

THE DAILY JOURNAL.

O. CLEMENS, EDITOR AND PUBLISHER.

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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.

The exhibition of Deaf and Dumb pupils was attended with much gratification yesterday evening by a large audience. The progress of the pupils in reading, writing, arithmetic, geography and grammar, could not but be encouraging in the highest degree to the parents of those children who unfortunately may be deprived of speech and hearing. The eloquence of action was exemplified in a striking manner by a simple, pathetic story, told by one of the young ladies through the medium of signs, and the "Mute's Lament," a poem recited by another young lady. As the signs were made they were translated into speech by one of the superintendants. These recitations were very affecting. There was a variety of pantomimic representations, grave and gay—such as going fishing, hunting, etc.

After the conclusion of the exercises, Mr. Porter addressed the audience, presenting a brief history of the progress of attempts to provide the means of educating mutes in this country. A bill was introduced in Congress during the last session, setting apart a portion of the public domain for the purpose of educating the deaf, dumb and blind. The bill passed the House, but being towards the close of the session, there was not time to take it up in the Senate. There are about ten thousand mutes in the United States.

For the Journal.

Mr. Editor:—Can you tell me how many of the present Board of Directors in the Hannibal and St. Joseph Railroad company hold office in said company, for which they receive pay? If yes, I would like to know who they are, the office held, the amount of pay attached, and how long to be held? Also, what effect such pay offices are likely to have on the official duties of such Directors, and whether these persons are not called on to pass on each other's claims, in their second characters of Directors? Please tell me if this practice is not prejudicial to the best interests of the company? Did the desire to retain office of pay have any effect in keeping Hannibal out of her share of representation in the Board? Had it any connection with the refusal of the Board to fill the vacancies caused by the resignation of Messrs. Selmes and Melfett?

N.
We cannot answer all of "N.'s" questions, but we are quite sure that more Directors held offices of pay than ought to.

On Wednesday night last a child of Mr. Wm. J. Williams, of Paris, Mo., was accidentally smothered to death.

The Texas gold discoveries are said to be a humbug.

Dates from Liverpool to the 2d inst., state that the Russians had crossed the Pruth with 12,000 men. It was reported that the English and French fleet were to enter the Dardanelles as a counter-move to the expected passage by the Russians. It was said that the occupation of Wallachia by the Cussians, had caused Austria to unite cordially with the English and French. Prussia was neutral.

The following advertisement of the celebrated Russia Salve, from the Boston Times, we copy gratuitously, as the *ne plus ultra* of its kind:

The bull-frogs raised their tails on high,
And bounded o'er the plain!
A humbler went thundering by,
And then came down the rain;
Chain lightning split a peasant's nose,
And killed a yearling calf!
Loud o'er the crashing thunders rose,
A shout for Russia Salve.

RAILROAD TO NAPLES.

It will be seen, from an article taken from the Mt. Sterling Chronotype, that the Morgan and Sangamon Railroad Company is using, or about to use the most efficient means to secure a connection with the Hannibal and St. Joseph Railroad. The actual commencement of surveys, the securing of the right of way, and the following of this up by the work of construction under the general law, will, as the Chronotype remarks, secure the charter at the meeting of the next Legislature, and, if not, the road can be built without a charter. From the spirit of the Chronotype's article it would seem that the enemies of the Pike county road are thinking quite seriously of despairingly abandoning their opposition. The following remarks of the Pittsfield Free Press will throw further light upon the condition of affairs there, and give a better insight into the spirit of the Chronotype's article was written:

Northern Cross Railroad.

In another column we publish an article in regard to this road from the Mount Sterling Chronotype. It is easy to be seen, notwithstanding the "spunk" displayed, that the writer has about concluded that the "Little Brindle" has been "sold." The writer is, we discover, well informed as to the movements of the friends of the Pike county Railroad, who were never more active than at present.

In this connection we would mention a certain celebration which took place at Mt. Sterling upon the defeat of the Pike charter; and at which there were given "Three groans for Pike." The people of Brown should have reserved these groans for their own day of adversity.

At a banquet recently given to the President and Cabinet in Philadelphia, the Secretary of War, Col. Davis, took occasion to express his opinion that Congress should assist in the construction of a railroad to the Pacific. He was a strict Constitutionalist, and within the limits of the States would touch nothing, but between the States and the slope of the Pacific, there was a necessity for a railroad to transport troops and munitions of war. Mountains usually divide nations. But in the progress of the conflict of mind with matter, it had become possible to skip the mountains or tunnel them, or pass them by means known to civil engineering.

Mr. Guthrie, Secretary of the Treasury, stated there would be a large surplus in the Treasury, and expressed the opinion that any excess of the Federal Finances would be most judiciously applied to the construction of a railroad to the Pacific.

Thus our Democratic administration have removed the constitutional difficulties, and pointed out the means of construction.

Two prisoners escaped from the Illinois penitentiary last Monday.

The body of a man named Hugh Mentonich was found in the Illinois river at Otwell Bar, on the 17th.

It is stated in the Alton Telegraph, that Mr. Keating, the Superintendent of the Alton and Springfield Railroad, left Alton on Tuesday noon for Chicago by the Alton, Springfield and Bloomington road, and returned to Alton on Friday at noon, after transacting business at Chicago. This is quick traveling. He reached Alton, it is stated, twenty-four hours earlier than passengers who left Chicago with him, and who came through by the steamers down the Illinois.

By September, when the connection is made by railroad from Bloomington to LaSalle, we presume passengers may leave here, and reach Chicago in less than twenty hours. Mr. Keating went from Alton to Chicago in twenty-eight hours, part of the way by stage-coach.—[St. Louis Intel.]

YOUNG PIGS.—Have an eye to these when they first begin to eat the slops from the dairy. Sour milk is apt to make them scour, and this complaint is often fatal to them. If they live, growth is stopped, and all that they eat does them no good. I know of no remedy for this disease, and would, therefore, advise to use care to prevent it. Let them for a time have sweet skim milk, corn, and a free range in a pasture, if possible, and wean them gradually.

AWKWARD MISTAKE.—A fine stone church was lately built in Missouri, upon the facade of which a stone cutter was ordered to cut the following inscription: "My house shall be called the house of prayer." He was referred, for accuracy, to the verse of scripture in which these words occur, but unfortunately he transcribed, to the scandal of society, the whole verse: "My house shall be called the house of prayer, but ye have made it a den of thieves."

RAILROAD TO THE PACIFIC.

We find in the Detroit Advertiser a letter from Geo. C. BATES, formerly a prominent citizen of Detroit, but now a resident of San Francisco, from which we make the following extract relative to a Pacific Railroad. We very much doubt whether the idea of a separate Republic on the Pacific coast is entertained by many of our brethren of California, but it is well enough to understand the views of even an inconsiderable number of disaffected persons, especially when it is in our power to remove the cause of complaint.—[Chicago Press.]

Among the passengers home is Col. MAGRUDER, of the army, who is one of the Pacific Railroad Company, now about to organize. He is a distinguished engineer, and goes to Europe to lay his report before the capitalists there. The Company is about completed, and if English and other European capitalists can be enlisted, we do not propose to await any action of Congress on the subject. Half the exports of California gold this year, will make the road to the Gila, 1,800 miles, more than half the way. Our fast men, bankers, who ship their million every fortnight, are not disposed to wait your slow coaches on the other side, and I shall not be surprised if the whole route from here to the Colorado is put under contract before Congress moves. There is no particular reason why we on the Pacific should look to the Atlantic States for aid in these matters; we can do better in England and France. They know something of California resources and means, and there are millions of dollars in French and English gold brought here to loan and to buy real estate.

Besides, with the revolution and conquest of Sonora, a new Republic might spring up here that would be stronger, more energetic alone, than with a long tail to it on the other side of the Mountains.

What would the Southern chivalry say when the quiet Northern Yankees come into Congress from the Pacific, and preach the doctrine of peaceful secession. Yet such a time may come. In dollars and cents, I have no doubt that California will gain immensely by separation. We keep you from Bankruptcy now; we pay you more for goods than we can buy for in England, France, and South America; we pay down in gold and get nothing in return but the flag, and old associations and memories. This feeling, though subdued, exists, and unless the railway be finished within ten years, it is my firm conviction that California will not be in the Union. The States lying between Panama and Puget Sound would make a magnificent Republic, the Rocky Mountains and the desert a fixed boundary, and the treaty between the United States of the Pacific and the United States of the Atlantic would stimulate the Congress of each to do something for their respective States. It is well enough to study the railway question in its political bearing.

On Wednesday evening the house of Mr. Beerman, of Quincy, was broken into by several men, who assaulted Mr. B., and injured him very badly. The quarrel originated about a basket.

HAVANA, July 1, 1853.

The account from the country are quite disheartening. On one plantation they have lost two hundred and eighty negroes from cholera. The Chinese have also suffered terribly. In some instances the whole number taken on the estate have been swept off. If it comes to the city it will make sad havoc, added to the yellow fever.

The late news from England and Spain has produced quite an excitement in regard to the slave question. The most positive orders have been received, there is no doubt, from Spain, to put it down at all hazards. Zulueta and Forcada, both large planters, are already in prison. It is said there is no order for the arrest of Parajo and another considerable character. Negroes of the late importations are brought in almost daily from the various plantations. These proceedings have thrown great despondency on the planting interest. What the result will be, it is difficult to say.—[Tribune.]

CURE FOR THE BLUES.—Luther says: "When I am assailed with heavy tribulations I rush out among my pigs rather than remain alone by myself. The human heart is like a millstone in a mill, when you put wheat under it, it turns and grinds and bruises the wheat to flour; if you put no wheat in it, it still grinds on, but then it is itself it grinds and wears away."

A CALIFORNIA LAKE.—Lake Bigler, described by the Placerville Herald, is certainly one of the curiosities of California. It lies at a great elevation between two distant ridges of the Sierra Nevada, and but one and half miles to the north of Johnson's route to Carson Valley. It is at least fifty miles long, with an average width of from ten to twenty miles, and is of great depth. It never freezes, though surrounded a great part of the year by snows. On either side are arranged great rock barriers that, since their upheaval, have, though aided by volunteer torrents from the melting snows, successfully resisted its annual efforts for release from its mountain prison. It abounds with fish of several varieties, among which the speckled trout, many of large size, and the salmon, real salmon, predominate. They are taken in considerable numbers by the Indians that resort to this their, wildly romantic and beautiful summer retreat. So clear are its waters that a stone or other object can be seen at the bottom, thirty or more feet deep. About midway between the two extremes of the lake, on the eastern side, is a singular over-arched chasm, in the wall of rock that leads to unknown caverns and dark recesses, said by the Indians to be the abode of spirits.

If a well bred woman is surprised in careless costume, she does not try to dodge behind a door to conceal deficiencies, nor does she turn red and stammer confused excuses. She remains calm and self-possessed and makes up in dignity what she may want in decoration. The most sensible woman we ever saw was one who, when her husband took us home on a wash day to look at his new house, never made one word of apology for the confusion that existed, nor once begged us not to look around.—[Carpet Bug.]

Here is one of IRE MARVEL'S Laconics, with food for thought and action:
"Stop not, loiter not, look not backward, if you would be among the foremost. The great present! now so quick, so broad, so fleeting, is yours; in an hour it will belong to the Eternity of the Past. The temper of Life is to be made good by big, honest blows; stop striking and you will do nothing; strike feebly and you will do almost as little. Success rides on every hour; grapple it and you may win, but without grapple it will never go with you. Work is the weapon of honor and he who lacks the weapon will never triumph."

The Artesian well in Charleston, Mass., has been bored to the depth of 1,111 feet—nearly a quarter of a mile—without obtaining a supply of water. Hopes are entertained that as soon as they have passed through the stratum of sand rock, they are now boring, water will be found.

A lawyer once pleaded with great ability the cause of his client for nearly an hour. When he had done, his antagonist, with a superfluous sneer, said he did not understand a word the other had said; who neatly replied, "I believe so, for I was speaking law."

REMEDY FOR BOTS IN HORSES.—A writer of the Southern Cultivator gives the following simple remedy for bots, which if administered in time, he calls an almost infallible remedy. Drench freely with sweet milk and molasses, (sugar or honey will do) well shaken together. Continue it, a bottle every 15 or 20 minutes, until the animal becomes easy, then give a quart bottle full of strong salt water, followed soon after with a quart of castor oil.

It is idle to give anything to kill the bots when in the horse. The only plan is to carry them off—this a sweet drench will do. They seize on it greedily and fill themselves in a little while. In salt and water they will lie dormant for days together, and in this state the oil will carry them off.

A good many valuable horses have died recently in this vicinity. The lives of most of them might have been saved, if the above very simple remedy had been promptly administered.

From the Mt. Sterling Chronotype, Railroad Matters.

We learn, from rumor, that the Chief Engineer of the M. & S. Railroad company, is now engaged in surveying the route, from Naples to Hannibal, through Pike county, and that the above company are, also, securing the right of way, for the purpose of building the road through, under the general law, provided the N. C. R. R. Company do not take immediate steps to connect with their road, which is now completed, and on which the cars are running, to Meredosia. If, as has been intimated by the "Whig," the Quincy Co. intended to let the Meredosia road rest without making any effort for its completion, before next spring, and the Morgan Co., in the meantime, break ground, under the general law, and progress with the work through Pike, there can be no reasonable doubt, as to their obtaining a special charter from the legislature when it assembles, should they ask it.

This matter, of the Meredosia road, is drawing rapidly to a focus, and if the people of Quincy wish to secure the crossing of this great con-