

cularly qualified for such service, by his talents and the amanuens of his manners, as well as by his known devotion to the interests of his fellow citizens, and we have no doubt that he might render essential and acceptable aid to our delegation. Personally engaged in both campaigns of the late war, knowing by experience the hardships, trials, and losses of volunteers, he fully understands the nature of our claims, and what kind of a law would be necessary to embrace them.

Gentlemen—We trust you will give our suggestion a place in your paper; it will be acceptable to many of your readers in this quarter. Permit us also, to suggest to our fellow volunteers the propriety of making similar expressions of opinion on this subject, either by public meetings or in some other way. Good may result from it. Yours Respectfully.

[Signed by a number of Volunteers.]

Franklin, October 25.

RAILWAYS.

Before the establishment of the Liverpool and Manchester railway, there were twenty-two regular, and about seven occasional extra coaches, between those places, which, in full, could only carry per day, 688 persons. The railway, from its commencement, carried 700,000 persons in eighteen months, being an average of 1070 per day. It has not been stopped for a single day. There has occurred but one fatal accident on it in eighteen months. The fare by coach was 16s. inside, and 5s. outside; by railway it is 5s. inside, and 3s. 6d. outside. The time occupied in making the journey by coach was four hours; by railway it is one hour and three quarters. All the coaches but one have ceased running, and that chiefly for the conveyance of parcels. The mails all travel by the railway, at a saving to government of two thirds of the expense. The rail way coaches are more commodious than others; the travelling is cheaper, safer, and easier. A great deal of traffic which used to go by other roads comes now by railway: both time and money are saved, though the length of the journey may be often increased. The proportion of passengers carried by railway over those carried by coach has been 23 to 10 in winter, and 17 or 18 to 10 in summer. A regiment of soldiers has been carried by the railway from Manchester to Liverpool in two hours. Gentlemen's carriages are conveyed on tracks by the railway. The locomotive travels in safety after dark. The rate of carriage of goods is 10s. per ton; by canal it used to be 15s. per ton. The time occupied in the journey by railway is two hours; by canal it is twenty hours. The canals have reduced their rates thirty per cent. Goods are delivered in Manchester the same day they are received in Liverpool; by canal they were never delivered before the third day. By railway, goods, such as wines and spirits, are not subject to the pilferage which exists on the canals. The saving to manufacturers in the neighborhood of Manchester in the carriage of cotton alone has been 20,000l per annum; some houses of business save 500l a year in carriage. Persons now go from Manchester to Liverpool and back in the same day with the greatest ease; formerly they were generally obliged to be absent the greater part of two days. More persons now travel on their own business. The railway is assessed to the parochial rates in all the parishes through which it passes: though only 31 miles, it pays between 3000l and 4000l per annum in parochial rates. Coal-pits have been sunk and manufactorys established on the line, giving great employment to the poor; manufactorys are also erected on the line, giving increased employment, and thus reducing the number of claimants for parochial relief.

The railways pays one-fifth of the poor rates in the parishes thro' which it passes. Fresh coal mines have been sunk, owing to facilities of carriage and reduced price. It is found advantageous for the carriage of milk and garden produce: arrangements are about to be made to carry milk 15 miles at 1s. per 10 gallons (i. e. less than one farthing per quart.) A great deal of land on the line has been let for garden ground at increased rents. Residents on the line find the railway a great convenience, by enabling them to attend to their business in Manchester and Liverpool with ease at little expense. No inconvenience is felt by residents from smoke or noise, but on the contrary, great advantages are experienced by means of travelling, to and fro, distances of 10 miles in half an hour for 1s. and without any fatigue. The engines only burn coke. The value of land on the line has been considerably enhanced by the operation of the railway: land cannot be purchased but at a large increase of price; it is much sought after for building, &c. The railway company, in their late purchases, have been obliged to pay frequently double the price they originally paid for their land. A great deal of land has been sold for building at three times its former value. Much waste land on the line has been taken into cultivation, and yields a good rent. Land owners, originally opposed to the railway, are now its warm advocates: having found their fears wholly groundless, they have now been solicitous that the line should pass through their land. Mr. Babbage observes, in his book on the "Economy of Manufactures," "One point of view in which rapid modes of conveyance increase the power of a country deserve attention. On the Manchester rail road, for example, above half a million of persons travel annually, and supposing

each person to save only one hour in the transit between Manchester and Liverpool, a saving of five hundred thousand hours, or fifty thousand working days of ten hours each, is effected. Now, this is equivalent to an addition to the actual power of the country of one hundred and sixty-seven men, without increasing the quantity of food consumed; and it should be also remarked, that the time of the class of men thus supplied is far more valuable than that of mere laborers."

The great utility of railways, and their productiveness in a pecuniary point of view, have just been exemplified at Edinburgh, where a railroad, formed for the purpose of introducing coal to the city from pits a few miles distant, has been covered with vehicles for the conveyance of passengers to all parts of the adjacent country.—*People's Magazine.*

MANAGEMENT OF THE UNITED STATES BANK.

The Boston Courier, a violent opposition paper, holds the following language in recent articles: viz.

"The United States Bank had made it self odious to the people. The people may view with abhorrence and dread the despotism of the President, and yet rejoice that it has been exercised on this institution. We have heard the conduct of the President in removing the depositories reprobated in the severest terms, by many intelligent merchants and men of business, but we have never heard from one of them a word of regret that the depositories had been removed."

"We do mean to say the present administration of the affairs of the Bank has been tyrannical and despotic, and regardless of the interest and accommodation of the public."

The Huntsville Mercury of a recent date holds the following language: viz.

"We do not hesitate to acknowledge that we have been the friend of the Bank: but we now declare that the developments made in the official paper which we this day publish, have destroyed all faith which we ever had in the correctness of the management of this institution, and have compelled us to become, what we have never been until now, the inveterate and unrelenting enemy of this monster of corruption and iniquity."

In private conversation, thousands of similar declarations may be heard.

From the N. O. Mercantile Adv.—Extra.

NEW ORLEANS, NOV. 1.

DISTRESSING.

It is with feelings of the deepest regret we lay before our readers the following distressing news, politely furnished us by the clerk of the steamboat Black Hawk, arrived here this morning about half past 4 o'clock.

Extract from Log Book of Steamboat Black Hawk, P. S. Hartshorne, master.

OCTOBER 29, 5 P. M.

At foot of 93, discovered the wreck of steamboat New Brunswick, came to and took on board one of her crew, from whom we learnt that she took fire the day before, at 4 p.m., and was entirely destroyed—no lives lost, but none of the cargo saved.

ANOTHER, AND MORE DISTRESSING.

ING. OCTOBER 31.

Came up to the wreck of the steamboat St. Martin, two miles above Donaldsonville, rounded to, and received on board those that were saved.

The St. Martin was from Bayou Sara, and had about 500 bales cotton and 90 lbs. sugar; she was discovered to be on fire about 12 o'clock this day, and melancholy to relate, about 40 persons were lost—by fire and water. Of the officers and crew missing, are the captain, clerk, second mate, second steward, cabin boy, chambermaid, 2 cooks, barkeeper, 4 sailors and 5 firemen. Several passengers were lost; among the number, Captain Sengstack, N. Moss, Esq. of N. Orleans, and servant, Mr. Whiting, of Franklin, Mr. Easton and servant of Opelousas, Mr. Allen, Mrs. Willis, of Bayou Sara, a lady, name unknown and 3 servants—Mr. J. F. Miller of New Orleans, was badly burnt. Several passengers say that she had on board about \$50,000, belonging to some of the banks in New Orleans; which is lost. JOHN W. OWENS, Clerk.

ANOTHER STEAMBOAT ACCIDENT

We learn from Capt. Boggs, of the Free Trader, from Florence, that the steamboat Illinois, Capt. Bell, on her way from St. Louis to this place, has met with one of those accidents so common to our steam-boats. A few days since—the day not precisely known—one of her boilers collapsed, and an explosion took place by which twenty eight persons were scalded, of which number thirteen were scalded to death and lost overboard. Capt. Boggs has furnished us with the following list of the dead and wounded. The accident took place in the Mississippi, about five miles above the mouth of the Ohio: James Tott, cabin passenger, dead. Mr. Jones, deck do badly scalded. S. Somerville, deck do slightly do. L. D. Garrison, deck do do do. S. M. Gray, deck do badly do. P. Hendrickson, deck do do do. Jas. McKnight, cabin do do do. D. A. Fullerton, deck do do do. Wm. Harrington, deck do slightly do. Mr. Harrington & child, deck badly do. Mrs. Hendrickson, lost overboard. Mrs. Hendrickson and three children, dead. H. Patterson, badly scalded. James Emerson, dead. Mrs. Wolford, scalded. Thos. Archer, badly scalded. D. Decker, a girl, lost overboard.

John Gibson, badly scalded. Thos. Alexander, do do. Ambrose Garret, dead. Mr. McGraw's three children, dead. Two other men lost overboard.

It is reported, that the steamboat Bonnets O'Blue, on her way from New Orleans to Nashville, has been snagged and sunk.—*Louisville Herald.*

The steamboat Thomas Yeatman, recently burst her boiler, near Memphis. Eight slaves jumped into the river at the time and were drowned.—*St. Louis Republican.*

AGRICULTURAL AXIOMS.

In no department is Bacon's celebrated maxim "knowledge is power" more true than in regard to agriculture; hence no farmer can be accounted skillful in his profession who does not avail himself of the information to be derived from the experience of others, and who does not improve his knowledge of husbandry by the perusal of the ablest works that have been written on that subject. It is absurd to imagine the communication of knowledge by printing, which has promoted the advancement of every other art, should be of no use in agriculture.

endeavor to raise good grain; for it will always sell even in seasons of plenty, whereas it is only in dear and scarce seasons, that there is demand for grain of an inferior quality.

Let your stock of cattle, horses, &c. be of the best sorts, and more remarkable for real utility than for beauty or fashion.

Be not above your profession, and always consider it as the first that any man can do.

Admit no guest into your house, who cannot live upon the production of his own country.

No farmer ought to undertake to cultivate any more land than he can stock and manage to advantage. It is better to till twenty acres well, than one hundred in a slovenly manner.

A man's owning a large farm is no excuse for imperfect tillage. What he cannot improve he need not undertake to cultivate. Most of the lands in the vicinity of our villages, if left to the operations of nature, will soon be profitable for fuel and timber. Large pastures may be profitable with no other labor than what is necessary to keep them clear of bushes. But to run over twenty acres of ploughed land or mowing land, for what, with good cultivation, may be obtained from five acres, is the quintessence of bad husbandry.

A large farm, without skill, capital, or industry, is a plague to its owner. It is like what somebody said of self-righteousness, the more you have of it the worse you are off.

Be not afraid of trying experiments; but let them be on a small scale at first, and few at a time.

THE INDIANA DEMOCRAT.

PUBLISHED AT INDIANAPOLIS, IA.

THE Proprietors of the Indiana Democrat take this method of informing the public that they have made arrangements, by the employment of competent Reporters, to ensure a faithful and interesting detail of the proceedings of the Indiana Legislature, during the ensuing season. The paper will, as heretofore, be published twice a week, during the session, and will contain, in addition to the legislative reports, the earliest important news of the day—foreign and domestic; Congressional intelligence, politics, miscellaneous matter, &c. &c. The political course of the paper is so well known and established, that it is unnecessary to remark further on this subject, than to say, that it will be the ambition of the proprietors to make it deserving the liberal patronage it has already received from an enlightened public. The additional expense of a semi-weekly paper, in stock, materials and workmen,—together with the employment of a Reporter for each branch of the Legislature, makes it necessary that we should appeal to the generosity of the citizens of our State, to sustain us in the undertaking—hoping and believing, that we shall be enabled to make a full return for their patronage.

TERMS.

The price of subscription, to regular subscribers, is two dollars for fifty-two numbers, if paid in advance; two dollars and fifty cents, if paid within six months, or three dollars at the end of the year. For the paper, during the session of the Legislature, (published twice a week) SEVENTY-FIVE CENTS, in advance.

Subscriptions can be forwarded by the members of the Legislature and Delegates to the State Convention, through the Post Office, &c. Post-Masters are respectfully solicited to act as our Agents in obtaining subscriptions. To all who will aid us in furthering the extension of the Democrat amongst the people, we promise to make a suitable return, either by furnishing them a paper, or allowing a reasonable compensation. Advance subscriptions will be preferred in all cases.

Subscriptions received at this office.

APPRENTICE WANTED.

YOUTH between the age of 15 and 16 years, who can read and write, of good moral character, and industrious habits, will be taken at this office, to learn the printing business, if application be made immediately.

Oct. 26, 1833—39

LADY'S BOOK,

PUBLISHED BY L. A. GODEY, & CO.

PRICE \$3 PER ANNUM,

(PAYABLE IN ADVANCE.)

One of the cheapest works ever offered to the Public.

In presenting to the public the October number of the LADY'S BOOK, the Proprietors feel much pleasure in inviting attention to a comparison between it and the preceding numbers. It will be perceived that a gradual, but decided improvement, has been effected in its embellishments; particularly in the department of the costume fashions, which have been executed by KELLY; an artist who, in the embellishment which accompanies this number, has literally excelled himself; rendering the prints of Fashions of the LADY'S BOOK sufficiently excellent to compete with the best executed in London, and to surpass those of Paris. Hence, the public will perceive that the hopes of progressive improvement, which the Proprietors of the LADY'S BOOK have expressed to their patrons, have been realized.

A very material change is observable in the reading department of the LADY'S BOOK, which improvement will proceed, or, at least, be sustained, by the exertions of its contributors; and, as a further expression of their gratitude to a patronizing community, the publication for January, 1834, will contain TWENTY-FOUR ADDITIONAL PAGES, and the whole number will be exclusively devoted to and composed of ORIGINAL SUBJECTS—every article written expressly for the work.

Among the contributors on this occasion, may be enumerated Miss Leslie, author of the Prize Tale entitled "Mrs. Washington Potts"—Mrs. Hentz, author of the Prize Tragedy—the late Mrs. Gilfert—Joseph R. Chandler, Esq.—J. A. Shea, author of "Adolph, Address to the Ocean, &c."—the author of "A Tale of Fashionable Life"—the author of "Sketches of a Jurist-Consult"—P. P.—A. E.—and other well-known and popular writers, whose productions have given so peculiar a delight to the readers of the LADY'S BOOK. This publication has always been distinguished for its beautiful engravings of the Fashions, but it is the intention of the Proprietors to render THE ONE FOR JANUARY STILL MORE SPLENDID THAN THE PREVIOUS ONES. The public will perceive that, without heralding it by professions, a reference to past experience is the best promise of future exertions, which it shall be the publishers' study to render both prompt and pleasing.

A CARD.

In directing the attention of the readers to the improvements and exertions which have been increasingly made, to elevate the LADY'S BOOK, to that station which it now occupies, the Proprietors have incurred very considerable expense, which deserves, on the subscriber's part, a suitable punctuality in meeting their engagements.

A large farm, without skill, capital, or industry, is a plague to its owner. It is like what somebody said of self-righteousness, the more you have of it the worse you are off.

Be not afraid of trying experiments; but let them be on a small scale at first, and few at a time.

After the first of January it is the intention of the proprietors to send circulars to all who are in arrears one year. Subscribers wishing to avoid the expense of postage, will please make payment before that time.

The accounts are now in my hands, and subscribers will do well to call and pay.

E. STOUT.

TAKE NOTICE!

THE subscriber earnestly solicits those indebted to him by Book account to make a settlement of the same by cash or otherwise, immediately, as further indulgence cannot be needed; and those that are owing on Notes, know whether or not they are due. WM. MIEURE.

October 30, 1833. 40-ff

SALT.

Just received two hundred barrels first quality

KENHAWA SALT,

and for sale by

BURCH & HEBERD.

July 23 1833—26—ff

FOR SALE.

I WISH to sell my Tavern Stand, now occupied by Col. Alexis LeRoy, situated on Market street, in the Borough of Vincennes;—also the

Brick House

And Two Lots

36

formerly owned by D. C. Johnson; situated at the east end of Market street, in the Borough aforesaid.

The Tavern Stand is in a healthy and pleasant part of the borough; and the other house is well calculated for a private family, and likewise in a pleasant and healthy situation.

For further particulars, inquire of A. T. Ellis, Esq. and Zachariah Pulliam, both living in Vincennes. H. JOHNSON.

Vincennes, Ind. March 15, 1833—7 ff.

NOTICE.

THE Subscriber having commenced the HATTING BUSINESS on Washington street, Vincennes, in the house formerly owned by Wilson Lagow, takes this method of informing the citizens, and the country at large, that he expects to keep on hand, and for sale, a general assortment of FUR HATS, which work he intends to have made in a neat, substantial and fashionable manner.

The highest price given for all kinds of FURS. H. M. GILHAM.

Vincennes, Ind. March 17, 1833. 6-ff

Blanks for Illinois

On hand and for sale at this Office.

37