

JOURNAL AND UNION.

THURSDAY, MARCH 11, 1852. We are authorized to announce D. F. JACKSON, as a candidate for Sheriff, at the ensuing August election.

RELIGIOUS NOTICE.

The Rt. Rev. BISHOP HAWKES, of the P. E. Church, will preach in the Baptist Church, THIS EVENING, at Candle Lighting.

MILLARD FILLMORE.

Last week we noticed the wonderful unanimity in the expression of a desire, throughout the South, South-West, and Western States, that Fillmore should be our next President.

Contrast his conduct, in engaging in no schemes to continue himself in power, with that of our unworthy Governor, who is stumping it through Hall's district, after that gentleman's nice berth in Congress, when he ought to be attending to the duties for which the people are paying him.

There are a very few of the Democracy who recklessly denounce Mr. Fillmore now; but they will be as ready to denounce the worthy of the Union as he is now.

COLLINS & BREED.

Request us to return their thanks to the people for their kindness in assisting them, in the effort to save their goods, when they were supposed to be endangered by fire.

Plank Road to Mexico.

It was originally intended, when the project of building a plank road to New London was first broached, to extend it into Audrain. A very large trade comes from that rich county to this city, and it is important to the farmers along what would be the best route for this road, that it should be built.

A CARD.

The undersigned respectfully tenders his warmest thanks to his fellow citizens for their active exertions in endeavoring to extinguish the fire, and save his property, on the morning of the 4th inst. D. J. GARTH.

MR. MILLER'S SPEECH.

Mr. Miller's speech, in the House of Representatives, February 19, 1852, on the Bill granting to the State of Missouri the right of way and a portion of the Public Domain to aid in the construction of certain Railroads therein.

COLLINS & BREED'S loss from damaged goods, during the late fire, we are happy to learn, is a mere trifle. The goods which were removed from the house, having been re-arranged and examined, are found not to be injured more than the amount of sixty or seventy dollars.

PORT-MORAIN LOST.—Last Sunday week a port-morain was lost between here and New London. It had a small picture on one side; contained some silver, and may be identified by a recipe written on the lining.

FOR RENT.—Those who wish a good dwelling house should immediately secure that offered by Dr. Griffith, in our advertising columns.

Europe. England is still in trouble about an expected invasion from France, or probably a coalition of several of the great continental powers. The government of Great Britain is making immense preparations for war.

Belgium is threatened with an invasion from France. The latter is said to have also assumed a threatening attitude towards Switzerland.

The Turkish Ambassador to France has resigned, causing great sensation in the latter country, and rendering certain vexed questions between France and Turkey more complicated.

The Italians are very tired of the French soldiers stationed in Italy. Several attempts have been made to assassinate French officers.

Napoleon's popularity is on the wane with the French people, and it is thought nothing but a war with England will restore it. This has been caused by several recent high handed acts of the usurper.

Mr. Clemens' farewell speech to the people of Cincinnati contained the following mysterious paragraph. My circumstances enabled me to cast a glance into the book of approaching events.

HANNIBAL AND PARIS PLANK ROAD.—We understand there is a very lively feeling in favor of this road, almost amounting to enthusiasm, between here and Florida.

THE SURVEY.—Last week, two miles of the Hannibal and New London Plank Road were surveyed, being as far as Mr. Darr's, on the Hydesburg road.

THE MORMONS are preparing for a revolt, are fortifying themselves, have published a declaration of independence, and intend to set up for a separate republic.

THE FOLLOWING shows the order in which the cases from this circuit are arranged on the docket. There is one inconvenience in relation to the setting of the docket, which ought to be remedied.

THE LAST LONDON QUARTERLY REVIEW is received. Among other excellent articles, we notice that very strong proof is produced, almost demonstrating that Earl Thomas Lyttleton, the younger, and not Sir Phillip Francis, was the author of Junius.

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THE MISSOURI RAILROAD LAND BILL.—Our Washington correspondent, P. telegraphed us yesterday that the bill granting lands to the State to aid in the construction of the Pacific Railroad, and the Hannibal and St. Joseph Railroad, had been referred to the Committee of the Whole, by a majority of twenty-five.

FOR RENT.—Those who wish a good dwelling house should immediately secure that offered by Dr. Griffith, in our advertising columns.

Mr. D. J. Garth's Loss. By the fire on the 4th inst., was on stock and fixtures, \$4,700; building, \$1,200; stock and fixtures insured in the Protection \$3,200; Home Mutual, \$1,000; building insured in the Protection, \$700.

All who have had teeth or no teeth, will be interested in the advertisement of Dr. G. G. Samuel. He is an experienced and competent dentist.

Hon. John G. Miller will please accept our thanks for a copy of his speech on the bill granting land to Missouri for railroads.

The "Wheelbarrow Man" has returned. He went on foot from Pennsylvania, nearly two years ago, taking his provisions, clothing, &c., in a wheelbarrow. He has recently returned with fifteen thousand dollars in gold.

MEMPHIS, MARCH 4.—Cotton active and prices firm. NEW ORLEANS, MARCH 5.—Tobacco 3 1/2 for new crop. Sales of cotton in past three days, 26,000 bales at one-eighth advance.

WE ARE indebted to Hon. JER. CLEMENS, for his speech on non-intervention, delivered in the Senate of the United States, on the 12th ult. Mr. CLEMENS thinks that to call Kossuth a hero, is a very near approach to the ridiculous; that he is not made of such stuff as Washington, or Sumpter, or Greene.

GREAT TEMPERANCE CONVENTION.—The St. Louis Temperance Battery advocates the holding of a Convention in St. Louis, some time in June next, in which should be represented the whole Temperance sentiment of Missouri, Illinois, Iowa and Wisconsin.

The Louisville Courier has come out in favor of Gen. Scott for President.

In the U. S. Senate, on the 3d inst., Mr. Wade petitioned for a grant of land to aid in the construction of a wagon road from the Mississippi river to Oregon.

GOLD.—Immense quantities of gold are said to have been found in Australia. The excitement is as great as it ever was in California. Much attention has also lately been directed to Mexico, in the region about Santa Fe, on account of discoveries of gold, silver, and other valuable metals.

SAN FRANCISCO papers to the 21st of January, state that the Indian war in the south is entirely at an end. The Indian leader, Garra, has been taken and executed. The Californians do not know where their State Capital is. It should probably be at San Jose. The Legislature lately adjourned from Vallejo to Sacramento City. The location of the Capital must be decided by the Supreme Court. The greatest order and quiet now prevail throughout California.

CONCERT.—We wish to direct particular attention to the fact that the concert announced in another column is solely to procure pews, for the Second Presbyterian Church. Remember, the Concert will be given to-morrow evening, and that the music will be better worth the money than very much over three-fourths the concert by non-residents that have in past times been heard in this city.

The last London Quarterly Review is received. Among other excellent articles, we notice that very strong proof is produced, almost demonstrating that Earl Thomas Lyttleton, the younger, and not Sir Phillip Francis, was the author of Junius.

See advertisement headed Benton Hall.

The following allusion to Mr. Chase, the Abolition Senator from Ohio:

The Senator charged him with having calumniated him. Calumniate him! It is not in the power of man to calumniate him. The Senator got up in the Senate and proclaimed himself a traitor. Who could calumniate such a man? He never at any time interfered in the Senator's private relations—he had declined an introduction to him. The personal relations of the Senator were beneath his aim. He had read of a darkness in which vipers crawled among the multitude hissing but stungless. He always considered the Senator as such a viper, constantly hissing, but possessing no power to sting. Mr. Clemens then referred to the charge of having made a corrupt bargain with the Whigs of Alabama to be elected to the Senate, and pronounced the charge a foul lie, unredeemed and unmitigated by a single semblance of truth.

THE MISSOURI RAILROAD LAND BILL.—Our Washington correspondent, P. telegraphed us yesterday that the bill granting lands to the State to aid in the construction of the Pacific Railroad, and the Hannibal and St. Joseph Railroad, had been referred to the Committee of the Whole, by a majority of twenty-five. This he regards as nearly equal to a defeat of the bill. Missouri has so long been down-trodden by Locustism, that at this day it seems to be scarcely possible to secure to her common justice. We, however, have hopes yet that better councils will prevail, and what is only sheer justice, be granted to the State. The Committee of the Whole is generally regarded as the touch of all proposals referred to it, but in this case a struggle will be made by the Representatives from this State to get it out.—Republican of the 21st inst.

The "sea serpent" has been captured at last. It was captured by the statement of Charles Seaberry, master of the whale ship Monogahela, of New Bedford, who publishes a letter, in the New York Tribune, detailing the particulars of the capture. It was in latitude 3 deg., 10 min., south, and longitude 131 deg., 50 min., west, on the 13th of January. We give the conclusion of his account:

Eight P. M.—a sudden lull; line fast. The night was beautiful, the sky clear, wind scarcely a breath, and sea rapidly falling.

No eye was closed in the ship; we were speculating on our prey. It was evident he was on the bottom. He staid down a long time; but on reflection I considered that was his fornic—that he was at home there. At four A. M., of the 11th, sixteen hours after he went down, the line began to slack. I had it taken to the windlass, when we got nearly two lines "hand over head," then there came a strain again. This strain continuing, I told every body to bear a hand and get breakfast, and just before we were through, the cook cried out, "Here he is!" In no time, all were on deck, and sure enough he had risen; but all that was visible was a bunch, apparently the light of the Snake, where he had been fastened to. I lowered three boats, and we lanced the body repeatedly without eliciting any sign of life.

It was a male; the length, 103 feet seven inches; nineteen feet one inch around the neck; twenty-four feet six inches around the shoulders; and the largest part of the body, which appeared somewhat distended, forty-nine feet eleven inches. The head was long and flat, with ridges; the bones of the lower jaw separate; the tongue had its end like the head of a heart. The tail ran nearly to a point, on the end of which was a flat, firm cartilage. The back was black, turning brown on the sides, then yellow, and on the centre of its belly a narrow white streak two-thirds of its length there was also scattered over the body dark spots. On examining the skin, we found, to our surprise, that the body was covered with blubber like that on the whale, but it was only four inches thick. The oil was clear as water, and burned nearly as fast as spirits of turpentine.

For the Journal and Union. HANNIBAL, Mo., March 6th, 1852.

MR. EDITOR: I do regret exceedingly that the Rev. Mr. Bennett has not had the generosity to furnish our citizens with that splendid display of pulpit eloquence, and exposition of "Campbellism" which he regaled his hearers a few weeks since.

ONE OF THE CITIZENS. For the Journal and Union. HANNIBAL, Mo., March 6th, 1852.

SEVENTH CENSUS. From an abstract of the report of the Census of the United States for 1850, I have had the curiosity to make and calculate the following extract of the statistics of Missouri.

As these show the condition of the State at that time, and from it an approximation of its present condition may be inferred, I submit it to your disposal. The question has often been proposed, "What proportion do the improved and occupied lands in this State bear to the unimproved and unoccupied lands?" The calculations, here, show as near the answer as can be arrived at, and should, I think, suggest the propriety of the annual collection by the State, of many interesting and useful statistics, through her revenue officers.

The area of the State in square miles is 67,380. The population in 1850, was 682,043.

Population to the square mile, 10 and a small fraction. Improved lands, 2,911,422 acres, being 40 acres to the square mile or section, or about ten acres to the quarter section of 160 acres—one sixteenth of the whole, viz:—To each 160 acres, 10 acres improved, and 150 acres not improved.

The proportion of improved land is four (4) acres to the soul. But supposing each family to consist of six souls, the heads of families would be 113,674, and the average cultivation or improvement would be 24 acres to each. One third of these being able to work, would give 8 acres to each hand, or laborer. This is a small cultivation in a prairie country, and shows that either too large a portion of the population are engaged in commerce and manufacturing; that many are lingering in the State.

ST. LOUIS. Corrected every Tuesday Evening, by MOFFETT, STILLWELL & CO., Commission Merchants, ST. LOUIS, MO.

PROVISIONS—Mess Pork, \$14 00 @ \$14 25 Prime " 12 25 @ 12 50 Rumps, 10 50 @ 10 75 Bacon—Sides, ribbed, 8 25 @ 8 50 Shoulders, 7 00 @ 7 25 HAMS, 8 50 @ 9 00 SALT MEAT—Sides, 6 25 @ 6 50 Hams, 5 00 @ 5 25 Shoulders, 4 50 @ 4 75 Lard—Round Lots, No. 1, 7 00 @ 7 25 No. 2, 6 50 @ 6 75 GRAIN—Wheat—Prime, 1 10 @ 1 12 Good to Fair, 1 00 @ 1 05 Inferior, 90 @ 95 Pure White, is now common, (city), 2 50 Mixed, in second hand gunnies, 2 25 Oats—Barley—Prime, 2 50 @ 2 75 HIDES—Dry Flint, 8 00 @ 8 25 Greens and Salted, 2 00 @ 2 25 BEESWAX—Prime, 20 00 @ 21 00 TALLOW—Prime, 6 25 @ 6 50 BUTTER—Fresh, 6 25 @ 6 50 Common, 5 00 @ 5 25 Full Blood, 4 00 @ 4 25 Half Blood, 3 50 @ 3 75 GROCERIES—Coffee—Prime, from Leave to the trade, 0 91 @ 0 91 From store, 0 82 @ 0 82 Sugar—From Leave, Prime, 0 41 @ 0 41 Store, 0 36 @ 0 36 Good to Fair, 41 @ 41 Molasses—Plantation, from Leave, 2 25 @ 2 25 From Store, 2 20 @ 2 20 HEMP—Prime D. R., 83 00 @ 85 00 Good to Fair, 75 00 @ 77 00 Inferior to Common, 60 00 @ 65 00 TOBACCO—Good Shipping, (nom'l) 3 00 @ 3 00 Refused, 2 00 @ 2 00 Light, 1 50 @ 1 50 Heavy, 3 50 @ 3 75 FLOUR—Good Country Brands, 3 50 @ 3 75 HAY—Prime Timothy, 5 00 @ 5 25 DRIED FRUIT—Peaches, 2 25 @ 2 50 Apples, 1 75 @ 2 00 SEEDS—Flax Seed, 1 20 @ 1 25 Clover, 6 50 @ 6 50 Hemp, 2 25 @ 2 25 Timothy seed, 2 25 @ 2 25

Most articles required for immediate shipment dull, owing to advanced rates of freight.

We beg to suggest to the friends of the bo-constructor, that if the post creature, since allowing the blanket, suffers much pain, a counter-pane might be tried as a remedy. [Punch.]

Written for the Hannibal Journal. Future Existence. LITTLETON P. O., Audrain county, Mo., March 6, 1852.

It must be allowed that through all the parts of nature, there appears a most benevolent intention in the providence of God, for man's preservation and comfort—the earth and waters contributing to his food and raiment; animals of various kinds serve his multiplied purposes; the glowing sun, brightening and warming animated nature; and bestowing beauty on all the lovely scenery around us. Yet these pleasures, exalted as they are, occupy but a subordinate position in administering to man's happiness, and his true and lasting welfare. All benefits alike come from God but some are higher than others. There is a sublimity in man's power of contemplating the goodness of his Maker; he sees every day, all around him, manifestations of this goodness, and his thoughts lead him to something above and better than them all. Can it therefore be suggested, that beings capable of the most refined contemplation of the works of the Creator; of being moved by the harmony of sound; of increasing their knowledge so long as they live; of conceiving ideas never conveyed to their minds from the outer world; beings never satisfied with searching after truth, through all the winding labyrinth, and hidden recesses of nature—can it be possible that such beings should be deprived of all existence, in the midst of the growing of the soul?—The origin of the spirit is divine; its fullness must be hereafter. Our very imagination reaches to eternity. In spite of all that can be said by the most obstinate atheist, or that our own doubts can devise, hope is a constant instinct which inspires men with a desire of finding some better state.

These considerations have induced me firmly to believe in a future existence. I will therefore put my trust in an All Merciful God, who is able to conduct me through the thorny paths of this life, to another and better world. JAMES B. DUNN.

Our city is rammed, crammed and jammed full of passengers for California—our hotels are full—our streets are full, and in fact we are all full over, with only one steamer in port to carry them away. The Oregon leaves this afternoon with over 400 passengers. The Christiana, Margaret, Amphitrite and Philana are all full and will be off to-day or to-morrow. These four sailing vessels carry about 500 passengers, leaving a balance of 800 or 1,000 on the isthmus to wait for the next steamer. Other sailing vessels would be put up for San Francisco, were it not for the scarcity of provisions. A party of fifty Englishmen, within a day or two, have arrived at San Francisco; they are from the Cornwall mines, England, and have come direct from Southampton to Chagres, where they will proceed to the Agate mines in the Mariposa district. This association is under a regular board of control. The steamer Monumental City sailed on Saturday evening, for San Francisco, with three hundred passengers.—[Panama Herald, Jan. 29.]

PRICES CURRENT.

HANNIBAL.

CORRECTED EVERY WEDNESDAY EVENING. FLOUR, 10 00 @ 10 25 BACON—Hog Round, 06 25 @ 07 Sides, 07 00 @ 07 25 Hams, 07 00 @ 07 25 Shoulders, 05 00 @ 05 25 CORN MEAL, 40 00 @ 45 STAPLES—Dried, 22 50 @ 25 PEACHES—Dried, 25 00 @ 30 WHEAT, 25 00 @ 25 33 CORN, 22 00 @ 22 33 OATS, 18 00 @ 18 25 HAY, 3 00 @ 3 25 CLOVER SEED, 7 50 @ 8 00 FLAX, 70 00 @ 80 POTATOES, 50 00 @ 62 1/2 BEANS, 80 00 @ 81 50 ONIONS, 75 00 @ 80 BUTTER, 15 00 @ 15 25 LARD, 07 00 @ 07 25 TALLOW, 06 00 @ 06 25 BEESWAX, 20 00 @ 20 25 LEATHER, 20 00 @ 20 25 CHICKENS, per dozen, \$1 25 @ 1 50 EGGS, 05 00 @ 05 25 SALT—Kansawha, 40 00 @ 44 G. A., 41 00 @ 44 L. B., 42 00 @ 44 HEMP, \$3 50 @ 3 75 HIDES—Dry, 06 1/2 @ 07 Green, 05 00 @ 05 25 LEAD, 05 00 @ 05 25 MOLASSES—Plantation, 30 00 @ 32 S. House, 40 00 @ 42 SUGAR—Brown, 06 1/2 @ 07 Crushed, 09 00 @ 10 TOBACCO—Long, per 100 lbs., \$2 50 @ 2 75 Wool, 28 00 @ 30 WHISKEY—"Black Rooster," 18 @ 20

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been made by which the road which is to connect Cincinnati with St. Louis will be completed in five years. Gentlemen who have traveled in the West know how important is that connection with the Eastern States. I understand that it is in contemplation to construct a road from Parkersburg to Cincinnati. This road will be, as the St. Louis road is, upon the parallel of Parkersburg and Baltimore, and connects with the great railroad which terminates at this capital. The other end of the road terminates at the western boundary line of the State of Missouri.

I beg leave, Mr. Speaker, to ask the attention of the House to some important facts in connection with this grant. We do not ask it for roads which have never been commenced—roads which are barely incorporated, and whose existence can only be known by the act of incorporation. But we ask it for roads which have been commenced—roads which have capitals of millions of dollars, with which to begin the work, and roads which we hope by the aid of this Government, to be able to complete in five or six years.

The road from Hannibal to the western boundary line of Saint Joseph, at the Missouri river, has been incorporated and a subscription of stock has been taken by private individuals and counties to the amount of \$800,000; and at the last session of the Legislature of our State, its credit was loaned to that company in the sum of \$1,500,000—that credit to be made available by the bonds of the State, to be issued in sums amounting to \$500,000, to be paid out

SPEECH OF HON. JOHN G. MILLER, OF MISSOURI.

In the House of Representatives, February 19, 1852, on the Bill granting to the State of Missouri the right of way and a portion of the Public Domain to aid in the construction of certain Railroads therein.

The House having taken up for consideration the bill, the Speaker said the gentleman from Missouri [Mr. Miller] was entitled to the floor.

Mr. MILLER said: I vote is taken upon the motion which has been made by the honorable gentleman from Tennessee, [Mr. Jones,] to refer the bill, which was reported by the chairman of the committee on Public Lands, [Mr. Hall,] my colleague, together with the amendments which have been offered to that bill, I desire to submit a few remarks to the House. I am fully aware that the subject of the disposition of the public lands has been ably discussed by some of our wisest statesmen; and they have shed upon it the bright light of their own brilliant intellects. They have so clearly pointed out the true policy of this Government with regard to granting lands to the States for internal improvements through our public domain, that but little is left for me to say. But, sir, while this subject may be wanting in novelty to attract and secure the attention of this House, we have attained far more in the entire and complete success of a no longer doubtful experiment. The wisdom of the policy has been pointed out and fully established by the grants of public lands heretofore made for works of this character. Since the first acquisition of territory by this Government, down to the present day, the question of the disposition of the public lands has elicited much debate in the halls of Congress—debate in which the strongest intellects have met in fierce conflict—debate in which many a polished shaft has been shivered, but by which a brighter page has been added to the political history of our country. Such, sir, was the debate—without referring to others—in the other end of this Capitol in the year 1830, upon the celebrated resolutions of Mr. Foot.

But while this subject has been thus discussed, while men and statesmen have differed upon the best disposition which should be made of these lands, I believe there has been a very general concurrence of sentiment among men of all parties, and from every section of the nation, in regard to this policy of appropriating or granting the public lands for works of internal improvement, in opening roads and cutting canals through the public domain.

I here beg leave, before passing to the merits of this bill, to state, that though my own State, Missouri, has been somewhat tardy in the commencement of these great works of internal improvement, she has never surrounded herself with embarrassments and difficulties by engaging in wild schemes of internal improvement. And she does not now come to ask as a charity your aid in the construction of a work of local interest; but she comes to you with a consciousness of the justice of her claim for a great national work, in which every section of the nation is interested. She comes to you and asks that that justice which you have meted out to others, may be awarded to her.

Mr. Speaker, this bill, which I presume has been laid upon the table of every member of the House, proposes a grant of lands to two roads within the limits of the State of Missouri. One of these roads commences at the city of Hannibal, upon the Mississippi river, about one hundred and thirty miles above the great city of St. Louis, and near to the city of Quincy, in the State of Illinois. From that point the road has been surveyed to the city of St. Joseph, upon the Missouri river, about five hundred, or five hundred and fifty miles above St. Louis. It will be seen from this statement, that this road is intended to connect the upper waters of the Missouri river with the better navigable stream of the upper Mississippi. This road, by actual survey upon a straight line, is one hundred and seventy-eight miles in length, but it may be found, upon the location of the road, to be about two hundred miles in length. It will be found, further, if gentlemen will take the trouble to refer to the map of the United States, that this road is upon the parallel of latitude which embraces the capitals of some of the States east of Missouri. It is in the latitude of Springfield, Indianapolis, Columbus, and of Philadelphia; and by the continuation of the road from the city of Quincy, which I understand is already in process of construction, this road will connect with the road at Columbus, in the State of Ohio, thence connecting with the road to Pittsburgh, thence with the road to Cleveland, and thence on to the great city of New York.

The other road commences at the city of St. Louis, a point one hundred and thirty miles south from the beginning point of the Hannibal road. It will be found by gentlemen who will refer to the map of the country, that the beginning point of this road is in the same latitude of other great and important cities and towns and in the latitude of other roads which have been completed, or which are in progress of

completion. It is in the latitude of St. Louis which is to connect Cincinnati with St. Louis will be completed in five years. Gentlemen who have traveled in the West know how important is that connection with the Eastern States. I understand that it is in contemplation to construct a road from Parkersburg to Cincinnati. This road will be, as the St. Louis road is, upon the parallel of Parkersburg and Baltimore, and connects with the great railroad which terminates at this capital. The other end of the road terminates at the western boundary line of the State of Missouri. I beg leave, Mr. Speaker, to ask the attention of the House to some important facts in connection with this grant. We do not ask it for roads which have never been commenced—roads which are barely incorporated, and whose existence can only be known by the act of incorporation. But we ask it for roads which have been commenced—roads which have capitals of millions of dollars, with which to begin the work, and roads which we hope by the aid of this Government, to be able to complete in five or six years. The road from Hannibal to the western boundary line of Saint Joseph, at the Missouri river, has been incorporated and a subscription of stock has been taken by private individuals and counties to the amount of \$800,000; and at the last session of the Legislature of our State, its credit was loaned to that company in the sum of \$1,500,000—that credit to be made available by the bonds of the State, to be issued in sums amounting to \$500,000, to be paid out