

# THE DAILY JOURNAL.

O. CLEMENS, EDITOR AND PUBLISHER.

TERMS OF THE DAILY JOURNAL.  
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TERMS OF ADVERTISING  
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"CHEAPER THAN THE CHEAPEST,"

"BETTER THAN THE BEST."

Is our Rule for Book and Job Printing.

Eastern Connections.

We look forward to a time near at hand when the trip from Hannibal to New York will be made in forty-eight hours. It is now accomplished from Indianapolis to New York in forty-two hours. Stock is being rapidly taken in an air-line road from Indianapolis to Decatur, which is about one hundred and fifty miles. Our northern neighbors never fool away their time after they commence a project, so that we won't have to "wait for the wagon" long on that line. A road is under contract to connect Decatur with Springfield, a distance of forty miles. A road is in operation between Springfield and Naples, sixty miles nearer Hannibal. We believe there is a called session of the Illinois Legislature this winter, for some purpose, and at this session no doubt can now be entertained that a successful effort will be made to pass the Pike County Railroad Charter. The necessity for that road and the injustice of withholding a charter are becoming too apparent and too glaring not to rouse into energetic and determined action that very large portion of the people of Illinois who are interested in effecting a direct connection between the Great Central Indiana and Illinois Railroad and the Hannibal and St. Joseph Road. Hence, we see one paper after another, on the route east of us, taking up the subject and engaging in its discussion with an earnestness we have never seen before. The press and the people act and react upon each other, and therefore it is fair to look into the newspapers as mirrors from which are reflected the greatest moving, pervading thoughts of the people.

Assuming, then, that the forty miles of Railroad which will connect Naples with Hannibal, will soon be in operation, we may count two hundred and ninety miles of Railroad from Hannibal to Indianapolis, which may be traversed in eight hours. This would make fifty hours to New York, but we put it down at forty-eight, because it is observed that Railroads are continually improving their speed.

A gentleman from Indianapolis was in our city yesterday, for the purpose of making investments in city property. It is his intention also to buy land all along the Railroad route from Hannibal to Pittsburg. He has already bought land on the route between Hannibal and St. Joseph. The wisdom of these investments is obvious.

The editors and publishers in Ohio are to hold a State Convention in Columbus on the 10th of January.

The Louisiana Record and Boonville Observer recommend that a similar convention be held at Boonville, in this State, on Tuesday, the 30th of August next, "to take means deemed most proper to correct the evils under which we are now laboring." We agree with those papers that "there are few trades or professions that are not better rewarded than printing;" that "there is no rest or respite for the 'galley' slave;" and, for one, we second the motion for such a convention, and do not see why the time and place named should not suit as well as any other.

We are indebted to Hon. H. S. Geyer for a copy of "Abstracts of Correspondence Respecting Commercial Regulations." For the many valuable favors of the kind which we have received from Messrs. Geyer and Porter, we return our hearty thanks.

L. J. Ritchey, editor of the Warsaw, (Mo.) Democratic Review, offers his paper for sale. Ill health compels him to discontinue its publication.

## TOWN HALL.

Messrs. R. F. Lakeman and A. W. Lamb, commence to-day the erection of a building on the corner of Centre and Third streets, that will be an ornament to the city. It will be sixty-five and a half feet on Third street, by sixty feet on Centre street. The first story will be divided into three stores, fronting on Third street. The second story is intended for a City Hall, provided the city agrees to rent it for three or four years. The Council now has the matter under advisement. This Hall will be sixty by forty-two feet, with a ceiling thirteen feet in height. The remainder of the space in the second story will be occupied by offices for the clerk of the Court of Common Pleas, the City Clerk, and a jury room. The whole will be finished off in very handsome style.

The Hall will be used as a court room, and also for public meetings, exhibitions, concerts, &c. The location is well chosen for dry goods stores, as well as for the City Hall.

Messrs. Richards & Marsh, are contractors for the brick work, and Mr. T. J. Wilson for the wood work.

Thirty-nine merchants and citizens of Jacksonville, Ill., have appended their signatures to a card in the papers of that place, in which they state their determination to refuse to receive and to discountenance the circulation among them of George Smith's Atlanta Bank notes, and that after the first of August, they will receive no bills of a less denomination than five dollars except those legally issued and registered in the State of Illinois. That is the date at which the law prohibiting the paying out or receiving of small bills, takes effect.

Accounts from Australia say that the mines are richer than in California, but that they are overrun with people, and thousands are making nothing.

Rev. Mr. Phillips, Pastor of the First Presbyterian Church, will deliver a sermon next Sunday, commencing at 11 o'clock, P. M., on infant baptism.

The people of Alton are agitating the project of building a railroad from Alton to St. Paul, passing through Jacksonville, Beardstown and Macomb, in Illinois, and Burlington, Columbus City, Iowa, City, Cedar Rapids, &c., in Iowa.

## THE PRE-PAID ENVELOPES.

We see it stated that the Department has notified Mr. Nesbitt that no more of the envelopes will be received bearing Mr. Nesbitt's name, or his card in any other form.

The difficulty between Peru and Bolivia bids fair to lead to actual war.

Cotton mattresses are now made in New York. They are said to be superior to the moss, curl hair, or husk mattresses. The cotton felting is prepared by a patent process.

## Equestrian Marriage.

Mr. Lewis Butcher and Mrs. Jane Rider, rode up to the fence in front of the clerk's office, in this place, on last Wednesday, with the attendants, and demanded marriage license, which was promptly prepared by the ever accommodating deputy clerk. The deputy being also a justice of the peace, requested the parties to join their right hands. Thus, with a plank fence intervening between the justice and parties, they were firmly and effectually married—and Rider made Butcher without the parties being required to alight from their steeds; and after forking over the justice a pair of dollars, the happy pair made their exit. We recommend the style for its economy and beauty, especially, for the economy—so much money that youngsters need for an outfit in life, is spent foolishly for a wedding show.—[Brownstown (Ind.) Dem.]

The capital invested in Prussian Railways in 1851, was four hundred millions of dollars. The number of companies is twenty-one, and the number of miles finished, is 4,500.

New York, July 14.

The President arrived at 9 o'clock this morning. A great military procession was formed; a smart shower fell during the procession.

## WASHINGTON NATIONAL MONUMENT.

As elections for members of Congress, &c., will be held during the ensuing month in several States of the Union, the Board of Managers have deemed it their duty to request the judges or commissioners who may be appointed to take the ballots of the voters to put up boxes at the different localities where elections will be held, for the purpose of receiving such contributions as the admirers of the illustrious Father of his Country may think proper to deposit in aid of the great monument now in course of erection in this city to his memory.

They feel assured that when this noble and patriotic purpose is presented to the people they will not hesitate to give their mite for such an object; and it now becomes more necessary as the funds of the society are rapidly diminishing and may not soon be adequate to carry on the work. A small contribution from each citizen or voter throughout the United States would be sufficient to complete the monument—a work intended to add to their glory, as well as to honor the memory of the illustrious dead. A half-dime is but an inconsiderable sum, and yet a half-dime contributed by every inhabitant of our country would rear the grand structure now in progress to its destined completion. It will be pitiful, wondrous pitiful, if, out of twenty-five millions of souls who inhabit this great country, rendered independent, prosperous and happy, mainly by his exertions and devotion to its cause, the sum necessary to erect a monument worthy of such a man could not be completed for the want of the small pecuniary aid which every American should feel it his pride as well as his duty to afford.

At the last Presidential election the plan of obtaining contributions at the polls—thus testing the patriotism and liberality of the voters and others—was attempted. Though previous arrangements were not such as to insure a very full collection, the result was as satisfactory as could, under the circumstances, have been expected.

It is therefore desirable that this system should be continued in the different States at all future elections of a local or general nature; and the Board of Managers indulge the hope that on this occasion, at the elections to be held in the respective States of Arkansas, Alabama, Indiana, Kentucky, Missouri, Texas, Tennessee, and North Carolina, in August next, contributions will be made in aid of the Monument worthy of the countrymen of their illustrious benefactor.

GEO. WATERSTON,

Secretary of the W. N. M. S.

Journals favorable to the above object in the States where elections are to be held are requested to publish the above.

## Pike County Railroad.

The State Register, after advertizing to the reported arrangements for building the Northern Cross Railroad says:

"We trust now that having secured the Mercedosa extension of the Northern Cross road, that opposition to the air-line extension from Naples to the Mississippi will cease. Hitherto the counties of Sangamon and Morgan, which are deeply interested in both lines, have co-operated in refusing a charter for the 'Pike Road.' That they acted against their own local interests, none can doubt. We have every reason to believe that hereafter they will insist, through their representatives in the legislature, that the Pike extension be granted."

The last sentence in the above will be cheering to the people of our county. Sangamon and Morgan have heretofore been against us in policy, whatever they were in feeling. We believe they now see that Quincy has deceived them.—That Quincy does not even wish to pass through Morgan and Sangamon, but is leaning northward.

We wish these two counties, and those on the line West, particularly to notice the fact that Quincy is now striving, by every means, to force a connection with the Hannibal and St. Joseph Road, at Palmyra. Let us have no compromising, but a war to the "bitter end."

[Pittsfield Free Press.]

PACIFIC RAILROAD.—The Board of Directors of this Company have petitioned the City Council for the establishment of a depot, fronting upon or adjacent the wharf.

Also, that the right of way through the public streets, or on such line as may be found preferable, may be granted for the purpose of laying as many tracks as may be deemed necessary.

Also, that the Mayor be authorized to sell and convey the company one of the lots of ground, owned by the city, east of Main-street, and north of Lesperance street. It was presented to the Board of Aldermen on Friday and referred to the Committee on Streets and Alleys.—[St. Louis Intelligencer.]

From the Pittsfield Free Press.

Quincy.

The great and exciting topic of the Quincy Herald, "John Wood and the Hannibal Rail Road," has been run into the ground by Mr. Brooks, and various other manifestations of his large organ of combativeness have had a tendency to bring before the Public thor' his e-pistols his views in relation to a great point of Public weal i. e. the connection by Rail Road of Naples and Hannibal by the most direct route.

In spite of all this however, the Road from St. Joseph east will be the great northern thoroughfare. The good sense of the legislators and people of this State, must in will see, the importance of the connection link in question. That such connecting would injure Quincy I deny. It would be of great benefit to the traveling public. Let us suppose that Hannibal and Naples are connected by a Road running thro' Quincy. The time is not far distant when 500 passengers daily would pass over such road. Let us then take 25 miles for the distance over that of a direct line through Pike Co. and we have 12,500 miles extra and unnecessary travel daily. Call the cost 2 cts. per mile and you lay the snug tax 50 cts on each passenger, amounting to about \$75000 yearly. If the democracy of old Adams will point out the true Democracy in this picture I will strive to see. Although I am a citizen of Adams C., an feel interested in the prosperity of Quincy, I do not think it right to tax the traveling public in future time to build up Quincy. She is destined to grow anyhow; she has location capital, men and mind, to insure her future prosperity. R. W. H. Payson, July 11th. 1853.

Position of Henry S. Foote.

The following declaration of sentiment by ex-Senator Foote, of Mississippi which we find in a late number of a Mississippi paper, will be read with interest:

I have repeatedly said, and I now emphatically repeat the declaration, that the day can never come when I shall recognize as my political adversaries, any of that patriotic and high-spirited body of men who fought shoulder to shoulder with me in the contest of 1851, and whose noble exertions I am positively certain saved the Union from destruction. They may abandon me; if they do so I shall not complain; but I will never forsake either them or those great interests for which we have unitedly contended. As to the old issues between Whigs and Democrats, I know well that so far as Mississippi is concerned, they are too dead to be galvanized into renewed vitality by any process known to the most expert political quacks any where to be found, and I shall hereafter cooperate, as I have done heretofore, most cheerfully and cordially with all good citizens, both in the State and elsewhere, who are willing to stand up, faithfully and efficiently, to the principles contained in the President's Inaugural, and the leading views set forth in Mr. Everett's celebrated letter upon our Foreign Relations. I recognize no political affiliation with any men, or set of men, either at the North or South, who cannot stand these tests, nor do I desire to receive either the sympathy or support of any man, whether he calls himself Democrat or Whig, who now denounces the measures of compromise, or who refuses to indorse the President's Inaugural Address, and to act faithfully up to every sentence, line and word of it.

STEAMER JEANNIE DEANS.—Why she was not *Raja red*.—It was announced a few days since, this boat was taken to the Marine Railway Docks in the northern part of the city, to undergo repairs, and to have forty feet additional placed in her hull. The addition was to be made amid ships, and the work, it was thought, would require two or three weeks; but before going on, the consent of a property holder had to be obtained, as the lengthening of the boat would cause her bow to intrude twelve or fifteen feet upon his premises. The favor was not granted, and as the Marine Railway Company had no space of their own sufficient to accommodate the proposed lengthening, the job had to be deferred. The space occupied by the Railway is, we believe, 250 feet front. The alterations of the the boat would have made her hull some 270 feet. The owners of the boat have concluded not to have the alteration made this season, and next week she takes her place in the Keekuk trade.—[St. Louis News.]

We learn that on Tuesday morning, H. Masterson, living in the New Haven district, was shot and mortally wounded, by a man named Smith, also residing in that part of the county.—[Bardstown (Ky.) Herald.]

Edward Hickey, aged 27 years, committed suicide in Baltimore last Wednesday. Cause—hard drinking.

Why do the Democracy of this county any longer hesitate to take a high and noble stand in the selection of the VERY BEST MEN for office?—Mt. Ver. Ban.

Because the very best men are Whigs. Don't ask such silly questions.—[Cleveland Herald.]