

HANNIBAL JOURNAL

AND WESTERN UNION.

HANNIBAL, MO., OCTOBER 9, 1851.

VOL. 2--NO. 6.

O. CLEMENS,
Editor and Publisher.

R. F. LAKENAN,
Attorney at Law, and General Real Estate Agent.

Office—on North side of Bird, between 1st and 2d sts. He attends to the collection of debts and other professional business entrusted to his care. He has complete Abstracts of Title to all the real estate in Hannibal, and will furnish to those desiring it, an abstract of all the Conveyances, on record, of any lot in the city. He is commissioned to take Depositions, Acknowledgments of deeds, &c., for the States of Virginia and Kentucky.

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Mr. T. R. Selmes,
Mr. George Schroter, [Oct 31-19]

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HANNIBAL, MARION COUNTY, MISSOURI,
WILL promptly attend to all professional business entrusted to his care in the counties of Marion, Ralls and Pike. He will give particular attention to the securing and collection of debts in any part of the State. Office on Bird street, four doors above the corner of Bird and Main, in front of the Marshal and Recorder's office.

BERAGE Dea Laines, a new style of goods for ladies' dresses, aprons, &c. COLLINS & BREED'S.

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T. B. STEVENS, opposite the City Hotel, has just received, in addition to his former stock, the largest assortment of Jewelry ever brought to Hannibal. He invites his customers to call at the above establishment, where they will always find the richest and most extensive assortment of Watches and Jewelry, silver and Plated Ware, consisting in part of Gold and Silver Lever Watches, Breastpins, Earrings, Finger Rings, Pencils, Lockets, Gold Fob, Vest and Grand Chains, Bracelets, Gold and Silver Spectacles, Card Cases, Silver Combs, Tea Pots, Castors, Candle Sticks, Accordions, Guns, Shot Bags and Pouches. Good Watches of every description carefully repaired and warranted to keep time if well used until the money returned.

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OVER WM. HAWKINS' STORE,
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Late of Quincy, Ill. Late of Hannibal, Mo.

ATTORNEYS AT LAW,
SACRAMENTO CITY, CALIFORNIA.

BLACK Lace Veils, French Worked Collars and Caps, a very large lot, COLLINS & BREED'S.

Boys' Clothing.

Received this day, a large addition to our stock in Boys' Clothing, all sizes, consisting of Sacks, Jackets, white and brown, Drill Pants, Cottons, ditto Vest, &c., &c.

BLEACHED and Brown Madras of all kinds, Checks, Flannels, Tweeds, Cassimere and Jeans, COLLINS & BREED'S.

SADDLERY and Hardware, an assortment for sale very cheap by T. R. SELMES.

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A fine lot of Gingham for sale on reasonable terms by COLLINS & BREED.

Ribbons.

A FINE assortment of spring and summer Bonnet Ribbons, also, Balin and Satin Ribbons for sale by COLLINS & BREED.

JUST opened a new lot of BOOTS and SHOES of all qualities, among which you will find some beautiful exterior kid ties for the Ladies—

STEP in and examine those fine Blankets, and Ready made clothing at the store of Wm. HAWKINS.

J. W. SPALDING & CO.,
COMMISSION and forwarding Merchants, dealers in Star Candles, Starch, Soap, Lard Oil, Cheese, Butter, Eggs &c. No. 88 Commercial St., near Louisa St., St. Louis, Mo.

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BENTON SALOON TO RENT.

THIS is the largest and best room for Balls, Public Shows, Lectures, Political and other Meetings in Hannibal. To rent by the day or week.

CALICOES.

CALICOES of all colors and descriptions, for sale cheap by COLLINS & BREED.

BONNETS—Going off fast and for sale unusually low by COLLINS & BREED.

Fresh Teas!

JUST now received from that celebrated Tea District, Poyang Ho, also some of Lion Tea's choice Imperial, &c. [Oct 24] T. R. SELMES.

William Hawkins

HAS just opened his stock of STAPLE AND FANCY DRY GOODS—Ready made cloth—Boots, Shoes, Queensware and Groceries. Call and examine our goods—we think our prices will suit you.

THE subscriber has now on hand and is daily receiving the largest and best assortment of GOODS, suitable for this market, ever brought to Northern Missouri. He returns his sincere thanks for the untiring support he has always received, and no effort shall be wanting on his part to merit its continuance.

POETRY.

THE UNGUARDED MOMENT.

BY MISS FRANCES CARLY.

Yes, my lips to-night have spoken
Words I said they should not speak;
And I would I could recall them—
Would I had not been so weak.
Alas! that one unguarded moment
Were it mine to live again,
All the strength of its temptation
Would appeal to me in vain.

True, my lips have only uttered
What is ever in my heart;
I am happy when beside him,
Wretched when we are apart,
Though I listen to his praises,
Always longer than I should,
Yet my heart can never hear them
Hail as often as it would!

And I would not, could not, pain him,
Would not for the world offend,
I would have him know I like him,
As a brother, as a friend;
But I meant to keep one secret
In my bosom always hid,
For I never meant to tell him
That I loved him—but I did.

EPICURUM.

"Maria's like a clock, they say,
Unconscious of her beauty;
She regulates the long day,
Exact in every duty.
If this be true, such self-command,
Such well directed powers,
O may her little spirit hand,
Become a hand of ours!"

MORE WONDERFUL STILL!

TRANSLATED EXPRESSLY FOR THE
HANNIBAL JOURNAL AND WESTERN UNION.

(Concluded.)

[BLUNDER.—A mistake unfortunately occurred last week in the translated article, entitled "More wonderful still," by which several paragraphs were transposed, making the reading confused. We regret this very much, as it detracts from the interest of a well-written article.—Ed.]

This discourse awakened within me a hope, wild and improbable, that I was not utterly cut off from all communication with my native earth, and I earnestly implored the interpreter to aid me at the first favorable conjunction to make the attempt. He assured me that he would do so, if I was resolved to run the hazard; and informed me also, that no constraint would be put upon me by any one in the Moon. He added that, as some weeks would elapse before the favorable moment would arrive, I would see many wonders and receive so great an insight into scientific truth, as would enable me, should I reach the earth in safety, (of which he had little doubt,) to delight and benefit the human race with my discoveries. He then left me to my repose, promising to call again when I was refreshed, and show me the wonders of the place, and the people among whom I was placed. This he did not fail to do, and for weeks I revolved in the gratification of a situated curiosity. But as it is my design to publish an account of all that I saw and learned, in connection with a Journal which the interpreter presented me, of his four years residence there, and his scientific investigations, I will withhold any details at the present.

During this time, however, the desire to return to earth reigned predominant, and I failed not daily to remind the interpreter of his promise. At length, one day he told me that the time had come, the position of the heavenly bodies was most favorable, and if I still persisted in the desire, we would prepare for the ascent. The King and many of his courtiers endeavored to persuade me to remain at least for some time longer, but my impatience could not be restrained. My ascent was to take place from the flat roof of the palace, upon which the King, Queen, and whole court were assembled to witness it. Thousands of spectators were also mounted upon the roofs of the houses around. My ball, which had so well proved its qualities, had been carefully preserved. After making secure everything about it, we proceeded to inflate it in the ordinary manner, and after taking solemn leave of the King, the interpreter, and all who had treated me so kindly, the cords were cut and the balloon slowly ascended, amid the cheers of the vast assembly. It rose higher and higher—sounds became indistinct—still higher, and the appearance of objects grew more confused. I began to experience sensations similar to those I had before felt. My breathing was oppressed, and a numbness seemed stealing over me, but I did not lose all consciousness until some time after I discovered that the balloon was receding from the Moon with wonderful rapidity. Finally I passed into a state of total insensibility.

How long this continued, I know not, but after an interval of uncertain duration, sensation and consciousness again slowly returned to me. As it did so, I discovered that my balloon was sailing slow over a narrow arm of the sea, at the elevation of about a mile. Upon this, here and there, and sailing in various directions, were many vessels, some of them large ships, and others smaller and variously rigged. By the aspect of these, the flying clouds, the character of the shores, and the appearances thereof, I was satisfied that I was again approaching the Earth's surface, and I rendered heartfelt thanks to that Power which had thus guided me through the vast realms of unknown space and restored me again in safety to my native earth. After some time, I found that the balloon retained about the same elevation, and as I had now approached near to the shore, I let off some powder, and the balloon descended gradually to the water, and when it hung over the shore, by con-

tinuing to let off occasionally a portion of the gas, I succeeded in making a safe descent. When I reached the earth I could not refrain from casting myself down upon its surface, and embracing and kissing it with the greatest ardor, as though it were a mother indeed. From some country people who soon came up, I learned that I was upon the coast of England bordering upon the straits of Dover, and I went on my further event worthy of relation I soon after arrived at my own home, which is about six leagues from Paris, having been absent precisely four months. I am now engaged in preparing from the manuscripts given me by King Long (as the Chinaman was called,) and from the result of my own observations, a book for publication, which I am well satisfied will create a greater sensation, and contain matter, the knowledge of which will be more beneficial to the human race, than any work which has been published for centuries. I had hoped to have had the work ready for the press by this time, but I find that the manuscripts, which were copied from the original Chinese into French, at my request, abound in inaccuracies, owing to his imperfect knowledge of the written language, and these require much more care and attention to correct than I had supposed would be the case. As I am anxious to present it as perfect as possible, and to have it easily understood, even by the simple and uneducated, I must still devote some further time to its revision, but I can safely promise that in a few weeks the public may confidently rely upon its appearance.

From the City Intelligence's London Correspondent.

London, September 4, 1851.

It must be obvious to the most superficial observer that two great principles are now at work in the civilized world: that of progress or improvement among the masses of the people—the many; that of despotic rule among the governors or would-be-governors of those masses—the few. These two principles are decidedly antagonistic to each other; they are now; and have long been in silent conflict; they must soon come into open contention. It cannot be doubted that which side victory will ultimately incline; to have a single misgiving upon the question would be to deny the power of truth, of justice, and of right. To suppose that the victory will be achieved without a long, an arduous, and it may be terrible and wide-spread and sanguinary contention, would be encouraging hope almost against conviction. The press, the platform, and the pulpit, all declare the steady march of the cause of progress and improvement, the advance of the mind of man in all the great and higher elements of its being, and man's moral existence. In arts, science, and literature, in commerce, in correct religious preceptions, in improved moral and social habits, and in sound political knowledge, this progress is almost universally admitted. Travelers observe it, philosophers accept it, the press and the pulpit proclaim it, patriots, philanthropists, and the truly religious of every sect and name rejoice in it. To enumerate the steps which science and art have lately taken—for in the progress of humanity a half century is a very brief space—would be to transcribe the entire cyclopaedia of knowledge, for in what portion of the circle is not that progress strikingly visible? Man has almost literally subdued the earth's steamships, his railroads, and his telegraph have nearly annihilated time and space. One day it is gravely proposed to unite the capital of the British Empire by an iron band with Calcutta, in order that the distance between the two places may be passed over within a week; and, in the language of the Times, "to enable a man to shave on a Monday morning in the midst of London fog, with the quicksilver in the thermometer nowhere. On the following Monday he may be languidly stripping for a cold bath in Calcutta, his limbs relaxed with heat, and with the quicksilver where you will."

The next day our attention is called, "not to the promise, but to the accomplishment of another task somewhat similar in character, which has been taken up, discussed, and abandoned over and over again any time during the last two centuries." We allude to the project for joining the two great oceans of the world by cutting through the Isthmus of Panama. This was a project of the greatest importance to the whole civilized world. It was no mere national concern. The element of locality could not enter into any calculation respecting it. Its completion concerned Canton as much as Liverpool, New York as intimately as London, and yet in the last few months what had been done towards its completion? Rival schemes crudely elaborated, and built more upon assumption than upon facts, more upon speculation than upon knowledge, were, from time to time, submitted to the public, each urging its superior facility of completion, its overwhelming totality of advantages; and yet nothing was done. "Who could have supposed," says the journal from which we quote, "that the difficulty to be overcome resolved itself into a pleasant steam trip through a lovely country, which may be accomplished in about twenty-four hours when the machinery shall have been set fully in motion? Such, however, is the simple truth."

The announcement of the absolute accomplishment of the transit from ocean to ocean, by the way of Lake Nicaragua, in about thirty-five hours, and between San Francisco and London in forty-three days, inclusive of four days' delay at New York and considerable delays on the Isthmus, has filled the commercial and the political circles of England with much matter for conversation, and still more with food for profitable reflection. The Times concludes its powerful article upon the subject with the following observations:

"This is of course but a first practical experiment. The transit across the Isthmus is susceptible of indefinite improvement. When we remember the 'wild' objections that were here and there advanced for crossing the Isthmus by the way of Nicaragua, it is no unreasonable to suppose that the difficulties of other routes may also have taken a lively and in the heated imaginations of the projectors. The proved exaggeration in the one case makes one anticipate possible exaggerations in others. But, even admitting that on a mature consideration the route by way of Lake Nicaragua

may be adopted as the most advisable at the present point of our engineering knowledge, still, in the face of these reports, it is evident that, beyond exploring an illusion, nothing has been accomplished or attempted. We would not for a moment undervalue the spirit and energy of the gallant little band which has successfully carried through this remarkable enterprise. They have fairly put us to shame. It will remain an enduring blot in the history of English adventure that no noble feat as this has been accomplished without our aid, although aid was asked from us in the most pressing terms. In a question such as this, however, it is necessary to discard all gusts of sentiment, and to consider the question from a more practical point of view. It is, comparatively speaking, of little importance whether a company of United States or British merchants were the first to send a steamer up the river San Juan. Free access from ocean to ocean is of the last importance to the interest of all commercial nations. It is clear that, whether arrangements may finally be decided upon, the key of the Pacific cannot be entrusted to the keeping of any single Power. In point of fact, negotiations have been long afoot at Washington and in London to bring about so desirable a result. The energy and capital of the two nations could not be directed to a nobler object than the union of the two seas by the most rapid and direct channel of which circumstances will admit. The glory of having remained forever an honorable distinction of a private company in the United States.

So much for the cause of progress, as evidenced in man's victories over physical obstacles, his triumphs over the material impediments of social and commercial intercourse. What has been done in mechanical invention and manufacturing skill will be abundantly shown by the counters and glass cases extending through many a mile in the Crystal Palace. In the machinery of England and the United States, in the agricultural implements of those countries and of Belgium; in the broadcloths of Saxony; in the muslins and ribands and laces of Switzerland, and, above all, in the exquisite watches and other horological machines of that country; in the multifarious productions of German, Prussian, Russian, Italian, Spanish, and Portuguese skill, in the contributions from Persia, Turkey, Egypt, and Tunis; in the silks, the carpets, the jewelry, and the porcelain of France; in the beautiful statuary of Belgium, Saxony, Milan, and Verona; and, though last in consideration, perhaps first in excellence, the incomparable Greek Slave of Hiram Powers; in the metallic castings of Berlin, Spain, and Russia; and Hindostan; in the wonderful mosaics and cameos from Rome and Florence; but the enumeration to prove this portion of our position would be almost endless, and might be gleaned from every page of the catalogue of the Great Exhibition. In literature what really practical and advancing treatises, upon almost every portion of attainable knowledge, are daily issuing from the press, notwithstanding the restrictions which the Governments of Italy and Austria, and we are grieved to have to add those of Prussia and France, are almost continually placing upon it.

In moral and social habits we think the effects of progress are visible in the increased temperance of all ranks throughout Europe; in the improved habits of cleanliness, industry, and order in the lower classes; in the increased liberality, urbanity, and humanized feeling of the higher ones. In the establishment of peace and arbitration societies, in the simplification of legal proceedings, in the diminution of capital punishments, and, above all, in the rapidly-increasing attention to the education, the personal comfort, and the correct moral training of the children of the poor, by the larger part of Europe, appears to be actuated more or less by these principles, and so far as they are applicable to the United States, they have there obtained their full operation. We are no flatterers of the aristocracy; but we think we can truly say respecting that of England that it is dignified in the eyes of the world with the possession of something better than coronets or hereditary titles, since it can boast of names distinguished in science or literature like those of BOSSÉ, CARLISLE, and BAUGHAM, and lately of NORTHAMPTON; in politics those of PALMERSTON, and STANLEY, and that of the late A. P. GREY. Nor would it be easy to excel Lord DUDLEY STUART in chivalrous devotion in the cause of the Poles, and the oppressed and persecuted of every clime.

Sowing Wheat.

The season is now at hand for putting in the seed for the coming crop of wheat. A few of the last years have proved by bitter experience the necessity of preparing the ground and putting in the seed well. The ground should be well plowed; if flat it should be well prepared with drains; the seed should be well harrowed in; and afterwards the ground should be rolled and made somewhat compact and level; especially should the last be the case if the coming crop is designed to be cut by the reaper.

The late Col. John Dawson never failed of procuring a crop of wheat when he rolled the land after it was sown. This rolling prevented the wheat from freezing out. The old saying, that "what is worth doing at all is worth doing well," can be applied to nothing more pertinently than to farming.

But our object at this time is to speak of the importance of obtaining suitable wheat for seed. Of account of the wet weather after harvest much of the wheat was grown. This grown wheat is unsuitable for seed. Mr. William P. Grimsley, of the Phenix Mills, designing to settle this question for the benefit of the farming interest has tested it fully and satisfactorily. He placed a quantity of wheat in a situation to germinate—the ground wheat rotted, and the other sprouted. So that if a man sows grown wheat, he is sure to lose his crop. It is true that among the grown wheat there will be grains uninjured by being grown, and such will sprout, but all which have grown will fail. There has heretofore been a diversity of opinion on this subject, but Mr. Grimsley's experiment here settles the matter.

Illinois depends upon agriculture mainly for prosperity; and it is to the interest of every one as far as possible, to contribute to that prosperity. We thank Mr. Grimsley in behalf of the agricultural interest, for what he has done.—[Springfield Jour.

On Feeding Animals.

The following is an extract of the address of Wm. Little, which we extract from the fifth report of the Ohio State board of Agriculture. And now, having, I hope, engaged your attention to the necessity of providing suitable food for dumb animals, let me ask you the question how do you feed your animals? It matters not how perfect the form, and how pure the blood of your colt or your calf may be, if they are not properly fed and sheltered during the winter months. By this I do not mean that they should be penned up and stuffed to the ruin of their constitutions, for the sake of having the fattest and best yearlings in the neighborhood; but I mean that all animals, of any age, which may abide during the severe storms of our northern winters; and I mean that all animals ought to have a sufficient quantity of food, to keep them in a healthy, growing condition, all through the long season when winter reigns supreme. It will not do to say you cannot afford it. As I said before, on another subject, you cannot do otherwise; for just so certainly as your stock is neglected, just so certainly do you lose money.

How many of you have experienced the fact that you have been offered more money for an animal in the fall than the same animal would bring in the spring. As I do not wish to preach anything which I do not practice, I will tell you my own course. My calves are provided with a large airy shed, in which they have plenty of room to exercise. This shed is well bedded down with straw and kept clean by the addition of fresh straw every day. The best of hay is given them each one quart of meal or chopped feed is given to each every day. The result is that I can realize in the spring, from \$15 to \$20 per head for my yearly heifers and steers.

Now, what is the difference between the cost of keeping calves in this way and the more usual plan? Each of the calves will eat in the course of the winter perhaps \$3 worth of hay, and in addition the chopped feed will cost about one cent per day, or about \$1.50 for the winter—in all \$4.50—in the spring they are worth \$20 each. In the other place, the calf is fed on straw or refuse hay, and at three years old will, if a steer, bring perhaps \$20; if a heifer, \$12. It requires no great skill in arithmetic to tell which is the most profitable.

The same observations will apply to all other stock. My own practice is to have a stall or shed for every animal on the farm; and my own opinion is that no farmer ought to keep one single animal more than he can accommodate.—[Michigan Farmer.

From the Bloomington Gazette.

The Steam Wagon, No. 3.

It is not necessary for us to say any thing, concerning the accounts immediately connected with Railroads, further than the matter of transportation. That has already been submitted to your consideration, by able hands. We have but one question more to which we wish to call your attention; and then we are done.

What inducement, have capitalists, to improve the inland counties of Missouri, by the establishment of manufactories, and by such establishments, to benefit the citizens? What inducement to erect flouring mills? None. What, to erect tobacco factories? None. And why not? Because there are no facilities for transportation; and the interior market is not sufficient. Have we good flouring mills now? Not one. All our supplies of fine flour are from Hannibal, or other places, on, or near the Mississippi River. Still we can very easily raise wheat enough for ourselves and to spare. We need not depend on the River region, for our bread—we have a better soil than they. But the reason is this, let a man take twenty thousand dollars and build a mill; buy wheat at 75 cents or \$1 per bushel; grind it out, and haul it to Hannibal, at a cost of one dollar per barrel; and can he realize the interest of his money? Never.—When he has it in market the wheat of which it was made, has just cost him ninety-five cents per bushel. Now what is to pay him for the cost of manufacturing? And further, where will he ever, at this rate, be repaid the money spent in the erection of his establishment. You will see by this that he must continually be a loser and the more extensive his operations, the greater the loss. Whereas if our railroad were completed, transportation would be easy, cheap, and certain; not as heretofore, depending on contingency. As things are now, the man who would improve the inland counties by the establishment of manufactories, sees no prospect of being able to compete with those, who are near the market, or who have facilities for transportation; and thus you see, if our country is not improved—we remain in the background, as to the manufacturing and trade; it is our fault, and ours alone. Let us only create the means of transportation, and they will be eagerly applied, by those who have the will, and capital, to place this section in the position which she is designed to occupy. Then instead of having your cars daily and hourly pained and disgusted with your young sister Iowa, and responded to by all the States of East, and North, that "Missouri is fifty years behind the age—her people without energy or enterprise, and her territory without improvement"—you will see the need of praise awarded to her, which she deserves. And instead of being passed by as unworthy, you will find the tide of imagination, which has been rising, and flowing, far and wide, over the States of Illinois, Iowa, and Wisconsin, change its course and flow in like a deluge, upon the wild, but fertile lands of Missouri—covering all her borders, and filling up the whole of her territory, with useful, intelligent, and enterprising citizens. Her local institutions will improve. Her manufactures will increase—her trade will increase, and the face of the country will be gradually improved and beautified, until the name of Missouri, will be registered high up—in the catalogue of States.

A soldier, many years ago, was sentenced to have his ears cut off. After undergoing the brutal ordeal, he was escorted out of the court yard to the rogue's march. He then turned, and in mock gravity thus addressed the musicians: "Gentlemen, thank you! but I have no further need of your services, for I have no ear for music."

UNION OF THE DEMOCRATIC PARTY.

The St. Louis Times, of the 4th inst., contains a long and well-written article upon the subject of a re-union of the democratic party, in which the ground is assumed that, inasmuch as Col. Benton has left the State and taken up his residence permanently at Washington City, the principal barrier that separated the two wings of the party has been removed, and that they can now unite and act as harmoniously together as they did prior to the disorganization in their ranks occasioned by the ex-Senator's firebrand "appeal." We confess that this proposition of the Times takes us a little by surprise, and that we are not at present prepared to view it in a favorable light, and we believe, that, if the necessity of Livingston will ponder long and well before he can be induced to sanction the proposed coalition. They "saw" the late battle on principle and "nothing else" and must be fully satisfied that the Benton party have cut themselves loose, entirely and forever, from their "dod," before they will consent to go into convention with them. The organization of the Benton party has been so complete, and their adherence to the man so tenacious, that we must see more conclusive evidence of repentance on their part than they have yet manifested, before we would trust even a moiety of the political power of the State in their hands.

There is an old Spanish proverb which reads thus: "If a man deceives you once, it is his fault; if a second time, it is your own." The State-rights portion of the democracy of Missouri have been woefully deceived by Col. Benton and his "strikers" once; and until they "bring forth fruit meet for repentance," we opine that it will be a long time before they will have an opportunity of deceiving us a second time. The great battle for the preservation of the Constitution and the Union is eventually to be fought upon the Slavery question; and we are free to confess that, in the present posture of our National affairs, we would much rather coalesce with the State-rights wings than the so-called Benton democrats. Could we believe that the eighteen thousand democrats in this State, who sustained Col. Benton's "appeal," were influenced more by personal devotion to the man than a belief in the opinions upon the subject of Slavery which he advocated, we might be disposed to forget the past, and rejoice to see them return to the democratic fold and set in concert with the opponents of the ex-Senator; but, until convinced to the contrary, we must leave to dissent from the belief expressed by the Times, that "there are not two hundred free-soilers in the State outside of St. Louis county."

We shall recur to this subject again. In the mean time, we are inclined to concur in the views expressed in an article we have copied from the Bloomington Gazette, and which will be found on the first page of this week's paper.—Chillicothe Chron.

Wheat Culture.

MESSRS. EDITORS—I wish to say some few things in your paper on the culture of wheat, in the ways and manners of different experiences. Mine is, if you want to sow wheat after oats and barley stubble plow as soon as you get the grain off and do very thin so that the stubble will have time to rot before sowing. When you get ready for sowing, say from the first to the last of September, which I always found to be a good time for seeding, take a one horse plow if your lands be in good order, and lay off your lands the size you want them; and instead of plowing one furrow after another in the ordinary way of plowing, let the full width of the plow furrow only what little dirt will fall in from the bar side of the plow, and not plow deep, as in doing so you leave the full width of the furrow for your seed to get fast hold of the ground. Experience teaches me that in head freezing, one-third less will freeze out in this way. Sow your wheat, harrow in, and it will come up in rows equal to being drilled. The smoother the surface the less liable to freeze out. Roll your ground in the fall, and if you find it necessary in the spring, as the more solid you can get the ground for wheat the less liable to freeze out.—Prairie Farmer.

Railroad.

The Boston Mail says that by the 4th of July, 1852, there will be an almost uninterrupted line of iron road from the capital of the State of Maine to the Mississippi river—a distance of 1600 miles—and a person may travel the whole distance in a little more than three days and nights.

This line will strike Hannibal, and intersect with the St. Joseph line. This line will then be the longest, most important and profitable on the habitable globe. The citizens are beginning to see and appreciate the importance of the great Hannibal and St. Joseph Railroad. It is destined to be the greatest thoroughfare in Christendom. It is high time to feel thus consequential about our own true interest. In two years from this time vacant land will be scarce, and other lands will command higher prices.—Land is now held about here at from ten to twenty dollars.—[Bloomington Gazette

We understand that a German woman in this vicinity, on Tuesday last, was supposed by her friends to have died. A messenger was sent to town to obtain a coffin, but, on his arrival forgot the dimensions. He returned and unwrapped the body for the purpose of ascertaining the dimensions for a coffin. Upon taking off the clothes, the woman was discovered wide awake. She is now, as the doctors say, doing well, and in a fair way of recovery.—[Palmyra Whig.

Officers of the Palmyra Division Sons of Temperance, for the quarterly commencing October 1st, 1851.
Rev. John Leighton, W. P.; J. Crest Myers, W. A.; R. E. Anderson, R. S.; H. W. Hollingsworth, A. R. S.; Milton Bradley, F. S.; R. P. Bradley, T. Alex. Leighton, C.; Thos. P. Stewart, A. C.; W. B. Hudson, I. So. Ino. W. Hains O. S. Jas. F. Mahan, P. W. P. ex-officio.—[Palmyra Whig.

Good Advice.

Pay the Printer, and you needn't fear the Devil.

The wife of the Hon. John J. Crittenden died a few days since at Frankfort, Ky.