

"STOP LAW."

AN ACT suspending executions until a certain day therein expressed

Sec. 1. *Be it enacted by the people of the state of Illinois, represented in the general assembly, That no execution shall hereafter issue on any judgment or replevin bond now in force or which may hereafter be rendered by any court of justice or justice of the peace, until the 20th day of November next; and all executions that shall have previously issued, upon which the money is not made, shall be stopped until the above time, and the property levied upon be restored to the person from whom it was taken: Provided, That the defendant pays all costs which may have accrued on the judgment, unless the plaintiff or plaintiffs, by themselves or their authorized agents, shall previously make oath that he, she or they verily believe that he, she or they will be in danger of losing his or their demand, unless execution or other process be issued in conformity with the existing laws. But if the defendant will give bond with good security, to be approved by the officer levying the execution, in double the amount of the debt, payable to the plaintiffs in the execution, then the execution shall be stayed until the said 20th day of November next, any such affidavit notwithstanding, (and every such bond to have the same force and effect of a replevin bond:) Provided, That this act shall not be construed so as to prevent persons from bringing suits or issuing attachments previous to that day. This act to take effect and be in force from and after the 18th day of January instant.*

Vandalia, February 6.

On Friday the committee to whom was referred the *Bank Bill*, made a lengthy report in opposition to the objections of the Council of Revision. On the report being read, Mr. Alexander moved that the bill should then pass.—The speaker rose in his chair, and in a short address to the house, thanking them for the honor they had conferred upon him to the office he then held, and his disposition to give the house his views upon the bill before its final passage, resigned his office. Mr. Blackwell was called to the chair, and Mr. Mather elected speaker. Mr. Mather also made a short address to the house and resigned. Mr. McLean was re-appointed speaker, and the bill committed to a committee of the whole house on Saturday.—According to order on that day, the house went into committee of the whole and the bill was taken up, when Mr. McLean occupied the floor in a speech of nearly two hours in length in opposition to the bill, and in support of the objections of the Council of Revision. He was followed by Messrs. Young, Alexander, and Blackwell, in support of the bill. The committee then rose, and the question being taken upon the passage of the bill, the yeas and nays stood as follows:

YEAS—Messrs. Alexander, Blackwell, Borough, Buckmaster, Campbell, Dorris, Eddy, Logan, M-Fatridge, Matheny, McLean, of White, Moore, Omelyany, Phillips, Slade, Will, and Young—17.

NAYS—Messrs. Cairns, Crisp, Kitchell, Mather, Michaels, M-Clintoc, Moore, of St. Clair, Otwell, Robertson, and Widen.—10.

On the same day the bill was sent to the Senate, with the objections of the

Council, and passed that body by the following vote:

YEAS—Messrs. Barker, Fraizier, Jamison, Jones, of Gallatin, Jones, of Union, Ladd, and White—8.

NAYS—Messrs. Boon, Cadwell, Crozier, Kitchell, and Lemon.—5.

So the *BANK BILL* has passed both Houses, and become a law of the land.

Illinois Intelligencer.

CENSUS

Of the Inhabitants of the state of Illinois,

Taken under the authority of the state.

Countries.	Whites.	Blacks.	Total.
Madison,	8408	141	8549
St. Clair,	5097	174	5271
White,	4706	67	4773
Randolph,	8189	342	3531
Gallatin,	3114	337	3451
Crawford,	3074	95	3169
Edwards,	3346	23	3369
Bond,	2882	49	2931
Pope,	2716	34	2750
Union,	2413	19	2432
Franklin,	1701	74	1775
Jackson,	1543	23	1566
Monroe,	1504	44	1548
Washington,	1514	33	1547
Wayne,	1144	5	1149
Clark,	930	1	931
Johnson,	859	14	873
Jefferson,	779	1	780
Alexander, no return.			
	48,919	1,476	50,395

OBSERVATIONS ON MILLS.

The use of steam power in a country where fuel is abundant and cheap, is beyond a doubt, far preferable in a general way to animal power; and its preference over water power, in a country where mill seats are not found free from all exceptions, is almost without limit.—It is particularly so in nearly all the valuable parts of this western country; for it is only on the head waters that seats of the least objections are to be seen.—There you have untillable lands, a thin population, and, consequently, but little use for mills of any magnitude.

As profit is the leading object of mills, seats are therefore sought for in the valleys on the navigable waters; and here you meet with endless difficulties. The first is, an interference with navigation—one interest directly a variance with another of equal importance. The immediate interest however, prevailing in most cases legislatures necessarily interpose their authority; but, in place of putting the evil at rest, their acts seem only to have legalized that clashing and war of interests which was before carried on but by consent. Hence hundreds of mills are to be found which yield advantage to neither the public nor the proprietors.

Who is there not familiar with these facts? And perhaps a stronger reason need hardly be advanced in favor of steam power. But added to this is, the drowning of lands by raising a dam; and consequently, endless litigation with your neighbors.

Next are the manifold causes of your mill standing idle, to wit, back water, floods, long droughts, hard frosts, broken dams by floods and navigation laws, broken races and gateways; and these are causes, almost without exception, beyond human control. In the list, too, and not the least of difficulties, is, your town or

place must generally be carried to the mill seat.

Steam on the other had has also its attendant difficulties; but what I am aiming at, is, not to cover its natural defects, but to rescue it from a character which it does not merit, by contrasting it with other modes of power to show the public what they suffer through a misguided prejudice.

In the western country but few steam mills have been erected; and the circumstances attending those few have very unfairly stamped the general character of being enormously expensive in their first and daily costs, too often out of repair, and idle too great a proportion of their time.

This power is portable. It is of any force you please, from one horse to a hundred; and the only question is, as to a seat, would its application to any machinery be profitable at such a place.—Hence proprietors have conceived right of its convenience and utility to the public, and of the profits to be derived to themselves. They have gone to work, calculating on not being disappointed in those whom they might employ as undertakers; but unfortunately their own want of knowledge, from the novelty of the business they were going about, has but led to the more easy credulity of their minds, and to a full open door for the entrance of pretenders better skilled in the mysteries of imposture, deception and fraud, than in the plain doctrines of mechanism. Fair fortunes have thus been squandered, the most laudable enterprises broken down with embarrassments, independent families often thrown dependent upon the world, and the public beguiled into an idea next to superstition of a certain fatality attending the very thing, if fairly considered and honestly used, most to their advantage.

The dangers of Fire might with some reason have been dreaded as also an objection to steam, since its power depends entirely upon the diffusion of heat. But as little or no interest, and certainly no honor, could arise from a designed destruction by fire, so therefore nothing to gratify but a villianous, revengeful temper, this objection from but one instance that I recollect of, and this recently here, occurring to a steam mill in the western country, seems left not to any peculiar character of mills, but to the charge and mercy of some disappointed and benighted villain.

That the steam mill here, from all the circumstances I can gather, was destroyed by the bad of an incendiary, no one will reasonably deny; and that it at once becomes the business of every one, so great may be considered the calamity, to detect and bring to punishment the guilty wretch, all ought to agree—so plain to me is this fact, that I trust with confidence to the solitary instance of burning, as no way likely to gain an addition to the prejudices unfavorable to steam power.

If my position with regard to this power be doubted, some one of at least as much leisure as I have, will show why; and a more particular comparative view, leading to costs and products on both sides, may be come at.

As to what kind of steam engines, those for high steam I consider as claiming decidedly the preference over the condensing engine, because they cost less, are more simple, consume less fuel, equi pace to steam and may be exerted as familiarly as a horse with

a whip to twice and thrice their common working power without risk.

Many have, no doubt, thought in this subject as I do; but for the full benefit of useful reflections, I have ventured to believe them better published than buried, especially for the benefit of those who have capital to employ hereafter in mills.

Wm. C. ANDERSON.

Vincennes, Feb. 16.

STEAM BOAT LINE.

Between Louisville and Havana.

By an advertisement in this day's paper, it will be discovered that the enterprising Messrs. Johnsons have determined establish a line of steam boats, to ply between this place and Havana.—The undertaking, if successful, (and we have no doubt it will prove so,) will be of the first importance to the people of the western country. A direct communication with foreign ports, will place us beyond the control of the carriers of the Atlantic States and the merchants of New Orleans, whose combined efforts sustain at this time, to regulate the value of all our surplus produce. This enterprise may lead to others, more extensive, and may be the commencement of a series of commercial operations, to be exclusively performed by the western people, calculated to render us equally as prosperous and independent as our Atlantic brethren.

Heretofore we were inclined to believe, that the carrying business of the Western States might be safely and advantageously entrusted to the citizens of the east and north. Of the propriety of this opinion we have lately felt strong doubts. In the ordinary circles of society, persons are respected, in proportion to the means they possess of acting independent of their neighbors.—The ability of a man to sustain himself without calling on his neighbor for any kind of assistance, not only renders his friendship desirable with the multitude, but places his fortunes beyond the grasp of the greedy and the avaricious. Until he acquires this degree of independence or silence, he is always in danger of being ruined by those who possess the means of controlling the value of the products of his labor. May we not fairly infer, that the west and the south, in order to be respected by the north and the east, must first do their own carrying business; export their own produce and import their own merchandise; regulate their own currency, and by permitting the people of the North and East to trade and carry for themselves, relieve them from the trouble of regulating the course of exchange and overlooking the conduct of the local governments of the west.

Louisville Pub. Adv.

Extract of a letter from a gentleman on board of a merchantman, at Lima, to his brother in Baltimore, dated "Callao, Oct. 25. 1820.

"The news of a revolt at Guayaquil reached Lima yesterday, which has hove us all aback. This country is in a shocking state at present. The Chilean fleet and army have captured Pisco, a seaport about sixty miles above Lima.,