abundant, and has consequently brought in its train the evils of over trading and speculation the augmentation of prices already to high, increased and unwarrantable investments in unproductive lands and foreign imports beyond the wants or means of the nation."

No one can for a moment doubt, but that our present distress arises from overbanking, and until some check is put upon the banking system, we may expect from time to time similar commercial and financial embarrassments.

The Governor recommends the passage of a law exempting all banks reported safe and solvent by the Bank Commissioners, for one year, or until the resumption of specie payments in New York and other States, from the liabilities of a forfeiture of charter for declining to pay specie on their notes.

Ind. Democrat.

WHEAT IN MISSISSIPPI.—The Manchester, (Ms.) Whig of the 17th June, says that the crops in that State are unusually promising. Some of the planters in Holmes county, had at that early date gathered fine crops of wheat, and were preparing it for market. Mississippi this year raise her own corn and wheat, and make a large portion of her provisions for which she has hitherto been dependent on other States. Her cotton crop will not fall short of 375,000 bales, this at ten cents per pound will amount to fifteen millions of dollars, which will greatly overpay her foreign debt, and go a long way towards paying the debt owing by the United States to England.

From the Richmond Enquirer.

DEATH OF NATHANIEL MACON.

The Warrenton, N. C. Reporter of Saturday last, comes shrouded in mourning for the death of one of the most virtuous and illustrious men, who graced our country. The Reporter announces the melancholy intelligence in the following simple terms:

"It is with feelings of deep regret we have to announce the death of the Hon. NATHANIEL MACON. He departed this life at his residence in this county, on Thursday morning last, the 29th of June, in the 83d year of his age."

The whole nation will sincerely share in this deep regret. Mr. Macon was one of those patriots who fill a vast space in the nation's eye. He was a long time a member of Congress from the State of North Carolina. He was in the House of Representatives in the trying crisis of '98-'99—and for many years afterwards. He was once Speaker of the House—and he subsequently served as a member of the Senate of the United States. At all times he was the firm Republican—the pure Patriot—the excellent citizen—the honest man. No one ever more completely realized the elevated character of the Roman poet, "Justum et tenacem propositi virum." But we forbear—we leave it to able pens to do justice to Nathaniel Macon.

He was the bosom friend of Jefferson and of Madison—one was more devoted to him, than John Randolph—no one had formed a loftier opinion of him, than he did upon the most intimate acquaintance. In the paper which he wrote for his last will in January, 1832, he leaves the following memorable tribute in honor of his friend:

"To Nathaniel Macon I give and bequeath my oldest high silver candlestick, my silver punch bowl with whale bone handle, a pair of silver canes with handles, and my crest engraved thereon, my hard metal dishes that have my crest of J. R. in old English letters engraved thereon, also the plates with the same engraving, the choice of four of my best young mares and geldings, and the gold watch by Ross-kell, that was tumbled with the gold chain; and may every blessing attend him, the best and purest and wisest man that I ever knew."

YOUTHFUL DEPRAVITY.—Three boys, between the ages of 10 and 13, were brought up before Justice Chapman, on Saturday last, on a charge of robbing a market boy, whom they intercepted on his way home from town, where he had been disposing of some raspberries. Two of them were acquitted on the ground of their extreme youth, and vague notions of the enormity of the offence. The other was remanded to jail till Monday.

These youths are on the high road to ignominious ends. The evidence on trial showed them to have been brought up without any parental restraint, no moral principles had ever been instilled into their minds. Like the wild beasts, they have been suffered to run at large, doing their own will and pleasure. The father of one of them was present, who did not know his son's age, nor any thing about him, scarcely; he said he had never had much conversation with his child, and did not know whether he was possessed of sane mind or not! If we may judge by the crowds in our streets occasionally, and around the wharves, we should say there are many, very many, such children about our town. Who their parents are, or whether they have any, we know not—but it seems that they are suffered to be trained up in idleness, without learning, without trades, or without reputable means of living of any kind—learning all the vices of mankind, without any of the virtues. To what end must they come? Who is to control them, or put them in a way to usefulness and respectability, if their parents will not, or cannot?

Madison Banner.

ALTERED NOTES.—The Evansville Journal advises the public "to be careful in examining all notes which may be tendered them, of the amount of \$100, and other large sums, on any of the Branches of the State Bank of Indiana, and other Banks, as by a system of fraud, as novel as it is ingenious, \$5 notes have been altered into notes of \$100, and are now in extensive circulation." The editor says he has seen a \$5 note thus altered, of the Bank of this State, payable at the Branch at Lawrenceburgh.—Mad. Banner.

BARBAROUS MURDER.—The following extract of a letter from Lieutenant Reynolds confirms a horrid tale which has went the rounds of the papers, concerning the murder of twelve Indian women and children by a party of whites, near Pensacola:

"Your surmise in relation to the murder of the twelve women and children, proves to be correct. On my route westward I was necessarily obliged to pass the place where the murderous scene was enacted. The spot was not more than fifty feet in diameter—I minutely examined the place, and am firmly of the opinion that the poor devils were penned up and slaughtered like cattle, and such was the opinion of the friendly Indians in company. The shrieks of the poor children were distinctly heard at a house, distant, I should think, a quarter of a mile. Several were scalped, and all who had ear-rings had their ears slit with knives in order to possess themselves of the silver. I do think this one of the most outrageous cases of civilized man could be guilty of. Had the officer in command deemed it proper to destroy them before their surrender, there would perhaps have been no inhumanity in it; but after a surrender as prisoners, to be murdered in cold blood, in the manner the scene indicates, is worse than my imagination could conceive."

RIISING SUN:

SATURDAY MORNING, JULY 22, 1837.

TERMS OF ADVERTISING.

The following are the rates of advertising agreed upon by the Indiana Editorial Convention, and which now govern the members of the Editorial Association of this State. They are the prices charged at this office.

For one square, (15 lines, or less, in the Times,) 3 insertions,	\$1 00
Each additional insertion,	25
One square 3 months,	3 00
" 6 " "	6 00
" 12 " "	10 00
Two squares, 12 months,	15 00
Three squares, 12 months,	20 00
One column (1000 ems) per year,	60 00
Three-fourths of a column,	50 00
Half a column,	35 00
Fourth of a column,	25 00

A deduction of 20 per cent made on advertisements longer than a quarter of a column, when published six months, or by the year, and not altered.

All advertisements authorized by law, must be invariably paid for in advance; as also, all advertisements coming from persons who are not subscribers.

Advertisements coming from abroad, must be accompanied with the cash, unless ordered for publication by a brother publisher.

An agency of the Indiana Mutual Fire Insurance company, has been established in Rising Sun. The advertisement will be published next week.

HON. AMOS LANE

Will address his fellow citizens at Jacob Myers' tavern, in Union township, on Saturday, the 29th inst., at 10 o'clock, A. M. and at Rising Sun, on the same day, at 3 o'clock, P. M.

The Michigan City Gazette has the name of John Dumont spelled John Dumcomb, in the list of candidates for Governor. Is this done purposely, or is it ignorance? The latter we presume; and if so, it shows the Editor's acquaintance with the names of our public men.

BRIDGE ACROSS HOGAN.

We take pleasure in stating that our enterprising friends, Messrs. Geo. W. LANE & Co., have completed the Bridge across the mouth of Hogan, at Aurora, and that it is now passable for horses, wagons, &c. It is constructed in the most substantial manner, with good materials, and will be lasting and safe. This Bridge, we doubt not, will be of vast advantage to the town of Aurora and the surrounding country, and a very great convenience to all who travel that way.

300,000 DOLLARS MORE.

We learn from the Indianapolis papers that the Fund Commissioners have negotiated in New York, for a further loan of three hundred thousand dollars, at 5 per cent, and the prospect was favorable for further loans!! This is the way we go. When it is known that an overwhelming majority of the people of the State are decidedly opposed to the present system of internal improvement—and at a time when the people are asking for relief, and humbly requesting a suspension of the works, until they can be heard through the next Legislature—our public officers turn a deaf ear, and go on to sell State Bonds, and run the State more deeply into debt! Will the people look quietly on and submit to this? We think not. But we believe they will, with one united voice, condemn such a course, and put down the actors in it.

DUMONT AND WALLACE.

The Davy Wallace prints, from one end of the State to the other, are monstrously put out at Judge Taylor, for declining to hold a poll for Governor; and the Van Buren editors are getting lamed for suffering him to do so. The Madison Banner says, "We learn with surprise that this gentleman (Judge Taylor) has declined being a candidate for Governor, at the next election." Why did it surprise you, Mr. Banner? Was it because it makes Davy's prospect of election more doubtful? Yes, this is the true cause of surprise! and Davy Wallace will now be beat just as sure as "falling off a log." All the efforts which may or can be made by the friends of the mammoth, and certain whig papers, will be of no avail; and we tell them now that they might as well give it up, and save their breath for some other occasion. Davy Wallace, too, might as well quit making electioneering speeches along the lines of the public works, for beat he will be, and beat he ought to be.

Flour is retailing at \$7.50 per barrel, in Rising Sun.

UNITED STATES BANK.

The New Yorker, (a neutral paper, published in the city of New York,) of the 8th instant, says it hears vaguely from different quarters, "that Mr. Biddle and his financial associates in the Directory, have triumphed (?) over the mercantile interest in procuring a vote for the resumption of specie payment at an early day: the first of August is named." The same paper further states that it is rumored the Bank "intends to make a discrimination between its new and old paper, and pay specie at once for that only which has been issued under its Pennsylvania charter." If the above statements be true, the paper of the old United States Bank, will hardly sell for a high premium after the first of August; and some folks will then be convinced that it is worth no more than the paper of any other Bank.

A prospectus has been issued by Messrs. William T. Otto and Samuel W. Smith, for publishing a paper at Indianapolis, to be styled the "Indiana Whig and Political Intelligencer." The first number is to appear on the third Wednesday in August, should sufficient patronage be obtained to warrant its publication. It will "advocate the principles and policy of the Whig party." Have the Whigs grown tired of the Indiana Journal, and is it to be superseded?

To the People of Dearborn County.

FELLOW CITIZENS—You will find my name among the list of candidates for the office of Probate Judge, to fill the vacancy occasioned by the resignation of the Hon. Judge Livingston.

I have been a citizen of the county near 19 years, and 10 years of the time have served the people as Justice of the Peace. I make no pretensions to superior talents or acquired knowledge, however studious I may have been; but should consider me worthy of your choice, it will be my most earnest desire to render justice to the widow and orphan, as well as the rich and opulent. Without trespassing further on your patience, I submit the case to your better judgment.

Your friend and fellow citizen,

JOHN PALMER.

Manchester, July 20, 1837.

The pensioned presses in favor of the present system of internal improvement, are constantly laboring to deceive and mislead the people in regard to taxes. They cannot but acknowledge that taxes are higher now than usual, but deny that the increase is occasioned by the expenditures for internal improvement. That's right gentlemen, prevaricate, deny, suppress all the facts you can—you have no other way to succeed. Were the people at this moment only to know the secret of this irresponsible jumble, their air-built castles and visionary hopes, they could scarcely withhold their indignation till the first Monday in August. The people, however, know enough of the intrigue and deception that has been practised on their credulity, not to allow them, on that day, to escape their merited fate.

The old adage, that a liar is not to be believed, even when he speaks the truth, is too applicable, for us to give credit, for a single moment to your statements.—You told us twelve months ago that we would never be taxed to carry out your famous improvement system; you now say we are taxed but lightly. We had some confidence in your veracity then. You deceived us—it was then your fault; but if you have a chance of doing it again, let the blame rest with us.—Indianian.

In our paper to-day will be found the announcement of the name of General BENNETT of New-Albany, as a candidate for Lieutenant Governor. Gen. Bennett has been long and favorably known to the people of Indiana. He has repeatedly represented Floyd County in the Legislature, and has frequently been spoken of for other important offices. His urbanity of manners and gentlemanly deportment, are peculiar qualifications for a presiding officer. With his views on the subject of internal improvement we are not acquainted, but we have no doubt he will advocate classification.—Id.

"STOP MY PAPER."—There is something dismal in the tone of these three short words. They have sounded a death knell to the hopes of many a youthful journalist. To a young man, it is not only ruinous to his purse, but it is deeply stabling his professional pride, to say to him "Stop my paper." But age accustoms us to every thing. An old veteran newspaper publisher cares no more for affluence or rags, would-be-dish, subscriber, than a blind horse does about a counterfeit note on the Bank of Owl Creek. An editor has nothing more to do than to satisfy himself that he is right in his opinions, screw up courage enough to express them well—and for every "Stop my paper" case he meets with, he will have a dozen compliments paid to his honesty in new subscriptions.—Missouri Gazette.

HORRID MURDER.—In Selma, Alabama, resided lately Messrs. Phillips and Dickerson, physicians. Mr. P. is a brother to the wife of M. Beech, Esq. a rich cotton planter in that neighborhood; the latter has a very lovely daughter to whom Dr. D. paid his addresses, and to whom report said he was engaged to be married. A short time since a gentleman from Mobile visited her father, saw her, fell in love, proposed, accepted and married her.