

# GAZETTE.

VINCENNES.

SATURDAY MARCH 19, 1836.

PEOPLE'S CANDIDATE  
FOR PRESIDENT IN 1836.  
GEN. WM. H. HARRISON,  
Of Ohio.

Van Burenism.

Why is it that the "Western Sun" of our neighbor, continues the glaring untruth opposition candidate in reference to Wm. H. Harrison? Every reader knows that John Q. Adams, the head of the opposition, is now leagued with Martin Van Buren—and the knowing ones say he is promised a high and important station, if Van Buren be elected. The office holders (in many cases,) stand in their own way by supporting the caucus candidate yet they labor to deceive the Jackson party, in hopes of a continuance! How many can be so deceived? Almost every original Jackson State, is emphatically against Van Buren: Tennessee and Pennsylvania, can no longer be mistaken. But our neighbor, will still continue his opposition, and make Jacksonism and Van Burenism, one and the same! We ask, in the language of the Washington Sun,

"If he (Van Buren) and General Jackson are one, how does it happen that they fill the two, highest offices in the government, the Presidency and Vice Presidency, and that too, in direct violation of the Constitution, and which requires two to fill those offices, and that they shall be citizens of two different States. Were they one at the glorious defence of our Southern frontier at New Orleans? If they had been, we fear the cowardice & cunning of the fox would have prevailed over the noble courage of the lion, and disgrace and ruin would have attended our efforts. Were they one when Mr. Van Buren presided, in 1823, over the caucus which nominated Mr. Crawford, and supported him with violence up to the election in 1824? Were they one when he counted J. Q. Adams (his newly,) up to 1826, when Mr. Adams appointed Rufus King Minister to England instead of himself? Surely they were not, nor are they now. The line of distinction between "Administration" and Martin Van Buren, is too palpable to be overlooked. Gen. Jackson and Mr. Van Buren are as far separated in character, as in geographical position, is Andes from the Pole." Mr. Van Buren has none of the virtues of General Jackson, and even of his failings he is but a base imitator. He never can be identified, by any possibility, in the minds of the American people, with the Hero of Orleans. Circumstances may leaguer the Lion and the Fox in amity, for the benefit of the latter, but nature's mark of distinction cannot be erased."

We give the judicious remarks of our Senator Hendricks, in another column.—With him we hope "all objections to the passage of the Wabash appropriation will entirely cease," but this is hoping against knowledge, when we refer to the party course of the member from this district. In relation to the mode of selling the public Lands, and the abominable multiplication of oaths now required, Mr. Hendricks has taken proper grounds: We see the following resolution offered by him in the Senate's proceedings.

*Resolved*, That the Committee on the Public Lands be instructed to inquire into the expediency of authorizing, without restriction or limitation, the entry of the public lands, after the public sales, in 40 acre tracts.

We refer our readers to the notice published in another column, for the Election of Borough officers. The Charter was almost unanimously adopted.

The Wabash is now in navigable order for Steam Boats. Several have passed up this week.

We regret to learn that the venerable Col. Vigo, whose name is identified with some of the first settlers of Vincennes, lies dangerously ill.

We are authorized to announce John C. Bixby, Esq. as a candidate for the state Senate of Illinois, to represent the counties of Lawrence, Crawford and Jasper.

REMARKS OF MR. HENDRICKS, (of Indiana.)

On the Wabash Improvement Bill. In Senate—TUESDAY, FEBRUARY 18. Mr. HENDRICKS said that the bill being read at the secretary's table, he had risen in his place to say a few words in explanation of it; but the apparent unanimity of the Senate in its favor had induced him to resume his seat, in the belief that a recollection of this bill, and of former discussions upon it, at previous sessions, and the report of the committee in its favor which had been printed and laid on the tables of the Senators had rendered all explanations unnecessary. The call of the Senator from New Hampshire, he would, however, cheerfully answer; and the few words which he might deem it necessary to say, would be chiefly confined to the necessity, at the present time,

of passing the bill—a necessity stronger than ever heretofore.

This bill (Mr. H. continued to remark) was the same which had passed the Senate at the last session, and which had passed the Senate at three previous sessions—Except in amount, it was precisely the same. Its history would no doubt be recollect by many Senators present, and the difficulties it had to encounter; and what he had chiefly now to say in relation to it was, that time and circumstances had removed those difficulties, as he believed, both here and elsewhere, and he hoped that on the present occasion there would be no hesitation in passing the bill.

The navigation of the Wabash (said Mr. H.) is intimately and inseparably connected with the Wabash and Erie Canal. It is through the navigation of this river, which empties into the Ohio river, that the Wabash and Erie canal unites the navigation of the Mississippi river with the Lakes, and opens a channel of inland navigation between the two great commercial emporiums of the country, New York and New Orleans. This line of navigation is on the most direct route; it is the shortest line of navigation which can ever be opened between those cities—The river itself is the largest and most important tributary of the Ohio. It flows through a larger and more fertile region of country than any other river of the Ohio. It floats to the markets of New Orleans and the South larger quantity of agricultural productions than any of those rivers. Indeed, it is questionable whether any river of the West of the second class, not even excepting the Cumberland, the Arkansas, and the Red river, is justly entitled to be ranked with it in importance. It is a river navigable for steamboats to a great distance up, to the mouth of Tippecanoe, perhaps 500 miles from its mouth. But this navigation is safe and certain only in times of high water, or when the river is somewhat swollen. In low water it has obstructions which wholly prevent its navigation, and these obstructions are near its mouth.—They entirely destroy the usefulness of its navigation in stages of low water, and in some dry seasons boats with the produce of the country have been unable to get out of the river during the whole year. Such was the case in the spring and summer of 1834, when hundreds of thousands of dollars worth of produce, prepared for the markets of the south, literally rotted on hand.

These obstructions (said Mr. H.) are below Vincennes, and pretty much confined to a region of river about fifteen or twenty miles in extent. They consist of ripples, eight or nine in number, which are filled with rock, islands, bars, and crooked and shallow channels. At the Grand Rapids, the most difficult of these passes, the depth at low water is but two and a half feet.—The river for a great distance is the boundary between the States of Indiana and Illinois, and the improvement of its navigation has long been an object of much interest with both these States. In 1822 laws were passed by both authorizing a joint examination of the obstructions, by engineers of each State. This examination was had, and a report made on the subject, but the estimates were considered beyond the means of the States at that time, and no appropriation was made. At subsequent sessions of the Legislatures of those States, about one year ago, appropriations to a very limited extent were made; but during the last summer and fall, the water of the river was too high for operations upon the work, and nothing of any consequence has yet been done.—At the recent sessions of those Legislatures, other appropriations to this subject have been made, and the ensuing season will be, as it ought to be, one of great exertion on this subject.

The work, however, is too important and heavy for the States, and one which, in their opinion, ought to be accomplished by this Government. The aid of this Government is wanted, and skilful engineers are needed. These obstructions ought to be removed by a canal around them that would pass steamboats, and the work, in whatever manner, and by whomsoever undertaken, is too important to be any longer neglected. Heretofore, this has not been considered by the Federal Government an object of much magnitude. This river, unconnected with any other channel of commerce, has been thought to belong to a class of local objects, not specially entitled to the consideration and means of this Government. Now, the Wabash and Erie canal is opened. The navigation of the summit level section was commenced on the 4th day of July last, and other large sections will be opened during the ensuing Spring. That portion of the Canal, as originally located, which lies within the State of Indiana, is, with the exception of 35 or 40 miles, all under contract; and by act of the last Legislature of that State, the canal is to be continued down the Wabash to Terre Haute, a further distance of 80 or 90 miles. The valley of the Maumee, from the Indiana Line of Lake Erie, will, after the Michigan boundary question shall be settled, be speedily made by the State of Ohio, and then this Wabash river, instead of being a local object, not entitled to be considered of national importance, will be an important link in the chain of one of the most splendid and useful inland navigations in the world; certainly the most important that is or can be made in the United States—an inland navigation the shortest and best that can exist between New York and New Orleans. Now, sir, (said Mr. H.) when this bill was under the consideration of the Senate one year ago, not one mile of this canal had been

commerce then could be said to connect the custom house and the ports of entry on the Lakes with those on the Mississippi. All this change has since taken place.—The condition of this work, and of the country, has since essentially changed.—The navigation of this river is closely and inseparably connected with the canal. Without its improvement, the canal must be a great portion of the year comparatively useless. The canal is now ahead of the river; and begin this work when you may, the canal will continue ahead.

I repeat, Mr. President, the navigation across the summit level of the country is already perfect, and a splendid work is going on in the valleys of the Maumee and the Wabash. It has changed the condition of the whole country. It has sold you millions of acres of land. It has brought you millions of dollars into the Treasury, and you are already doubly paid for your canal grant of 1827. The ordinance of 1837 had designated this summit level, as a carrying place between the navigable waters of the Mississippi and the St. Lawrence, and had guaranteed its free navigation forever. The Government of the United States ought to have made this canal. The guaranty has not been kept inviolate; but the work has been performed, and is in a state of rapid completion by the State of Indiana. Things have rapidly changed upon the Upper Wabash within the last year.—

There is now no question about local and national objects in reference to the Wabash and Erie canal, and the navigation of the Wabash. These works can no longer be considered as separate, or of doubtful importance in a commercial point of view. A great highway of commerce is established there, and the union of the waters of the Mississippi and the Northern Lakes is effected. All objections of this sort to the passage of the bill will no doubt entirely cease. It will obtain the sanction of the Executive, as I believe, and I hope the unanimous vote of the Senate.

[*Editor's Note*—This bill granting \$50,000, passed the Senate. It does not seem, please Dr. Davis—he prefers Land, and wishes Illinois to have joint control up to Terre Haute. See his resolution in our last week's paper.]

From the Cincinnati Daily Gazette.

#### MELANCHOLY.

It having been announced some time since by the venerable President of the U. S., that, in case of the re-constitution of that monster of abomination, the Bank of the United States, "he should fly to the farthest deserts of Arabia," it seems that he is about to carry his resolution into effect. That "greatest and best of men," after years of unceasing toil and labor, and after he had, as he supposed, re-choaked, throttled, kicked, bruised, and effectually crushed and killed that Hydra, to his amazement and alarm, again sees him re-animate, and in full life and vigor, before him. It will be seen from the advertisement below, that "the old roman," in pursuance of the resolution heretofore deliberately and irrevocably formed, is about to bid farewell to our shores forever, and with the exception of a few devoted and attached friends, for the rest of his life, to hide himself from every eye.

[From an Eastern Paper]  
WANTED TO CHARTER  
For the Straights of Babelmandel and the Red Sea.

The President of the United States having declared that if the Bank of the United States were re-chartered, "he would fly to the farthest deserts of Arabia," the subscribers are desirous of chartering a fast sailing copper-bottomed and fastened ship, of about six hundred tons burthen, with a commodious cabin and state rooms, for the accommodation of the Executive and his suite, on the proposed voyage—She will be placed under the command of Commodore Elliott, and must be ready to sail as soon as that distinguished commander returns from the Mediterranean.

N. B.—A commodious steerage will be necessary for the accommodation of the Kitchen Cabinet. Apply to PETER FRANCIS BLAIR & Co., Wholesale Brothers, 67 North Second St., Jackson City, near the Potowmack Bridge, opposite Washington.

It has given us unspeakable pain to notice the above. It adds another to the lasting monuments of the ingratitude of Republics! We should have anticipated that as soon as the unchangeable resolution of our "second Washington" had been known the great national ship, the "Pennsylvania," of one hundred and forty guns, would have been ordered to be prepared for service with all imaginable despatch; and it would have been tendered to him at the public expense for his transportation to the shores of the Red Sea. It does not seem that even a private ship has been tendered to him for the purpose, in all the Atlantic coast. It is however gratifying to learn that an effort is about to be made here, to wipe off as far as may be, this stain of ingratitude upon our national character. The friends & admirers of the "Chief" are about to offer to his acceptance, for the contemplated voyage one of the largest and most commodious "Broad Horns" on the Ohio. All compensation is disdained: "It is glory enough to serve such a Chief."

#### A DEROITE.

Franconia, in New Hampshire, seems to be the limit of extreme cold in the U. States. The quicksilver there, Feb. 21, sunk into the bulk 40 degrees below zero. It is believed the spirit Thermometer

"We learn from the Boston Atlas that the Van Buren meeting attempted at Fanueil Hall, was not only a complete failure but that it fell flat to the ground. The nomination of Tecumseh Johnson for the Vice was rejected.

The Atlas says:

"We think this meeting must have convinced the movers in it that Martin Van Buren is as odious as ever to the people of this State. He is more unpopular than he ever was. No party discipline—no distribution of spoils—no false cry of Democracy will ever be able to shake the established principles and stern integrity of good old Massachusetts! She will never bow down to the worship of idols—whether they be of wood or of gold!"

The editor of the Globe denies that A. Kendall ever said that he would as soon see Aaron Burr President of the U. States as Andrew Jackson, and also some other facts which we have stated. The gentleman from whom we obtained our information, and whose character for veracity is at an impossible distance from that of the Editor of the Globe, is at this time absent in Mississippi. This gentleman heard Amos Kendall make the assertion, and when he returns, his statement, with his name, shall be given to the public.

*Nashville Republican.*

In reference to the mail being carried by steam boats, we have made inquiry of the Post-Master of this place. He is not informed of any arrangement of the kind. We, however, learn from a gentleman who has communicated with Col. Bonn upon the subject, that arrangements are made, and will shortly be acted upon, by which the mail will be carried three times a week from Louisville to St. Louis, by a line of boats, and that Evansville is determined upon, as one place, at which it will stop.—*Evansville Journal.*

The Spy in Washington, speaking of the Pennsylvania Senate and the renewal of the charter of the United States Bank, says:

"General Jackson says there are six or eight corrupt traitors in that body, who ought to be roasted before a brush fire, and their ashes sent to— as unfit to be strewed over American ground."

*A Legal Distinction.*—Two prominent advocates in this Eastern section, within fifty miles of Bangor, were once engaged in a case in court on opposite sides.—Their feelings were very much enlisted in their clients' favor. One of them, in the course of his remarks, made an assertion which very much excited the other, who thereupon sprang upon his feet, and exclaimed, "Brother C. do you say that as a lawyer, or as a man? If you say it as a lawyer, it is very well, but if you say it as a man, you LIE!"—*Bangor Courier.*

#### THE U. S. BANK.

The Monster that President Jackson thought he had killed, has been resuscitated by the State of Pennsylvania, which has re-chartered it with all its immense capital, as a State Bank. The project received the signature of the Governor on the 18th instant. The news was carried to New York by express and Brokers there who were in possession of it, bought very largely at the Board, not less than four thousand shares in all, though not without running up the stock to one hundred and twenty-nine dollars per share, being one or two per cent above the price of the previous day.

By the new Act, the present stockholders of the bank of the United States, excepting the U. S. and the Treasurer of the United States, and such other persons as may become stockholders agreeably to the by-laws made for that purpose, to an amount not exceeding in the whole, the present capital of the Bank of the United States, are created a corporation and body politic, by the name and style of "the President, Directors and Company of the Bank of the U. S.," to continue until March 3d, 1866.

#### Boston Transcript.

#### GOOD NEWS!

We are gratified to learn by Col. BLAKE, who has just returned from Indianapolis, (where he has been in the discharge of his duties as one of the Board of Internal Improvement) that it has been determined to make a beginning of some of the works, without delay. We have only half an hour to say to our readers that the following Canals, Railroads, &c. will be, in all probability, put under contract early in the ensuing summer.

Thirty-five miles of the White Water Canal, between Lawrenceburg and Brookville.

Thirty miles of the Central Canal, between Evansville to the head of Pigeon Creek.

Twenty miles of the Central Canal near Indianapolis.

Thirty-two miles of the Wabash and Erie Canal from Georgetown to Lafayette.

Twenty miles of the Cross-Cut Canal, from Terre Haute to Eel River Ferry.

Twenty miles of the Wabash and Erie Canal, from Fort Wayne to the State line of Ohio commences her part.

Twenty-two miles of the Madison Railroad to the centre of Jennings County.

Forty-two miles of the Vincennes and Albany Turnpike road, from Albany to Paoli.

Twenty miles of the Albany and Crawfordsville route (Rail or McAdamized) is soon as the plan of the work can be determined.

The whole being 247 miles of improved

road, at the estimated cost of two million seven hundred and twenty-five thousand dollars. The Board is classified as follows: Maxwell and Woodburn drew for one year; Hall and Clendenin, two years; Blake and Long, three years.

*Terra-Hante Courier.*

**MERCANTILE ALMANACK FOR 1836.**  
This Almanac, (or table,) will be found useful in calculating the time when notes become due. For instance, If a note is dated February 11th at 90 days, that date will be seen, is the 42nd day of the year, being in a line with 11 in the Index or left hand column, to which add 90 days (which includes three days' grace,) and the table shows the 135th day of the year to be May the 14th, and falling due on Saturday. The letter S denotes the Sundays in each month.

INDEX.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
1	132 61	92	153	213	245	275	306	336				
2	233 62	93	154	214	246	277	308	339				
3	334 63	94	155	215	247	278	309	340				
4	435 64	95	156	216	248	279	310	341				
5	536 65	96	157	217	250	280	311	342				
6	637 66	97	158	218	251	281	312	343				
7	73 67	98	159	219	252							