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STAND BY THY COUNTRY'S QUARREL.

From the Philadelphia Saturday Evening Star.
Stand thou by thy country's quarrel,
Be that quarrel what it may,
He shall wear the greenest laurel,
Who shall greatest zeal display,
Stand thou by thy country's honor,
In the council and the field,
That no shame shall come upon her,
Who the right can never yield.

Stand by those who stand by duty,
With good aim and high intent,
Asking right, nor seeking booty—
Trusting God for the event.
When compell'd to strike and measure,
War's inevitable blow,
Wide unfold the strength and treasure,
Of the nation on the foe.

Let him heed who rules dissembling—
Let him quail who dares defy—
Till his haughty hordes stand trembling—
Till his flag of truce shall fly.
What though party names divide us,
Love of country prompts us all,
And the earnest minds that guide us,
Do but wait that country's call.

Is it virtuous, is it valiant,
To be wronged and not rebel—
Nor with means and measures salient,
Justice nobly to compel?
Let not freedom rue her quarrel,
Dealing a divided blow—
But with Victory's forgotten laurel,
Rise triumphant o'er her foe.

All the strength of nations blended
Cannot make her legions fly,
If they stood as they contended
In the days that have gone by.
With her fame in Wisdom's keeping
And her cause in Valor's hand,
Glory's harvest waits their reaping,
With war-scythe and battle-brand.

Then with patriot glance arriving
At the issue and the aim,
Stand thou by thy country's striving,
Proud and jealous of her fame.
Widow Smuggs on Husbands.

"That's the way," exclaimed the impetuous little widow, "I never knew it to fail in my life; as sure as you see a woman have a good husband, he's certain to die; but if she's got a drunken, good-for-nothing fellow, that never does anything for her, she can't get rid of him no how you can fix it; he won't die! That was just the way with my first man, poor soul—I feel kind of sorry for all, when I think of him; but it was next to impossible to get that fellow to die. He tormented my life out of me, night and day, for a most twelve years. I thought I never was a going to get red of him at all. No matter what happened to him, it never hurt him. He'd fall down cellar steps when drunk—tumble into the river—get run over—pitch into the fire—knocked down by the thunder—singled by the lightning—pummelled in fights—thrown out of wagons by run-away horses—kicked, cuffed, and beat about in every way a mortal man could be, but he was kill-proof agin them all.

"One day, however, after an awful shaking with delirium tremens, he went off and bought a sixpence worth of rat-bane; says he to me, says he, 'Sally, I'm a goin' to do it.' 'Do what?' says I. 'Why, says he, 'I'm goin' to do what you have been all along wantin' to do—I'm a goin' to kill myself.' 'No sich good news,' says I. 'I ain't afeared of it, the devil ain't ready for you yet.' With that poor Ben clapped the pisen to his mouth, and swallowed the hull of it at once; and so that was the last of my first poor dear husband. I give him a good funeral, though. Nobody can say I didn't. I believe in a wife payin' proper respects to her husband's remains, even if he does treat her bad when livin'.

"Well," said I, "How about your last husband, Mrs. Smuggs?"
"Ah!" said the widow, wiping a tear from her eye with the corner of her apron. "Ah! now you tuck a tender spot in my feelings; he was a husband a woman might well be proud of. Always brought earnings hum every Saturday night, regular. Says he, Sally, says he, there's the real stuff for you; now give us a bus for it." And here Mrs. Smuggs heaved a fresh sigh, and wiped another briny tear from the fountain. "Poor, dear man," she continued, "I well remember the very day he died. After I had seen him safe deposited under the green turf, I come home all in tears and distress, and went up into my bedroom, which was in the back part of the house, to meditate upon him; and there I sat, and sat, but I couldn't meditate a bit; for every time I tried to think, the little devils in the next yard made such a noise it driv everything clean out of my head."

"We bid the wid a good morning, promising to call again soon."

"For a stiff, unbending, self-important person, we have no objection. Approach him whichever way you please, and are sure to see the great 'I, myself,' and get nothing but disappointment and chagrin for your pains.

The Extraneous Aggregations of Mexico.

A reference was made in the President's message, to the outrages which have, during a series of years, been committed by Mexican authorities upon the citizens and commerce of this country. They are almost without a parallel in the history of modern nations. The New Hampshire Patriot contains a statement of the aggressions, during the period from 1817 to 1845, which is made up from the documents now on file in the department of State. Those of the cases occurring prior to Dec. 22, 1837, will be found in a letter of the Hon. John Forsyth, Secretary of State, to the President, which was published with the annual message of that year. Of these cases embraced in the letter of Mr. Forsyth, being 57 in number, we give the following as specimens of the rest:

No. 9. Brig *Cato*.—This vessel was boarded at Alvarado on the 29th of August, 1824, by some 12 men who rifled her of \$2,701 in specie, and of numerous other articles. After threatening the life of the captain and wounding two of the crew, they set the vessel adrift by cutting her chain cable, which, with the anchor were lost. The claim in this case is for \$3,544.

No. 13. Brig *Delight*, of Philadelphia. A Double Claim.—This vessel in March, 1835, touched at San Blas, where the officers of the custom house compelled the conveyance of her cargo over a mile to the custom house stores, and its reshipment. The damage to the owners was estimated at \$3,716 45. The same vessel entered the port of Sisal in September of the same year, where she was seized by the collector with an armed force, part of her cargo forced on shore, her hatches broken open, and the cargo taken to the custom house. Estimate of damages arising from the condemnation and sale of the cargo, &c., \$15,692 50. The Mexican Secretary of the Treasury has assured Mr. Poinsett that an order had been given to release the vessel and cargo. Mr. Poinsett pronounced this one of the most flagrant and unjustifiable violations of the property of American citizens on record.

No. 14. Schooner *Fair American*, of Baltimore.—This vessel arrived at Rufus, January 4th, 1826, was admitted to entry, landed her cargo under permit, and in part removed to town, when the whole was seized by the Mexican authorities, and confiscated and sold. The Mexican consul at Baltimore afterwards requested of his government that the property might be restored and the owner indemnified. Mr. Wilson's claim for damages is \$50,224 21, the justice of which was understood to be acknowledged by the Mexican government. To the demand of the American minister for damages in this case, the Mexican government made evasive replies, and made no answer to his last note on the subject.

No. 27. John Baldwin; an American citizen, complains of gross and outrageous treatment at the hands of the alcalde of Minotitlan in Guazacualco. He asserts that the alcalde was interested in a suit which was brought against him by one of his creatures. Some altercation occurring at the proceedings before the alcalde, he was ordered to the stocks. He refused to submit, and in attempting to escape was shot at, and severely injured by a fall. He was captured, made to stand in the stocks, and afterwards imprisoned. The Mexican government was informed subsequently that the United States government "would regard this a national question." The reply of the Mexican executive was, that it was a matter of judicial investigation, &c.

No. 28. Schooner *Topaz*.—The master of this vessel, contracted in 1832, to transport 150 Mexican soldiers from Matamoros to Galveston. During the passage the master and mate were killed by the Mexican officers, and the crew were forced to run the vessel into Anahuac. Here they were imprisoned on a charge of killing their captain and mate, and attempts were made by the officers above mentioned to make them confess that crime. They were at last liberated on their agreement to be bound to the officers to serve them for 3 years. One of them subsequently escaped to the United States, and testified to the facts above stated. He states that the Mexican officers divided the captain's money between them. He thinks he had \$3,000 or \$4,000.

No. 40. The schooner *Harriet Elizabeth* was stranded near Matagorda in 1835. While in this situation she was fired upon by a Mexican schooner, and her captain, crew and passengers carried to Matamoros and imprisoned. Reparation was demanded by Mr. Ellis in 1836, but has never been given by the Mexican government.

No. 42. The brig *Jane* and four other vessels were detained at Matamoros, in 1836, contrary to express treaty stipulations, and when reparation was demanded, the excuse rendered for the outrage was, that certain hostile vessels were cruising in those waters, that the orders by which the *Jane*, &c., were detained, were without authority from the supreme government. No reparation was, however, granted.

No. 43. In 1836 the brig *Edipus* was seized at Tobasco, (on what ground does not appear) her crew insulted and mal-

treated, and her captain imprisoned. A amount claimed for the seizure of this vessel \$3,157.

No. 44. Mr. Coleman, acting consul of the United States at Tobasco, was summoned before the authorities in 1836, and publicly insulted and ill-treated, because he refused to legalize certain documents, the result of which would be to defraud.

No. 45. The schooner *Aurora* was stranded on the coast of Mexico, in 1836. A part of the cargo was landed by the crew, when it was immediately taken possession of by an armed body of Mexicans. On the crew remonstrating against these proceedings, they were insulted, maltreated, and the mate seriously injured. Thereupon the crew proceeded to Tobasco, and delivered the goods over to our consul at that place, who, on taking possession thereof, found that over one half had been plundered.

No. 47. It was proposed to sell the brig *Fourth of July* to the Mexican government; but while the negotiation was going on, she was taken possession of by the Mexican authorities and the Mexican flag hoisted. Mr. Ellis, then our minister in Mexico, demanded the release of the vessel, to which demand no answer had been returned.

No. 49. In 1836, William Mallet and Zalmon Hall, citizens of the United States, were arrested in the streets of Matamoros, by an armed force, who struck one of them on the face, and took both to the principal barracks. Here they were confined, while a guard was placed at the door of the house of the American consul to prevent his interference on the matter. The house was searched for the consular himself, and much of his property was stolen.

No. 51. The American citizens at Tampico having requested that a man-of-war might be sent for their protection, Lieut. Orborn, with a boat's crew from the revenue cutter *Jefferson*, proceeded there, when he was arrested by the authorities, carried off and examined. On his return, he learned that his crew had also been arrested, and held for a long time in confinement. Gomez, who committed these outrages, was removed therefor by the supreme government, but was subsequently appointed commandant at Vera Cruz.

No. 53. The schooner *William A. Turner*, of which James O'Flaherty was master, was seized off Sisal, in 1834, by an armed Mexican force. The vessel was released after Capt. O'Flaherty had given bonds for her value. In 1836, his vessel was again seized, himself confined, liberated and after entering into bonds for \$1,200, his vessel released. Soon after, the vessel was again seized, and the captain confined in the cabin, from whence he was sent as a prisoner to Tobasco. From this place, where he had been confined in the public prison, he was conveyed, still a prisoner, to Campechy, and cast a second time into confinement.

Capt. O'F. is entirely ignorant of the cause of these repeated indignities, and at no time has any charge been preferred against him.
He claims, for loss of property, \$18,000.

It was in reference to 57 cases of outrages like these that Gen. Jackson, in 1837, in his message, used the following remarkable and emphatic language:
"That the length of time since some of the injuries have been committed, the repeated and unavailing applications for redress, the wanton character of some of the outrages upon the property and persons of our citizens, upon the officers and flag of the United States, independent of the recent insults to this government and people by the late extraordinary Mexican minister, would justify, in the eyes of all nations, immediate war."

Twelve additional cases occurring prior to December, 1837, were afterwards made known. From these we select the two following instances of the imprisonment and murder of Americans:
No. 67. Mary Hughes, widow of Geo. Hughes, master of the brig *John*, of New York. The brig *John*, lying at anchor in the river Tobasco in 1832, was boarded and captured by an armed force, on a pretext altogether unfounded. Capt. Hughes was knocked down, cruelly beaten with the butts of the muskets of the boarding party, carried off and imprisoned, and the cargo and stores of the vessel plundered. Capt. Hughes subsequently died from the wounds he received on this occasion.

Mary Hughes claims reparation therefor.
No. 68. James Cochrane, engineer of the steamer *Hidalgo*, was impressed into the Mexican service together with the boat in 1832—cruelly and ignominiously treated, and compelled to do duty as engineer for two months. He claims reparation for the breaking up of his business, and for false imprisonment.

All the above mentioned cases of aggression took place prior to December, 1837. Since that time 26 additional ones have occurred, making the whole number 95. These last acts were committed chiefly against the persons of our citizens.—We have space only for the following instance:
No. 75. Claims of A. C. Bredall, of N. Orleans. 1st. The schooner *Lodi*, with a valuable cargo of lawful goods, both belonging to Mr. Bredall, sailed from New Orleans in May, 1833, bound for Matamoros, in Mexico. On her arrival there,

without any allegation of offence committed or contemplated, she was seized, her cargo landed, exposed and pillaged. After a long detention, the cargo and vessel were restored, but the latter was so much injured by worms, and her sails, rigging and stores so much damaged, that she was obliged to be run on shore on her passage back to New Orleans, in order to save the lives of the passengers and crew. A total loss of the vessel and cargo was the consequence.

2d. In 1843 Mr. Bredall arrived at Vera Cruz, with passports granted him by the Mexican consul at New Orleans. He presented them to the proper authorities, but was arrested and imprisoned on a charge of a design upon the life of Gen. Santa Anna. During his detention he suffered the most wanton, cruel and humiliating indignities and privations; and upon his release he reached New Orleans in a helpless and shattered condition, his constitution broken, his hearing destroyed, and sinking under a hopeless consumption. It is proper to remark that the British minister demanded and obtained liberal damages on behalf of three British subjects who were imprisoned with Mr. Bredall.

The Turnpike of Life.
We are all on a journey. The world through which we are passing is in some respects like a turnpike—all along which Vice and Folly have erected toll-gates, for the accommodation of those who choose to call in as they go—and there are very few of all the host of travellers who do not occasionally stop a little at some one or another of them—and consequently pay more or less to the toll gatherers. Pay more or less, I say, for there is a great variety as well in the amount as in the kind of toll exacted at these different stopping places.

Pride and Fashion takes heavy tolls of the purse—many a man has become a beggar by paying at their gates—the ordinary rates they charge are heavy, and the road that way is none of the best. Pleasure offers a very smooth delightful road in the outset; she tempts the traveller with many fair promises, and wins thousands—but she taxes without mercy—like an artful robber she allures until she gets her victim in her power, and then strips him of health and money—and turns him off a miserable object, into the very worst and most tugged road of life.

Intemperance plays the part of a sturdy villain. He's the very worst toll gatherer on the road—for he not only gets from his customers their money and their health, but he robs them of their very brains. The men you meet in the road, ragged and ruined in fame and fortune, are his victims.

And so I might go on enumerating many others who gather toll of the unwary.—Accidents sometimes happen, it is true, along the road, but those who do not get through at least tolerably well, you may be sure have been stopping by the way at some of these places. The plain common sense men, who travel straight forward, get there the journey without much difficulty.

This being the state of things—it becomes every one, in the outset, if he intends to make a comfortable journey, to take care what kind of company he gets in with. We are all apt to do a great deal as our companions do—stop where they stop—and pay toll where they pay. Ten chances to one, then, but our choice in this particular decides our fate.

ELECTRICITY OF HUMAN BODIES.—The following wonderful and astonishing method of electrifying the human body, is from a late number of the Scientific American. The manner of experimenting is as follows: Let a person be seated in a chair, the four legs are placed in as many glass tumblers for the purpose of insulation. Then if a horn or wood comb is rapidly drawn through the hair by another person (who must carefully avoid touching the subject or the electricity would be thus carried off) sparks may be readily taken from any part of his body by the application of one's finger. By means of a leaden jar, a number of sparks may be obtained, from which several persons formed in a circle may receive shocks. If a metal comb be used, flashes of light can be distinctly seen in a dark room, coursing from the hair along the comb to the head of the operator. What is worthy of notice, as tending to prove that all living organizations will throw off electricity at every effort of muscular exertion, is the fact that if the insulated individual combs his own hair, no sparks can be obtained. Persons unacquainted with the phenomena of electricity who may try the above experiments, may need to be informed that a cold room is the best in which to make them.

The first bar of rail road iron made in this country was in 1844, and now there are sixteen or eighteen foundries making a sufficient quantity of rail to lay twelve hundred mile of road per year.

Some person asked Charles Fox what was the meaning of that paragraph in the *Palma*, "he clotheth himself with curling like as with a garment."
"It is clear enough," said Fox "the man had a habit of sweating."

The Farmer and Manufacturer.

FIGURES, FACTS AND FAIR PLAY.—The turn of the farmer is now coming about, if he will but stick to the new tariff. The manufacturers have had great chances in the last 20 years. They are now well established in all the staple manufactures, and if they will only let well enough alone can continue to derive more profit from capital invested in that branch than in any other. They have their forty and fifty per cent. protection and this with the skill and experience they have, is ample to give them all reasonable profits. We rejoice in their prosperity as it has been, and as it will continue. We go for their interests to the whole extent that we can go consistent with the equal interests of all classes.

But we rejoice that the farmer at last, has got a little chance. The reduction of Tariff in England and the U. States, has increased the value of the farmer's stock at least one hundred and seventy millions, and this too, in his own hands, before it had been bought up by speculators. Who will grieve over the success of the farmers!

For 20 years the farmer has hardly realized four per cent on this capital. The manufacturer complains that he cannot get over 40 per cent. Now if it were necessary to bring the manufacturer down to 10 per cent. in order to raise the farmer 10 per cent., would it be anything but fair?

The farmers of the United States are as 63 out of 100 of the population; the manufacturers but as 17 in 100, including all handicraft. It would be better to make the 88 prosper than the 17; if we must choose. But it is not so. The 170,000,000 increase of the property of the farmer will mainly go to buy the goods of the manufacturer. The wealth of the west will come to the east in exchange for our fabrics. The farmer will increase his consumption of manufactures in proportion to his increase of means, while the manufacturer cannot increase the consumption of the farmer's products under a high tariff, to any great extent, for this simple reason that manufacturers are but men and can eat no more than other men.

And as to this dogma of the home market, to consume the farmers products, it is as idle as would be for the Boston water commissioners to establish a protective system to encourage the settlement of ants along the line of the Long Pond aqueduct, to remove the earth that has got to be excavated! Here are 500,000,000 bushels of breadstuffs raised, beyond all that can be eaten in the United States, if every man, woman and child should grow 20 bushels a year, including the 791,000 manufacturers! And how after eating 20 bushels apiece, are they going to swallow 500,000,000 surplus?

And then as to the increase of the mouths of manufacturers to consume the farmers products in a home market. From 1821 to 1840, the whole change of relative employment in the United States has been only a decrease of three and a quarter per cent., in agriculture and commerce, and an increase to that extent in manufactures, so that there are only three in one hundred more mouths now to help the farmers consume, than there were 20 years ago; and how long will it take at this rate to eat up the surplus produce in a "home market," hence we see that even if an exclusive home market were profitable to the manufacturer, it is death to the farmer.

Now will it do to say that we have free trade with Europe in grain, and still keep her out of our markets; because she can't buy of us, if we won't buy of her, and the farmer's produce must rot here, and the millions in Europe starve first, unless it can be paid for in some of the products of European industry.

And thus we see the enormous extent the demand the protectionists make, when they insist upon a "home market" at such cost.
Here is a little table of statistics which fair minded men ought to look at, when they hear the cry "protection and home market."

From 1821 to 1841 the whole imports into the U. States amounted to \$2,214,253,719. The gross duties taxed on them are \$536,346,163.

So that in addition to the cost of the articles landed here, the people who consumed them paid one quarter more on this portion of what they consumed. If this were for revenue to pay expenses of government it was all well enough.

But it is also estimated from the best data that during that period, the amount of domestic manufactures was the estimates of the amount imported, making the whole amount of domestic and imported in 20 years, \$8,557,334,786. Now the lowest estimate that can be made of the enhanced price of articles by reason of the tax upon their importation, is one-half of the tax added to the cost. It follows then that in twenty years the farmers and other interests have paid to the manufacturers by way of protection, \$1,072,144,071, which is a tax of \$53,607,205 per annum. This is the secret of the depression of the agricultural States, and the wealth of the manufacturing States under high tariffs; and now ought the latter to complain if there is more equalization between them under the tariff. But in point of fact the