Daily Appeal.

VETO OF THE RAILROAD BILL IN THE MISSOURI LEGISLATURE.

THURSDAY, March 29, 1860.

House met at 10 o'clock, and was called to order by the speaker, Mr. Kribben.

Mr. Strachan announced a special message from the governor, which was read as follows:

Gentlemen of the House of Representatives:

I am compelled by a sense of duty which I owe both to myself as a man, and as the executive of the State, (feeling a greater responsibility than you can) (Having been unofficially informed that there is now present a quorum capacitated to do business, as required by section twenty-five of the constitution of the State of Missouri, under the head of the legislative power, in accordance with section ten of the Constitution, under the head of executive power, I therefore) return to you without my signature a bill entitled "An act making a final grant of State aid to certain main trunk roads and for other purposes." Having taken the responsible duties of calling an extra session of the general assembly to complete the main trunk roads now in process of construction. And upon a careful examination of the said bill, finding that instead of securing the completion of any of the said roads. In my opinion it really prevents their completion as will be seen by an examination of section seventeen of the bill which leaves the State without any control in the premises and leaves the whole power in the railroad company without any power on the part of the State. Also, section sixteen of the bill which releases the lien which the State has for her own protection upon all former loans preserved. Here are minor objections which the general assembly can rectify. Yours respectfully,

R. M. STEWART.

Mr. Owens moved that the message be read and spread upon the journal.

Mr. Strachan moved to recommitt the bill.

Mr. Owens thought the message fair for consideration, and denounced the conduct of the governor, which could have been occasioned by nothing but corruption; yes, nothing less, and that he feared was too measured. It [Applause.] The telegraph would carry to distant points this last blighting act of the Executive. A system of corruption had been practised which was unprecedented in the history of legislation in Missouri. Night and day had undue influences been brought to bear upon the governor, who now stood before the public a disrobed man, and the dauner and blighter of the brightest prospects of the fair land of Missouri. [Applause.]

The bill was passed, if not under the immediate direction of the executive, certainly with his sanction. It was no secret that his excellency had assured the friends of the bill, on various occasions, that he would never veto the railroad bill; and what, he would ask, what disgust and indignation had been brought to bear upon this man? He who had thus blighted forever the best prospects of the State, and who it was that gave them the first tidings of this dark deed. Why, the man who had placed himself at the door, and the gentleman from Shelby (Mr. Strachan), whose as commander-in-chief of the Missouri, and who was a mere traveling agent of the Hannibal and St. Joseph line—this man, whose opposition had been so marked—he, forsooth, was the man who, before the final blow was thought to be struck, was anxious to be on hand at the moment to announce the death blow to the prosperity and happiness of Missouri. Lastly, the man of money, if he had been correctly informed, had been placed to the credit of some members upon that floor, upon certain contracts. Such, he was informed, were the rumors. He was not prepared to say, but he had his opinion, and it is firmly believed that they were the parties who killed the railroad bill. He (Mr. Owens) was as great as all that had come to his knowledge upon this matter, that he felt ashamed to be accosted as a member of that house.

Among others a letter written from an eastern city, and addressed to the avowed agent of the Hannibal and St. Joseph railroad, had been read in the presence of his friend, the member from Greene (Col. Boyd,) in which no attempt to hide the object sought to be accomplished was made. Why, the document read by the same Mr. Pasteur, in the presence of a third party, boldly stated that the completion of the Pacific road, would be a fatal blow to the Hannibal and St. Joseph line, and that if the former road could be kept where it was, that the outlay of dollars and cents was not worth the moment consumed. Such, he would ask gentlemen on that floor, what could be plainer than this? Did it prove foul play when they saw the governor and his agent at his office in hearing of this and the like intrigues and plottings like this against the prosperity of the State? Their attempts to undo all that had been done for the benefit of inheritance by their children now, instead of the growing prospects and contented state of which the author of such a work would be pointed, as having lifted to carry out to completion these glorious internal improvements, (applause,) and who, how can he show his face to his friends after all this?

Why the same Robert M. Stewart, who, twelve or fourteen years ago, in his cattle and carrying speculations, internal improvements, which he claimed and had been considered the father; he who in his anxiety, when unable to walk unaided from his room to the Senate chamber, had these friends bearing upon his (Mr. Owens's) arm, so determined was he not to lose a single opportunity in pushing forward these projects, and by the lustring power of his bold himself a reputation upon which to go before the people in the canvass for Governor against Major Rollins; and upon this advocacy of internal improvements, and upon this been did the people of Missouri elect him over his opponent, and how had he shown his gratitude? Why, he had actually rejected his friends, who, in the very moment when he was called upon in the discharge of his official duties to put the finishing stroke upon the great undertaking, he had sacrificed the general interests of the people and by his refusal to sign a bill which had been passed, yes, even at the eleventh hour, he gave the death blow to the prosperity of Missouri and became the executioner of its best interests. What more could he (Mr. D.) say to express his own indignation and that of the people. All he would say was this, that if the same Robert M. Stewart had a friend left on earth, the best advice he could give to the director of this State's affairs was to throw himself.

Mr. Boyd had to say that, on the Monday or Tuesday previous to the passage of the bill, he saw Mr. Stewart, with whom he had been on terms of intimacy, whom he had recognized as a gentleman, and who, as they well knew, held a interest in the road. Well, on the Monday or Tuesday before that bill passed, he (Mr. B.) introduced Mr. Pattee to him. The two men had had a warm discussion on railroads, and more than once during the interview he (Mr. Pattee) had to restrain his temper. Mr. Pattee was a man not to be terrified or cowed. He was a fighting man. The conversation ran so high between them and went to such a pitch that he was afraid to interfere; and Mr. Peabody, to justify himself in the position he took, drew from his pocket a letter he had received from the subject of which was to the effect that if the Pacific road should be finished to Kansas City, it would be the ruin of the Hannibal and St. Joseph road, and to count dollars and cents, he said Mr. Peabody being the agent for the Hannibal and St. Joseph railroad.

He did not understand that there was to be bribery. He did not understand such to be the case. He believed the transactions were to be conducted in the fairness due to the Governor's veto, he (Mr. B.) was perfectly astonished. He had met the Governor a day or two before, and