

Evening Telegraph

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MONDAY, APRIL 16, 1866.

The Dearing Massacre.

THE excitement in the public mind caused by the slaughter of the DEARING family, is not likely to subside for some time. Little more can be learned about this affair than has already been disclosed, and yet the feelings of this community will continue to be exercised for an indefinite period by the almost incredible atrociousness of the massacre. It is especially singular in two respects—first, the apparent disproportionateness of the motive to the magnitude of the crime; and second, the fiendish ferocity which shed more blood than was necessary to hide the guilt of the murderer. What could have induced the assassin to take a baby from its cradle and knock its brains out? Not any design to destroy a witness who might lead to the detection of the criminal, because a child of that age could give no evidence worth guarding against. Why, then, did GANTHER or PROBST, kill the baby? It is suggested that, having murdered all those on whom it could depend for support—the mother, the father, the brothers and sisters—the infant was literally brained to keep it from suffering! This is a theory hardly reconcilable with the diabolical ruthlessness of a demon who had taken the lives of seven other persons, for the sake of obtaining an uncertain amount of money. What sum GANTHER, or PROBST, really got is not known and may never be discovered. His own story is that he received but three dollars! He says, moreover, that he killed but one of the eight victims, and that an alleged accomplice killed the rest and took all the plunder except the paltry pittance which GANTHER confesses that he received. Supposing this to be true, what a fearful commentary there is in the fact that a man has murdered a fellow-creature for three dollars! It shows at what a cheap price some persons can hold human life. The murderer expected to get more, no doubt. But is it not terrible to reflect that there are devils incarnate in the shape of men, who can murder a whole household of eight persons for an uncertain, and in all probability very small, amount of money?

But there is something much more terrible still in the reflection that there may be hundreds of GANTHERS or PROBSTS in our midst. We may unconsciously brush against them in our daily walks, and have no suspicion of their presence. It is idle to talk about the importation of criminals from foreign lands, and the demoralizing effects of service in the army during our war. Crime is the growth of all climes and soils, and flourishes in peace as well as in seasons of military strife and slaughter. It is probable that Mr. DEARING never would have employed in his service, in a remote and unguarded quarter of the suburbs, a person whom he regarded as capable of murder. It is also true that the villain who slew him and his family walked the streets and played cards in the public houses of this city for several days after the assassination, without being suspected by those with whom he associated. All this goes to show that the criminal disposition or capacity exists in every community like ours to an incalculable extent, and that there may for all we know, be hundreds of undeveloped murderers passing us in the highways and facing us in public resorts without our being in the least degree sensible of their existence.

Philosophers may speculate as they please about the moral nature and the practical motives of crime. Their general conclusions may be altogether right. But philosophical theories on the subject will never enable us to distinguish a murderer until he has betrayed his character in act. There are flowers in the ground that will soon come up to the surface under the kindly influence of the spring sunshine and rains. There are, also, in the same soil, rank and poisonous weeds, that will spring up to choke and blast them. So it is with human society. The tares come up with the wheat. They are intermingled in seeming confusion, and yet with this difference, that while the farmer can tell the foul grass from the true, the civil law must regard all men as innocent until they have exhibited their real character in their lives.

And here lies one great difficulty in the economy of human society. A community must harbor devils like GANTHER, without the right to denounce and proscribe them before they have committed the crimes which place them in prison or swing them from a gibbet. Under this necessity we must be content to dwell with all the resignation that philosophy can afford us; and yet there is a sense of self-defense which, in any society in which crime is, for a season, abundant and unchecked, not only impels but justifies every citizen to go armed for his personal protection. Lynch law, which was threatened against GANTHER, is to be deprecated. But when it is discovered that fiends like GANTHER prowled in our midst without detection until they have murdered whole families, a natural sense of self-protection will prompt every head of a household to keep himself fully prepared to defend himself and family from dangers and calamities which the law of society can only avenge, but never indemnify.

The Pacific Railroad—Importance of a Proper Location of the Road.

FORT RILEY, Kansas, may be assumed as the present terminus of the westward extension of the railroad system of the eastern portion of the United States. A glance at the map will show that Philadelphia, Cincinnati, St. Louis, Denver, and San Francisco lie almost in a direct east and west line, stretching from the Atlantic Ocean to the Pacific. Fort Riley, moreover, is nearly in the exact geographical centre of the United States.

All the considerations of economy, of public utility, of the rapid transportation of commerce, and the quick transit of passengers, require that in the construction of the Pacific Railroad, from this point onward, the most direct line possible shall be chosen. Any unnecessary deviation from that line must entail an unjust burden upon the commerce of the world. Unfortunately, when the original Pacific Railroad act passed Congress, the geography of the interior of our country was but imperfectly understood. As a natural consequence, it was then supposed that the only practicable passes through the Rocky Mountains were those in use by overland travellers and emigrants to the Pacific coast. Accordingly, the initial point of the Pacific Railroad was fixed with reference to its location through the South Pass. Colorado at that time had but just begun to attract public attention—its settlements were few and small, and its development was as yet quite insignificant.

By again recurring to the map, it will be seen what an immense increase of distance will be entailed upon the Pacific Railroad if the old South Pass route is adhered to. Fort Riley, the present western terminus of the Union Pacific Railroad, Eastern Division, is in latitude 39 deg. north. Now, move along west to South Pass, and it will be found to be in latitude 43 deg. north, or 3 deg. north of Fort Riley. Pass on now to San Francisco, and it will be found to be in latitude 37 deg. north, or five degrees south of South Pass. There is, therefore, a direct loss of 7 deg. of latitude entailed upon the road by taking this route. In actual practice this loss would doubtless be found to crowd closely upon one thousand miles. If Bridger's Pass, about 1 deg. south of South Pass, be taken instead of the latter, a similar, though not so enormous, loss would be incurred.

Of course, if these were the only practicable passes to be found through the mountains, that fact would be decisive of the whole question; but such is not the fact. Nature herself seems to have made provision for the building of this great railroad upon the most direct route. In 1861 Lieutenant BERTHOUZ made a thorough survey and exploration of the country lying between Denver and Salt Lake. He discovered a perfectly feasible pass through the Rocky Mountains, forty-eight miles west of Denver, and also passes through the Park and Westach Mountains, opening out directly into the basin of Great Salt Lake. Speaking of this country, Lieutenant BERTHOUZ says that he found the country lying between the 105th parallel of West longitude and Great Salt Lake, and between parallels of 39 and 43 North latitude, far superior to any of the country north or south of it, by either the South Pass, Bridger's Pass, or Coocatope Pass routes, abounding with coal and timber, with many fertile valleys, etc.

Berthoud's Pass was afterwards carefully surveyed by the surveyor-General of Colorado Territory, and is now the route universally favored by the people of that Territory. From Fort Riley to Denver there is a most direct and feasible route. For two-thirds of the distance it follows the Smoky Hill fork of the Kansas river, along a beautiful and fertile valley abounding in coal, iron, gypsum, and salt, and already settled to a considerable extent.

There is, then, a perfectly feasible, plain, and direct railroad route from Fort Riley west to Denver, and thence to the basin of Great Salt Lake. There are other powerful considerations which urge this route instead of the South Pass or Bridger's Pass routes. One is the superior mildness of the climate. Practical men have long foreseen that one of the greatest difficulties to be overcome in the successful operation of the Pacific Railroad, after it shall have been built, will be the extreme rigor of the climate through the elevated mountain ranges of the interior. When the thermometer marks much below zero there is almost an end to railroad operations. Water-tanks freeze up, rails become brittle, workmen are frost-bitten, and the whole business is prosecuted with the greatest difficulty. What shall we say, then, to twenty and thirty degrees below zero, extremes frequently reached at Fort Kearney and Laramie, and other points along the northern route?

On the contrary, by the Smoky Hill, Denver, and Berthoud's Pass route, the road will keep constantly below the 40th parallel of North latitude, and no more serious difficulty need be apprehended in operating it than is encountered in the operation of the Pennsylvania Central.

Again, if the old Northern route is adhered to, both Colorado and New Mexico will be left off to one side, and deprived of the benefits of this great work. This would be unjust to the people of those Territories, as well as prejudicial to one of the great ends to be accomplished by the building of the road, namely, the development of the country through which it passes. By the South Pass route there is nothing to be developed until you reach the Salt Lake basin. By the Denver route, however, the vast mineral wealth of Colorado would be at once opened to the industry and enterprise of the country. The increased product of gold would immediately contribute to restoring the finances to a

healthy condition, and to building up the commerce of the nation.

By the Smoky Hill and Denver route, the people of New Mexico would be placed within a comparatively short distance from the road, and much of the trade of Arizona, as well as of the northern provinces of Mexico, would find its outlet in this direction.

There are other important considerations which might be urged in favor of this route, but which the limits of an article like this forbid our dwelling upon. The arguments of directness, feasibility, climatic superiority, and the development of the country, ought to be convincing, however, with every unprejudiced mind. A great national work of this kind, the most stupendous ever undertaken by any people, ought to be prosecuted in accordance with the widest, most liberal, and most comprehensive views of our country and its destiny. It is a work destined for all time, and for the commerce of hundreds of millions of people. Futurity should not have occasion to reproach us for blunders and incompetency, especially upon those points where we already have sufficient light for intelligent and right action.

Another Whistle from the "Mountain Partridge."

THAT strange combination of the Rock of Gibraltar, the frigate Cumberland, and the "Mountain Partridge," know to men as SCOVELL, has once more spoken through the mouth of one of his admirers. Like the gods of old, it seems as though it was necessary, to add force to the revelation, that the medium be thrown into convulsions, like those of the Pythoness; and judging from the entirely incoherent style of GEORGE R. HALSTED'S letter, the fit must have been severe. Let it be remembered that GEORGE does not speak for himself, but only furnishes such letters as are placed in his hands by the illustrious Camden Senator, and the fact that the conscience of SCOVELL is far from easy will be apparent. A man who is at peace with himself will hardly take the trouble to fill column after column of the newspapers to make himself right with his enemies. A public servant whose conscience tells him he is right can indeed defy the world, the flesh, and the devil, and will find it unnecessary to hire a band in order to have an opportunity to say so.

But as we have ever desired to do justice to the President of the Senate in all that we have said, we will republish that part of Mr. HALSTED'S letter which relates to the choice of a United States Senator. That gentleman, in a communication addressed to the Newark Daily Advertiser, says:—

"After storm comes a calm, as well on the political arena as at sea. Having been present at Trenton, I was cognizant of the unjust imputation cast upon Hon. J. M. SCOVELL of insincerity in his offers to go into joint meeting with Mr. CATTELL, was withheld, and take any one of certain named candidates, or even to extend the list. The following is a copy of a letter in the hands of ex-Governor NEWELL, which speaks for itself:—

"STATE OF NEW JERSEY, SENATE CHAMBER, April 5, 1866.—Hon. WILLIAM A. NEWELL—Dear Sir:—Having learned that a proposition has been discussed, by which Mr. CATTELL should give way to you for United States Senator, I cheerfully add your name to the list of men for whom I will gladly go into joint meeting.

"Let the caucus name you, and there will be no difficulty in the way of your election on my part. Respectfully, your obedient servant, JAMES M. SCOVELL."

As this is being republished in all the various pro-SCOVELL journals as a conclusive defense, we give place to it here. Now what new thing is told us in this assertion? We never doubted Mr. SCOVELL'S declaration, that should he be allowed to choose the candidate, he would support his own nominee. It was not that he would not vote for a Republican, but desired to aid the election of a Democrat, that we have censured him for. It was that he took unfair advantage of accidental power; that he took an opportunity, when he had the party under his control, to endeavor to rule the party. That he changed from a servant to a master, from a master into a commander. That he acted in a manner, when the helplessness of his constituents and brother legislators was known, which he would not have dared to have done had they been safe beyond his control. That, in fact, he played a part which no gentleman of honor would consent to do, and carried his personal spleen far beyond the limits of propriety, decency, and justice; that he sold the Union party to his own private feelings; that he sacrificed the victory he gained last autumn to his enmity; that he disgraced himself, and temporarily ruined the party; and all the HALSTEDS in the world cannot make an honorable, or even a respectable man out of JAMES M. SCOVELL. Talk about deceased ducks!—there is no fowl so utterly dead as the "Mountain Partridge." We predict that the shallow Senator, whom popular favor has raised above his worth, who, like a little wanton boy, has ventured far beyond his depth, will never more raise above the crowd and gain an office. No more will the partridge soar away to its mountain home, and escape its pursuers by taking refuge in the caves of some lofty elevation. No more will the Rock of Gibraltar have its head lit up by the sun of popular favor. No more will the Cumberland fire its cannon, and be victorious even in defeat. The inventive genius of no man will be able to raise the wreck. The original frigate, after four years' silence beneath the waves, has once more appeared. But never will the human personation of all its grandeur appear again in public life. He will no longer have the opportunity to sell his constituents, perjure his word, and deceive his party.

"Othello's occupation's gone."

The star he endeavored to cast upon Hon. A. G. CATTELL will return upon himself. He cannot injure that gentleman by crying "Shoddy," and insinuating that he made his wealth by something else than honest labor

and business tact. Already, all the people who have read the libel have said:—

"I'll be hanged, if some eternal villain, Some busy and insinuating rogue, Some courting, cozening snave, to get some office, Have not devised this slander."

But enough for JAMES. He is well known; his principles are known; his falsity is known. The people all can judge now of his worth; and as his mask is torn off, we leave him to their judgment and his own conscience. No HALSTEDS can clear his name; he has no refuge from his disgrace; and in October next the Union party, without his aid, will do what with his help they could have done two weeks ago.

THE GRAND LODGE OF VIRGINIA, I. O. O. F.—The body is now in session at Richmond. The following officers were elected on Thursday:—

Grand Master, H. G. Davidson, No. 136, Lexington; Grand Warden, E. H. Folkes, No. 34, Lynchburg; Grand Secretary, George W. Dame, No. 57, Darvill; Grand Treasurer, W. J. Riddick, No. 12, Richmond; Grand Past Master, John W. Ferguson, No. 12, Richmond; Grand Chaplain, J. B. Blinn, No. 3, Petersburg; Grand Representative to the Grand Lodge of the United States, E. H. Fitch, No. 93, Richmond; Grand Conductor, J. T. Redman, No. 2, Norfolk; Grand Marshal, R. K. Alexander, No. 76, Charlottesville; Grand Guardian, Alexander Grant, No. 4, Richmond; Grand Herald, John B. Schaner, No. 17, Lynchburg.

REPORTED DEATH OF OLE BULL, THE GREAT VIOLINIST.—The Montreal Gazette of the 11th instant says:—"We learn by a telegram from Quebec that Ole Bull, the celebrated violinist, died in that city yesterday morning."

COAL IN RUSSIA.—Late reports show that huge coal-fields exist in the Ural district in Russia. There are also immense coal-trains in the Moscow district, covering an area of one hundred and twenty thousand square miles, and in the Caucasus. These coal has been discovered in the Caucasus, Crimea, Ekaterinof, and the steppes of the Khetson, in the government of Kiev, and in Poland.

CHINESE BRIDGES.—A bridge over the Avallanche river, Cochinchina, erected eighteen months ago, fell in on the 26th of December for a length of one hundred feet, without any apparent cause. On a subsequent examination the piles were found to have been completely eaten through by worms. The Government has, in consequence resolved in future to construct the bridges in that country only on iron pillars or columns of masonry.

FIRE AT CHARLESTON.—A fire at Charleston, S. C., on the 5th inst., consumed seven buildings on King street belonging to the estate of John Robb, and were insured for \$27,000. Among the occupants were G. A. Howard, furniture store; Miss Doyle, milliner; A. Zoller, Robinson & Nelson, and J. M. Meintens, shoe stores; and R. Carnighan and Mrs. A. Middleton, milliners, besides the stores of W. J. Trim and others. Total loss about \$90,000, and the insurance \$52,000.

A REAPPREHENSION.—A Waterloo soldier, who was supposed to have fallen in the battle, and, accordingly, for fifty years had his name inscribed among the heroes of that action, has suddenly risen from the dead. It appears that one William Wust, a private in the Nassau force then attached to the English army, disappeared in the battle, and, naturally enough, was numbered among the dead. Very recently, however, the identical individual has returned from America, whether he had emigrated, if not in the moment when the battle began, at least before it was over, and his regiment mustered. At his own request his name has been erased from the monument at Waterloo, where it had figured for half a century among the victims of the Nassau contingent.

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Advertisement for Gold and Silver Watches, Diamonds, and Pearl Jewelry, T. W. Baily, 22 Chestnut St., Philadelphia.

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The opening illustration, by Mr. Darley, is one of the best from the pencil of that artist. The other full-page illustration is copied from a design by a distinguished English artist. Both of these illustrations are handsomely printed on tinted paper.

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