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Bright and Fitch.

We can hardly conceive of a more uneviable position, than that occupied by those notorious individuals whose names have become a word of reproach for every genuine lover of the right, and are written at the head of this column. Bright and Fitch will become as odious to honorable men as were the barbarians to Greeks. They have violated every principle of manly feeling by their persistence in holding a franchise, to which they know they have no constitutional right. They disgrace the Senate of the United States and those honorable gentlemen with whom they associate, by pretending to be that which the whole world knows they are not. They say they are U. S. Senators from Indiana, when a Legislature, which but a few days ago elected officers of the same political faith with them, have solemnly declared they are not the representatives of this people, and have no legal and constitutional right to seats in that body — They hold their seats in the councils of the nation, and presume to reflect the wishes of this people, when this people, speaking through both political parties, deny their right to these seats, and have elected others to represent them.

It does seem hardly possible that men, with one drop of honorable blood coursing their veins, could thus act, and perhaps the degeneracy of the party to which they belong is the only excuse that can be given in palliation for their singular course. The times are wonderfully out of joint when such things are permitted. In the earlier days of the republic, men who could pretend to seats in the U. S. Senate under the circumstances which surround Bright and Fitch, would have become the ridicule of the nation. Our fathers never supposed for one moment that he who aspired to a seat in so august a body, could be any thing dishonorable men.

Messrs. Lane and McCarty the rightfully elected U. S. Senators from this State, have presented themselves to the Senate and asked to be permitted to take the seats now held by these two Vagus Senators. The Senate has not yet acted on that request. What will be the result, it is difficult, even up to this time, to determine, but judging from the political phase of that body, we would not be surprised if it continued to determine who shall be Senators from Indiana They may be permitted to keep their seats, but the contempt that will follow them into private life, will be more withering to their name, than is the burning Simoom to the exhausted traveler. Already different States are speaking out on this matter, and the following we find from the Washington correspondent, in the Memphis, Tenn., Eagle & Enquirer:

For myself, I have no doubt that the pretended election of Bright and Fitch was a most dishonorable and contemptible piece of fraud, and therefore void, and this opinion is entertained by some Democratic Senators who could not be persuaded to vote for a resolution declaring them entitled to their seats, and for that reason did not vote at all; but when men have become committed to wrong, it cannot be expected, considering what human nature is, and especially what American politics are, that they will acknowledge their error and retrace their steps. That the price paid for their seats by Bright and Fitch was their opposition to Douglas and their support of the Lecompton Constitution, I do not suppose there can be found ten men in this city who would seriously deny. Such is the miserable demoralization which now degrades party politics, and threatens to pesmeate our whole system like a gangrene of dry rot.

☞ The following is part of a letter from the gold regions of Kansas, which we take from the Missouri Republican. It gives some idea in relation to the go-ahead of that meritorious country:

FROM THE KANSAS MINES.

AURARIA CITY, K. T.,
Mouth of Spring Creek, Dec. 17, '58.

FRIEND PORTEUS: Having an opportunity of sending letters to morrow, I thought I would write you, and let you know how matters are going on in the good city of Auraria, near Denver City. I would say that the place is improving fast, houses are going up on every side, and there is a general activity among the people. As yet we have had but one or two cold spells. The weather at the time of writing this, is mild and pleasant. We begin to present quite a city, there being now, some seventy five to eighty houses erected, and many more in progress. Every one seems cheerful, and contented in regard to the country and the prospects before them

Denver City is going ahead, and will prove to be quite a place, before winter sids us adieu; that it is a most beautiful town site, you well know. It is reported here, that course gold has been found on the head of Long's Creek, and it has been found on Dry Creek, which is a certain fact. That the whole region of country is auriferous, is now beyond all doubt, or cavil—and I predict that this at no distant day will be a rich and populous State—adding another bright star, to our glorious Union.

TECUMCUNSHA AND DARKEIM TREMENS.—The jail physician at Chicago has had 109 cases of delirium tremens the past year, of which only four proved fatal. Of his manner of treatment, the Doctor says:

"Tecumcunsha, which I have tried in thirty-six cases, I found most remarkably successful, quieting the nervous system, exciting the appetite, action on secretions, and uniformly producing sleep. When a case is not of long standing, I give it as an emetic the first dose, and afterward I give from 15 to 18 grains every other hour. Connected with this remedy, I use shower baths, and let the patient frequently drink strong beef tea, without any alcoholic stimulants.

THE DEMOCRACY TUMBLING TO PIECES.—The Washington States, whose editor is Mr. Pryor, and who was Mr. Douglas' confidential adviser in the recent difficulty with Fitch, declares, in his paper of 25th, that there is no longer a Democratic party, and cities, in proof of its assertion, the discussion between Buchanan and Cass on squatter sovereignty, Buchanan and Floyd on the Pacific Railroad, and Buchanan and Cobb on the Tariff. It says that, on no single issue is there concord in the party, and asserts that the confusion of Babel was not equal to the present discords of the Democracy.

☞ The lower branch of the Michigan Legislature has passed by a vote of 57 to 3, a bill for the trial of offenses upon information and the virtual abolition of Grand Juries.

Annexation of Territory.

There has been no time since the organization of this government, that the attention of the American people has been so steadily directed towards the acquisition of Territory, as now. We are an expanding people—a people who cannot remain still. The same feelings of restless activity that characterized our fathers, since in the days of Colonial dependence, still characterize us. As a people, we must push ahead or we will rust out. The energy of the Anglo-American must find a field in which it can be developed. It must have something on which to feed, or it will turn upon itself and be its own destruction. As the California excitement dies away, Yankee enterprise finds a new field amid the Rocky Mountains, and when the novelty in this quarter wears off, excitement must be sought somewhere else.

There has never been a great and powerful people who refused to extend the boundaries of their empire. England owes all that she is to her foreign possessions. Confine her within the limits of her ocean-washed isle, and what is she?—a speck in the great sea of waters. With soil hardly sufficient to produce enough to sustain her population—with forests insufficient to afford timber to build her navies, she is the great work house of the world, supplying everything needed for her large possessions, and drawing to her the wealth of an empire, on which the sun never sets.

The Albany (N. Y.) Argus, in exhibiting the universal power of England as a lesson for the United States, says:

It was Mr. Webster who spoke of the British Empire as the power which had dotted over the whole globe with her possessions and military posts, whose morning drum beat, following the sun, and keeping company with the hours, circles the earth with one continuous and unbroken strain of the martial airs of England."

Hitherto, no matter what Minister held the reins of government, England has pursued a steady, determined and unscrupulous system of territorial aggrandizement, the results of which have made her the greatest power on the globe. Look where the web she has woven, to envelop the whole world is, already extends.

With Gibralter and Malta she commands the Mediterranean. The commerce of all nations on the border of that sea must pass under her guns. Well, M. Lesseps, with his Suez Canal, undertakes to find an outlet toward the East, which is not guarded by this ubiquitous British Lion. But evidently, if Louis Napoleon has any dreams of an independent exit from the Mediterranean, he has forgotten Aden, where again the guns of England point at the vessels, which, connecting with the Suez Canal, attempt to debouch from the Red Sea into the Indian ocean. Aden is the Gibralter of the East, and yet, not satisfied with that, it is well known that England has lately seized and fortified the Island of Perim, which unanimously in the mouth of the Red Sea through which the Red Sea empties into the Indian Ocean. Much less England had no more right to Perim than we have to Nicaragua, but as she thought it was necessary to her, she took it. This vast ocean power has a horror of filibustering only when it is used to extend the power of rival nations, and her ministers see the utmost phrase in sneering when they speak of the filibustering operations of their own fleets and armies.

Thus, the Mediterranean and the Red Sea, are, practically, British lakes. Fortunately, it is quite impossible for this power to enclose the Indian ocean, but as far as possible, she has done that. She holds, and the British flag floats over the promontories of the Cape of Good Hope—the southern extremity of Africa, is British. Then a parallel stretch from this point across the Indian ocean, strikes Australia, which is also British. Let us see what a possession is Australia. It extends from latitude 18 deg. to 39 deg. South, and from longitude 113 deg. to 154 deg. East. It is 2,700 miles wide, and its area is nearly *three millions of square miles*, which the whole vast area of the United States and Territories is less than three millions four hundred thousand. Van Diemen's Land lies a little to the southeast, and is also British. Here is an area of twenty seven thousand square miles, a larger area than the States of Delaware Connecticut, Massachusetts and Maryland combined.

Proceeding to the northwest, we reach Ceylon, which is 24,664 miles in area. Then we step over the narrow strait upon the Continent of Asia. The public are familiar with the vast extent of British possessions there. But the figures may not be in every one's mind, and it therefore is proper to state that British India is 1,413,547 square miles in extent, with an estimated population of over 150,000,000. The revenue of this territory was estimated for the years 1851 to 1852, at over $163,000,000.

But one can scarcely go amiss of British possessions and dependencies. She has a foothold in China, in the port of Hong-Kong. St. Helena, Sierra Leone, and other points in Africa are here. On this Continent, her possessions are scarcely less important. She bounds the United States on the North, with territory to the extent of over 3,000,000 square miles. On the Pacific coast she has, perhaps, the best harbor in the world—that of Puget's Sound, in which ships of every nation might ride in safety. Her foot is planted on South America.

Jamaica gives her strategetical advantages in regard to the Gulf of Mexico, which are superior to those of any other nation excepting Spain, whose advantages in this point of view, are worth nothing to itself. For years she had intrigued to gain command of the Central American transit, and this object gained, there are but very few other strategetical and commanding points on the whole globe, which are not already here. One of these has been offered to us, and blindly refused, viz., the Sandwich Islands, a station which, with the completion of a Pacific Railroad, will be one of greatly enhanced importance. Another is Cuba, which, certainly, England cannot have, and the question for American statesmen, is whether she shall have even equal rights with us over Central American transit. Will this grasping power consent to guarantee the neutrality of the two outlets to the Mediterranean—the Straits of Gibraltar and the Red Sea, (for this will be an outlet when the Suez Canal is completed,) if we also consent to guarantee the neutrality of the American transit, of most only those great routes of commerce be neutral which she finds it impossible to grasp entirely for herself?

Let us think of these things when the English press sneer and groan at American dreams of territorial aggrandizement and American avarice and rapacity. Let us retort the word "robber" in the face of the London Times.—And do not let us be deterred from calculating on, and providing for the future of our country, by the criticisms of those whose mouths are already so full of the spoils of nations that their voices have no right to be audible at all. In short, let us reflect upon what is to be the destiny of the United States and prepare for its full development.

☞ Wm. Johnson Twining, of Crawfordsville, has been appointed Cadet, at West Point.

Air-Ships to Cross the Ocean.

Mr. Steiner, the young American aeronaut who made numerous balloon journies last season, the last being across the State of Ohio on a wager of Championship with Mons. Godard, the celebrated French aeronaut, has been engaged for some time in attempts to solve the problem of aerial navigation, and, it is thought, has succeeded. He has got up plans and specifications of a monster air-ship, designed to cross the Atlantic in sixty hours, for the construction of which Mr. S desires to secure the aid of Congress. He estimates the cost of the craft at $10,000, and calculates that with head winds a speed of 40 miles an hour can be obtained, and with favorable gales 100.

The air ship of Steiner is to be cigar shaped like the Winans steamer, 300 feet long and 80 feet in diameter at the center. The bottom to be of thin sheet copper, and beneath this bottom is to be suspended by wire) cables a platform of the same conical shape as the balloon itself. On the central part is to be placed the machinery of the air ship and the cabin for passengers. The platform, cabin, machinery, &c., are estimated at 18 tons, leaving power enough to elevate 21 tons of passengers, freight, and ballast. The balloon is to contain nearly 3,000,000 cubic feet of gas.

The ship is to be propelled by means of large paddles or fans, to work in the air as the paddles of a steamboat work in the water. One fan or wheel on each side of the vessel and at the stern a schrew propeller, all to be worked by three steam engines placed at the centre of the platform. The side wheels to fold up like a lady's fan as they enter the wheel house above, and to unfold again as they strike the air in the desired direction. To confine the balloon to a given height above the ocean, it is to be evenly ballasted, and attached to a copper float in the water, connected to the platform underneath the air-ship by a coil of wire rope

Mr. La Mountaine, another aeronaut, has made arrangements, it is stated, to construct a balloon in Boston with which he designs to make an attempt to cross the Atlantic next summer. The balloon is to be of silk, and will carry a boat stocked with provisions and four passengers. The power to be employed is the gum cotton engine, one of which has been tested and found to operate satisfactorily. A wealthy citizen of Boston is to furnish the money to make the experiment.

War in Iowa—All about a County Seat.

On Monday, the 17th inst., as we learn from the Marietta (Iowa) Express, a company of men from the neighboring town of Marshall (back in Marshall county) entered the place and carried off three prominent citizens of Marietta, who had recently officiated as judges of an election to decide the question of a county seat for the said county. Arrived at Marshall, one of the prisoners, Judge Smith, was informed that there was great danger of his being lynched unless he recognized the rioters and declared Marshall the winning town. After some further intimidation Judge S. made out the required certificate, declaring Marshall the county seat. On the following morning a train of wagons loaded with armed men, followed by about forty persons on foot with muskets on their shoulders, entered Marietta, with the intention of carrying off the county records, &c, but they were met at the Court House by the citizens of Marietta and repulsed without bloodshed. The next day the Court House was guarded by about four hundred armed men, but no further attempt was made to take the records.

EFFECTS OF PIETY.—At one of the Union prayer meetings at the old South (Boston) last week, it was stated, that thirty years ago, a prayer meeting was held in an upper room in the city of New York occupied by an aged colored woman—it was conducted by young men. Of this number two died in early life in the faith of the gospel—another became a minister to a foreign court—one is a prominent member of a congregation in a foreign country. Others are merchants and leading Christians in churches in New York—two are now ministers of the gospel, one of whom is Kirwin, opponent of Archbishop Hughes.

About the same time there was an infidel club of young men who held weekly meetings—of this number one died of delirium tremens—one committed suicide—others went to an early drunkard's grave, and one is an inmate of Sing Sing prison.

"Those who walk with wise men shall be wise, but the companion of fools shall be destroyed."

NEW GOLD MINES DISCOVERED.—The Nebraska News of the 15 inst. informs us that a new Gold region has been discovered at Table Mountain, in the Western part of that Territory. It publishes a letter from the new diggins, from which the following is an abstract:

At the "diggins" there are fifty three men. I was the first one that discovered them, and made my claim, and went to camp and reported that I had discovered good diggins, and those fifty three men went with me to the mines, and we prospected them thoroughly. Some of them (being old miners) say they can make from four to ten dollars per day.

I send you a specimen of the gold which I washed out of one pan of dirt. [The amount was about twenty cents.]

This mining district is ten miles north of Cherry Creek, on a beautiful stream of about twenty-five feet width, averaging about two feet in depth, is called Clear Creek, runs between two table mountains, which are called Leroy's table mountains. There is a valley between Table and Rocky Mountains, about two miles in width, in which there are good diggings. The weather is pleasant as summer, our cattle look well, grass is plenty; our shanty is hung full of venison, antelope and mountain sheep. I have kill d sixty three deer, five mountain sheep and one panther.

The love of fun is not unknown among the serious looking Chinaman, who are thickly collected in some parts of the Australian colonies. A storekeeper wishing to advertise his articles in the Chinese language engaged a celestial to paint him a sign, expecting of course it would be an enticing one. It did not answer his expectations, however, for the only perceptable effect it had on the relations of the sun and moon was to excite a grin of the broadest dimensions. By a considerable brite he obtained a translation in English of the advertisement, and found it to be as follows: "Don't buy any thing here—storekeeper a rogue."

INTRINSIC WORTH.

'Tis not the bird of brightest wing
Doth loftiest soar or sweetest sing;
For brilliant plumage who would mark
The pinions of the warbling lark?

'Tis not the gaily painted flower
That sweetest blooms in wood or bower,
The violet of humble mein
Breathes out its fragrance all unseen.

'Tis not the sparkling fountain's flow
That gladdens most the vale below;
The silent dew, the gentle rain
Will more refresh the thirsty plain.

'Tis not the costly pearl or gem
That forms the loveliest diadem;
The ornaments that most adorn,
Are by the lowly spirit worn.

'Tis not the fairest form or face
That most excite the spirit's grace;
The nobler virtues of the mind
Lie deep within the soul enshrined.

'Tis not the man of shining parts
Wields strongest sway o'er human hearts;
But he of sympathetic soul
The willing passions doth control.

'Tis not the bauseling Pharisee
Who finds acceptance for his plea;
The contrite heart a one will bring
To heaven a pleasing offering.

Memorial of the Citizens of Indiana along the line of the Wabash and Erie Canal, to the Legislature of Indiana.

To the Honorable the Senate and House of Representatives of the State of Indiana.

The citizens of the counties of the State of Indiana along the Wabash and Erie Canal, from the Ohio State line to Evansville, by their delegates convened in assembly at Indianapolis, on the 1st day of February, 1859, present this, their memorial, to your honorable body. Your memorialists have been suddenly aroused into anxiety by the announcement contained in the report of the Board of Trustees of the Wabash and Erie Canal, made at this session of your honorable body, that the revenues of said canal have been for two years or more inadequate for its maintainance, and that for want of the necessary funds they will be unable to continue its navigation during the coming season, or even to open it in the spring. This announcement has created great alarm among your memorialists, and they are forced thereby to apprehend the most serious disasters to their vital interests.

Your honorably body must be aware of the arguments which, more than thirty years ago, led the people of this State with vast preparation, to undertake the construction of the Wabash and Erie Canal. The development of a long line of country, and the supplying a means of transportation to distant markets for the accumulating productions of that country, justified the State in its infancy to embark in the enterprise for its construction, and to incur, therefor, a permanent debt of large amount to tax the yearly toil of the people.

This work has been completed, and though it has failed to produce the revenue anticipated, yet it has not failed to shed over the territory traversed by it, all the benefits which it was undertaken to secure. It has given a value to the soil bordering its line, and rendered the country attractive to immigration. It has filled that country with population and covered it with wealth, and it has given that population a medium of transportation for the productions of their industry to markets of sale, and for the procurement of the foreign commodities required for their consumption.

Many of your memorialists have made vast personal and pecuniary preparations for the use and employment of this canal. They have predicated the entire calculations of several years upon the enjoyment of the business facilities furnished by it, and have a vested capital resting entirely upon it, which will be utterly subverted and lost if it shall no longer be maintained. Others of them, whose farms are within reasonable range of its waters, or whose industrial vocation in other spheres have a direct relation to the facilities which it has furnished, will be, in such case, paralized, and all their cherished calculations utterly disconfited.

Others of them are participants in the incidental and public benefits which are shed abroad over the country, and through the towns and cities along the line of this canal for four hundred miles, where the habits and conveniences of the people have become adapted to the established use and enjoyment thereof. And your memorialists of this class contemplate the instant abandonment of the canal as an impending calamity.

Besides their wrecked fortunes, and the loss of the accustomed benefits and blessings conferred by the canal in its ordinary enjoyment, your memorialists foresee as the result of its desertion and disuse, the induction of positive evils in the nature of stagnant pools of water, and consequent disease.

These are among the considerations which have aroused the excitement of the people along the line of the canal, and have constrained them to make this special appeal to the interposition and power of the General Assembly of the State.

Your memorialists know not what specific provision to ask, but they appeal to the wisdom of the Legislature for such action as shall avert this impending calamity.

They respectfully submit that it is contrary to the interest, honor, and dignity, as well as the duty and solemn obligations of the State expressed and implied, to suffer an abandonment of this canal.

It is assumed that the same can not be preserved and maintained except by a direct appropriation of $50,000 or $75,000 per year, from the treasury of the State, still your memorialists urge that, on the score of interest, for many reasons, it is expedient to make such annual appropriation.

First. The canal can not be abandoned without a vast destruction of property along the line of the same, which, with its use, is of positive and large value, but with its disuse is utterly worthless. Of this nature are our warehouses for storage and shipment of grain, and mills and factories, erected and operated by power leased from the canal. The amount of property of this nature is estimated at five hundred thousand dollars.

Again; the decrease in the value of farming land and other real estate along its line, and within the range of its influence in giving value to agricultural productions, in the extent of four hundred miles between the Ohio line and Evansville, will amount to many millions of dollars. Your memorialists can not furnish with the limited opportunity they have, accurate estimates of this decrease, but from sufficient considerations feel warranted in stating that it will exceed the sum of twenty-five millions of dollars.

Again; your memorialists urge, that the State can not suffer this canal to go down, and with it the fortunes of such of your memorialists as are embarked upon it, without making compensation for their loss. The State established this canal as one of her permanent institutions, under forms of legislation the most solemn, and most strongly intending to invite the confidence and faith of her citizens. Inspired by these sanctions they have made vast investments upon this great public work — They have erected warehouses and mills, and other costly buildings along its margin, and for its use. They have built boats to navigate it and to do its business, without which, the work itself, as furnished by the State at the cost of her millions, would have been a useless stream. And they have made the most extended preparations for business upon it, by the investment of their capital in various forms of application, and in such a manner as to be utterly lost by the defeat of the canal. The State is responsible for these enterprises of her confiding citizens, and she is bound in honor to protect them, or to compensate them for whatever losses this decoy of the canal shall have imposed upon them. These losses alone your memorialists believe will amount to at least one million of dollars, on the whole line of the canal.

Some of your memorialists hold contracts with the State, made before the State debt act, called the Butler bill, was passed, for the lease of water power on the canal, under stipulations strongly binding the State to supply this power, and upon which such memorialists have erected costly mills dependent upon that power. Nearly the whole power on the canal from the State line to Lafayette, is held by leases direct from the State, running for many years; and property built up under such leases, can not be less in the aggregate than $300,000. All this property will be utterly valueless on the abandonment of the canal, and the State is specially bound in every such lease to make good all losses and damages for the failure to supply the power therein stipulated.

Your memorialists urge and insist that the moral obligation is no less binding on the State to defend those of them who hold like leases under the Board of Trustees, inasmuch as the Wabash and Erie Canal is a public institution of the State of Indiana, projected by her, and commended to the faith and confidence of her citizens by numerous solemn acts of the Legislature, and inasmuch as the said Board of Trustees must be held in legal construction, as well as by practical position, the agents of the State as well as of the Bondholders.

Therefore leases of power on the canal, held by your memorialists, and made by the Board of Trustees, and investments made by their authority and invitation, rendered fruitless by the desertion of the canal, must in like manner become a source of just reclamation upon the State.

Many of your memorialists are land holders, whose farms and fields are intersected in the construction of this canal, and who estimating the benefits to be derived from that work sup rior to injuries done to ther estates, made no claim for damages, but encouraged its construction, and suffered the agents and contractors engaged therein, to excavate their land—to haul away their soil—and to accumulate upon their fields large amounts of spoil earth taken from the bed of the canal.—The enjoyment of the canal as a navigable work was deemed a compensation for these acts, which would otherwise have been insufferable; and your memorialists of this class now protest that the State cannot allow the same to be deserted, and go to neglect, without providing for the satisfaction of damages which will accrue in this manner.

But it is not possible to express in full the various particulars and directions from which claims for reclamation against the State will flow up to future Legislatures arising from the destruction of this canal interest. Enough is stated to show that upon the score of financial interest it behooves your honorable body to move quickly in this behalf, to arrest the downfall of a work which is a great pillar sustaining our public prosperity.

Your memorialists further urge, that the solemn obligation and duty of the State of Indiana is pledged to the preservation of this canal by her acceptance of large grants of lands made by the Government of the United States to aid in its construction, the condition or provision of which grants being, "that the said canal when completed, shall be and forever remain a public highway for the use of the Government of the United States, free from any toll or any other charge whatever, for any property of the United States, or persons in their service, passing through the same." Those lands amounting to 1,000,000 acres were received and sold by the State for her use and benefit, and these are the conditions upon which she rejoiced to accept and appropriate the same. Can the State of Indiana now deny the conditions upon which she received these munificent grants from the government of the United States, or can she refuse or neglect to fulfill to the utmost extent, every obligation laid upon her by her acceptance and enjoyment thereof?

Your memorialists solicit the attention of your honorable body to the consideration of the obligations resting upon the State of Indiana toward the State of Ohio, arising out of a compact between these States, executed on their behalf by Wyllis Silliman, Commissioner on behalf of the State of Ohio, and Jeremiah Sullivan, Commissioner, on behalf of the State of Indiana, at Cincinnati, on the 3d day of October, 1829. Though this compact contains no special stipulation *in words*, that the State of Indiana shall forever preserve the navigation of Wabash and Erie Canal, yet that obligation is more than implied in the objects of that compact and in the tenor of its provisions. It is stipulated therein "that the State of Indiana shall complete that part of said canal which shall be within the limits of said State, within fifteen years from the first day of January, 1830." Also, "that the said canal when finished shall be open to the navigation of the citizens of other States of the Union," &c. And, also, "that this compact shall be perpetual between the States."

The obligation of the State of Ohio to construct and maintain the canal from the State line through her territory to Lake Erie, and the performance of her obligation so to do, was the consideration upon which the undertakings of the State of Indiana were based. And that the State of Indiana would construct and maintain her proposed canal as a grand medium of business for the extension thereof, through Ohio to the Lake, furnished the motive to that State to undertake the construction of that extension.

Can the State of Indiana, therefore, now suffer the Wabash and Erie Canal within her borders to go down without a slur upon her good faith toward her sister State, and without a blemish upon her character which will endure forever? Your memorialists are informed that the subject has already become one of solicitude to the citizens and government of the State of Ohio, and that the State of Indiana will be appealed to by that government to protect the canal interest of the two States as involved in that compact, and to preserve inviolate the obligations thereby assumed.

An imposing error has obtained ground that this subject is one of local bearing only, and that the parts of the State not immediately interested in the canal as a highway, have no interest in the question of its preservation.

The fallacy of this error your memorialists can present with irresistible demonstration.

First. Your memorialists have already shown that the abandonment of the canal will furnish the basis of claims against the State for reclamation for losses and damages amounting to hundreds of thousands of dollars, which will haunt the Legislature in years to come, and which the State cannot resist without a suppression of every sentiment of justice. The money for the satisfaction of these claims must come from the general treasury of the State and will operate without limit of time or amount.

Again, your memorialists state, with absolute assurance, that if the navigation of the canal is no longer to be preserved, and its structures are to be abandoned to neglect and decay, there will result an utter annihilation in value of property built up on the canal to the amount of several hundred thousand dollars. The expensive warehouses which have been erected along its line of four hundred miles will be utterly useless. Many large mills and factories, adapted to water power derived from the canal, when that power shall be withdrawn, will no longer be worth employment. This property, and other in like relation—such as the boats which navigate the canal—must be set down as valueless, or nearly so.

Again, there are numerous small towns and villages upon the canal which derive their whole life and importance from it, and which heretofore in connection with it would be estimated high in the aggregate, yet if the canal is no longer preserved, will be nearly deserted, and the property which has been built up and accumulated then be set down as utterly worthless or of mere nominal value.

Again, all real estate along the line of the canal for ten miles on either side, except when sustained by other and accidental causes, will suffer an immediate depreciation of twenty five per cent. in value on the abandonment of the canal, and the citizens settled upon these lands instead of growing rich up on high or remunerative prices for their productions, will grow poor for want of a market. If there are other avenues to market furnished to some portion of these citizens whereby they will be saved a part of what would otherwise be their sacrifice, yet others, and those a larger number, there are none whatever. These are entirely dependent upon the canal. Thus it is plain that its abandonment would greatly reduce the general taxables, and by diminishing the cash revenue coming from those portions of the State affected by the canal, throw upon other portions claiming to be exempt from all interest in its preservation an increased burden to support its government and meet its recognized obligations.

But in addition to the palpable interest which each and every portion of the State has in the preservation of the canal, there is a high obligation and duty owing to the counties locally interested in its navigation, and coming from those other and remote counties whose general interests in common with the whole State were promoted by the State debt arrangement. By that arrangement one half of the whole debt of the State was thrown upon this canal.

A debt of $5,417,113 which accrued against the State on behalf of works in parts of the State remote from the canal line, was settled by that arrangement, and one half of this sum was made to rest upon the canal. It furnished the relief upon which repose those counties which now insist that they have no interest in its preservation.

This debt of $5,417,113 was distributed as follows, upon the various objects of public appropriation, viz:

Upon the White Water Canal	$1,166,677
" " Madison and Indianapolis Road	1,024,903
" " New Albany and Vincennes Road	606,767
" " Central Canal	1,423,841
" " Jeffersonville & Crawfordsville Road	305,913
" " Erie and Michigan Canal	155,649
" " Lafayette & Indianapolis Road	73,143
" " Improvement of Wabash Rapids	14,268
Amounting to	$5,417,113

While the bonds issued on account of the Wabash and Erie Canal were $4,727,000, to which, adding the expenditure on account of the Cross cut Canal, $436,031.82 now a part of the Wabash and Erie Canal, we have the sum of $2,163,031.82 as the share of the counties now directly interested in the canal as a highway, in the general relief furnished by the State debt arrangement. The foregoing are principal sums, without the accrued interest, which was funded in that arrangement, but it shows the relative benefits conferred on the various portions of the State by the adjustment of the State debt, in which one half of the general burden was thrown upon this canal.

Your memorialists express the opinion that any aid furnished by the State to save the loss of the canal, will only be temporarily required and notwithstanding the fact that during the past two or three years its revenues have fallen short of its necessities for maintenance, and notwithstanding the severe trials which the competition of the railroads lay upon it, yet there is good reason to believe that in future years the canal will be self sustaining. The past three years have been attended with a failure of crops throughout the West, and particularly along the line of the canal, and the surplus productions of this region have been so limited, that the railroads were at no time pressed with business, and were compelled continually by their own necessities to struggle for every pound of freight to be transported. In the meantime, the canal from accidental causes has not always been reliable. This state of things can not continue, and we may rely upon the return of fruitful seasons, when the capacity of our railroads will not be adequate to move the whole production of the soil. And your memorialists do not doubt, that with a close and careful management of the canal under some new system of economical administration different from the present Trust, so soon as we shall be again blessed with abundant crops, its revenues will exceed all its wants for maintenance.

To show the interest that the Agriculturists on the line of the canal have in its preservation and use, as well those who have the benefit of railroad transportation, as those who are without such benefit, your memorialists state that the average amount of surplus grain which in the fruitful years gone by, was taken from the counties on the Wabash, north of Terre Haute, was 4,000,000 of bushels per year. It can not be doubted that if this canal was dried up, and the railroads of the State were solely depended upon for the transportation of this surplus to market, the extra cost on each bushel would not be less than five cents more to the lake, then it would cost to transport it either by canal or railroad, if the navigation of the canal was maintained.—This loss by the abandonment of the canal, would fall wholly upon the producer, for by that much at least, would the price of his grain be diminished, and in the aggregate of the 4,000,000 of bushels would amount, in each year to the farmers, to the sum of $200,000. In view of this illustration, the canal is presented, not only as a means of cheap transportation for heavy commodities, far above and preferable to railroads, but as a regulator upon the railroads themselves, controlling them and preventing them erecting monopolies to transportation, unreasonably charging the productive value of all commercial commodities.

Your memorialists refer your honorable body to the fact shown by various reports made by the Board of Trustees to the Legislature, that for two or three years, and until the constructions of competing railroads, this canal did furnish a revenue sufficient to maintain itself in all respects, and leave a considerable surplus over. That up to the time when the railroads came into competition with it, its earnings were yearly increasing, and as a productive establishment fully promised all that had been hoped for it. But from the time when the first railroad tapped its sources of business, its revenues began to wane, and in the progress of diminution have gone on from year to year, until we are now informed that they are inadequate to its maintanance—Though the construction of these railroads has destroyed the canal as a productive work, yet in the main result the State has been greatly benefitted, and can well afford, in the vast gains she has made to her wealth and power, to preserve the canal at a considerable yearly expense, if it is found to be necessary.—If she had not allowed the construction of these roads, her canal would have been productive beyond all original estimates, but in the construction of the roads her general prosperity has been promoted beyond anything that could have been expected from the influence of the canal alone. Your memorialists submit and insist that the State can not accept these great gains in her general growth at the expense of thousands of her citizens whose taxation has contributed thousands to treasury, and who have predicated their calculations of life and business upon the use of a canal furnished by her with promise of perpetual enjoyment, without dishonor to her character. Your memorialists protest against such a violation of the most sacred principles of justice. This State can not suffer the patriotic sentiments and vital interests of thousands of her citizens to be thus outraged without a reaction which will be attended with relenting and regret.

Your memorialists pray your honorable body to consider the present position of the State with respect to public improvements. Consider that the railroads which intersect her territory in every quarter, have been constructed in the last ten years at the cost of many millions of dollars, and without the expenditure of a dollar by the State. That the introduction of the millions of foreign capital invested in them, has aroused the elemental energies, and brought out the hidden wealth of the State to a marvelous extent, and without one dollar of public cost. That all this capital and wealth is subject to assessment to swell the general taxables of the State—that the railroad property, which generally has been, and is, a dead loss to the individuals who have invested in it, is taxed by the State for the use of her general treasury, and brings into it a revenue in lieu of thousands of dollars—that while in this State these works are not a burden to individuals and a relief to the public, in other States it is the reverse. Other states assume the general burden of public improvements, and have contracted debts amounting to tens of millions for the construction of railroads, which they enjoy without public cost, and as a means of revenue to her treasury.

Upon these considerations—because the competition of our railroads has destroyed the revenues of the canal, and because these railroads are, by taxation by their value, a source of revenue to the State, the State herself is profiting by the destruction of the canal; and the terrible ruin which such destruction will bring upon the fortunes of many of your memorialists, must rest as a blemish and stigma upon her name and character, unless arrested by the timely action of your honorable body.

Your memorialists submit that an enlarged and patriotic sense of the dignity of the State, and of the general interests of her citizens as constituents of a great and powerful sovereignty, would forbid the degrading sacrifice of property which has cost and is really worth millions of dollars, and to future generations will be inestimable in value, by reason of a timid scruple to appropriate a few thousand dollars for its temporary safety. Your memorialists believe that the man who, as a representative of the people, shall record his name for such a sacrifice, when the cool and truthful judgment of the country has reflected upon the subject, will not be able to justify himself to the approbation of his constituents.

By order of the Convention.

M. W. FOSTER, President.

JOSEPH RESTINE, Secretary.

ICE.—At this season it may be interesting to our readers to learn that ice may be saved and kept to the close of summer without the aid of an ice house.

On the authority of the New Hampshire Journal of Agriculture we give the following receipt for keeping it:

"Cover a space, eight feet square, with wood sufficient to keep the ice from the ground, and fill the spaces between the sticks with saw-dust or tan-bark. Then pack the ice upon this foundation, in pyramidal form to any desired height. Throw a few pails of water over the mass, to make it more compact, and to keep out air. Cover the whole with saw dust."

The Journal says:

"We are inclined to think ice will keep in this way better than any other. The evaporation from the outside carries off the heat, and the mass keeps cooler than it would if shut up in a tight house.

☞ The Lawrence correspondent of the Leavenworth Times tells a good one of Gov. Medary:—

"His Excellency" went into a barber shop at Lecompton to get shaved. The barber is a black man, and belongs to Judge Elmore, for ours, as Buchanan says, in a slave soil.

As soon as seated, the following dialogue occurred:

Gov. M.—I'll shave by the month.

Barber—Don't know, Massa, about that.

Gov.—Why not, Tom?

Barber—Cause, massa, you Gubunurs stay mighty short time in Kansas. Can't trust you for four weeks. Too long a time for people of your color.

Of course Gov. Medary paid up. There was no help for it. Mr. Darkey had the argument with him.

☞ The Columbus Statesman says: A railroad man got married at Belleville the other day, and as he returned on the evening train to this city, his fellow railroaders determined on giving him and his fair bride a salute.—Fifteen or twenty locomotives were brought up standing on a switch at the depot, and as the train bearing the happy pair passed by, the whistle on each locomotive was made to give a simultaneous blast, the like of which was never heard in this vicinity before. The little one concert would have awakened the seven sleepers, as it did the echoes for miles around, scaring the urbane bridegroom out of his usual serene equanimity.

STRENGTH OF CAMELS.—The Galveston News states that one of the camels in that city kneeled down and received a load of two bales of hay weighing 1,400 pounds, which it raised without the least effort, and walked away with apparent ease. In their native country the average load of the camel is some 800 pounds, with which they perform long journeys over deserts with but little food or water.

BEGGARS ARE SCARCE IN JAPAN.—A Philadelphian writes from Japan, to the Saturday Post, respecting the easy circumstances of the people:

During our whole stay we have not seen a dozen beggars, and even they could not be called such, for their wants seemed to be supplied by every one as a matter of course. They were always old men or women who were evidently unable to support life in any other way.

☞ The Crawfordsville Review, (Dem.) in noticing the Fitch and Douglas difficulty, expressed an earnest wish "for the credit of the State," that the Dr. "will cease to make an ass of himself." "Repudiated by his own party," it says, "he should either resign or manifest a little more modesty or decency."