

WESTERN UNION.

HANNIBAL, THURSDAY, JUNE 19, 1851.

O. CLERMONT, EDITOR AND PUBLISHER.

Agents for the Western Union. W. H. Storer, Memphis, Scotland Co., Mo. Wm. N. Penn and W. B. Twyman, of Paris, Mo. R. H. Buchanan and John A. Quarles, of Florida. Thomas E. Thompson, of Delmar. Wm. A. Young, of New London. J. L. Canby, of Mexico. Mr. Blakey, of Clinton. George Bowers, of Barry, Ill. Postmasters are requested to allow us to add them to the list.

The above named gentlemen are authorized to give receipts for money due the Western Union. Traveling agent, Mr. JAS. R. GARNETT is our authorized Traveling Agent.

We are authorized to announce the Hon. JOHN M. RYLAND as a candidate for the Judge of the Supreme Court of Missouri at the next August election.

We are authorized to announce JAMES R. ABERNATHY a candidate for the office of Judge of the South Judicial Circuit.

Remains of N. Brown—Rev. Joseph Brooks, of Keokuk, will preach next Sunday, at the M. E. Church, at the usual hour in the morning, and at 3 o'clock in the afternoon.

The river continues to fall slowly. It has fallen about two feet from the highest point.

HANNIBAL & ST. JOSEPH RAILROAD.

Northern Missouri possesses natural resources equalled by few and surpassed by no portions of the West. Her central position at the confluence of the two mighty rivers of the continent, her situation amid the interior Western States, commanding the profitable and increasing overland trade with Utah, New Mexico, Oregon and California, the fertility of her domain, together with many other considerations, to the full as conclusive, concur all to furnish the most powerful incentives to awaken the ardor of her citizens, the most certain and brilliant inducements to impel them to activity in securing the blessings we may derive from so many natural facilities. A depot in every respect to fulfill a very high position in the confidant, to become one of the most powerful wealthy, and prosperous States of the Union; but devolves upon her citizens to decide whether that station shall be hers or not.

The experience of the past in every part of the country, conclusively evinces the almost magical power of internal improvements in developing the resources of a country. Wherever the rail car and the canal boat are employed, cities rise, villages flourish, the farms become valuable and profitable, the country densely inhabited by an active, thriving and industrious population. The western section of New York, intrinsically not so good a region as is Northern Missouri, and not so highly favored by adventitious circumstances, merely from the effect of the colossal systems of railroads and canals which have been put into operation throughout the length and breadth of the land, has become one of the most wealthy, populous and important portions of the Union, if not so beyond all comparison. Pennsylvania and Ohio are but common-places upon the axiom that the readiest path to influence and prosperity exists in the development of internal powers by affording a rapid, safe and convenient transit to our productions, and removed facilities to commerce. And Michigan, Illinois, and other States, but recently aroused to the importance of the fiber, have received a new impetus from the various enterprises of this nature completed or in progress, within their respective boundaries. Nor is it in the Northern States alone that this effect is so invariably witnessed, although many unfavorable contingencies have united to impede the endeavors of the South; yet Maryland, Tennessee and Georgia, the States which have been foremost in striving to improve their physical advantages, merely from the legitimate and ordinary result of their enterprises, have become the most flourishing of all the Southern States.

The proposed railroad from this city to St. Joseph unites considerations of the gravest moment and advantages of the highest order. Those especially appeal to the merchant and farmer, the capitalist and philanthropist; in short, to every class of the community, and are important in every respect. At the present, I desire to examine a few of the most urgent reasons which should influence in favor of the success of the proposed scheme.

The country between the termini of the route is of the finest and most productive description; the climate agreeable and usually salubrious; the soil of surpassing fertility, in every respect, the most desirable region west of the Mississippi, and from fertile alluvials. Yet Missouri has long remained scarcely advancing in population, whilst Iowa, Wisconsin, and Minnesota have been rapidly settled, and are now approaching Missouri with increasing strides. But although our territory is so rich, it awaits might unless its produce can cheaply and easily be transported to market. Many farmers of the central portion of the State do not endeavor to raise more than they themselves consume, depending for their scanty profits upon their stock entirely. How different would be the state of affairs were the Hannibal and St. Joseph Rail Road completed. Those articles which now are not worth one-half of their carriage would then repay an ample compensation, not only for the cost of transit, but also for the labor of the cultivator. The value of lands is uniformly advanced by the reduction of the price of transportation of the productions of a country; consequently, by the improvement of the means of transit, fertile lands receive a greater additional value than poor ones. Thus, if the cost of the carriage of the products of an acre be to a mere one dollar, and by means of a railroad or other improved facility, it is reduced by a half, the value of the land is advanced by the sum, which would produce the actual interest of fifty cents per annum. The price of land along most sections of the contemplated road has continued little above the original congressional valuation. The reason is obvious, the industry of the farmer is not wasted in rearing crops which can never be sold in a remuneration sufficient to ever even the outlay in transporting them to market. But it is difficult being removed by the railroad, when the cost of transit will be

come greatly reduced, the lands will inevitably acquire new value. Or, in other words, money now invested in real estate is but squandered capital, and can yield no interest to the owner; but when the articles, the growth of the soil, by the diminishing of transportation charges, return a surplus beyond the actual cost of production, as none can doubt that they assuredly will, instead of remaining, as at present, totally unprofitable, they will, of course, afford a constantly increasing compensation. The immediate effect of the contemplated road will be to cause the country through which it will run to become thickly inhabited, highly improved, and wealthy, not only along the direct line of the way, but for many miles on either side. Its immediate result will be to secure the prosperity of every species of industrial pursuit.

By some it has been predicted that the opening of this road will assuredly tend to the injury of all the towns upon the route, but I think the following extract from the report of the Chief Engineer of the Charleston and Memphis Rail Road, will evidence these fears to be entirely fallacious, and that these fears have mistaken their inspiration.

"Before the construction of the Erie canal, that country was less populous than the valley of N. Alabama is, and yet that canal and the railroads, since constructed, have created cities where the hand of man had scarcely touched the native forests and have converted the wilderness into a garden. It has been but a short time since Buffalo was a village, and 25 years ago it had only 5,000 inhabitants; it is now a city numbering 50,000 people. And Attica, Rochester, Auburn, Syracuse, Utica and Schenectady, are but the creations of yesterday, the result of the developing power of railroads and canals. In fact the first effects of these improvements is to create new towns and to enlarge old ones. As population increases, a certain proportion of them must inhabit cities, and the general prosperity of the country will show itself in growth of towns. On some roads of Massachusetts, you are seldom out of sight of a village. Let us take the Boston and Worcester railroad for an example. Worcester is 14 miles from Boston, and some had predicted that the place would be injured by making a road to Boston, but the road was made and the town was increased. It was next proposed to extend the road through Worcester, and then many predicted most confidently, that the town would be destroyed, but the road was extended and the town continued to grow. Worcester now has 15,000 inhabitants, and besides the road from Boston, has railroads diverging, on the east to Springfield and Albany in a south-east direction to Providence, R. I. on the south to Norwich, Ct. and in a north-east direction to Nashua, N. H. It was a country village before the road was made to Boston. Between Boston and Worcester, are not less than seven flourishing towns, Brighton, Newton, Needham, Farmington, Hingham and Westboro, so that instead of destroying the railroad has built up a town for almost every 5 miles of its length.

"There may be something in the institutions of the South less favorable to rapid growth of towns, but still we find that these improvements produce consequences similar in kind, if not in degree.

"In the State of Georgia, the same effect has been witnessed. There is scarcely a town or village on or near any railroad, which has not been benefited, and new ones have grown up. In six years, Atlanta has increased from 2 or 3 houses to 3,000 inhabitants; and during the same period, property in Marietta, only 20 miles distant, has advanced in many cases, 400 per cent. and village property in that State, has been generally doubled in value, at least."

"Another consideration of great importance, especially to residents near the other terminus of the line, arises from the peculiar nature of the Missouri river. Frequently the water is so low a stage, that navigation is expensive and difficult, and during a considerable portion of the year completely precluded, whilst the Mississippi is at all seasons accessible. In consequence of this, the trade of the Upper Missouri is stagnated; but by opening the proposed Railroad the commerce of that region would be liable to no such interruption. Whenever rail roads have come into competition with steamboats the former have been universally successful. Nor is this result the less certainly unenviable, even when the latter enjoy every conceivable advantage as upon the Hudson, where the boats are of the finest and the swiftest description, and the fare of passage reduced to the cheapest rate. But even there the railroads along North river have drawn off the business almost entirely from the boats. If such be the effect on a stream such as the Hudson, navigated by the best and the fastest steam vessels, and at the lowest rates of transportation, what will be the result upon the Missouri? St. Joseph is the grand centre of all the Western overland intercourse with the Territories beyond the Great Plains. The trappers and hunters of the west, the emigrants to Utah and Oregon, and the adventurers for California, all converge here, and from that point their head quarters; the Hannibal and St. Joseph Rail Road by affording removed facilities to every species of internal communication, in this branch of traffic, particularly will ensure her continued prosperity and confirm her destiny as one of the largest and most flourishing and important points west of the Mississippi.

"But not only in a direct, pennywise manner, will this proposed line become extremely beneficial, but even more advantageous will it prove in a moral and political view. By promoting communication, and increasing the wealth by developing the resources of the country, it will necessarily foster the growth of educational institutions. Every page of history shows that where commerce progresses, and intercourse unobscured, morality and enlightenment accompany the cultivation of the physical arts. In a political light, nothing in the whole range of public policy so tends to secure the most elevated degree of power, happiness and prosperity of a country, as the improvement of the means of internal commerce.

"Such will, I conceive, be some of the more immediate and tangible effects to be produced by putting into operation the contemplated road; but it presents other, and, if possible, yet vaster features and conceptions. It will not only increase our resources, so cultivate the energies of the State, as to ensure the creation of yet greater internal improvements. It will be to Missouri what the Erie Canal has been to New York; not exhausting, but adding greatly to her powers, only the beginning of a great system of roads, which will ultimately traverse the State.

"But, Mr. Editor, as I fear I have already trespassed far too greatly upon your space and good nature, I must hasten to conclude.

DAMONIAS.

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Mr. Editor:

In your valuable paper of the 29th May, I find P. appearing once more, with all the pomposity and egotism common, comparatively, to but few of our kindred, measuring in a bushel what might be compressed into a nutshell, (his own brain) which production, I fear, inevitably will be regarded as the legitimate and spontaneous offspring of a depraved heart. Notwithstanding, I will give it a few passing remarks, not in the way of argument, for that cannot be applied in answer to what he is pleased to call the desert.

Mr. P., with his usual self important style, beseeches J. N. J. not to think him discourteous; that the desert of the feast is always reserved to the last! Whether it was a feast of fat things, I will leave the community to judge. It may not here be amiss to inform Mr. P. that he is entirely mistaken, notwithstanding his general knowledge of men and things, in his supposition that Jasper is but a supplement to J. N. J. If he have any affinity whatever, to each other, it is wholly accidental; that Jasper had no knowledge of J. N. J., nor any other person. Thus, his charging it with being a family concern is wholly gratuitous, and without foundation. The gentleman P. so pertinently alludes to, and is pleased to make a party to that communication, has no knowledge of J. N. J., consequently his gastric allusions are not well aimed, and furnish another evidence of his vicious and wanton attempt to disparage and pursue that in individual, but that allusion not being quite so pertinent as our former occasion, when the excitement was of a different kind, will doubtless fall alike harmless at his feet. For the exclusive benefit of Mr. P., I will mention the fact that J. N. J. neither holds nor ever held office, either Eccle. instial, Judicial, civil or military; never having asked or desired it. Nor is he an expectant, and perchance might have escaped the desert, had Mr. P. known him to be the humble individual he is.

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From the Philadelphia Evening Bulletin.

Interesting Item from the Isthmus.

New York, June 6.

We are indebted to Augustus Elliot, of Elliott's Express, for the following intelligence from the Isthmus:

GAMOUS, May 24.

The superintendent of the Panama Railroad informs us that the road is completed from Navy Bay to Gatun, ten miles, with the exception of one and a half miles to be built on piles, and will be finished in June.