The Weekly Caucasian.

By JULIAN, DONAN & ALLEN.
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P. DONAN, Political Editor.

Circulation Larger than that of any Two Other Papers in the State, Outside St. Louis.

STATE SOVEREICNTY!

White Supremacy! And Repudiation

THIS IS LIBERTY!

OUR MOTTO:
NEVER DESPAIR OF THE REPUBLIC!

OUR PLATFORM:
THE CONSTITUTION OF 1860, AND THE RIGHTS OF THE STATES!

OUR DOCTRINES:
This is a WHITE MAN'S Government, made by WHITE MEN, for WHITE MEN and their posterity FOREVER!

Down with the XIth Bedamendment!

Total Repudiation of the Monstrous Yankee War Debt—Accursed, Unconstitutional Burden, accumulated by an Unconstitutional Mob, styling itself a Congress, in the prosecution of an Unconstitutional Crusade, for the accomplishment of an Unconstitutional and Horrid Purpose!

Down with Bondholders and Taxes!

Subordination of the Military to the Civil Authorities!

Down with the Satraps!

Equal Taxation and the Rightful Representation of all the States, or

Another Rebellion!

Revolution must be met by Counter Revolution—usurpation should be overthrown if needs be, by the Bayonet!

Down with Test-Oaths & Registration!

VIVE LA REPUBLIQUE!!

THE WAR.

By yesterday's afternoon mail, we have the account of another battle in France, between the Crown Prince and Marshall McMahon, in which it is stated that the latter was defeated, losing some prisoners and some guns. The Prussians claim a great victory, but it will be some days before the smoke of battle is so lifted as to estimate the result with any considerable certainty. King Williams telegraphs that the French had crossed the Meuse, the Germans pressing to Mousson. The battle was fought near Beaumont. The old King said, "I repair to the battle field to procure the routes of victory." Belgian reports confirm the fact of a battle. A dispatch from London, midnight, 31st., says McMahon was defeated and was retreating toward Paris.

French accounts state that McMahon had crossed the Meuse without opposition. The papers think it a mistake as to a large battle, and say the French have been successful during the week in several minor engagements.

The seige of Strasburg continues.

A French accounts claim a victory at Counnels, in which 30,000 Prussians were unhorsed.

THE RAILROAD EMBROGLIO.

Mr. Green's Last Letter.

The first remark that we shall make, in connection with this trouble is, that Mr. Green and Dr Ambrose, the responsible parties in the whole thing, are determined to bully the people into a quiet and orderly submission to their behests and their figures, and ROBOK them to believe all they have to say to-day, forgetting all they have said in the past.

The second remark we shall make is, that Mr Green evidently desires to bewilder the people with his everlasting figures, long drawn out, and in most cases, as much mystified as they were in Dr Ambrose's second report.

The letter of Mr. Green, in the last Register, with his previous course at the Ridge meeting, and all he has had to say about it, sufficiently show this fact.

If Mr. Green by any possible means could confine himself to the truth in regard to ourselves or nine-tenths of the people of the county, who earnestly desire to know what has been done with their money, or could write a letter void of personal and offensive slang, peculiar to a blackguard, we might hope for a solution of the trouble; but that seems to be impossible with him.

In his late two and one-eighth column of small type letter directed to us, instead of confining himself to answering our questions of last week, he goes over many denunciatory statements in regard to us that is not only untrue but irrelevant to the matter in hand.

In the case to which he refers, and intimates we were the cause of the death of a party, WE ACTED ON HIS LEGAL ADVICE.

Mr. Green says we are "slanderers and perverters of the truth." We shall see. If his own figures will not pat him down, there is little or no chance left, and we shall overlook all that is personal or severe as to ourselves, remarking only that we and the people, with all Mr. Green's fine figuring, are at a loss to know what has become of the money of the Lexington and St. Louis railroad. That is the inquiry.

We believe the inquiry is a legitimate one, and if Dr. Ambrose and Mr. Green cannot answer it satisfactorily to the people, it is their fault and not ours. They have had the money, in their hands, and should be able to explain where it is or what has been done with it.

Mr. Green does not deny our statement of the 5th May, 1869, when the promise was made officially to the people that the road bed should be built for $500,000, but says that estimate was "hypothetical." We have heard as much; but we have heard it was hypothecated on a much higher basis of figures than the real cost of the work, and we think it late in the day for Mr. Green to come to the people with the whine that he and the engineers did not know "how much rock, hard pan, &c., the road would cost" "could only assume a basis," or to talk to us of our deficient knowledge in regard to railroad building, or our powers of arithmetic when applied to a plain statement taken from his own figures. We confess we know but little about building railroads, especially on the plan adopted by Mr. Green and Dr. Ambrose, and hope we may never commit the folly of telling a people, after surveys have been made, engineers reported, and contracts let at $500,000, that it is necessary to take $856,754 to complete it. We sincerely desire that we may never so far miscalculate, or so far forget ourselves as to assure the people that the proceeds of $500,000 of county bonds will not build a road bed to the county line, but that, instead of $500,000, the county must pay $856,000. From such terrible blunders we hope to be exempted, and from such broken promises, we pray to be delivered.

There was no sort of ambiguity, no "abouts," nor no outside reports in regard to the estimates at which the contracts were let on the 5th of May, 1869. Not the slightest. On the contrary, every man, woman and child knows that it takes no such money to do the work on the Lexington and St. Louis railroad, and Mr. Green can never sugar coat that pill down the throats of the people. He can make up his mind to that, much as he knows about building railroads, or how little we may know.

But Mr. Green says "if you (we) know anything about building railroads, you would learn that their cost always largely exceeds the first approximate estimate of engineers." We have heard of something of this sort; but we have seldom heard of the cost being doubled, as in this single instance, under Mr. Green's excellent knowledge of building railroads. It may all be right, Mr. Green, but unfortunately for you, the people are so far behind you in your particular and peculiar system of railroad building, and so fossilized, that they don't believe one word of it! That is just simply the case, and they are not going to believe it either because of your mystification of figures or fine talent at abuse and vituperation. The difference is too great. We grant that a few thousand dollars either way would amount to but little, but when it comes to a cost of $726,344 55, expended on a work to cost $500,298 "as per engineer's report, &c., with the road delayed nearly a whole year, and in debt $267,000, the men who are appointed to pay the money, desire to know what has gone with their means, and Mr. Green need feel no sort of nervousness about it, they will learn the facts if they can, whether to his detriment or the cost of others. It is their right, and Mr. Green will hardly be able to bully them out of it, or so abuse and mystify them as to drive them from their task. The figures and promises of the gentlemen are before the public in several phases, and they can read and understand them, when intelligibly stated, and much as they may harm our friend, after all he made them—not Dr. Ambrose, not Gen. Shelby, not Mr. A. Russell, not Mr. Beatty, and not Mr. Miggins.

In his Ridge meeting speech, Mr. Green said, (not we, for we only quoted,) that the Lafayette bonds amounted to $678,800, less $20,000 for his services in procuring the bonds, or say $658,800. Add the interest, $7,362, Pettis county bonds, Mr. Ambrose sets down at $250,000, and Mr. Green at $261,000, making, after sold at "about" seventy-two cents on the dollar, $536,162, simple to have paid the $500,298, the contract price for which the work was let, and $35,528 over to be applied to excess of expenditures. But it was not enough; and Dr. Ambrose was forced to make a new statement, May 14, 1870, the first item of which was $726,344 55 for work up to date, when the road bed should have been finished!

Mr. Green can go into all the figures and explanations he may like, but he can never get the people to believe them, simply because, with all his skill at railroad making, he has made too many figures, under too many circumstances. Our figuring being taken from his own statements must be correct. We believe every man in the county will understand he is taxed.

"On original bonds of the county	$500,000
Pettis is taxed for	250,000
Or for	$64,000
New bonds of the county	240,000
making by Dr. Ambrose, $990,000 and by Mr. Green's estimate, $1,004,000. Mr. Green tells us that all that has been realized from the first two items, was,	
"Abouts"	$536,816
New bonds (net)	104,000
	$640,816

so that all this money is absorbed, and much more by the first item of Dr. Ambrose's report, May 14, 1870, which he says "total amount of work done, $726,344 55," and this on a work that was promised to be completed a year ago, at a cost of $500,298.

Mr. Green hopes to escape the responsibility of these figures by making new ones, and by defaming all who dare to look into the matter, or who have independence enough to denounce his squandering of the people's money. We have not said he had stolen his means of the road, but have simply asked him to tell us where and how the money has been used. That is the front of our offending. He gets lost in the maze of figures he has made, few of which will be found to agree, as we shall show.

and tries to send the eyes of the people with his malignant abuse of us, and his unwarrantable assumption that what we have had to say of the management of the road arises from malice and hatred toward him or some member of the board. Nothing could be more false. We are and have been Mr. Green's most ardent friends, friends of the road and the Company, and have exerted ourselves to the utmost to bring about its early completion. But we are opposed to the squandering of the means of that road, and shall continue to protest, much as it may worry Mr. Ambrose, Mr. Green, Mr. Beatty, Mr. Miggins—the responsible parties in the whole affair.

In his late effort, Mr. Green tries hard to make the public believe we have misquoted, misconstrued, and mistaken figures.

We have done no such thing. Mr. Green, and to show it, we again copy table of Dr. Ambrose, May 14, 1870. Mr. Green says that there is no such statement in it as that $800,244 50. Here is the Company's own table for it. It is even more than stated, for it amounts to $829,325, but we only took his items for it. We have read it repeatedly, and so have the people, without understanding it, for in it we find that $726,344 55 (or $825,325 if Mr. G. takes it better,) of the people's money had been used to June 14, 1870, on a road bed that, a year before, had been promised us at a cost of $500,298. Here are the figures of the President, and it does not say that the sum of $829,241 70, on a general estimate of cost of $726,344 55, has been paid out, "exclusive of the expenses of engineer corps, old liabilities, expenses, selling bonds, interest, commissions, right of way, salaries and contingent expenses," then in all honesty what does it say

"Estimate of work done on road up to last estimate	$726,344 55
This includes for cross ties	$20,848 75
For old work done which the company claim the contractors are not entitled to	49,141 65
Total amount of work done	756,341 55
Deduction for old work	49,141 65
	$677,199 88
Less reserved 10 per cent	67,719 98
	$609,479 90
Amount paid contractors as per receipts and vouchers	$529,241 70
In office	27,241 80
Overpaid contractors	$529,241 70
Amount paid contractors	$529,241 70
Approximate amount of cost of hotel and depot grounds, advertising, &c.	50,000 00
	$800,241 70
amount paid for labor, exclusive of the expenses of engineer corps, old liabilities, rights of way, salaries and contingent expenses	
Remaining assets of Company of construction bonds	$800,000 00
Loan on bonds for borrowed money	271,900 00
	$528,100 00
Approximate value of said bonds so overdue, would make	$720,000 00
From which deduct for borrowed money	271,900 00
Remaining available means of Co.	$448,200 00

Now this is Dr. Ambrose's own statement, his own figures and in his own form. Look at the table again, and see if Mr. Ambrose does not state that he has borrowed on the $800,000 construction bond account, the sum of $271,900. He says so, and deducts that amount from the $800,000, leaving the "remaining available means of the company $448,200," on June 14, 1870, by his own figures! Does Mr. Green suppose people cannot see this? He does, he acts! Still, they are as stupid as he would have them believe we are as to figures.

This amount of $800,241 70, let it remembered, Dr. Ambrose says, was spent for labor, exclusive of the expenses of engineer corps, old liabilities, expenses, selling bonds, interest, commissions, right of way, salaries and contingent expenses. Items of expense that might well cover even $829,241 70. Who is it the latter are not responsible, and to what are all departments of the road not known? Enough to have been done, no doubt, if the several heads of expenses of money have or could have been collected.

But Mr. Green wishes to make it appear that we have counted the sum of $271,900, twice, and could have no believe the $829,000 of indebtedness was embraced in the first figures. We do not—and that we say. Dr. Ambrose said, May 14, 1870, he had issued the amount of the name of the construction bonds. Mr. Green says, August 15, "the entire indebtedness of the Company for loans, work yet to be paid for to sub-contractors and flooring debt, under the hypothesis that all are now approved (as there are some disagreements and estimates yet to be made), is about $829,000." Now we want to know if Mr. Green proposes to pay $829,000 as the "amount yet to be made," or whether he means to pay but $271,900 of it, and leave a further loan of $557,000 on hotel account, with the sum of $27,000 to—to, you can't do that, actuary you are in figures, and much as you know of railroad building. It don't amount worth a cent. Mr. Green, and we simply stated the facts as cited and as your own figures.

On table showed precisely the cost of the road, of all kinds, up to May 5, 1869, when the road was predicted with $500,000 of the subsidy, as the Accounts is properly stated, but that we may be explicit, we will recapitulate, or rather repeat

On the 5th May, 1869, the company charged themselves with money and bonds as follow:

"Lafayette county bonds	$500,000
Interest on bonds	7,362
Pettis county bonds	250,000
Saline county bonds and interest	119,000
Individual subscription	25,000
	$900,362
To be credited by Green's fee 20,000 and $5,000 for engineers	25,000
Leaving them	$867,362

to build a road bed, of which they said, May 5, '69 "THE ROAD BED OF THE ROAD HAS BEEN PLACED FROM ST. LOUIS TO SEDALIA, COMPLETED, READY FOR THE CARS TO RUN ON, AT THE COST OF 7 PIECES AT WHICH IT WAS LET, AS PER ENGINEER'S REPORT, IS AS FOLLOWS

Grading & masonry (Garrison & Carrier)	$233,648
Grading	66,000
Cross ties	20,848
Total cost of road, ready for iron	$320,496
Iron	411,000
Fish bars	29,022
Spikes	28,620
Laying 35 miles of track, including spikes	31,500
Depot buildings, &c	17,250
Right of way	20,000
Engineer and office expenses	25,000
Total cost of completed road	$1,104,290

This is the table the people desired to see the company work to, and they would not have been nice, if they could have gotten the road, about a few thousand dollars in difference of estimates, notwithstanding Mr. Green said the contracts were let in accordance with estimates as per table above, and cannot see how "rock, and hard pan, &c., are to double or triplicate that cost. Mr. Green cannot explain the difficulty. Indeed he forgets his own figures while trying to account for the funds of the road, and he says we are indifferently good at figures. We will give him an instance or two, in which he displays his talent in that line. In his speech at the Ridge meeting, he said "Cash paid contractors on graduation and masonry, as per receipts and vouchers produced and read, $529,241 70." Dr. Ambrose says of the same figures presented, "amount paid contractors, $669,241 70" including $140,000 for new bed, a difference of $169,992 [illegible]. How is that for figures, Mr. Green, and official figures at that.

Again, Mr. Green has said that we ought to know that estimates for the cost of a railroad are "entirely hypothetical;" we are disposed to believe that it is time often considered in connection with his figures, because he under estimates the President in a single item $169,992 50. Which is correct, Mr. Green or Mr. Ambrose? We should like to know, and the people would also like to know, for Mr. Green has said we know nothing of figures, you know, and we (you) if we follow him a great deal longer, it will prove true. This statement of the 5th May, 1869, is very triumphant—$500,298 for the road bed, and $1,104,290 for the completed road, ready for the cars to pass over! There was very little of hypothecation in that language; but it is reserved to a time when the astute legal practitioner, and great western railroad builder, supposed the people had entirely forgotten his tables, or that they had gone out of print, for them to be contradicted. But we are not done with Mr. Green on figures yet. He says we know nothing about figures. We shall answer "a fool according to his folly" and show that he knows their uses remarkably well, and uses them to his advantage when necessary, and as stated we again quote the gentleman, who said of cost of the road at different times.

May 5, 1869.		Aug. 15, '70.			
Iron	$411,298	Iron	$425,000	Less	$7,298
Fish bars	29,022	Bars and Fishbars	29,022		
Spikes	28,620	Spikes	30,000	Less	27,642
35 m. track	31,500	35 m. trk.	21,750	Less	7,050
					$41,990

a saving of $41,990 when the gentleman was hard pushed for money. It is curious also that in 1869 Mr. Green proposed laying 35 miles of track for $31,500, and in 1870 he is going to lay 35 miles for $21,750! We suppose it all right, for he knows all about figures, and intimates that he is an adept at building railroads, an honor we are rather disposed to grant him.

It is right we should say that we estimate the cost of hotel and depot with the road, and we do it because it is depot building, and estimates were made for the character of work from the start. It is a part of the road, and will be until sold, to pay the bondholders, unless on it for borrowed money, if indeed it can be sold after its construction on land belonging to the company.

We never said, nor never intended to say, the company had used the Saline county bonds, but (sarcy) said, in reference to the report of May 14, 1870, that they had "failed to report." We believe that is true. If the reader thinks not he can just refer to Dr. Ambrose's table and see for himself.

Once more, we will familiarize Mr. Green's statements, for in his confused style of writing, by omitting everything in, few persons can understand precisely what he is driving at.

On May 5, 1869, he said, in unmistakable figures, the road bed would be finished for $500,298

Completed road	$1,104,290
At the Ridge meeting, he said in reference to the same thing, that the completed road, ironed and ready for the cars, would	$1,104,290
"or about $520,000 more than the engineer estimated it would cost, and $54,000 more than Judge Ambrose estimated." To meet these outlays, Mr. Green admits the company have had, from first to last	
"Mr. Sterling township	$50,000
Lafayette bonds	678,800
Interest bonds	7,362
Pettis county bonds	250,000
	$986,162
From which deduct for expenses, and fees	28,000
	$958,162
Add new bonds	271,300
Loan on bonds	$1,253,462
Deduct (Saline)	36,000
	$1,217,462"

It is no use to confuse these figures. We do not suppose there is a man in the county who does not know that these amounts have been in the hands of the company, and all they want is that the company itemize the account so they may know what the money has been used for. That is all we desire to know. But he knows its uses has not been stated to the people in any report or speech made. And we know further than this, that out of this large sum, the account now stands.

Paid on work, (Ambrose)	$669,241 70
Road bed (Green)	25,000 00
Cross ties	40,000 00
Truss bridge	40,000 00
	$794,241 70
Or if Mr. Green prefers it,	
Total paid out (Ambrose)	$825,325
Road bed	25,000
Cross ties	40,000
Truss bridge	40,000
	$930,325

Present it as you will, the fact is left that there is a difference between receipts and expenditures, as before stated, of $169,244, or some such amount; it may be smaller and it may be larger. We cannot say, for under the several headings of exceptional expenses for "engineer corps, old liabilities, expenses, selling bonds, interest, commissions, right of way, salaries and contingent expenses," there is so much room for dodging that the best mathematician would be non-plussed to state it precisely.

But Mr. Green comes back to the Ambrose table and says we have misquoted it. Mr. [illegible] statement of the counties of Bates, [illegible] other people, does not understand [illegible] not understand or even the [illegible] undertakes to say we have garbled it, we simply say it is false, and the printed report will show it to be so. It is always well, and perhaps all very brave in Mr. Green to charge that we have misquoted Dr. Ambrose; but it is one thing to state and another to prove. We defy the gentleman to show such perversion, or that we manufactured any part of it. We suppose Dr. Ambrose got his report from Mr. Green, or some blackamoor in charge. But it is not for us