

# GAZETTE.

VINCENNES.

SATURDAY MAY 14, 1836.

PEOPLE'S CANDIDATE  
FOR PRESIDENT IN 1836.

GEN. WM. H. HARRISON,  
Of Ohio.

HARRISON ELECTORS FOR  
INDIANA.

Gen. JOHN G. CLENDENIN, of Orange  
county.

Dr. HIRAM DECKER, of KNOX.

Gen. MILTON STAFF, of Jefferson.

Mr. NOAH McCARTY, of Franklin.

Mr. ACHILLES WILLIAMS, of Wayne.

Mr. ALBERT S. WHITE, of Tippecanoe.

Gen. MARSTON G. CLARK, of Washington.

Mr. ABRAHAM P. ANDREWS, of La-

porte.

Mr. A. W. MORRIS, of Marion.

## WANTED

At this Office, an Apprentice to the Printing business. None need apply except such as can read and write.

*Evansville and Vincennes Rail Road.*

We take pleasure in saying, that a deep and abiding interest has recently been exhibited in regard to this important work, and preparatory measures have been taken for its commencement. We learn Gen. Evans will immediately proceed to N. York and Philadelphia, for the purpose of disposing of a portion of the stock, and that Books will soon be opened for subscriptions to that portion which it was deemed prudent to reserve.

The citizens of Knox, Gibson and Vanderburgh particularly, appear to be united in their determination to sustain the Rail Road Charter—and the recent meeting of the Directors at Evansville, evinced a spirit of union and enterprise which has rarely been exhibited.

The Evansville Journal remarks thus,

"The Commissioners appointed by the act incorporating the Evansville and Vincennes rail road Company, held a meeting in this place, on Tuesday last.

The following gentlemen were present

—Samuel Emerson, Wm. Burtch, and

J. B. Martin from the County of Knox—

Wm. Daniel, Wm. French & Jno. Brownlee from the county of Gibson—and R. M. Evans, Jas. Lewis & Jas. Cawson from the county of Vanderburgh. The Rail Road company was organized, by electing Gen. R. M. Evans, President;—Samuel Hill Esq. Secretary and William Burtch Esq. Treasurer.

It affords us pleasure to state that energetic measures have been adopted for the prosecution of the work. This Rail Road will connect the Chicago and Vincennes Rail Road with the Ohio river—

—also by a branch to Mt. Carmel only eight miles distant, it will form a continuation of the Alton and Mt. Carmel Rail Road to the Ohio, at this place. These connections make the Evansville and Vincennes Rail Road an important link in the work of Improvement. We have been informed that a gentleman of this State, who is now at the east, has written to a friend in Knox county, that were the books open for the subscription of stock and were he authorized, he could get the stock taken immediately.

Subjoined is an estimate of the probable expense of constructing the Road.

Extract from Mr. Collins' report to Col. Stansbury, dated

*Indianapolis, Dec 11th 1835.*

\* \* \* According to instructions received from you the following plan of super-

structure has been estimated

Two trenches will be excavated the

whole length of the road, parallel to each

other, corresponding to each line of two

feet wide and 18 inches deep, into which

will be placed bearing timbers 12 inches

square. On these bearing timbers will be

placed bearing timbers will be laid black

locust cross sills or sleepers, 6 by 3 inches

7/8 feet in length and 3 feet apart from

centre to centre; into which will be cut

the notches to receive the side rails of

Susquehanna pine, six by six inches, se-

cured to their proper places by wedges

on the inside. On the inner edge of the

side rails, will be laid flat bars of iron

2 1/2 inches in width by 3 quarter inches

in thickness, & properly fastened to the side

rails by screws, bolts and iron spikes.

Cost per mile of a single

track of flat bar rail way .22

tons iron rails 2 1/2 by 1, \$49

per ton

\$1,078 00

70 38

Splining plates and screw-

bolts, 782 pounds at 9 cents

Iron spikes, 713 pounds at

9 cents

Susquehanna rail scantling,

6 by 6, 31,680 feet at 26 cts.

1,760 black locust

sleepers 25 cts.

Bearing timbers on,

dar sleepers, 10,560

ft 3 cts.

Excavating trench-

es for sleepers 1,040

cubic yards 10 cts.

Dressing and notch-

ing sleepers 10 cts.

Laying sleepers and string pieces	15 cts.	264 00
3,520 wooden wedges	2 cts.	70 40
Fitting plates under joints and laying rail per yard	2 cts.	35 20
Horse		300 00
		\$3,742 63

Total cost of road  
bed from Evansville to  
Vincennes, distance of  
61.15 miles

Average cost per mile

To which add the cost of  
superstructure of one mile in  
the proposed plan

3,742 73

Total cost per mile

Or for 61.15 miles of rail  
road

\$454,541 29

For contingencies, pay of  
superintendents, engineers,  
&c. add 10 per cent

48,846 52

Making the average cost  
per mile, including turnouts,  
every five miles

8,786 77

Extract from the report of Col. Stansbury  
to the House of Representatives  
of Indiana, Dec. 17th 1835.

\* \* \* The cost of graduation upon  
the route from Evansville to Vincennes,  
will be unusually moderate

The average cost per mile of the Mad-  
ison, Indianapolis and Lafayette rail road

8,786 77

Of the Vincennes & Evans-  
ville rail road

8,786 77

Of the Lawrenceburg and  
Indianapolis rail road

11,317 60

We have given to day the latest news  
from Texas. It will be seen that the Tex-  
ians have defeated a portion of Santa  
Anna's troops.

No late news from Florida, our last ac-  
counts left Gen. Scott in a dangerous situa-  
tion—all communication with him, it was  
reported was cut off.

The Erie Rail Road bill with a capital  
of Three Millions of Dollars has been  
passed by the Legislature of New York.  
Its general course is parallel to the Erie  
Canal.

The prospects of the people's candidate  
Gen. Harrison are indeed cheering—our  
exchange papers are filled with the pro-  
ceedings of numerous meetings held in  
the different states in his behalf—and we  
hope the boasted influence of a trained  
band of office holders in the coming elec-  
tion will be viewed in its true light by a  
discerning & intelligent people—V Buren is  
not Gen. Jackson, & the old friends of the  
General are not disposed to be transferred  
to the little magician like a promissory  
note payable to order.

Our friends of the Logansport Tele-  
graph say 'Gen. Harrison in peace and  
war has supported his country, and M. Van  
Buren in peace and war has been supported  
by his country,' we agree with you gentle-  
men—it is a true bill.

An awful murder was committed at St.  
Louis last week, by a mulatto man who  
killed a Deputy Sheriff and desperately  
wounded a constable. The people were  
highly excited at the Murder, broke open  
the jail in which the negro was confined, &  
horrible to relate burnt him alive the par-  
ticulars will be found on our first page.

*Root Hog or die*—The Corporation  
we learn have passed an Ordinance, re-  
quiring that Hogs running at large, shall  
have their noses ringed to prevent their  
rooting.

The Act to grant pre-emption rights on  
the public lands, expires on the 20th June  
1836. Those who are really entitled to  
the provisions of the law should not delay  
in making the necessary application for  
its benefits.

From a statement of the Treasurer of  
the United States, it appears that the bran-  
ches of the State Bank of Indiana at Indi-  
anapolis, Richmond and New Albany, are  
indebted to the Government One million  
five hundred and ten thousand two hun-  
dred and thirty five dollars.

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It was doubted by many persons, in New  
Orleans whether Santa Anna was among  
the prisoners, but that the Texans had  
gained decided victory was not ques-  
tioned as the statements were officially  
communicated by the Texian Secretary  
of State.

In the conflict, the Texans lost but six

men, and twenty wounded.

Since writing the above, the gentleman

referred to, has favored us with the fol-  
lowing.

Extract from a New Orleans paper.

"TO THE PEOPLE TOWARDS NACOGDOCHES.

We met Santa Anna on the 21st. We

attacked him with 600 men. He had

1100 men and 2 privates. We entirely

routed his whole force, killed half of his

men, and made the rest prisoners. Santa

Anna himself and all his principal offi-  
cers are our prisoners.

THOS. J. RUSK, Secy. of War.

STEAM BOAT ACCIDENT.

The steamboat Monroe was run into  
and sunk by the Philadelphia, on Wed-  
nesday night last. When the accident  
happened she was about twenty miles be-  
low Wheeling, bound down the river.—

She succeeded in getting to the shore

before she went down—she had on board,

between 4 and 500,000 dollars worth of

dry goods—all damaged; no lives lost—

Report says the officers of the Monroe

were altogether in the fault—that the

captain said he took the Philadelphia for

a raft till it was too late to shun her.—

It seems that in his estimation there was

no harm in running down a raft and sac-  
rificing the lives on board.