

GAZETTE

VINCENNES.

SATURDAY JAN. 30, 1836.

PEOPLES CANDIDATE
FOR PRESIDENT IN 1836.

GEN. WM. H. HARRISON,
Of Ohio.

HARRISON ELECTORS FOR
INDIANA.

Gen. JOHN G. CLENDERIN, of Orange
county.

Dr. HIRAM DECKER, of Knox.

Gen. MILTON STAPP, of Jefferson.

Mr. ENOCH MCCARTY, of Franklin.

Mr. ACHILLES WILLIAMS, of Wayne.

Mr. ALBERT S. WHITE, of Tippecanoe.

Gen. MARSTON G. CLARK, of Washing-
ton.

Mr. ABRAHAM P. ANDREWS, of La-
porte.

Mr. A. W. MORRIS, of Marion.

The Editor of the Gazette intends
starting for Cincinnati in about two weeks
for the purpose of procuring entire new
materials for the enlargement of his pa-
per—he therefore, calls on those who
may be indebted to him, for aid in effect-
ing his purpose. The prosperity of our
town and county is such, that the editor
believes he will meet with every encour-
agement in his proposed design.

Our paper is unusually barren of news
—it is not our fault. We have receiv-
ed no eastern papers since the 18th inst.
On the morning of that day a few "way
worn travellers" were received at our of-
fice.

The detention of the newspaper mails
at this time, is peculiarly vexatious.—
The arrival of our late Charge from Paris,
and the action of Congress on his com-
munications to the Executive, must be in-
teresting; and last though not least, the
disposition of Mr. Clays Land Bill. We
also should have heard long before this,
the result of the Senatorial election in
Mississippi, but we are in darkness, and
how long we must remain so, depends on
Amos Kendall.

We learn that Albert Badollet, Esq.,
has been appointed, by the President
of the United States, Register of the
Land Office at Vincennes, in place of John
Badollet, resigned. The appointment
has given general satisfaction to the peo-
ple of Vincennes.

We commence the publication in this
day's paper of the Internal Improvement
Bill, which will be read with interest.—
The news of its passage was received in
this place on the 26th inst. with acclama-
tions. The town was beautifully illum-
inated—salutes of artillery were fired—
a large procession was formed, who, with
a band of music, proceeded to the Hotel
of Mr. G. W. Gould, where a short but
impressive address was delivered to the
crowd of citizens, by Samuel Hill, Esq.,
and although the cold was excessive, the
rejoicings were continued until a late hour.

The provisions of this Bill are of im-
mense importance to our rapidly increas-
ing town. Notwithstanding the large
additions which have been made the past
year to the number of buildings in Vin-
cennes, there is not a sufficiency to ac-
commodate conveniently the increasing
population, and this system of perma-
nent improvement of the town, will be
pursued vigorously. So soon as the
spring opens, a number of new buildings
will be erected, and afford, we hope, suit-
able conveniences for all the inhabitants;
and the newly incorporated Vincennes
Academy will furnish the means of supe-
rior education to our children, in addition
to the numerous schools already estab-
lished.

The Father of General Harrison.—Ben-
jamin Harrison, one of the signers of the
Declaration of Independence, was a man
to whose ardent zeal and intrepidity of
action, that body of patriots was greatly
indebted for their harmonious organiza-
tion. A large number of the members of
the first Congress, as a compliment to
Virginia, wished to call him to the Chair,
as the successor of his brother-in-law,
Peyton Randolph; but Mr. Harrison, with
noble self-denial, and admirable judg-
ment, declined in favor of John Hancock
of Massachusetts, and used his utmost ex-
ertions in elevating him to the post of
honour.

AN ACT to provide for a general system
of Internal Improvements.

Sec. 1. Be it enacted by the General As-
sembly of the State of Indiana, that six
persons shall be appointed by the Gov-
ernor by and with the advice and con-
sent of the Senate, who, together with the
present Canal Commissioners, shall con-
stitute a Board of Internal Improvement
to serve for three years from and after
their appointment; the first appointments
shall however be divided into three classes,
by lot, at their first meeting. The term
of service of the 1st class shall deter-
mine at the expiration of one year, the
2d class at the end of the second year,
and the 3d class at the end of the third
year, so that one-third may be annually
appointed so long as their services may
be required, and shall be liable to be re-
moved at any time by impeachment or
joint resolution.

Sec. 2. The said Canal Commissioners
thus constituted members of said Board
shall respectively hold their offices there-

in during the time for which they would
have served as Canal Commissioners, and
their vacancies shall then be filled in the
same manner as is provided for the ap-
pointment of the other members of said
Board in the foregoing section, and their
services shall continue in like manner
and be subject to like removal. The Gov-
ernor in making the nomination as above
provided shall in addition to the quali-
fications for the discharge of the duties
of the office, have regard to the local
situation of the nominee, so that each
work may be represented in said Board
by a suitable person residing as near as
practicable thereto.

Sec. 3. The Board thus constituted shall
be called the State Board of Internal
Improvement, shall take the same oath
and give the same bond as is now re-
quired by law of the Canal Commis-
sioners. They shall locate, under the pro-
visions of this act, and superintend the
several works of Internal Improvement in
this state, and hold semi-annual meetings,
and as much oftener as they may deem
necessary. Five members shall consti-
tute a quorum, and they shall each re-
ceive a compensation for their services
the sum of two dollars per day for every
day necessarily employed, and also an
equitable allowance for travelling and
other contingent expenses.

Sec. 4. In the meetings of said Board
they shall determine the general outline
of the operations in relation to such works
of internal improvement as may be au-
thorized by law, determining questions of
importance submitted to them in rela-
tion to said works, and to assist in the ex-
amination of accounts and marking reports
to the General Assembly, and as soon as
any work or canal line shall be ready to
be placed under contract the said Board
shall elect one of their members to serve
as acting Commissioner on said line,
whose duty it shall be to superintend the
same under the general direction and dur-
ing the pleasure of said Board. A re-
cord of the proceedings of said Board
shall be kept by them, as also an accurate
account of the monies expended on each
route, as well as every other matter that
may legally come under their supervi-
sion or control, by virtue of this act.

Sec. 5. The said Board of Internal Im-
provement is hereby authorized and di-
rected to adopt such measures as may be
necessary to commence, construct, and
complete, within a reasonable time, the
following works viz:

1st. The White Water Canal, commen-
cing on the west branch of the White
Water river, at the crossing of the Na-
tional Road, thence passing down the val-
ley of the same to the Ohio river, at Law-
renceburgh, and extending up the said
west branch of the White Water above
the National Road as far as may be prac-
ticable; also a connexion between the
said White Water Canal and the Central
Canal, by a canal, if practicable, if not by
a Rail Road, to commence at some point
near the National Road, thence to be con-
tinued to some suitable point on said Cen-
tral Canal in Madison or Delaware coun-
ties, as the same may be found most prac-
ticable and best calculated to promote the
interests of the state; and for the con-
struction of said works the sum of one
million four hundred thousand dollars is
hereby appropriated; *Provided however,*
That if the state of Ohio shall ultimate-
ly refuse to grant leave for the construc-
tion of that part of the White Water Can-
al which passes through her territory,
the said board shall construct, a Rail Road
from some point near Harrison to Law-
renceburgh, keeping it wholly within the
territory of this state, in lieu of the can-
al as now located between those points,
and pay for the construction of said road
out of the monies appropriated for the
construction of said White Water Canal.

2d. The Central Canal, commencing at
the most suitable point on the Wabash
and Erie Canal between Fort Wayne and
Logansport, running thence to Muncie-
town thence to Indianapolis, thence down
the valley of the west fork of White River
to its junction with the east fork of said river,
and thence by the most practicable route
to Evansville on the Ohio river; *Provided
however,* the said Board of Internal Im-
provement may, if it shall be found most
practicable and conducive to the interests
of the state, select the lower or Pipe Creek
route in the line north from Indianapolis,
then and in that case a Feeder shall be
made to commence at Muncietown and
communicate with said Central Canal at
some convenient point on the same, which
feeder shall be of equal size and capaci-
ty with the main canal, and made equally
convenient for the purposes of navigation
and be constructed simultaneously with
with the said main canal, and made equi-
valent for the purposes of naviga-
tion and be constructed simultaneously with
the said main canal, and in all other re-
spects provided for in like manner with
the same. For the construction of which
Central Canal and navigable Feeder, the
sum of three millions five hundred thou-
sand dollars is hereby appropriated.

3d. An extension of the Wabash and
Erie Canal from the Mouth of Tippecanoe
river down the valley of the Wabash to
Terre-Haute, and thence by the route as
surveyed on Eel river, so as to connect
with the Central Canal at the point de-
signated in said survey, or else by the
most practicable route from Terre-Haute
so as to connect with the Central Canal
at or near the mouth of Black Creek in
Knox county, or at some intermediate
point between said points as shall, on fur-
ther survey and examination of said
routes, be found most conducive to the
public good. For the construction and
completion of the continuation or exten-
sion of said Wabash and Erie Canal the

sum of one million three hundred thou-
sand dollars is hereby appropriated.

4th. A Rail Road from Madison through
Columbus, Indianapolis, and Crawfords-
ville to Lafayette, to be called the Madison
& Lafayette rail road, to construct which
the sum of one million three hundred
thousand dollars is hereby appropriated.

5th. A McAdamsized Turnpike Road
from New Albany through Greenville,
thence as near to Frederickburgh as
shall be found practicable, having in view
the expense of construction and public
accommodation, through Paoli, Mount
Pleasant, and Washington to Vincennes;
for the construction of which the sum of
one million one hundred and fifty thou-
sand dollars is hereby appropriated.

6th. And the said Board is hereby au-
thorized and directed to cause a re-survey
of the route from Jeffersonville via N
Albany, Salem, Bedford, Bloomington,
and Greencastle to Crawfordsville, to be
made before the first day of October next,
and if upon such survey so made it shall
be found practicable to construct a Rail
Road on said route, the sum of one million
three hundred thousand dollars is hereby
appropriated for its construction. But if,
after such survey and examination shall
have been made, the construction of the
said Rail Road shall be deemed imprac-
ticable, it shall be and is hereby made
the duty of said Board to construct a McAd-
amsized Road on the route aforesaid, and in
that event the same amount is hereby ap-
propriated for its construction, to-wit, the
sum of one million three hundred thou-
sand dollars; and then and in that event
the said Board shall either commence said
road at Salem, or make such arrange-
ments as may be deemed expedient and
consistent with the interest of the state
with the Salem and Ohio Turnpike Com-
pany: *Provided however,* that said Board
shall not make any arrangements with
said Company or otherwise which shall
have the effect to divert said road from
the most direct and practicable route for
the same between Salem and New Al-
bany.

7th. The sum of fifty thousand dollars
is hereby appropriated for the removal of
obstructions to navigation in the Wabash
river between its mouth and the town of
Vincennes; which said sum of fifty thou-
sand dollars shall be part of the 1st loan ef-
fected under the provisions of this act, to
be expended under the direction of the
said Board of Internal Improvements for
the removal of said obstructions as soon
as the same can be done in a manner best
calculated to promote the public interest.

8th. And the said Board are hereby au-
thorized and required to cause, during the
present year, a survey and estimates to
be made of a Canal if practicable, if not
a Rail Road, from the Wabash and Erie
Canal at or near Fort Wayne, by the way
of Goshen and South Bend, and Laporte,
if practicable, to Lake Michigan, at or
near Michigan City, to be called the Erie
and Michigan Canal or Rail Road; said
route to be kept within the limits of this
state. For the commencement of which
within 10 years, at the discretion of the
said Board of Internal Improvement, and
the final completion of the same, the
faith of the State is hereby irrevocably
pledged; and the money necessary to con-
struct the said work shall be obtained in
the same manner as is provided for other
works in this act.

Sec. 9. The said Board, in constructing
that part of the Wabash and Erie Canal
which lies between Lafayette and Terre
Haute, shall have power to connect by
lockage and otherwise the Canal with the
Wabash river on section number forty-
seven, and at such other places where
the interest of the state and the conveni-
ence of its citizens shall in their opinion
be promoted by such connexion. And the
said Board shall also be authorized and
required, upon application being made, to
permit any county or association of in-
dividuals to tap any or either of the canals
herein mentioned and provided for, at any
point upon said Canals by side cut Canal
or Canals, whenever, in the opinion of said
Board, the navigation of said Canal or
Canals shall not be injured thereby.

Sec. 7. For the purpose of constructing
the several works authorized by this act,
there shall be a fund for internal improve-
ments, which shall consist of all the mon-
ies which may be raised by the sale of
stocks, or in any other manner by virtue
of the loans authorized by law, and of all
appropriations which may have been made
or which may hereafter be made for
those objects, all the proceeds or moneys
which may be derived from the tolls and
rents of said works, and of all grants or
donations which may be received from in-
dividuals to aid in their completion, to-
gether with all the profits and interests
which may accrue from their construction
in any manner whatever.

Sec. 8. The said Canal Fund Commis-
sioners are hereby authorized and requir-
ed, on behalf of the state to contract with
any individual, company, or corporation,
at such times as they may be directed by
the Board of Internal Improvement for a
loan or loans, from time to time, in all
not exceeding the sum of ten millions of
dollars, on a credit of twenty five years,
said loan or loans to be at a rate of inter-
est not exceeding five per cent. per an-
num, and to be so negotiated that the
same may be drawn and bear interest at
any time as early as practicable when
they may be advised by the Board of In-
ternal Improvements that it will be re-
quired for the progress of any of the works
of Internal Improvement to which the
same has been appropriated by this act,
and the said Commissioners of the Canal
Fund shall issue for such loans transfer-
able certificates of stock in the name of the
state, which when signed by them shall

valid; and to facilitate the purpose here-
in contemplated the Commissioners of the
Canal Fund shall have power to make
such arrangements relative to obtaining
loans, the payment of interest thereon,
and the transmission and deposits of mon-
ey, as they may deem conducive to the in-
terest of the state.

Sec. 9. For the punctual payment of
the interest and final redemption of the
principal of all sums of money which
may be borrowed under the provisions of
this act, there shall be and hereby are ir-
revocably pledged and appropriated, the
Canals, Rail and Turnpike Roads, with
the portions of ground thereunto apper-
taining and privileges thereby created,
and the rents and profits of the water
power thereof, together with the net pro-
ceeds of tolls collected thereon, the suffi-
ciency of which for the purposes aforesaid
the State of Indiana doth hereby ir-
revocably guarantee.

Sec. 10. The said Canal Fund Com-
missioners are hereby authorized to nego-
tiate a loan not exceeding the sum of five
hundred thousand dollars in addition to
the loans heretofore authorized by law for
the canal fund, the proceeds of which
shall be applied to finish that part of the
Wabash and Erie Canal which lies be-
tween the Ohio state line and the mouth
of the Tippecanoe river, and within the
lands granted by Congress, to aid in the
construction of said work, which authori-
ty to contract said loan on the credit of
the state shall be as ample and governed
in every respect by the same provisions
as have governed the loans which have
heretofore been authorized by the several
acts of this state for that purpose; and for
the punctual payment of the principal and
interest on said loan or loans the said Can-
al when constructed, its tolls, its inter-
ests and profits derived therefrom, and the
proceeds of the Canal lands are hereby
pledged, the sufficiency of which to
pay the interest and principal of said
loan or loans, as the same shall become
due, the state hereby guarantees.

Sec. 11. Distinct accounts shall be
kept of all disbursements of money which
have been or which shall hereafter be
made for the construction of that part of
the Wabash and Erie Canal which lies
eastwardly of Tippecanoe river within
the grant of the canal lands, and the
amount of such expenditures shall be
charged to and paid out of the canal fund,
and an account also kept of the tolls which
may be received on that part of the Can-
al, in order that their amounts, as well
as the proceeds arising from the sale of
the canal lands, may be strictly applied
to the payment of the canal fund for
which by various acts of the General As-
sembly they have been specifically pledg-
ed.

Sec. 12. The members composing the
Board of Internal Improvement shall meet
as soon after their appointment as conve-
nient, and choose one of their members to
be President of said Board, and appoint a
Secretary, whose duties and compensa-
tion they shall regulate. The President of
the Board shall have power to call meet-
ings of the same when in his opinion the
public interest may require it, and said
Board shall have authority to adjourn
from time to time to meet at any other
place they may think proper, and have
power to employ such Engineers, agents,
and other assistants as the interest of the
state shall in their opinion demand, to en-
able them to discharge the duties required
of them by this act, and to pay such En-
gineers, agents, and assistants for their
services such sums as in their opinion may
be a reasonable compensation for the du-
ties which they may perform.

Sec. 13. The said Board of Internal
Improvement shall be authorized to give
drafts or checks from time to time, pay-
able to such persons and at such places on
the Commissioners of the Canal Fund,
and receive from them all such sums of
money as may be necessary for the pro-
secution of the works contemplated by the
acts of the General Assembly in relation
to this subject, under such rules, regula-
tions, and restrictions as the said Commis-
sioners of the Canal Fund may deem
necessary for its security and proper ap-
plication, and the said Board of Internal
Improvement shall cause the same to be
expended in the most economical manner
on the works of improvement authorized
by this act, at such times and places and
in such sums as they may deem most con-
ducive to the interest of said works, to
establish reasonable tolls and adopt all
measures necessary for the collection and
payment thereof to the Commissioners of
the Canal Fund, and report to the legis-
lature at each session thereof the state of
said works, with an account of the expen-
ditures, together with their proceedings
under this act, and recommend such mea-
sures as they may think advisable to pro-
mote the objects intended by this act, and
likewise when called upon by the Gov-
ernor to report to him from time to time
such information as he may require.

Sec. 14. The Board of Internal Im-
provement is hereby authorized to put
under contract, and construct that part of
the Wabash and Erie Canal which lies be-
tween the Tippecanoe river and the Ohio
state line, and any and all such portions of
the several works as are authorized by
this act, to make such minor changes in
the lines already located, such re-surveys,
and at such times and places as they shall
deem most conducive to the public inter-
est, having regard always to economy
and the most profitable and early receipt
of tolls.

To be concluded next week.

The New York Herald says, a certain
Alexander Day is advertising for a wife,
He is a Day after the fair.

RAIL ROAD REPORT.

From a hasty glance of Col. Stanbur-
ry's Rail Road Report we glean the fol-
lowing interesting particulars:

The Madison, Indianapolis, and Lafay-
ette road is 146 miles long; its total cost
\$1,666,797 83—average cost per mile
\$11,416 42.

The Evansville and Vincennes road is
61 miles and a few chains long, its total
cost \$537,311 77—average cost per mile
\$8,796 77.

The Vincennes and Terre-Haute road
is 57 miles and a fraction in length; total
cost \$469,393 05—average cost per mile
\$8,099 63.

The Lawrenceburgh and Indianapolis
road is 94 miles long; total cost 1,063,855
dollars 15 cents—average cost per mile
11,317 60.

The Columbus and Jeffersonville road
is 73 miles and a fraction in length; its to-
tal cost 721,394 dollars 80 cents—aver-
age cost per mile 9,861 dollars 65 cents.

The New Albany and Crawfordsville
turnpike is 156 miles long; its total cost
\$628,581 94 cents—average cost per
mile \$4,300 54 cents.

The Vincennes and New Albany road
[graduation] is 104 miles and a fraction in
length; its total cost \$450,697 23 cents—
average cost per mile \$4,300 54 cents.

From the above summary it will be
perceived, that the aggregate number of
miles of the above works is 685; and the
total cost of completion, according to the
sworn estimates of the Engineers on the
different routes, is \$5,538,031 77 cents.
The Engineers are gentlemen of experi-
ence and integrity, and the whole exhib-
its the important fact, that no state in the
Union is better adapted to Rail Roads
than Indiana.—*la Democrat.*

MARRIED—On the 26th inst. by the Rev.
Mr. McNair, Mr. MARMONTEL EOTER, of Pol-
kette, Ill. to Miss EMMA JANE SWEETZER, of this
place.

On Thursday the 28th inst. by
the Rev. Mr. McNair, Mr. JOHN B. DUN-
NING to Mrs. RACHEL CALDWELL, both of this
county.

DIED—In this town on the 24th inst. Mrs.
RACHEL JACOBSON, wife of Daniel Jencks, Esq.,
—On Tuesday last, the 26th inst., in
Lawrence County, Illinois, Miss OLIVIA C.
HARRIS, daughter of Samuel Harris, Esq.

CO-PARTNERSHIP.

THE subscribers have this day, asso-
ciated themselves in the practice of

MEDICINE,

Surgery, &c.

Their Shop is two doors above Messrs.
Burtch & Haberd, on Market Street, in
the house lately occupied by Dr. Maddox,
where one or the other may be found at
all times.

H. DECKER,
JOSEPH BROWNE.

N. B. Having purchased Dr. Maddox's
Drug Store, one of the firm design going
East immediately, to enlarge and perfect
the Drug establishment, when they will
be pleased to furnish Physicians, and
others dealing in the articles of Drugs,
Medicines, Paints, &c. upon as liberal
terms as they can be furnished in the
west.

Jan. 26th, 1836—35y.

Co-Partnership.

WE beg leave to inform you that we have
entered into Co-Partnership in the Auc-
tion and Commission Business, in Natchez,
with ample means to render the usual facilities
and respectfully solicit your patronage. The
firm will be JACOB SORIA & Co.

JACOB SORIA,
ISAAC SORIA,
ALEXANDER MASSEY.

REFERENCES.

BRIGGS, LACOSTE & Co. }
S. T. MASTERS } Natchez.
ALFRED COCHRAN, }
JAMES C. WILKINS, }
WOOD, PENTECOST & Co. }
BRIDGE, VOSE & Co. }
JAMES GALLAGHER, } New Orleans.
J. D. BIEN & A. COHEN, }
COOPER & WISWELL, } Cincinnati.
J. & C. BROADWELL, }
WANZER & HARRISON, }
BAILY, WARD & Co. } New York.
KELLER, M'NEIL & Co. }
THOMAS B. VOSE, }
AUSTIN & DOWNER, } Boston.
VITO VITTE } Philadelphia.
CHARLES LE CARON, } Charleston S. C.
GEORGE A. HOPLEY, }
COHEN & MILLER, Savannah, Geo. }
J. C. TOMLINSON, St. Louis, }
GEO. COCHRAN, Pittsburg, }
Natchez, Nov. 1835.

REGULAR

WABASH PACKET,

INDIAN,



MR. TARTLTON, master, will leave Cincin-
nati on the 15th February for Lafayette,
with her two new barges. The INDIAN has
been very much increased both in power and
size—and will now be the fastest boat on the
Wabash. She will leave Cincinnati at the time
stated, and if the Wabash river is not open, will
remain at the mouth until it is navigable; so
that merchants and others, by providing their
order may rely on her being the first boat up,
and thereby secure the first arrival of their
goods.

Capt. TARTLTON flatters himself, that from his
experience in the trade, and his study to have
officers in his employ to give satisfaction, and
that this he will meet with the same encourag-
ement as he has heretofore done.

For freight &c. apply to

Gorman & Strader, Cincinnati,
J. C. Buckles, Louisville,
Peter Roche, Mouth Wabash,
Thorn & Tracy, Vincennes,
R. Wallace & Co. Terre-Haute
T. T. Benbridge, Lafayette,
January 21st, 1835—35-31.