



OUR LIBERTY AND HAPPINESS AS A NATION ARE IN OUR OWN KEEPING, IF THEY ARE EVER SACRIFICED IT WILL BE ON THE ALTAR OF PARTY SPIRIT, AT THE INSTANCE OF DESIGNING AMBITION AND BY OUR OWN HANDS.

VOL. I.

YPSILANTI, WASHTENAW CO. MICHIGAN, WEDNESDAY JAN. 10, 1844.

NO. 4.

THE YPSILANTI SENTINEL. Will be published every Wednesday by JOHN VAN FOSSEN. Office over C. Stuck's Store, three doors west of the Post Office.

PROSPECTUS OF THE YPSILANTI SENTINEL. In soliciting the patronage of the public for the proposed publication, it is due to that public to give an outline of the views and principles by which we shall be governed, and this duty we proceed to discharge.

As the only legitimate object of a republican or democratic government is the equal protection of the rights, and promotion of the welfare and happiness of all; it follows as an incontestable conclusion, that that administration, or system of measures which is most conducive to these ends, is best entitled to the appellation of democratic.

We believe that the wealth, happiness and independence of our country, depend on the encouragement and protection of the labor and industry of our own citizens, and the cultivation of our own resources in all practicable cases to a reliance upon a precarious supply, to be drawn from abroad, subject to the caprice of the world and the contingencies of foreign commerce.

W. A. BUCKBEE, ATTORNEY AND COUNSELLOR AT LAW AND SOLICITOR IN CHANCERY YPSILANTI, MICHIGAN.

SAND'S SARSAPARILLA. For the removal and permanent cure of all diseases arising from an impure state of the blood, or habit of the system, viz: Scrofula, Rheumatism, Cutaneous Eruptions, Scald Head, Biles, Chronic Sore Eyes, Enlargement and pain in the Breast and joints, Ulcers, from the injudicious use of Mercury, &c.

TEAL & ALLEN. Ypsilanti, Dec. 20, 1843. NOW IS THE TIME FOR BARGAINS. GOODS SELLING AT COST.

THE Subscribers wishing to close their concern are determined to let their goods slip at COST (For Cash Only) those wishing to purchase will find inducements such as were never before offered to the public in this market.

SUPERIOR articles of Port Wine and Brandy, for sickness, may be had at the Drug store of E. SAMSON.

ANNUALS for 1844, and a great variety of elegant gift Books for sale cheap by E. SAMSON.

SOFT SOAP.—For sale by the gallon or the barrel by C. STUCK.

THE HERITAGE. 'The rich man's son inherits lands, And piles of brick, and stone, and gold, And he inherits soft, white hands, And tender flesh that fears the cold, Nor dares to wear a garment old: A heritage, it seems to me, One would not care to hold in fee.

'The rich man's son inherits cares; The bank may break, the factory burn, Some breath may burst his bubble shares, And soft, white hands would hardly earn A living that would suit his turn; A heritage, it seems to me, One would not care to hold in fee.

'What does the poor man's son inherit? Stout muscles and a sinewy heart, A hardy frame, a hardier spirit, King of two hands, he does his part In every useful toil and art; A heritage, it seems to me, A king might wish to hold in fee.

'What does the poor man's son inherit? Wishes o'erjoyed with humble things, A rank, adjudged by toil-worn merit, Content that from employment springs, A heart that in his labor sings: A heritage, it seems to me, A king might wish to hold in fee.

'What does the poor man's son inherit? A patience learned by being poor, Courage, if sorrow come, to bear it, A fellow-feeling that is sure To make the outcast bless his door; A heritage, it seems to me, A king might wish to hold in fee.

'Oh! rich man's son there is a toil That with all others level stands; Large charity doth never soil, But only whitens, soft white hands; This is the best crop from thy lands; A heritage, it seems to me, Worth being rich to hold in fee.

'Oh, poor man's son, scorn not thy state, For 'tis the best that thou canst have; Than this, A heritage, it seems to me, Worth being rich to hold in fee.

'Both heirs to some six feet of sod, Are equal in the earth at last; Both children of the same dear God; Prove title to your heirship vast By record of a well filled past; A heritage, it seems to me, Well worth a life to hold in fee.'

J. R. L.

EXTRACT FROM THE REPORT OF THE BOARD OF INTERNAL IMPROVEMENT.

The continued increase of the receipts of our rail roads, notwithstanding the disadvantages under which they have been conducted, from the want of funds necessary to place machinery and cars upon them so as to do all the business that offers to advantage, is evidence that their value has not as yet been fully estimated.

That the central railroad when completed to Kalamazoo, will itself pay the interest on the state debt is now almost certain. That object being so desirable, should induce its accomplishment as soon as practicable.

These works being the only ones now in course of construction, the commissioners believing it to be important to have them completed as soon as the resources of the state will permit, with great deference to the judgment of the legislature, earnestly recommend the necessary appropriations for that purpose.

While the board deem it their duty to present such reasons for the completion of works given them in charge as appear to them to be correct, they do not feel at liberty to ask for appropriations for the extension of any of the works, although they are of the opinion that the interest of the state requires their extension and that they will eventually be completed; until our resources are more ample, the commissioners are of opinion, that their extension will be more rapid if too much is not attempted at once.

Under authority of an appropriation made by the last legislature, arrangements were made for the purchase of iron and spike sufficient to complete the southern road to Hillsdale and the central road to Marshall. A portion of this iron was purchased of Messrs. Bigelow and Mattison, being part of a parcel of iron imported by the State of Illinois some years since.

It was purchased at \$48 per ton of 2000 lbs. delivered in Michigan. A contract for the balance required was made with the Great Western Iron Company; the iron to be manufactured by them and to be delivered at Beaver, Pa., at \$60 per ton of 2240 lbs. Before any of the iron was delivered under this contract the company failed and the iron passed into the hands of their creditors, who delivered the iron then manufactured on the same terms, and are now completing the balance of the amount required, the whole of which, will, without doubt, be delivered in April. All the iron received is of a superior quality, and fifty per cent heavier than that previously used. It will add much to the strength of the road on which it is placed.

Central Rail Road. There has been received from this road for the year ending Nov. 30, 1843, For transportation of 30,643 passengers \$52,698 85 U. S. Mail 5,000 00 Sales of old iron 324 00 8,929,688 lbs merchandize 26,012 85 1,920,823 lbs Aggr'd products 3,353 20 1,081,267 lbs Ashes 2,229 95 137,875 barrels flour 46,288 89 61,992 bush. wheat 6,821 31 1,758 bbls pork 1,110 50 8,012 bbls salt 4,520 40 650 bbls whiskey 335 11 95,672 lbs wag's & coaches 570 20 74,560 feet lumber 277 14 829 M. shingles 347 79 Domestic animals 101 31 \$149,986 51

Amount paid for expenses, running the road and making repairs, repairs of road \$24,213 18 repair machinery and cars 18,477 26 pay of eng's and firemen 7,233 73 expense of wareh's dept 3,576 60 wood 2,480 57 oil 2,315 95 exp's of fr'gt and pass' trains 7,174 94 Dearborn station 669 79 1,618 39 919 37 617 04 997 82 2,100 12 \$74,960 20

Net profit \$74,960 20 Add the amount on hand, date of the last report, 2,063 55 \$77,023 75 Which sum has been disposed of as follows, paid state treasures \$82,074 21 on purchase of iron 24,333 13 on purchase of locom's 7,374 58 building new cars 11,493 53 on account construction 1,809 41 \$77,080 86

The unexampled severity of the last winter, by which the navigation of the lakes was closed for about five months, operated much to the detriment of the road. During several of those months the snow and ice, prevented the trains from carrying the freight that was offered, and as the travelling by sleighing was good during the most of the winter, the produce which usually come over the road in the spring was sent in by sleighs, and the road lost a large amount of business, that in ordinary seasons it would have been enabled to do.

Since the opening of the navigation in May last the receipts of the road are much larger than they were for the same period of the previous year, and notwithstanding the severity of the winter, which increased the expenditures, the road has been more productive than heretofore, and with the seasons we usually have, would it be believed, have equalled the expectations of the most sanguine friends of the work. That portion of the road which has been run during the year extends but eighty miles from Detroit, and cost eleven hundred thousand dollars, and it has yielded the present year more than six and three quarters per cent upon the cost.

For the year ending November 30, the engines with trains of cars have run 106,121 miles. The whole expense of running the road, including all expenditures for repairs of road and of machinery and cars having been \$74,960 20 shows the expense of running an engine and train to have been seventy and two-third cents per mile.

Statement of the Revenue of the road since first opened. 1839 \$37,283 55 1841 25,955 30 1839 16,703 66 1842 63,075 96 1840 20,637 41 1843 75,026 31 Southern Rail Road. There has been received from this road for the year ending 30th November, 1843,

For transportation of 6,371 passengers \$5,039 18 95,120 bush. wheat, 7,143 82 1,914,712 merchandize, 3,379 67 17,788 bbls. flour, 4,738 16 2,284 " salt, 1,079 58 539 " pork, 205 38 80,922 lbs. fruit, 172 49 61 bbls cider & beer, 30 32 44,956 lbs hides, 24 05 30,680 lbs coal, 323 66 189,433 lbs furniture, 38 04 139 bbls whiskey, 58 04 524,219 lbs ashes, 1,357 17 150 M. shingles, 41 82 9 bbls fish, 3 44 11,262 lbs waggons, 43 78 111,425 lbs pig iron, 104 10 20,455 feet of lumber, 55 21 5,500 lbs butter & cheese, 6 78 22,330 lbs lime, 31 86 13,125 lbs stone, 16 11 79,922 lbs miscell's articles, 107 22 8,350 lbs plaster, 10 03

Rec'd for old bell sold 20 00 do one bbl flour unclaimed 4 00 \$24,064 50

Balance on hand, date of last report in hands of Superintendent 196 81 \$24,260 31

Which sum has been expended as follows: For repairs of road, \$7886 00 building & repairs of cars 6,651 92 construction of road 1,479 12 pay of engineers 1,623 76 wood 1,264 32 Oil 474 40 expenses of Monroe depot 1,299 78 " Ida station 277 47 " Palmyra do 103 44 " Peterburgh do 194 25 " Adrian do 630 56 " Pittsford do 7 50 " Clayton do 23 38 " Hillsdale do 196 10 " Freight & passenger trains 1,978 02 \$24,261 00

906 85 were net proceeds and were expended as follows: On account of building new cars, \$5,500 00 On account of construction of road, 1,479 12 In payment of claims (old) 1,377 73 \$7,906 85

LETTER OF JEFFERSON TO BENJAMIN AUSTIN. Monticello, Jan. 9, 1816.

DEAR SIR, I acknowledge with pleasure your letter of the 9th of December last. Your opinions on the events which have taken place in France, are entirely just, so far as these events are yet developed. But we have reason to suppose, that they have not reached their ultimate termination. There is still an awful void between the present, and what is to be the last chapter of that history; and I fear it is to be filled with abominations, as frightful as those which have already disgraced it. That nation is too high-minded, has too much innate force, intelligence and elasticity, to remain quiet under its present compression. Samson will arise in his strength, and probably will ere long burst asunder the cords and the webs of the Philistines. But what are to be the scenes of havoc and horror, and how widely they may spread between the brethren of one family, our ignorance of the interior feuds and antipathies of the country places beyond our view. Whatever may be the convulsions, we cannot but indulge the pleasing hope, they will end in the permanent establishment of a representative government; a government in which the will of the people will be an effective ingredient. This important element has taken root in the European mind, and will have its growth. Their rulers, sensible of this, are already offering this modification of their governments, under the plausible pretence that it is a voluntary concession on their part. Had Bonaparte used his legitimate power honestly, for the establishment and support of a free government, France would now have been in prosperity and rest, and her example operating for the benefit of mankind, every nation in Europe would eventually have founded a government over which the will of the people would have had a powerful control. His improper conduct, however, has checked the salutary progress of principle; but the object is fixed in the eye of nations, and they will press to its accomplishment and to the general amelioration of the condition of man. What a germ have the freemen of the United States planted, and how faithfully should they cherish

the parent tree at home. Chagrin and mortification are the punishments our enemies receive.

You tell me I am quoted by those who wish to continue our dependence on England for manufactures. There was a time when I might have been so quoted with more candor. But with the thirty years which have since elapsed, how are circumstances changed! We were then in peace; our independent place among nations was acknowledged. A commerce which offered the raw material, in change for the same material after receiving the last touch of industry, was worthy of welcome to all nations. It was expected, that those especially to whom manufacturing industry was important, would cherish the friendship of such customers by every favor, and particularly cultivate their peace by every act of justice and friendship. Under this prospect the question seemed legitimate, whether, with such an immensity of unimproved land, courting the hand of husbandry, the industry of agriculture, or that of manufactures, would add most to the national wealth. And the doubt on the utility of the American manufactures was entertained on this consideration, chiefly, that to the labor of the husbandman a vast addition is made by the spontaneous energies of the earth on which it is employed. For one grain of wheat committed to the earth, she renders twenty, thirty, and even fifty fold; whereas to the labor of the manufacturer nothing is added. Pounds of flax, in his hands, on the contrary, yield but penny weight of lace. This exchange too, laborious as it might seem, what a field did it promise for the occupation of the ocean; what a nursery for that class of citizens who were to exercise and maintain our equal rights on that element. This was the state of things in 1775, when the Notes on Virginia were first published; when the ocean being open to all nations, and their common right in it acknowledged and exercised under regulations sanctioned by the assent and usage of all, it was thought that the doubt might claim some consideration.

But who, in 1775, could foresee the rapid depravity which was to render the

empire of man a disgrace to the empire of nature? The two most distinguished in the rank of nations, for science and civilization, would have suddenly descended from that honorable eminence, and setting at defiance all those moral laws established by the Author of Nature between nation and nation, as between man and man, would cover the earth and sea with robberies and piracies, merely because strong enough, to do it with temporal impunity, and that under this disbandment of nations from social order, we should have been despoiled of a thousand ships, and have thousands of our citizens reduced to Algerian slavery. Yet all this has taken place. The British interdicted to our vessels all harbors of the globe, without having first proceeded to some of hers, there paid a tribute proportioned to the cargo, and obtained her license to proceed to the port of destination. The French declared them to be the lawful prizes if they had touched at the port, or been visited by a ship of the enemy nation. Thus were we completely excluded from the ocean. Compare this state of things with that of '85, and say whether any opinion founded in the circumstances of that day, can be fairly applied to those of the present. We have experienced, what we did not then believe, that there exists both prodigality and power enough to exclude us from the field of interchange with other nations. That to be independent for the comforts of life, we must fabricate them ourselves. We must now place the manufacturer by the side of the agriculturist. The former question is suppressed, or rather assumes a new form. The grand inquiry now is, Shall we make our own comforts, or go without them at the will of a foreign nation? He, therefore, who is now against domestic manufacture, must be for reducing us either to dependence on that foreign nation, or to be clothed in skins, and to live like wild beasts in dens and caverns. I am not one of these. Experience has taught me that manufactures are now as necessary to our independence as to our comfort; and if those who quote me as of a different opinion, will keep pace with me in purchasing nothing foreign, where an equivalent of domestic fabric can be obtained, without regard to difference of price, it will not be our fault if we do not soon have a supply at home equal to our demand, and wrest that weapon of distress from the hand which has so long wantonly wielded it. If it shall be proposed to go beyond our own supply, the question of '85 will then recur, will our surplus labor be then more beneficially employed, in the culture of the earth, or in the fabrications of art? We have time yet for consideration, before that question will

press upon us; and the axiom to be applied will depend on the circumstances which shall then exist. For in so complicated a science as political economy, no one axiom can be laid as wise and expedient for all times and circumstances, inattention to this is what has called for this explanation, which reflection would have rendered unnecessary with the candid, while nothing will do it with those who use the former opinion only as a stalking horse to cover their disloyal propensities to keep us in eternal vassalage to a foreign and unfriendly people.

I salute you with assurances of great respect and esteem.

TH: JEFFERSON. For the Sentinel. Woodville, Jan. 1844.

DEAR JENRAL. Some how the "Sentinel" has straid way down here to Woodville. Now uncle Josh is down here on a visit, and last nite, says I uncle, here's a bran new paper called the "Sentinel," printed by a Wolverine, and may be you'd like to here what he has to say. Yes sez uncle, I never seed one of them critters, but I've herd say they're mighty curious animals and very noin chaps too, just reed us a bit of his riten. So I opened the Sentinel, and sez I here's rit over a long peas, "To the Public," reed that sez uncle Josh, that'll give us a noshin of the critters karakter and if that's rit we'll reed the rest o't. So I reed the peas all thru and thru, sez I what do you think o' d— What do I think o'! sez he, why when was that paper printed? last week sez I, can't be sez he; that seems like old times, that's genewine republican doctrin; try every word o' it; Washington or Jefferson rit that, its their sentiments, its too good for these latter day democrats; they never rit a word o' it; who has sined his name to that? sez he. The Editor to be shure sez I; he rit it, and sined it and sez he'll rit it.

Well who's the Editor? sez he. The Jirnal to be shure sez I. Well sez he here's \$2,00 send them to the Jirnal and tell him to send me the Sentinel. That I'm an old democrat and when I find a faller like him, that's got the rale grit in him, I'll always give him ahist,—30 years ago the democrats was for makin our own bred and chese, and coats, and shoes, and hats and all sike things as we nite want, and I can't see why we shadent make um now. We've got a big country and heaps of folks in it; and there is just as much sens in byin our bred and chese and pork, from foren parts as there is in byin cloth and calico; becaws we can raze sheep and cotton, just as well as we can Wheat and cows and hogs. Jist tell them foreners to hold-on a bit till we get the lang of spinnen and weryn, and makin picters and sike like on cotton cloth, and then let um cum on, and if they can beat us arter we get fairly agoin; then we'll give it up and let them spin and weve and print for ever arter, now if an Englishman can make the iren for a plow cheper than we can, why then he can make the plow cheper, so we ort to be the plow insted of the iren; and in order to have all our work done chepe jist hire the forener to do our plowin for 6d or 10d a day insted of payin our own countremen 4 or 5 shilens. But chepe as all this is there's no democracy in it. The rale democratic doctrin is to make the most of what we have, not give cotton or wooll enuf for \$20, to make \$100, worth of cloth and then by the cloth back; but jist put a little more labor to the cotton and wooll and make it worth the \$100, ourself and then we don't owe in foren parts \$80 for what we mite have better dun ourselfs.

Now as to iren, we've got mountains on't and of the best kind too, and what's the use of payin our money to foreners for iren and let our mountains of ore rust down, when we can make it better and cheper ourselfs as soon as we git the lang of workin it a little better. Besides you see, when we build a grate town full of folks workin in iren, we make the farms in them parts worth 30 or 40 dol. lars an acre, when without the town they wood only be worth 8 or 10 dollars an acre. Jist for example for that's the best way of iryin a thing in the world.—

CITY OF YPSILANTI HISTORICAL COLLECTIONS

CITY OF YPSILANTI HISTORICAL COLLECTIONS