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RAILROAD ROUTES TO THE PACIFIC. (Continued.)

Beyond the Colorado this route will be found less formidable, perhaps, and its access to the coast attended with no peculiar difficulty.

Where the Humboldt branch of the Northern route can best cross the Sierra, a complete survey can only decide. The obstructions must be absolutely impassable to man, to prevent the accomplishment of so great a desideratum. If it can be done, the energies of our people will do it. I do not doubt its practicability, or that it will be done. New routes are every day discovered, better than the older roads. During the first season, many wagons entered in the direction of Shasta, by a route described as furnishing very easy travel. But as this is a point which can only be finally settled by a complete survey, it is unnecessary to say more about it.

The snow which will accumulate on the northern route has been urged as an unanswerable argument against it. During some severe winters this will be found an inconvenience, but nothing more—not greater than on the New England routes. Fremont, in his winter travels from the Columbia along the eastern base of the mountains, found no great difficulty from this cause. The snow did not stop his animals from travel, nor prevent their finding subsistence. The stock of the Indians and the Mormon settlers, and the game find a support with less difficulty than they probably would in New England, were it in the same wild state. The South Pass will compare in facility with Walker's in this and other respects. The Sierra Nevada, by a northern crossing, may be more difficult on account of snow than the Sierra Madre, but Fremont's difficulties on the latter, from this cause, under Williams, an old and experienced guide, must not be forgotten. On either mountain, especially during severe winters, there will be great accumulations of snow in the ravines, but on neither will this cause present difficulties insuperable by modern improvement.

Having now made a brief comparison of the two routes, so far as the nature of the territory and character of the country they will traverse is concerned, let us glance at their respective influence upon commercial intercourse and transit between the East and the West. By Gwin's chart, the mouth of the Columbia is laid down about 46 deg. N.; San Francisco bay 38 deg. N. The main track between the Northern Branch and the Colorado 35 deg. and New York City (which may be fairly taken as a medium for all the Northern Trade) 41 deg. By this route, then, all commerce and travel to and from the Eastern, Middle, and North-western States, (taking New York city as a medium, as said above,) to and from the mouth of the Columbia, must diverge 6 deg. south, and then run 11 deg. north to reach their destination, making 17 deg. instead of 5 deg. the difference between the latitude of New York and the mouth of the Columbia. Between New York and San Francisco bay by Gwin's route, their difference is 9 deg. instead of 3 deg., their true difference of latitude. When the enormous cost in money and time, of transportation and travel with which this additional distance must tax the intercommunication of the Northern States in gross is considered, it must be evident at once that neither they nor the people of Oregon and Northern California will be satisfied with Gwin's route alone, if a better one can be at any expense made practicable. On the contrary, all the South-Eastern States would be nearly as well accommodated in their trade with Northern California and Oregon by the Northern as Southern route.

The construction of the southern line of road alone, provided it had a terminus at San Diego would have the effect to make that the most important port on our Western coast. It is as accessible to all the trade of the Pacific as San Francisco, and the freights to it would be no greater by sea; and being, by railroad, so much nearer to the whole Atlantic country, it would become the avenue of all the trade the railroad

would create between our country and the foreign inhabitants of the Pacific shores. This result would satisfy neither Northern California nor Oregon. The cost of the road on Gwin's plan from Puget's Sound to its angle in the south of California, and the cost of the Northern branches to Missouri and Iowa would build the Northern road, on either the Oregon or the Humboldt route, from the Missouri line to the coast.

Liquor-Law Reform.

RUM-SELLING.

I have no hesitation in saying that, in my judgment, the rumseller is responsible for the usual, legitimate consequences of his business.—These consequences are squandered estates, broken constitutions, blasted reputations, bitterness of heart, squalid poverty, foul crimes, and premature death. These consequences are acknowledged. They are not hypothetical.—They are known and read of all men. The fact that the rumseller does not know which glass of liquor will finish the accursed work of preparing for the crime, or which particular customer will become most prominent in the work of evil, does not, by any means, change his responsibility. He knows the general tendency of his business. He knows that crime is the legitimate fruit thereof. Knowing this, and still continuing the business—the cause of such evil—he must design the effect of which he constantly furnishes the cause. And if he designs these effects, he must be responsible therefor.

It is doing the rumseller no injustice, therefore, to say that he is making a business of all this evil. The following, from the "Star of Temperance," though somewhat sarcastic, is perfectly just. It shows a "Free Trade" combination between rumsellers and moderate drinkers, in carrying on their work of death:

"The rumseller has contracted with his majesty to kill 30,000 in 1851! Support him, and the contract will be fulfilled to the last soul.—We want more drunkards. Where shall we get them from moderate drinkers—the corpse de reserve—the grand reserve, from which are replenished rum's dying hosts. No drafts are protested—never must be. We want more drunkards. You young chaps here at the bar—want to enlist? You can't go it, eh? Can, sir. Don't give it up because you are not ragged and bloated, and your limbs do not tremble. That old drunkard of sixty once stood in your tracks, my dear fellow. Can't stand in his?—Keep on, a few years will make you as finished a sot as ever wallowed in a ditch. The scourge must be sustained. Take a ticket in the lottery of Death; you may draw a gallows and dishonored grave.

"Moderate drinkers! we want to get up 30,000 funerals, 'with fixins to match,'—5000 widows, 6000 orphans, and lots of idle spectators. Who'll take a nomination in the independent ticket, and run for—another world? You, 'blood bucks' of the 'upper ten' which of you will speak for an office, in time for the annual auto de fe of rumselling?—They'll find the liquor for the wake; no shrinking back, gentlemen, a glorious destiny is yours—a living sacrifice for 'Free Trade.' No matter how respectable now, a few years will fit you for any crime. Take a drink, sir—walk in to-morrow and take another.

We want to commit 43 murders, to have 10,000 lawsuits, 50,000 regular rows and fights, get up 36 hanging bees, make 23,000 criminals, 1700 paupers, 400 maniacs, kill 67 by accidents, such as freezing to death when drunk, &c., send 400 juveniles to the house of correction, whip 300 wives, &c., &c., at a cost of more than half a million to the State of New York! In fine, we want to furnish a hell upon earth, and enable rum-sellers to furnish devils enough to carry it on. Who'll volunteer? Who'll graduate and take a 'sheep skin' as an adept in vice and crime, which will gain prompt admittance to any prison in the land. We've enough of the poor class, and we want the best you've got, sons of the wealthy and respectable. Young friend, it gives us joy to see you taking moderate drams. You are one of us—a glorious 'mess,' all moderate drinkers, ready to act our part in the great tragedy, and no stamping when the act comes off. To be sure it does you no good, but there must be so much devilry carried on in the world, and rum-sellers are just the thing to do it with—by your help. Drink, we say, but keep within the bounds of our 'text.' Where the dividing line is between moderate drinking and drunkenness, we cannot say. It's somewhere between one glass and death. Be your own judges in this matter, always partaking discreetly of God's bounties.

"Moderate drinkers—drunkards in embryo! go ahead. Hurra for our side."

Now this is a plain statement of the case.—Moderate drinking is the grand school of drunkenness; the rum-seller is the teacher, and the dram shop is the school-room. Every good citizen owes it to the cause of virtue and humanity, by any and every honest means, to put an end to this school of vice. Every man should

ask himself what he is doing to remove this scourge from the land. And if conscience does not return a favorable answer, he should repent, and bring forth works meet for repentance.

From a report made by Justice Boswell, of Williamsburgh, L. I., we learn the following statistics of crime in that city during the year. "The whole number of persons arrested, brought before him and confined in the cells, was 2,000, of whom were charged with the following crimes and offences: Intoxication 415; assault and battery, 225; assault with intent to kill, 14; arson, 8; rape, 4; infanticide, 1; manslaughter, 1; vagrants and lodgers, most of whom were temporarily confined to the cells, 902.

From the Cincinnati Gazette.

HOGS PACKED IN THE WEST.

Below we present a statement, in detail, of the number of Hogs packed at the principal points in the West, including those heretofore published. The exhibit, though not as complete as we desired to have it, is more full than those published in previous years; and although it does not embrace all the Hogs packed in the several States, a sufficient proportion is included to show, with a very considerable degree of accuracy, the extent of the crop; and for all practical purposes, this is enough. From nearly all of the points given below, we received our information direct, through our own correspondents, and while we do not claim for the figures entire accuracy, we are confident that the aggregate result approximates very nearly to the truth.

OHIO.		
	1851-'52	1852-'53
Cincinnati,	352,048	361,871
Clarksville,	450	1,300
Hebron,	4,225	1,664
Centerville,	550	800
Springfield,	450	1,150
Waverly,	5,000	6,600
Sandusky,	1,200	4,200
Fremont,	2,000	2,000
Chambersburg,	100	100
Taylorville,	400	500
Higginsport,	1,627	1,382
Ripley,	9,500	12,800
Columbia,	1,010	901
Chillicothe,	42,000	63,294
Miamisburg,	3,000	2,300
Alexandersville,	1,300	none.
Middletown,	6,000	5,200
Waynesville and vicinity,	4,480	7,000
N. Burlington,	1,200	none.
Franklin,	1,300	3,800
Sumerville,	1,400	3,400
Camden,	3,400	6,400
Hamilton,	6,000	5,000
Eaton,	4,900	5,000
Winchester,	1,402	none.
Williamsburgh,	5,000	none.
Hills Grove,	2,000	none.
Greenville,	2,000	none.
Hollinsburgh,	1,200	none.
New Paris,	2,600	4,000
Westville,	1,400	2,200
Troy,	10,000	4,700
Bremen,	3,800	1,600
Bellefontaine,	4,000	none.
West Jefferson,	2,044	1,250
*Pittsburgh,	6,000	18,000
*Wheeling,	3,685	21,050
Dayton,	5,000	500
Gratis,	1,400	1,000
Piqua,	3,500	4,000
Manchester,	300	260
Aberdeen,	1,452	3,194
Circleville,	15,700	14,300
Bellebrook,	2,150	2,050
Marietta and Washington Co.,	3,150	3,020
Staubenville,	2,100	2,636
Cleveland,	5,090	20,000
Columbus,	5,000	7,000
Gallipolis and vicinity,	2,300	4,800
Tariton,	500	1,200
Total,	547,373	603,152

*We include these two points in Ohio, because they are on the border of this State, and nearly all the Hogs packed there were from hence.

(To be Continued.)

Some of the Norwegian emigrants settled in Minnesota Territory use the Lapland snow skates. These skates are strips of smooth wood, about six feet long and three inches wide, and turning up like sleigh runners before. The wearer jarty shuffles along by moving alternately his feet, and shoves himself behind at the same time with a long staff. One of these snow skaters arrived in St. Paul, in the latter part of January last, from Lake Superior, having travelled at the rate of eight miles or less a day.

A few days since, a box was taken from the Delaware River about one mile below Delaware City, and its contents were found to be the body of a female, packed in wheat and rye straw. The clothes indicated that the woman had been murdered. The body had been so long in the water that it was almost entirely decomposed.

A Cuban correspondent of the Raleigh Standard says, that Dr. Finley, an English practitioner of long experience in Cuba, and a graduate of Paris, has discovered in the course of his practice, in cases of small pox, that vaccine virus, after having once passed through a negro's system, becomes useless as a prophylatic to the white race.

Theodore Parker calls New Hampshire "the land of poor relations and cheap tombstones."

The art of economy is drawing in as much as one can, but unfortunately young ladies will apply this "drawing in" to their own bodies, when they wish to avoid anything like a waist.

Good Selected Story.

THE TWO CARPENTERS;

OR
PAST TIME REAL OR UNREAL.

A SKETCH FOR MECHANICS.

BY SYLVANUS COBB, JR.

Charles Brackett & Ludlow Weston were apprentices to a carpenter by the name of Jonas White. They were nearly of the same age—about nineteen, and they were both of them of remarkably good disposition, and withal, very punctual at their work. Mr. White was a kind, indulgent man, and his workmen had no occasion to complain of his requirements.

"Charley," said Ludlow Weston, one evening after they had closed their labors upon a house that Mr. White was erecting, 'let us have a ride this evening.'

"No," returned Charles Brackett, as he removed his apron. The answer was short, but yet it was kindly spoken.

"Come, do," urged Ludlow. 'It will be a beautiful evening, and we can have a first-rate time. Won't you go?'

"I cannot, Lud."

"But why?'

"Because I am otherwise engaged, and besides, I have 'n't the money to spare."

"Never mind the engagement, but come along and I will pay the expenses."

"If I ever join with a companion in any pastime that involves pecuniary expense, I shall always pay my share; but this evening, Lud, I have an engagement with myself."

"And what can it be, Charley?'

"I borrowed a book of Mr. White, a few days since, and I promised to return it as soon as I finished it. I desire to do so as soon as possible, so I must devote this evening to reading."

"And what is the subject, pray?" asked Ludlow.

"The History of Architecture," returned Charles Brackett.

"O, bah! Such dry stuff as that!"

"It's not dry, I assure you, Lud."

"It may not be to you, but it is to me. What, poring over architecture all night, after working hard at it all day?'

"Yes," returned Charles; 'because I am thus enabled to learn more of the different branches of our business.'

"Well," said Ludlow, with a slight 'toss of the head, 'for my part I learn full as much about the carpenter's trade at my work as I shall ever find use for. I don't see the use, after a poor fellow has been tied up to mortices, grooves, sills, rafters, sleepers, and such matters, all day long, to pass away the night in studying the stuff all over again.'

"Ah, Lud," replied Charles Brackett, 'you don't take the right view of the matter. Every man makes himself honorable in a peculiar business, just so far as he understands that business thoroughly, and applies himself to its perfection. It is not the calling or trade that makes the man but its the honest enterprise with which that calling is followed. In looking about for a business that should give me a support through life, I hit upon and chose the one in which we are now both engaged, and when I did so, I resolved that I would make myself useful in it.—We have something besides mere physical strength to employ and cultivate; we have a mind that must labor, and that mind will labor, at something. Now, physical labor alone is tedious and unthankful; but when we combine the mental and physical, and make them assist each other, then we find labor a source of comfort.'

"Really, Charley, you are quite a philosopher, and I suppose what you say is true; but then I should like to know if it don't require some mental labor to keep up with the instructions of our boss now? I declare it keeps me thinking pretty sharply.'

"That may be," said Charles; 'but after all, the only mental labor you perform is memory. You only remember Mr. White's instructions and then follow them, and in so doing, you learn nothing but the mere method of doing the work you are engaged on. For instance, you know how long to make the rafters of the house we are now building, and you know how to let them in their places, but do you know the philosophical reason for all this? Do you know why you are required to perform your work after given rules?'

"I know that I am to do it, and that when I am of age, I shall be paid for doing it, and I know how to do it. That is enough," answered Ludlow, with much emphasis.

"It is not enough for me," said Charley.—'Every piece of mechanism has a science in its composition, and I would be able to comprehend that science so as to apply it, perhaps to other uses. In short, Lud, I would be master of my business.'

"And so would I. I tell you, Charley I believe I could frame a house now."

"Such an one as you have been taught to build, Lud."

"Certainly. Everybody must be taught at first."

[To be Continued.]