

CINCINNATI, Sept. 18,

GEN. HARRISON — His gentleman is just on the wing of departure upon his mission, as Minister resident of the United States to Colombia. He sets out to morrow for Washington, and will probably sail for Laguira in a short time. A few invidious presses have made some clamor that his departure has been so long delayed. This is the mere wantonness of party malignity. In the present state of public affairs in Colombia, no prejudice to the public interest is to be apprehended, from the delay. The summer season and the fore part of autumn are alike dangerous to Northern constitutions, in the climate to which Gen. Harrison is going; and to sail at this conjuncture, would expose him to all the dangers of the equinoctial gales. We trust that his final departure may be postponed at least until October. In this part of the country there is no difference of sentiment about the propriety of the General remaining with us to the period mentioned, and as a proof of this, we subjoin an extract from the National Republican, for which we are glad to give that print full credit.

A number of Gen. Harrison's friends met him yesterday, at the house of his son, Col. W. H. Harrison, in this city, to take a parting leave. It was gratifying to observe that the most violent and bitter partisans on both sides, were present, cordially uniting in their good wishes for his health and happiness. It is no light compliment to the General, that he is thus acceptable to men of all parties at home; and that those who unite in nothing else, can unite in good feeling for him, and in bidding him, what they all trust, is but a temporary adieu.

*From the National Republican.*

GEN. HARRISON — We have understood that this gentleman will take leave of his family and friends in a day or two, to embark for South America. We regret to hear this; we know of no urgent necessity that calls for immediate presence of our Minister in Colombia, and we had presumed that his departure would have been delayed until the autumn, when his arrival in a tropical and unhealthy climate would have been attended with less danger than he must encounter, should he leave the United States in the month of September or early in October.

Gen. Harrison is the father of a large family, from whom the mission he has accepted will separate him probably for some years. To enable him to place them and his affairs in a proper situation to dispense with his presence, for any length of time certainly requires a longer period than has been allowed since the adjournment of Congress. As there seems to be no demand at this moment for diplomatic interference of any kind in Colombia, it appears to us that there would be some degree of cruelty in suffering him to brave the dangers of that fatal region, at a season of the year when the most robust and youthful often become the victims of their temerity.

We believe that the executive would readily postpone the General's departure, if a proper suggestion were made; we feel satisfied that all parties would acquiesce in the measure, should the indulgence be extended to him and his family. Gen. Harrison has spent his life in the service of his country, and his friends have a right to ask this trifling boon for him.

PERRAPHS — Perhaps there never was a duller time for news than the present moment. — Perhaps there is no situation more uncomfortable than an editor's, when he has nothing particular to prattle about. Perhaps the morning's papers or the morning's mail will bring us something of great moment to offer our readers. Perhaps not! Perhaps the editor of this paper is amusing himself with catching horn pout. Perhaps the pouts have laid hold upon him. Perhaps we shall have a new book to morrow from those enterprising gentlemen, the Messrs. Harper. Perhaps the weather will be warm, perhaps cold, perhaps middling, perhaps wet, probably dry. It may be a dull day, a bright day, or a cloudy day, probably Saturday. Perhaps somebody will break his neck. He never has been guilty of such a thing. But he may. We must not always draw conclusions for the future from the events that have gone by. Perhaps our delinquent subscribers will pay their bills. Perhaps we shall obtain twenty new ones. Perhaps every thing sub-lunary depends upon contingencies. Perhaps somebody will read this article. Perhaps somebody will like it. Who knows?

*Lit. Gaz.*

### MOUNT ARARAT.

Nothing can be more beautiful than the shape of Ararat; nothing more awful than its height. All the surrounding mountains sink into insignificance when compared to it. It is perfect in all its parts. No rugged features; no unnatural prominence. Every thing is harmony; and all combines to render it one of the most interesting objects in nature. — Spreading originally from an immense base, the slope towards its summit is easy and gradual, until it reaches the regions of snow where it becomes more abrupt. As a foil to this stupendous object, a small hill rises from the same base, similar in shape, and in many other situations entitled to rank a

flood seems to have been on the summit of Ararat — For the rugged ascent to its snowy top appears to render the attempt impossible. No man certainly, has ascended it in modern times. When the adventures of Tournefort failed, it is not probable that any one else had succeeded.

A clergyman in Scotland, catechizing the beadle of his parish, said to him, "John, as I don't intend to trouble you with many questions, can you tell me what is baptism?" "Aweel can I, Sir," replied John. — "it's just a shilling to the Session Clerk and a groat to me." — *Stirling Advertiser.*

What a change. — In the appointment of the five millions tax recommended by congress in 1777, in proportion to the number of inhabitants in each state, New York was rated more than a fourth lower than Massachusetts; more than a third lower than Pennsylvania; below New Jersey; only equal to New Hampshire; and in short the lowest on the list with the exception of Rhode Island, Delaware and Georgia.

INDIANAPOLIS, Sept. 26.

The following was written by a gentleman attached to the company that lately explored the country north, for the purpose of locating the Michigan road, as it is termed. — *Ia. Jour.*

Mr. Editor — Subjoined I send you a short description of the country between lake Michigan and the Wabash river, which you may publish if you think proper.

That part of lake Michigan which is situated in the state of Indiana, is bounded on its margin with a hill of white sand, parallel with the lake shore. Its height is from twenty five to one hundred and fifty feet. Behind this hill is a deep hollow, in some places nearly on a level with the surface of the water of the lake. In the rear of this hill is found another, of nearly equal dimensions with the first; and sometimes a third, a fourth, and even a fifth; but they are not generally so large as the one adjoining the lake shore. These hills are mostly parallel with each other, and appear like an arch of a circle, whose radius is twenty or thirty miles. Sometimes however they make an angle with each other, and often appear like the frustum of a cone or sugar loaf. Opposite these hills from the lake the land is low and mostly covered with ponds and wet prairies, that run parallel with the lake shore. This tract of wet land is from a half to a mile wide. In many places the hills are blown away like snow, and driven into the woods, and have buried the standing timber so that only the tops of the tallest trees appear above the sand. Near the southernmost point of the lake, the wind has blown the hills entirely away, and the sand carried into the woods a period so long ago that the old timber has become rotten and a young growth sprung up from the top of the newly formed sand hills. The timber on these hills is dwarfish oak, yellow pine, cedar, juniper, &c. White pine grows on the wet lands in beautiful groves.

After leaving the land above described, and steering southwardly, the traveller passes about six miles of wet beach land; then five miles first rate timbered land; then a rich prairie and barren land for eight miles; then three or four miles of second rate barrens and wet prairie; and then about nine miles to the Kankakee river.

The Kankakee river is below the mouth of Yellow river about twenty rods. The English lake is a part of the Kankakee and spreads itself about a quarter of a mile wide, which gives it the name of lake. The Kankakee river flows through a level country, with low banks, and, except in the dryest time of the year, it inundates the land four or five miles from its bed, on one side or the other, and sometimes on both. Fish are found two or three miles from the channel of the river, and their motion through the grass and aquatic weeds can be seen several rods. The country about this country is considered so unhealthy that the Indians, as the summer advances, retire from the influence of its putrid waters and decaying animal and vegetable matter. From the Kankakee to the Tippecanoe, a distance of about twenty-six miles, the land is extremely flat; one third part of it wet prairie and almost impassable. All the other lands are either barren or covered with dwarfish oaks. The soil is white sand. — From the Tippecanoe to within five or six miles of the Wabash, the land and timber resemble that last described, but are a little better.

Three or four miles north west of the Tippecanoe is a lake, called the Devil's lake. It is supposed by the Indians, that two Devils, a male and a female, once inhabited this lake, and that they preyed on all kinds of game, and frequently slew the Indians, and almost desolated the country. They also believe that two good boy Devils came from lake Michigan and killed the old male devil; but that the female Devil escaped pregnant to the lake, where she and her young continue to reside. On the Tippecanoe, five or six miles from this lake are found bones of a large size, that the Indians say are bones of the old devil. The place is known by the name of the Devil's Bones. Whenever the Indians fish in this lake, or sail in their canoes on its waters, or leave their canoe on its banks, they offer up an offering of tobacco to her widow Devilship, to appease her wrath or keep her in a good humour.

This lake is about in the middle of the

northeast to southwest. The shore of this lake is somewhat indented by points of land.

— Several wet prairies discharge their waters into it. The outlet of this lake form the little Kankakee that puts into the big Kankakee a few miles above the English lake. The Devil's lake is shallow near the shore, and it is probably not deep in any part of it. It is well stored with fish of various kinds, which are easily caught with the hook or gig.

I omitted to mention, when describing the land about lake Michigan, that no streams except one or two little creeks put into the lake from the state of Indiana, and that there can be no harbour on the said lake within the same.

\* The word Kankakee in the Indian language, signifies DROWNED LAND.

Electors for President & Vice-President, Agreed upon by the Conventions at Indianapolis, in January 1828.

Election on Monday, November 3d, 1828.

For Andrew Jackson. For John Q. Adams.

BENJAMIN V. BECKS, JOSEPH ORR,  
RATLIFF BOON, JOHN WATTS,  
JESSE B. DURHAM, JOSEPH BARTHOLOMEW,  
WILLIAM LOW, ISAAC MONTGOMERY  
ROSS SMILEY, AMAZIAH MORGAN.

ILLINOIS JACKSON ELECTORAL TICKET.

C. J. JOHNSTON, TAYLOR, of Sangamon county,  
Gen. ALEX. M. HOUSTON, of Crawford,  
RICHARD M. YOUNG, Esq. of Randolph,  
GEORGE WEBB, Esq. of White.

### PROPOSALS

For carrying the Mails of the United States on the following routes will be received at the General Post Office, until the 25th day of November next, incusive, viz:

#### IN INDIANA

133 From Fort Wayne, to Gary Missionary Establishment, once in two weeks.

Leave fort Wayne every other Tuesday at 6 a m and arrive at Gary Missionary Establishment.

Leave same every — and arrive at fort Wayne on Monday by 6 p m.

134 From Green Castle, by Blakesburgh, to Crawfordsville, once a week, 30 miles.

Leave Green Castle every Monday at 6 a m and arrive at Crawfordsville by 3 p m.

Leave same every Monday at 4 p m and arrive at Green Castle on Tuesday by noon.

135 From Fredonia to Princeton, once a week seventy five miles.

Leave Fredonia every Wednesday at 6 a m and arrive at Princeton on Thursday by 6 p m.

Leave same every Friday at 6 a m and arrive at Fredonia on Saturday by 6 p m.

136 From Rushville, by Shelbyville, to Edinburgh, once a week, forty-four miles.

Leave Rushville every Saturday at 6 a m and arrive at Edinburgh by 7 p m.

Leave same every Sunday at 6 a m and arrive at Rushville by 8 p m.

137 From Noblesville to Crawfordsville, once a week, fifty-two miles.

Leave Noblesville every Sunday at 6 a m and arrive at Crawfordsville on Monday 11 a m.

Leave same every Monday at 1 p m and arrive at Noblesville on Tuesday by 7 p m.

138 From Vincennes by Petersburgh, to Boonville once a week, sixty two miles.

Leave Vincennes every Wednesday at 5 a m and arrive at Boonville on Thursday by 11 a m.

Leave same every Thursday at 1 p m and arrive at Vincennes on Friday by 7 p m.

#### IN ILLINOIS

139 From M'Leansboro, by Carmi, to New Harmony. Ia once a week forty three miles.

Leave M'Leansboro every Tuesday at 5 a m and arrive at New Harmony by 7 p m.

Leave same every Wednesday at 5 a m and arrive at M'Leansboro by 7 p m.

140 From Paris to Vandalia once a week, one hundred and five miles.

Leave Paris every Thursday at 10 a m and arrive at Vandalia on Saturday by 6 p m.

Leave same every Sunday at 6 a m and arrive at Paris on Tuesday by 3 p m.

### NOTES.

1. The postmaster general may expedite the mails and alter the times for arrival and departure, at any time during the continuance of the contract, by paying an adequate compensation for any extra expense that may be occasioned thereby.

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

3. For every fifteen minutes delay, in arriving after the time prescribed in any contract, the contractor shall forfeit five dollars; and, if the delay continue until the departure of a pending mail, whereby a trip is lost, 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 a trip will be forfeited. These forfeitures, it will be observed, are unconditional; except for the failure of a trip, by unavoidable accident.

The penalty may be reduced to the pay for one trip. That on no condition is this sum, or the other penalties stated, to be remitted.

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 carry 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; and the stage must be of sufficient size, unless otherwise expressed, to accommodate seven passengers.

7. Every proposer may offer in his bid to make any improvement in the transportation of the mail, from the terms invited, either as to the mode of transporting it, the speed required, or the frequency of the trips per week — which shall receive due consideration.

The number of the post route shall be stated in every bid, and the proposal must be sealed and directed to the general post office, and endorsed "Proposals." Strict attention must be given to the endorsement, as it is not intended to break the seal of any proposal until the time for receiving bids shall have expired.

8. The postmaster 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.

9. The distances stated are such as have been communicated to this office, and some of them may be incorrect; on this subject the contractor must inform himself — the department will not be answerable for any mistake.

10. In every case where the mail is transported in stages, and the present contractor shall be underbid, and the underbidder shall not have such stage property as may be necessary for the performance of the contract, he shall be required to purchase from the present contractor, at a reasonable valuation, the whole or any part of the stage property, including horses that may be suitable for the service, and make payment therefor, by reasonable instalments, as his pay becomes due, or as may be otherwise arranged.

This will be made a condition in the acceptance of any bid, under the bid of the present contractor; and should the underbidder fail to comply, his bid will be offered to the present contractor; but should he decline making the contract at that rate, the proposal of the underbidder will be accepted unconditionally.

It is distinctly understood that the mail will continue to be carried in stages on every route where it is now so conveyed.

11. No bid shall be withdrawn after the time for receiving bids shall have expired, and should any person refuse to take the contract at his bid, he shall be held responsible to the department, for the difference between his bid and that at which the contract shall be made. The assignment of any contract, without the consent of the postmaster general, shall forfeit it — and in all cases where application is made to the department to sanction a transfer, the terms must be fully stated.

Should a contractor or his agent engage in the transmission of commercial information by express on his route, more rapidly than the mail, he shall forfeit his contract.

12. If a route should be discontinued by congress, or become useless in whole or in part, in the opinion of the postmaster general, he may limit or dispense with the service of the contractor on making him an allowance of one month's extra pay.

13. The contracts will all begin January 1st, 1829, and the contracts for routes in the states of Indiana, Illinois, Missouri, Arkansas, Tennessee, Alabama, Mississippi and Louisiana, will continue for one year only. Contracts for routes in Virginia, North and South Carolina, Georgia, and Florida territory, will continue two years, and the contracts for the other routes will continue three years.

14. Postmasters who receive an advertisement should give every person who applies, an opportunity to read it.

JOHN M'LEAN, Postmaster General.  
POST OFFICE DEPARTMENT,  
July 23, 1828

### \*FORM OF PROPOSAL.

JOHN M'LEAN, Postmaster General. — 1828.

SIR — I will convey the Mail on Post Route

No — viz: from — to —, for the

yearly compensation of — dollars.

The bidder will state such improvements as present themselves to him. If in a stage, it will be proper for him to say so. He should distinctly state the number of the route, and not only the number, but the beginning and end of it. He should also clearly state his residence, as to the state and town in which he lives; if he be not a contractor, he must accompany his bids by suitable recommendations.

September 6.

34-91

### Sale of Real of Property.

ON the fifteenth of October next, there will be a sale in the town of Evansville, of the real estate of gen. Elisha Harrison, deceased, consisting of several valuable tracts of LAND, and a number of LOTS in said town. The large and commodious house, immediately on the Ohio river, the late residence of the deceased, has often attracted the attention of travellers, and is certainly a desirable situation for a family residence.

C. J. BATTELL, *Administrator.*