

GAZETTE.



VINCENNES.

SATURDAY, JANUARY 13, 1843.

Whig Principles.

"The will of the Nation uncontrolled by the will of ONE MAN: one Presidential term, a frugal Government, and no sub-Treasury, open or covert, in substance or in fact; no Government Bank, but an institution capable of guarding the People's treasure and administering to the People's wants."

The appointment of the Secretary of the Treasury to be vested in Congress.

The just restriction of the power of dismissal from office now exercised by the President.

The introduction of economy in the Administration of the Government, and the discontinuance of all sinecures, and useless offices."

For President in 1844
HENRY CLAY,
OF KENTUCKY.

22d of February.

Is nothing to be done on that day?— Stir up the patriotism remaining, and reply "YES." Let us exhibit to the world that we still retain in our hearts a remembrance of him and his glorious birth, who was the "father of his country." It is true we have no volunteer company to assist in the proper celebration of the day, but should we do nothing because of that? Let the MECHANICS turn out, bearing their appropriate banners—let every one turn out, and our word for it, we will make a stir.

Indiana Legislature.—Mr. D. R. Eckles, lawyer, has been elected state Printer, by a vote of 77 to 69 received by J. P. We do think that was treatment rather severely, particularly after having made such an urgent appeal as they did through their paper just before the election took place. Mr. M. G. Bright was elected on the first ballot, State Agent, and Ebenezer F. Lewis was elected on the second ballot, General Superintendent of the Wabash and Erie Canal. The bill creating the Catholic Bishop of a corporation sole, has been indefinitely postponed in the House of Representatives, by a vote of 59 to 36.

Since writing the above, we have received the Wabash Express, in which mention is made of the resignation of Mr. Eckles, and the election on the first ballot, of J. P. Chapman. So the Chapmans are State Printers after all, for the next three years. That is as it should be.

James Morrison, Esq. of Indianapolis, has been elected President of the State Bank of Indiana, in place of Samuel Merrill, Esq., who has so long and faithfully discharged the duties of that institution. We know nothing of Mr. Morrison personally, but learn that he is a gentleman of the strictest fidelity and highest ability.

By a resolution of the Whig State Convention of Illinois, it was asserted that the county in that State which should give the largest increased vote for the whig candidates for President and Vice President of the United States, in 1844, predicted upon the election returns of 1840, should be presented with a magnificent banner, the whig State Central Committee to be the judge. Hurrah for Illinois! That's the right spirit.

We see by the last St. Louis New Era, that Messrs. W. W. Thompson & Co., of that city have given notice that they have in store a box marked "Rev. E. Ducondry, St. Francisville, Lawrence county, Ills.," which will be sold for charges if the showman does not call and pay for the same, during the following sixty days. We would, therefore, advise Mr. Ducondry, or some friend for him, to pay some attention to it.

An "Anti-Annexation of Texas Meeting" was held at Pittsburgh on the 29th ult., at which spirited resolutions were passed.

Mr. Trowbridge of the Washington Exposition, has worked himself up into a perfect rage, because we took occasion to say week before last, that his remarks in relation to our Wabash improvement, were ridiculous. His frothy epithet of "Catspaw publisher," we indignantly hurl back, it being altogether gratuitous. We know his advisers.

We want every one to read an article in to-day's paper, headed, "Pay Your Minister Promptly." Read it, think of it, act up to it.

One of the Dublin editors has been indicted for publishing the repeal speech of Robert Tyler.

The candid reader is invited to a careful perusal of the able Report of the Hon. Wm. Cost Johnson, which we publish to-day, omitting the tables accompanying the Report. They are entirely too large for our paper. The New Albany Gazette in speaking of the tables, says it appears from them

1st. That the public debt of Indiana is estimated at twelve millions seven hundred and fifty-one thousand dollars.
2. The \$200,000,000 being divided among the States and Territories and District of Columbia—placing the Territories and the District of Columbia upon the basis of one Representative, and allowing one million to each Senator and the residue divided among the Representation upon the basis of the last apportionment law, would be a fraction of a cent more than \$651,982 38 for each Representative in the present Congress and would give Indiana in the aggregate, eight millions five hundred and nineteen thousand eight hundred and twenty-three dollars and eighty cents.

3. The balance against Indiana would be four millions five hundred and thirty-one thousand, one hundred and seventy-six dollars and twenty cents.

4. The interest accruing annually against Indiana at present, averaging the rate at 6 per cent, including exchange, &c., is seven hundred and sixty-five thousand and sixty dollars, but the actual interest accruing against her annually without expense of remittance, &c., is six hundred and thirty-seven thousand, five hundred and fifty dollars.

5. After the distribution of the stock, the interest accruing annually against Indiana would be two hundred and eleven thousand, five hundred and fifty-eight dollars and eighteen cents, at the rate the State is now paying.

6. The unsold lands belonging to the United States exceed one thousand and forty-two millions of acres, of which Indiana would be entitled in distributing, upon the basis of the Report, to forty-four millions, eight hundred and forty-eight thousand, six hundred and seventy-eight acres—which at \$1 25 per acre would bring fifty-six millions and sixty thousand eight hundred and forty-seven dollars.

We are pleased to say that the election for Magistrate on Saturday last, resulted in favor of Samuel Hill, Esq., notwithstanding the under-handed manner resorted to, to defeat him.

History of Indiana.

The first volume of this work, by John B. Dillon, has just been issued from the press of S. V. B. Noel, publisher of the Indiana Journal, and it is spoken of as being equal in point of typographical execution, to most eastern publications. Of the real excellence of the work, it is unnecessary to speak. We will only say, that we were shown a part of the manuscript by Mr. Dillon, which certainly exhibited extraordinary industry and deep research.— Success to the enterprise.

Mr. Charles Julian, of Macon, Georgia, in consequence of having lost considerable money by gambling, not long since committed suicide by blowing his brains out with a pistol.

The Hon. James Buchanan has withdrawn his name from the list of Presidential candidates, to be presented before the Democratic National Convention.

"A man in Alabama offers a piano forte for sale, and says he'll wait for payment till Henry Clay is elected President."

That's no kind of an offer. Any honest man can get twelve months' credit. But we would like to get a Piano, obligating ourselves to pay for it when Van Buren is elected President. We will give the best kind of security. Who takes the bid?

Wine Hogs.—Mr. James M. Emison, showed us the weights of twelve hogs which he the other day sold to the Messrs. Wises of this place, as follows:—568, 555, 444, 424, 348, 340, 334, 322, 320, 308, 300, 300, making in the aggregate, 4,664 lbs., averaging a fraction over 38 lbs. The first five were two years old—the balance were about 17 months old.— They were raised on Maria creek, "that always runs right," and were not Berkshire, at that.

At a large and respectable meeting of the citizens of Harrison township, Knox county Indiana, held on the 6th of January, 1844, at Gamble's School House, on the subject of the improvement of the Wabash, on motion of Wm. Scott, George Leech was appointed President, and John Westfall, Secretary.

The object of the meeting having been explained by the Hon. James Thorn, he offered the following resolution which was recommended by Capt. B. V. Beckes, and which was unanimously adopted:

Resolved, That we earnestly call the attention of our Senators and Representatives in Congress to the all important subject of improving the Wabash River, and we do request them to use their influence to procure a sufficient grant of lands to the States of Indiana and Illinois, from the contiguous Land Districts, to improve the River Wabash, as we consider said improvement of public utility and national importance,

And on motion of William Scott, Esq., the following resolution was adopted:

Resolved, That the Editors of the Western Sun and General Advertiser, and Vincennes Saturday Gazette, be requested to give the proceedings of this meeting one insertion in each of their papers; and that our Senators and Representatives be furnished with a copy of the proceedings of this meeting.

The meeting then adjourned.
GEORGE LEECH, President.
JOHN WESTFALL, Sec'y.

The Importance and Superiority of River Navigation.

The following extract from Governor Letcher's Message to the Kentucky Legislature, we publish in order to show his views in relation to the practicability of slack water navigation.

"The Lexington and Ohio Railroad has been thoroughly repaired since your last session. Under the judicious management of its enterprising lessees, passengers and freight are conveyed with safety and rapidly upon very moderate terms. The passenger cars being constructed upon an admirable plan, are entirely comfortable and convenient. The semi-annual rent amounting to seven thousand nine hundred dollars, was punctually paid the day it became due. This railroad, connecting itself as it does directly with the slackwater navigation of the Kentucky river, forms a line of daily communication between the interior and the growing city of Lexington, and the great commercial city of Louisville, opened a trade to a large section of country of vast consequence to the public, and which I hazard nothing in saying, will, in time, be highly profitable to the State.

The slackwater improvement, I think must be acknowledged, is one of the most magnificent public works of the age, affording a safe and constant navigation throughout the year, by which means the exports and imports of the country, as well as the passengers, are transported most expeditiously, at low rates.

Early in the spring, there were only two steamboats in this trade. Now there are five.

The tolls accruing to the State, from the navigation of the rivers, for the short period of nine months, after paying all the lock keepers, amount to about seven thousand dollars. At the close of the year ending in April, it will amount to about ten thousand dollars. The ensuing year, according to the best calculation that can be made, it will yield a revenue to the State of twenty thousand dollars, after paying the lock-keepers and all the necessary repairs. Thus far, this important public improvement has exceeded the anticipations of many of its original advocates. That the navigation of the Kentucky river is of great public utility, that it is perfectly safe, that it is uninterrupted, that it will produce a satisfactory yearly income to the State, that it is unexcelled in every particular by any improvement of the same extent of like character, are points established now as it appears to me, beyond all doubt or cavil.

If there were three more dams erected, extending the benefits of the navigation to the fertile and productive counties of Jessamine, Mercer, Boyle, Lincoln, Garrard, Madison, Fayette, Clarke, &c., the income from the tolls, according to the best estimates which can be obtained, from the most experienced in such matters, would be more than double the amount accruing from the present works. Again, if this improvement were extended to the rich mineral regions of the mountains, abounding in salt and iron and stone-coal, &c. &c. &c. in inexhaustible quantities, and all of the most superior quality, the profits which would arise to the State and to the public are wholly beyond the power of calculation. That it will sooner or later penetrate the mountain, I have no hesitation in predicting.

What has been said in regard to the advantage of the navigation of the Kentucky river, and its extension, applies with equal, if not greater force to the admirable improvements of the Green and Barren rivers. I have not yet seen the report of the Green river commissioners, and therefore am unprepared to say anything in relation to the present condition of the works, or the state of the trade on those rivers. A report may be expected at an early day of the session, showing every useful fact connected with the interesting subject.

Improvement of the Wabash.

The Government has a vast body of lands in the vicinity of the Wabash river, in Indiana and Illinois, which have been in market for many years, and still remain unsold. We are glad to learn that an effort is making to induce Congress to appropriate a portion of these lands for the improvement of the navigation of the Wabash. That river is at present navigable only about four months in the year, and it is estimated that three hundred thousand dollars would be sufficient to construct locks and dams enough to render it navigable at all seasons when not obstructed by ice. Such improvement of the Wabash would greatly enhance the value of the Government lands in that section; indeed we have but little doubt, that if the Government should appropriate enough of the unsold lands to defray the expenses of the work, the other lands would be enhanced in value to an amount greater than the expenditure. If this opinion be correct, it is not only the duty, but the pecuniary interest of the Government to make the appropriation of land required to render the Wabash navigable at all seasons.

In 1829, Congress made an appropriation of land to establish a great National

thoroughfare, connecting the Waters of Lake Erie with some navigable point on the Wabash. In consequence of this appropriation, a canal has already been made and is now in operation from Maumee bay to Lafayette, and the remainder of the route to Terre-Haute is under contract, and will be finished within two years. The whole length of the route is about three hundred miles. In order to perfect the original intention of the grant, it is necessary that the canal shall be continued to the Ohio river, or that the navigation of the Wabash shall be improved. If this is not done, the Government will not have a public highway from the Ohio to Lake Erie. Both of these plans have their advocates, but we think there can be no doubt on the minds of those conversant with the subject, that it is the policy of the Government to improve the Wabash in preference to extending the canal to the Ohio. River navigation is preferable to canal navigation, for, by it, a greater number of people are benefited, and it is not liable to the same interruption. Between these two plans, the improvement of the river is to be preferred, for the additional reason that it can be done at less than one-third the cost necessary to make the canal; and by improving the river, the Government will greatly enhance the value of its unsold lands.

That it is the indispensable duty of the Government speedily to undertake one of these plans is obvious. It has already constructed a canal three hundred miles long to establish a public highway, which will be of no service unless it is connected with some navigable point. Terre-Haute is not a navigable point, as the Wabash is not navigable more than one-third of the year. Congress must either abandon what it has already done, or make further appropriations of its lands in order that its original design in making such appropriations shall be fulfilled.

A few weeks since, we endeavored to show that it was the imperative duty of Congress to bring the Wabash and Erie canal to the Ohio. At that time, we were not so well apprized of the nature of the obstructions in the Wabash as we now are, nor of the facility by which they may be overcome. The canal will cost more than a million of dollars, whereas the river can be rendered navigable for less than one-third of that amount. Economy and the public interest both favor the latter plan, and we earnestly hope the present Congress will do its duty and make such an appropriation of unsold lands as will be necessary to execute it.

Louisville Journal.

From the Mt. Carmel Register.

WABASH IMPROVEMENT.
The subject of the improvement of the Wabash River, is one of such momentous importance to the people of this valley in general, and of the people of Mt. Carmel and vicinity in particular, that it is a matter of surprise to me, that any person should manifest a degree of apathy. Above our place, the most intense excitement prevails. The prospect of success is so fair, and the advantages so extensive and lasting, that every one should feel anxious to share in the honor it must reflect upon those who have given impetus to this great movement of the people in the vindication of their rights. Has it ever occurred to any one that Congress would voluntarily and without being solicited, pour a portion of the national resources at our feet. The Congress has the power of making the grant of lands for which we ask, but unless we manifest that interest which the magnitude of the object deserves, we can expect nothing. To enter into an argument of the advantages which would result to the people of the Wabash by the improvement of the river, would be the work of supererogation. They are too obvious to need demonstration. My purpose is only to arouse those who, from a feeling of despair may feel indifferent on the subject. Nothing was ever done by inaction. Perseverance will accomplish every thing. Let every man feel that interest in the project, which he would have if he knew that his individual efforts alone could effect it. It is a national work, its benefits are not limited to sectional interests, and its completion will form one of the most important interior national thoroughfares in the Union. It will constitute a great connecting link between the North and the South, giving the cheapest and most direct channel of trade between the Lakes and New Orleans. It must be recollected too, that there is a powerful rival interest at work to defeat the improvement of the Wabash. The people on the line of the Central Canal in Indiana are making application for an appropriation of lands for the completion of that work, and in their memorial to Congress, grossly and unjustly misrepresent the character of the Wabash. They assert that the river is incapable of ever being rendered permanently navigable, and this declaration is made in the face of the repeated surveys of the river, showing its practicability. What individual on the Wabash does not feel indignant, when he sees sordid interest and vile selfishness thus misrepresent facts? Who, I would ask, will be mostly benefited by the construction of that Canal? The records of the Land Offices show that the lands along the line of that contemplated work are owned chiefly by speculators and land jobbers. Shall the Great Wabash which the God of Nature designed for a highway of the Nation, be sacrificed for the benefit of land jobbers? The obstructions in the River were no doubt designed in the economy of Providence for useful purposes. By improving the river so as to obviate those impediments, an incalculable amount of water power will be created. It only requires the application of artificial means,

to convert into blessings what otherwise might be deemed a great inconvenience.

In the contemplation of success in our application to Congress for aid, we must take an enlarged and liberal view of the subject, and make manifest to the guardians of the national weal the vast combinations of interest embraced in this object. It is not alone the valley of the Wabash that will be benefited. All the commercial cities on the Ohio and Mississippi, from Pittsburgh to New Orleans, as also the cities on Lake Erie have a direct interest in the opening of the navigation of this river. The whole of the States of Pennsylvania, New York and Maryland, are interested, as it will add to their commercial intercourse, and contribute to an increase of tolls on their respective Canals and Railroads. The valley of the Muskingum and Kenhawa are interested, as it will enlarge their salt market and facilitate its transportation. The cities of Philadelphia, New York and Baltimore, have an interest in the work, as it will open an increased field for their commercial operations. All these several interests have already become sensible of the importance of the work; and it only requires an assurance of a hearty co-operation each with the other, to secure such an appeal to Congress that cannot be disregarded.

Let the people then hold their meetings every where, and make known their wishes and feelings, freely and enthusiastically—cry aloud and spare not.

CAMILLUS,

Lawrenceville, Dec. 26, 1843.

Pay Your Minister Promptly.

He will then preach better sermons.— He has a body that demands food and clothing, and a shelter from the inclemency of the weather—things which he can neither create, nor procure, without expense. Pay him promptly, and he can then promptly meet his own pecuniary engagements; and feel relieved from the embarrassment which, like an incubus, sometimes weighs down the spirits, and impairs the health and usefulness of the minister. He can then preach on the text, "Owe no man any thing," without blushing at his own debts, or at the delinquency of his church and congregation. He can press home the injunction, "Provide things honest in the sight of all men," without being tortured by the reflection, that the dishonesty of his hearers compels him to defer the payment of just dues, and thus afford a melancholy contrast between his preaching and his practice.— He will feel a degree of independence, which he can never feel, while living in the daily apprehension of a dun. No minister, possessing a tender conscience, and a Christian sensibility, can help feeling depressed, when saddled with debts that ought to be paid, and might be paid, were his hearers as ready to do justice, as to require it of others.

Unavoidable occurrences had compelled a minister to defer his pulpit preparations till towards the close of the week. Saturday morning arrived; and, just as he had commenced his sermon, in came a person bringing a bill with an earnest request that it might be paid immediately. Not having the means at hand, he was compelled to leave his studies—though demanding his undivided time and attention—and waste the most valuable part of the day in going abroad to hire money. And when he had paid the bill, and dismissed the messenger, discomposed by embarrassment, chagrined by chagrin, and weighed down under a conscious want of preparation for the approaching Sabbath, he was in just the most unfavorable state of mind for severe application to study; and no wonder if his Sabbath performances fell far below what they should, and would have been, had his mind, during the week, been free from the apprehensions and vexations arising from pecuniary embarrassment.— Whether, in this case, the fault belonged to the people, I do not know; but the performances of the Sabbath were, doubtless, inferior to what they otherwise would have been; and the whole congregation suffered, in consequence, of the embarrassment of their minister.

Pay him promptly, and you will be more profited by his preaching. Not only will he preach better sermons, but you will be in a better frame of mind to enjoy them. You can look him in the face, without blushing at your dishonesty; and the bread of life will taste sweeter, if you feel you are not stealing it from the sanctuary of God. If, by keeping back his just and needed dues, you embarrass him and impair his usefulness, you injure both him and yourself; and have no reason to expect religious enjoyment in the sanctuary, or any where else.

Pay your minister promptly, if you would have a flourishing church and society. True, prompt payment of his salary will not always ensure prosperity; but observation shows that one of the most effectual ways of killing a church, is to neglect the payment of the pastor's salary, and to incur a long arrearage for ministerial labor. Nor is it difficult to account for the fact, that such a course is suicidal to the best interests of a church. God has made it the duty of every church to pay their pastor promptly; and he will not bless them, while living in a wanton disregard of justice and of known duty. Churches have often found, to their sorrow, that it is wretched policy to attempt to enrich themselves, by keeping back the salary of their minister. They may have a man endowed with all the learning of Paul, and the eloquence of Apollolis; and he may do all that lies in his power for the conversion of sinners, and the enlargement of the church; but what can human power avail, without the blessing of God; and how can churches expect his blessing, unless they perform the duties he has im-

posed upon them with respect to the support of their pastor? Is it a burden, to pay your minister punctually? But that burden increases by every month's delay; and if you will not bear it now, it is almost certain that you will feel less disposed to attempt it when increased by the accumulations of successive years. The members of a deeply indebted society find it easier to "sign off," than to pay their proportion of arrearage; and the same consideration deters others from joining, who would join, were the society free from pecuniary liabilities. Delay only increases the burden, and diminishes the means of bearing it, and if you will not pay your minister promptly, you may almost as well dismiss him, and give up the enterprise at once; for it requires no prophet, nor son of a prophet, to predict that you will not prosper. I am no advocate for instability in the pastoral relation; but it would be better for a church to dismiss their minister at once, and thus save both their money and their credit, than to employ his services, and withhold his salary till they starve him and beggar themselves.

One of the wisest regulations of the Massachusetts Missionary Society—be it never revoked—is, that each church assisted by them shall pay their minister punctually, or lose their annual appropriation. Being settled over such a church, the writer has, of course, no cause of complaint; and it is not from self-interest, but from love to the kingdom of Christ, and a desire for its peace and prosperity, that he would recommend to every church to practise strict punctuality in discharging their pecuniary obligations to their pastor.

New England Puritan.

Reception of the Banner Staff.—The Baltimore Patriot, of Wednesday, gives the following account of the reception of the banner staff, cut by Mr. Clay at Ashland, by request of the banner committee, and also of two live coons, from Allegheny:

"The cars arrived last evening from the West, bringing the staff for the Whig prize banner.— Notwithstanding the inclemency of the weather, the rain pouring down in torrents at the time of the arrival of the cars, more than a thousand Whigs assembled at the cars to receive it, and at the same time to bid welcome to the two 'same old coons' sent by the Whigs of old Allegheny as a present to the Whigs of the city."

"The car in which the staff was brought, was tastefully decorated with evergreens, and was marked in large letters 'HENRY CLAY, 1844,' and posted on it was the 'same old coon.'"

"The Whigs formed in procession, and, with a band of music marched to the Baltimore Patriot office, where the staff was duly received, and the 'Coons' cordially welcomed."

"The inclemency of the weather prevented the delivering of the addresses which were arranged, but Mr. Falmeslock, chairman of the Whig Banner Committee, in a few excellent remarks, introduced an appropriate preamble and resolutions."

"The resolutions were unanimously adopted, and the meeting, after giving three cheers for 'Huffy of the West,' adjourned."

The Atmospheric Railway.—The London Mechanics' Magazine for October, 1843, says:

"Another trial of the Atmospheric Railway, which is now nearly completed between Dublin and Dalkey, on the plan of Messrs. Clegg and Saunders, took place last week, when the results obtained were even more surprising and satisfactory than before. We have seen a letter from a gentleman who was present, who states that the speed attained was fully sixty miles an hour, and that all parts of the machinery worked with great exactness. It would seem as if we might now almost venture to pronounce the days of the steam railway as numbered. A speed of a mile a minute is as great a stride beyond the present railway speed as that was beyond the stage coach rate of twenty years ago."

Mr. Clay in the South.—The St. Louis Republican, of Monday, says:

"When the Julia Chouteau passed Memphis, the citizens were hourly expecting the arrival of Mr. Clay on his way to New Orleans. Great preparations had been made for his reception. The steamer Alexander Scott, with a large committee, and a number of gentlemen and ladies, had been despatched up the river to receive him. Thus it is. The fire everywhere burns brighter and brighter. Mr. Clay's trip through the South, though but a private citizen, without patronage or benefits to bestow, will be the triumphant march of a country's benefactor."

Mouslines des Laines.—This article of female dress, so extensively worn and generally preferred for its substantial qualities, we have already noticed, is now manufactured in large quantities in this country. Another factory has been built at Andover, Mass., where the proprietors say 500,000 yards will be made the ensuing year. The New England Farmer says the prospect for a large demand for wool for this new business is good. It requires a long smooth quality, such as the Leicester or Dishley, or that of the old-fashioned, long-wooled, common sheep. The Farmer calls the attention of wool-growers to the subject.—*Ex. Paper.*

THE OHIO BANKS.—Judge Wright, of the Cincinnati Gazette, writes from Columbus under date of the 23d inst:

"Mr. White, from the currency committee, reported a bill to extend the charter of the Commercial Bank of Cincinnati, for the sole purpose of winding up its business. The bill was laid on the table to be printed. This bank has but a week more to live, and the fate of this bill to enable it to close up, is uncertain. No Legislature in the world, except one in Ohio, would refuse such a privilege, and I hope an Ohio Legislature will not. The House bank bill has not been acted on in the Senate."

ORIGIN OF BUSTLES.—Bustles were originally invented by a travelling organ grinder to accommodate her monkey with a place to ride.

Why is a bull dog like a hen-pecked husband.