

Western Sun & General Advertiser.

BY ELIHU STOUT.]

VINCENNES, (IND.) SATURDAY AUGUST 21, 1819.

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THE WESTERN SUN

AND

GENERAL ADVERTISER,

Is published every SATURDAY, at TWO DOLLARS per annum, if paid in advance, or TWO DOLLARS & FIFTY CENTS at the end of the year, for which a note will be required. No subscription can be withdrawn until all arrearages are paid.

ADVERTISEMENTS conspicuously inserted on the usual terms.

Advertising customers will note on their advertisements the number of times they wish them inserted—those sent without such directions will be continued until forbid, and must be paid for accordingly.

PROPOSALS

For carrying MAILED of the United States on the following Post-Roads, will be received at the General Post Office until Saturday the 2d day of October next, inclusive.

267. From Cincinnati by Cleves, Laurenceburg, Wilmington, Hartford, Vevay, Madison, Lexington, Greenville, Charleston and Utica to Louisville, to return from Madisonville to Lexington by Bethlehem once a week, 120 miles.

Leave Louisville every Sunday at 6 a m arrive at Charleston by 9 a m at Lexington by 3 p m at Vevay on Monday by 2 p m and at Cincinnati the next Tuesday by 6 p m.

Leave Cincinnati every Wednesday at 6 a m arrive at Lexington on Friday by 2 p m and arrive at Louisville on Saturday by 10 a m.

268. From Lexington by Vienna & Pidgeon Roost to Salem, once a week, 28 miles.

Leave Lexington every Sunday at 4 p m and arrive at Salem on Monday by 10 a m.

Leave Salem every Monday at 11 a m and arrive at Lexington by 8 p m.

269. From Lawrenceburg by Petersburg, K. to Burlington, K. once a week.

Leave Lawrenceburg every Friday at 9 a m and arrive at Burlington by 6 p m.

Leave Burlington every Saturday at 6 a m and arrive at Lawrenceburg by 3 p m.

270. From Vevay by Edenboro' & Ripley c. h. to Brookville, 54 miles.

Leave Vevay every Monday at 2 p m and arrive at Brookville on Tuesday by 6 p m.

Leave Brookville every Wednesday at 6 a m and arrive at Vevay on Thursday by 10 a m.

271. From Hartford to Rising Sun, 8 miles.

Leave Hartford every Thursday at 7 a m and arrive at Rising Sun by 9 a m.

Leave Rising Sun at 10 a m and arrive at Hartford by noon.

272. From Madison by Paris to Brownstown, 40 miles.

Leave Madison every Tuesday at 6 a m and arrive at Brownstown by 6 p m.

Leave Brownstown every Wednesday at 6 a m and arrive at Madison by 6 p m.

273. From Brownstown by Palestine, Bloomington and Dum's Ferry to Fort-Harrison, 120 miles, once in two weeks.

Leave Brownstown every other Wednesday at 6 a m and arrive at Fort-Harrison on Saturday by 10 a m.

Leave Fort-Harrison every Saturday at 1 p m and arrive at Brownstown on Tuesday by 6 p m.

274. From Bedford, K. by Madison, Vernon, Lexington and New-London to Bedford, once a week, 41 miles.

Leave Bedford every Friday at 7 a m and arrive at Vernon by 7 p m.

Leave Vernon every Saturday at 6 a m and arrive at Bedford on Sunday by noon.

275. From Louisville by Shipping Port, Portland, New-Albany, Corydon, Freedom, Troy, Mount Pleasant, Darlington and Evansville to Harmony, once a week, 144 miles.

Leave Louisville every Wednesday at 6 a m arrive at Corydon by noon, & arrive at Harmony on Saturday by 11 a m.

Leave Harmony every Saturday at 1 p m & arrive at Louisville on Tuesday by 7 p m.

276. From Elizabethtown, K. by Philadelphia, Livonia, Elizabethtown, Corydon, Frederickburg, Beck's Mills, Salem, Mascota, and Valona to Brownstown, once a week, 97 miles.

Leave Elizabethtown every Tuesday at 5 a m arrive at Philadelphia by 2 p m at Corydon on Wednesday by 10 a m.

Leave Corydon every Wednesday at 1 p m and arrive at Brownstown on Thursday 6 p m.

6 a m and arrive at Philadelphia on Saturday by 6 p m and at Elizabethtown on Sunday by noon.

277. From Louisville by Jeffersonville, Greenville, and Fredericksburg to Paoli, once a week, 50 miles.

Leave Louisville every Friday at 6 a m and arrive at Paoli on Saturday by 3 p m.

Leave Paoli every Wednesday at 9 a m and arrive at Louisville on Thursday by 6 p m.

278. From Louisville by Jeffersonville, Utica, Charleston, Salem, Paoli, Shelby, Liverpool, and Hawkins' Ferry to Vincennes, once a week, 130 miles.

Leave Louisville every Sunday at 5 a m arrive at Charleston by 10 a m arrive at Salem by 7 p m and arrive at Vincennes on Tuesday by 10 a m.

Leave Vincennes every Tuesday at 2 p m and arrive at Louisville on Thursday by 7 p m.

279. From Vincennes by Hazleton's Ferry, Princeton, Harmony, Mount Vernon, Mouth of Wabash to Shawneetown, once a week, 92 miles.

Leave Vincennes every Tuesday at 2 p m arrive at Princeton by 7 p m & arrive at Shawneetown on Thursday by 6 p m.

Leave Shawneetown every Sunday at 6 a m and arrive at Vincennes on Tuesday by 11 a m.

280. From Vincennes by Palestine, Carlisle, Sullivan c. h. & Terre-Haute to Fort-Harrison, 70 miles, once a week.

Leave Vincennes every Tuesday at 11 a m and arrive at Fort-Harrison on Wednesday by 6 p m.

Leave Fort-Harrison every Sunday at 9 a m and arrive at Vincennes on Tuesday by 9 a m.

281. From Paoli by French Lick, Dubois c. h. Petersburg and Columbia to Princeton, once a week, 77 miles.

Leave Paoli every Tuesday at 6 a m and arrive at Princeton on Wednesday by 6 p m.

Leave Princeton every Thursday at 6 a m and arrive at Paoli on Friday by 6 p m.

282. From Paoli by Mount Sterling and Fredonia to Philadelphia, K. once a week, 70 miles.

Leave Paoli every Thursday at 2 p m and arrive at Philadelphia on Saturday by 10 a m.

Leave Philadelphia every Tuesday at 2 p m and arrive at Paoli on Thursday by 10 a m.

283. From Salem by Bono to Bloomington, 59 miles.

Leave Salem every Monday at 6 a m and arrive at Bloomington on Tuesday by 10 a m.

Leave Bloomington every Tuesday at 2 p m and arrive at Salem on Wednesday by 7 p m.

284. From Princeton by Evansville to Henderson, Ky. once a week, 42 miles.

Leave Henderson every Thursday at 6 a m and arrive at Princeton by 6 p m.

Leave Princeton every Wednesday at 6 a m and arrive at Henderson by 6 p m.

285. From Laurenceburg by Georgetown and Brookville to Salisbury, once a week, 66 miles.

Leave Laurenceburg every Wednesday at 3 p m and arrive at Salisbury on Friday by 7 a m.

Leave Salisbury every Friday at 7 a m and arrive at Laurenceburg on Saturday by 6 p m.

286. From Wilsontown by Vernon to Brownstown, 55 miles.

Leave Brownstown every Friday at 6 a m and arrive at Wilsontown on Saturday by 10 a m.

Leave Wilsontown every Wednesday at 1 p m and arrive at Brownstown on Thursday by 6 p m.

287. From Corydon by Mount Sterling to Portersville, once a week, 56 miles.

Leave Corydon every Wednesday at 2 p m and arrive at Portersville on Thursday by 6 p m.

Leave Portersville every Friday at 6 a m and arrive at Corydon on Saturday by 10 a m.

288. From Jacksonburg to Randolph c. h. once a week.

Leave Jacksonburg every Friday at 6 a m and arrive at Randolph c. h. every Sunday by 10 a m.

289. From Hamilton Ohio, by Ross, Millville, Harrison, New-Trenton, Brookville, Connersville, Waterloo, Centerville, Salisbury, Dunlap's Mill, Fairfield and Brookville to Hamilton, once a week, 58 miles.

Leave Hamilton every Tuesday at 6 a m and arrive at Brookville same day by 3 p m and at Salisbury on Wednesday by 2 p m.

and arrive at Hamilton on Friday by 9 a m.

NOTES.

1. THE Post-Master General may expedite the mails and alter the times for arrival and departure at any time during the continuance of the contract, he stipulating an adequate compensation for any extra expence that may be occasioned thereby.

2. Fifteen minutes shall be allowed for opening and closing the mail at all offices where no particular time is specified.

3. For every thirty minutes delay (unavoidable accidents excepted) in arriving after the times prescribed in any contract, the contractor shall forfeit one dollar; and if the delay continue until the departure of any depending mail, whereby the mails destined for such depending mail lose a trip, a forfeiture of double the amount allowed for carrying the mail one trip shall be incurred, unless it shall be made to appear that the delay was occasioned by unavoidable accident; in which case the amount of pay for the trip will in all cases, be forfeited and retained.

Persons making proposals are desired to state their prices by the year. Those who contract will receive their pay quarterly—in the months of May, August, November and February, one month after the expiration of each quarter.

5 No other than a free white person shall be employed to convey the mail.

6 Where the proposer intends to convey the mail in the body of a stage carriage, he is desired to state it in his proposals.

7. The Post-master General reserves to himself the right of declaring any contract at an end whenever one failure happens, which amounts to the loss of a trip.

8. The distances stated are such as have been communicated to this office and some of them are doubtless incorrect: on this subject the contractor must inform himself; no alteration will be made in the pay on account of any error in this respect.

9 The contracts are to be in operation on the first day of January next; and are to end December 31, 1823.

10. The contracts for the new routes are to commence on the 16th day of November next.

RETURN J MEIGS Jr.
Post-master General.
GENERAL POST-OFFICE,
Washington City, May 26, 1819.

Cincinnati Wove & Worked Lattice Wire Factory J. BROMWELL.

LATELY FROM BALTIMORE.

I about to establish the various branches of his business in this city opposite the HILL MARKET HOUSE, where he will MANUFACTURE the following articles, viz:

Sieves and Riddles of all kinds, Safes, Wove and worked Wire for Rolling and Standing Screens for Merchant Mills; for Flaxseed; for Standing Screens for Lime, Sand, Gravel, Coal, and Ore; for Riddles and Screens for Wheat Fans, Cellar and Milk house Windows, Shakes for Meal; for Corn and Malt Kilns, and Rat and Mouse Traps.

HE ALSO MANUFACTURES Patent and Common Wheat Fans, Straw Cutters, Iron and Steel Knitting Pins, &c.

As J. B. intends to make this City his permanent residence, those who favor him with their custom may depend upon their work being done in a substantial manner, and as cheap, if not cheaper, than at any other Manufactory this side the mountains.

All orders left with or sent to Messrs. WHIPPLE and WASHBURN, front street, or myself, shall be attended to with punctuality.

Cincinnati, June 12, 1819.

200 Dollars REWARD, WILL BE GIVEN TO APPREHEND William Killbuck.

a DELAWARE INDIAN, under sentence of Death, for the murder of Thomas McCall, in March last. He made his escape from the guard at Palestine, Crawford county Illinois, on the night of the 12th inst. He is about five feet 8 or 9 inches high, light color, down look, and speaks good English.

JAMES B. McCALL.

ST. LOUIS, MAY 20.

The Mad of Orleans.—This beautiful vessel was built at Philadelphia, and is equally intended for river and sea navigation; the latter by sails, the former by steam power. She came to New-Orleans schooner-rigged, ascended the Mississippi by the Steam, and is the first vessel which has arrived at St. Louis from an Atlantic port. Men of reflection, men who observe the progress of human affairs, will mark this event; will follow the voyage of this vessel on the map, and will see in its issue the commencement of that new order of things which is to line the banks of the Mississippi with sea-port towns and to raise up, at certain commanding points, commercial cities rivaling the greatest of those which the seashore exhibits.—They will mark the outset of this vessel—leaving her port in north Latitude 40 degrees, sailing down to the gulf of Mexico, entering it and quitting it again, to penetrate by a noble river the interior and central parts of the N. American continent. Arrived at St. Louis after an ascent of 1600 miles, they will see her almost in the latitude from which she set out; and having noted what she has done will cast forward their eyes to see what she might do. Looking up the Missouri, they would see, that one hundred and sixty miles more would take her to the Mandan Villages above the latitude of Quebec; and that 800 more would carry her west to the first falls of the Missouri river. Looking up the Mississippi they would see that 1000 miles would carry her to the falls of St. Anthony, in the latitude of Vermont; whence a canal of half a mile at the head of the river St. Croix would enable her to enter the Caspian sea of North America. Looking up the Illinois they would see that 500 miles would carry her to the lake which is to open the Michigan lake into the valley of the Mississippi; whence by a chain of inland seas and the canal Clinton (when finished,) she might arrive, by a circumnavigation of many thousand miles, at the point from which she first sailed. Such are lines of water communication, such the means of commercial intercourse, formed by Nature, in the magnificent regions of the Missouri and Mississippi, and of which there is no parallel on the face of the globe.

MISSISSIPPI RIVER

In the dearth of other matter, we devote a few lines to an extract from a late publication, of Mr. Melish, relative to the western country.

"The Eastern extremity of the waters of this river is the head waters of the Alleghany, which are situated in Pennsylvania, about 190 miles N. W. of Philadelphia.

"The Western extremity is the head waters of Jefferson's river, about 540 miles from the Pacific Ocean.

"The distance between these two extremities in a direct line, is about 1700 miles.

"The Northern extremity is a branch of the Missouri, in the north latitude 52, 42; 550 miles west by north of the Lake of the Woods.

"The Southern extremity, is the south pass into the Gulf of Mexico; north latitude 29; 90 miles below New Orleans.

"The distance between these two extremities in a direct line, is 1680 miles.

"The river and its branches spread over nearly fifteen hundred thousand square miles. So that the Mississippi and its branches water considerably above 2-3ds. (comprising 4 states and two territories) of the United States territory; a great portion of it being unsettled, and probably the finest land in the world."

"The length of Missouri river" according to the same author "is 1670 m's.

Arkansas,	1100,
Red river,	1000
a Platte,	750
Mississippi (to its junction with Missouri)	730
Ohio,	700
Canes,	610
Tennessee,	550
Yellow Stone,	500
White River,	400
Wachita,	400
Sage river,	360
Lumberland,	300

The calculation is made without including the bends and in a straight direction. All these streams are navigable nearly to their source by flat bottomed

steam boats. So that an extension on their branches, comprising such a vast extent of rich and fertile land, can be supplied with the requisite quantity of goods without having any of the obstructions of land conveyance. When this country acquires a dense population (to which state it is advancing with unexampled rapidity) what a vast field will it open for commercial enterprise. New Orleans will be the depot of all its exports exports and imports; every acre of ground, cultivated in this vast extent of country, will add to her wealth.—How extensive and complicated will be the means employed for her prosperity. How grand, how magnificent her destiny! She is the proper channel through which our imports and exports should flow—the one design by nature.

FROM THE ALBANY PLOUGH BOY.

One of the last mails brought us the first number of the National Intelligencer and Boons Lick Advertiser. It contains numerous advertisements, the evidence of increasing population. What think you reader, of a newspaper at Boon's Lick, in the wilds of Missouri, in 1816, where in 1819 there was not, we believe, a civilized being excepting the eccentric character who gave his name to the spot, who delighted in the dreary and awful solitude with which he was surrounded, and who has since traveled farther into the wilderness, to avoid society and enjoy his favorite life of a hunter. The editor of this paper has been thought extravagant, for having asserted in a private circle his belief, that in less than a century we should in all probability have a turnpike rout from Albany to the shores of the Pacific. But such a consummation is not less to be expected, than it was to have been supposed twenty years ago, that we should now see, on the wild and distant theatre of Boon's hunting exploits, a printing press diffusing intelligence weekly among a numerous population. And now, we repeat, that Henry Homespun, Jr. is no prophet; for the second rising generation from the present will march straight forward, on a smooth road, and through flourishing settlements, from Albany to the Columbia River. The Yellow Stone expedition is already a grand link in this chain of communication. What a vast theatre of the rise, decline, and fall of human greatness!

YELLOW STONE EXPEDITION.

A gentleman just arrived from St. John's on the Missouri, informs that on the 17th inst. the steam-boat Expedition Johnson and Jefferson passed that place all in good order.—The latter four days behind the former—and that the progress of the boats is certain if the waters continue deep enough to keep them afloat.

Missouri Gaz.

Extract of a letter from an Officer on board the United States ship Hornet, to his friend in this place, dated the 3d June, 1819.

"We are all in high spirits to day, as our affairs at Madrid look rather squally—a war between Spain and our country is much talked of here.—I wish it may take place.

"By last night's mail we received accounts from Madrid to the 29th May. The treaty was not then ratified, nor was there much prospect of a ratification in any short time, as it appears the King is much influenced by England whose influence is not only great with this government, but with all the other Cabinets on this continent.

There is a report in circulation this morning, that the English Minister has been very active in this affair, and that he has prevailed on the King to refuse to ratify the treaty, without the concurrence of England, if this report be correct, then may I hope, that our government will afford us an opportunity to try our skill in warfare with the *Dons*, and chastise them severely for the many insults and injuries which our government have received from them.

"The inhabitants of Cadiz are warmly opposed to the ratification, and the prevailing opinion amongst my countrymen here, is, that the King will reject the treaty.

"On Sunday last, I was present at a Bull Bait—a very ancient and yet a very popular public amusement in Spain. The scene, to me, was, ferocious and cruel in the extreme, and my feelings were so affected, that I