DAILY JOURNAL

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TUESDAY.....AUGUST 3, 1869.

We copy from the *Courier* of Sunday another of those stirring articles in favor of the railroad into Southern Illinois. It is signed by JAMES G. JONES, WILLIAM F. PARRETT, ISAAC KEEN, PETER MAIER and ISAAC CASSELBERRY.

Now, we state positively that not a line adverse to the donation [E., C. & P. R. R.] has ever appeared in the *Courier*, except it has been as a contribution. On the contrary, we have steadily advocated the donation and urged the building of the road.—*Courier.*

The *Courier* has contained several communications violently opposing the donation to the E., C. & P. R. R. It has not, so far as we remember, in a single instance, taken issue editorially with any of those communications. It managed to say, with reference to Col. JONES's article, that it did not *endorse* all it contained, but that was all.

We are not surprised that the officers of the Illinois road regard the *Courier* as requiring careful and persistent nursing. We would advise them to permanently engage the Crescent City Band to keep that paper in harmony with their enterprise.

Reply to the Committee of Five.

Editors Journal:

In Sunday morning's issue of the *Courier* five gentlemen, organizing themselves into a committee, and claiming to be enlisted in the interest of the old Straight Line Railroad Company, make an unwarranted and unjustifiable attack upon the Carmi Railroad Company, one of the best friends of their enterprise.

The Carmi Company has, at all times, assured the friends of the Straight Line Road of its desire for the early completion of that line of road, and has volunteered to render them such assistance as might be within its power. If they insist upon it, however, and by conscription array those towards whom we feel kindly, against us, and compel us, in self-defense, to state objections to their enterprise which we have so far been willing to overlook, we will do so, although we do it with much reluctance.

The road bed of the Straight Line cost the people four hundred and sixty thousand dollars ($460,000) in cash. Thousands of acres of valuable lands (estimated by those well informed at 10,000 acres) along the line of the road were given by the people for the express purpose of completing the road. Now, after some fifteen years, these *Eastern* "capitalists," of whom they speak with much ostentation, after having duly manipulated cases in court, come to us as the purchasers of the road bed and franchises at the sum of eighteen thousand dollars, and as the owners in fee simple of these same lands given by the people for the purpose of building the road.

Not only this, but less than two years ago the same "capitalists" sued the city of Evansville, and when it was known that they were in possession of secrets that were supposed to be securely locked in the breasts of the attorneys of the city, the city was glad to compromise their suit by paying them ninety-six thousand dollars more. What have these "capitalists" done with this sum of ninety-six thousand ($96,000) dollars? They certainly do not intend to use this in building the Straight Line, for they now come to us with a demand for one hundred and fifty thousand dollars ($150,000) more, a sum sufficient to do the bridging and put the iron on in this county. They make similar demands upon the people along the line.

The best quality of cross-ties cost about, and usually less than seven hundred dollars per mile. The iron, such as is used on the E. & C. Road, about, and not over, nine thousand dollars per mile; leaving, as you will see, the sum of twenty-eight hundred dollars per mile for chairs, spikes and bridges. The Straight Line runs about eleven, and not more than twelve, miles through this county. If we allow the Straight Line Company to take one hundred and fifty thousand dollars from the townships under the late law of the State, what guarantee have we that they will not ask for the money until the road is completed, and the cars running to Chelsea. They ask the voters of Vanderburgh County to vote down the proposed appropriation to the Illinois Road, in order that these "capitalists" may come in and ask for the same money under the same law. As two of the Committee are lawyers (both of whom signed the petition to the Board of County Commissioners, asking the Board to take the vote on the question of aid to the Illinois Road) we take the statement of the law contained in their article as their interpretation of the law. It is as follows: "Under the law, when the money is voted, one-half can be demanded by the Company when work equal to one-half of the donation has been done, and for anything you can know, this may be done on the faith of your donation on credit; when the road is so far completed as to reach the line of the county and to allow a train of cars to pass over it, the whole amount can be demanded." If this interpretation of the law is correct, why will it not apply to the Straight Line Road as well as any? Is there anything in the conduct of these "capitalists," during the last fifteen years, to inspire confidence such as would allow them the advantages of the law without further guarantees of good faith? But we think these gentlemen give the law the wrong interpretation. The language of the law is so plain that its literal language is its best interpretation. The sixteenth section reads as follows (we quote from the book):

"No donation of money shall be made to any railroad company by such Board of Commissioners until the railroad to be constructed shall have been permanently located and work thereon done and paid for by the company equal to the amount of the donations then made; nor shall to exceed fifty *per cent.* of the money voted to be appropriated to such railroad company be donated and paid over to the company until the iron is laid upon the road and a train of cars shall have passed over the entire length thereof, in such county *or township*, as the case may be."

Now, we insist that this law is so plain that it needs no interpretation, and that the interpretation given it is not correct. It means to us that the Carmi road cannot get one cent of the two hundred and forty two thousand dollars prayed for until the company spends two hundred and forty-two thousand dollars and pay out the money, *and that then they can get but half until the cars are running to the county line.* But why would this provision of the law be no restraint or guarantee as to the Straight Line? Because as soon as the appropriation was voted by the people and the tax collected, they could demand half of the money, saying that they have already done work and paid for it to the amount of four hundred and sixty thousand dollars, over three times the amount of the donation, and when cars run to the township line, the whole amount could be demanded.

The Illinois company proposed to these friends of the Straight Line that if they would help the Illinois company to obtain the amount asked from the county, then the Illinois company would assist them to obtain the amount desired by them from the city. Their answer was that the city could not make a donation, and could only take stock, and that they did not propose to allow the city to take stock. If the city should take stock, it can be taken upon such conditions as will secure the payment only when the Straight Line has kept the promises made on the street.

But suppose we build the Straight Line for these capitalists, they owning the road. The road makes the lands given by the people to build the Straight Line valuable. These "capitalists" own the lands and the road. They sell these lands, amounting to many thousands of acres. They next sell the road, put all the money in their pockets, and then go home to Connecticut. "*Capitalists*" indeed! "Dost thou like the picture?"

In the face of this the Illinois company have proposed to help the Straight Line, and have avowed themselves its friend. And when we make this admission, we are fearful some of our readers will call us weak and indiscreet, and regard that action as ill-advised.

As to the Illinois road, we need add but little. Its importance needs no discussion, for the importance of such a road is admitted. When the people of the county vote the two hundred and forty-two thousand dollars, the company propose to add at least two hundred and fifty thousand dollars to that amount, and with these amounts to reach the middle of the Wabash River, where they will be met by the people of Illinois, and the track of the road insured to St. Louis, our first aim. When the track is done the company expect to be able to mortgage the track for money to put on the rolling stock.

Do the people believe that the Directors or any other members of the company will put two hundred and forty-two thousand dollars into the road for the only purpose of getting the two hundred and forty thousand dollars from the county? Or that the Directors, Dr. M. J. Bray, John A. Reitz, Dr. H. W. Cloud, William Heilman, Peter Semonin, David J. Mackey, James F. Welborn, John S. Hopkins and Robert A. Hill will begin by spending two hundred and forty or fifty thousand dollars of the company's money without being able to see a high probability of the completion of the road? These men say to the people that if they will vote the sum of money asked, they can and will build the road to St. Louis, and the people will have three years in which to raise the money voted.

Again, as to the importance of an Illinois road. All Eastern roads simply increase our facilities for transportation of produce. We spend thousands of dollars each year, of money raised by taxation out of the people, to repair our bowldered streets that are worn out by the drays that transport the property and produce of the planters of Kentucky, Tennessee and other Southern States. And all the tribute they pay to us is paid to a few commission men and the Transportation Company. When a commission man receives an hundred dollars, ninety-nine dollars of that amount goes into his pocket, and one dollar is divided between his bookkeeper and his draymen. Western roads bring us not only this transporting business, but also purchasers for all that we have to sell. If we sell a manufactured article, the money is divided among the working classes, who manufactured it. When one of our manufacturers receives an hundred dollars, he does not put away ninety-nine of it to be invested in bank stocks or other non-tax-paying securities, but he pays out ninety-nine dollars of it to the mechanics of the city, and puts but one in his pocket as profit.

The money that comes here to buy our manufactured articles goes to feed and to clothe the children of the laboring men. The population of Evansville is several hundred less to-day than it was a year ago. And why? Because there have not been purchasers for all that we manufacture, and mechanics have been discharged from their shops and have moved away in search of employment. The trade of all American cities lies to the west of them. New York, Chicago, Cincinnati, and St. Louis look to the west of them for their trade, and Evansville must do the same, for Evansville can claim to be no exception. The Illinois road is our first remedy for the stagnation in our business so apparent to all. It will bring a demand for the labor of all classes, and will feed the mouths of the workingman's children.

ROBERT A. HILL.

A Tax-Payer's Opinion.

Editors Journal:

I have been astonished and amused at an article which I find in the *Courier* of Sunday, signed James G. Jones, W. F. Parrett, Peter Maier, Isaac Keen, and Isaac Casselberry, Committee. Now, I excuse the Isaacs. They have evidently been misled; but these professional gentlemen, appearing in print after it has been pretty well understood and discussed on the street corners for several days past that the "*Capitalists*" they speak of had secured their services with part of the *capital* they boast so much about, exhibit an amount of assurance not often displayed, even by lawyers. It has been known, I suppose, by most of us that James G. Jones, Esq., has been working for years in the interest of the Straight Line as its attorney, and his elevation to the Judge's bench has not apparently destroyed his desire for filthy lucre. But Judge Parrett's recent conversion causes us to smile, when not more than a week ago he was a strong advocate of the road into Southern Illinois, and is to-day, I understand, a stockholder in the same. Will the ex Judge tell us *where, when, and how* he became so suddenly converted? We will not ask him to give us his *experience;* that will doubtless be more interesting (to himself) after these "capitalists" get through with him.

But look at the arguments adduced by these gentlemen: They say it is proposed to build a road into Illinois by way of Carmi; (now I will stop here and inform the "committee" that Carmi has been located in Illinois for some time), and they further object to the Southern Illinois Road because the route is not definitely fixed; and yet if you investigate their proposed route of the Straight Line, you will discover the fact that these "capitalists" had forgotten (or never knew) the name of one of the counties they have decided to pass through on their route. I suppose they are willing to pass through any good county, no matter where it is. The "capitalists" were evidently as ignorant of the geography of Indiana as the "*Committee*" of these "*Capitalists*" are in regard to the geography of Illinois. *Then this self-constituted "Committee" so disinterestedly* informs us that if we desire to avoid financial embarrassment, to just come forward and give these "Capitalists" only one hundred and fifty thousand dollars and they will proceed "at once to complete and perfect an organization for the construction of a railroad *as far as practicable* on the line of the old Straight Line Railroad from this city to a *point* on the Indianapolis and Vincennes Railroad, in Green County in this State." You don't say so! "As far as practicable." I wonder how far that would be, and then how definite their route to a "*point.*" And then, to be still more explicit, they say if they don't go to Washington, Daviess County, they will go to Chelsea. Now, is not that definite enough to satisfy anybody? Why its as clear as mud that if they don't go to one place they will certainly go to another. But somehow I imagine we would not get much trade from Washington, as they would doubtless find it "*practicable*" to cut Washington off, as I have understood, for a long time, that *somebody* owns a large body of land at Chelsea. Now I submit to the voters of Vanderburgh County, do you know half as much after this "Committee" has labored so hard to enlighten you, in regard to the "*intention of these capitalists,*" as you do in regard to the proposed road into Southern Illinois; the only point of difference in reference to the Illinois Road, as I understand it is, whether we shall go to Grayville, Illinois, or Carmi, Illinois, or to Carmi by the way of Grayville, Illinois, or Mt. Vernon, Indiana. It is admitted by all, that we must, in order to prosper, or even to keep what trade we have, have a road into Southern Illinois, and I, for one, would rather rely on the wisdom of such men as John S. Hopkins, M. J. Bray, John A. Reitz, Peter Semonin, Wm. Heilman, D. J. Mackey, Robert A. Hill, James F. Welborn, and H. W. Cloud, citizens of Evansville, and most of them the largest tax-payers in the county, and who have no other interest than the welfare of the city and county at heart, than I would on foreign "*capitalists,*" or on any self-constituted "*committee,*" whose services are suspected of being secured by foreign money. To my mind, Messrs. Editors, the people of this city and county are called upon, on next Thursday, to decide the most important question ever presented to them, and in view of the fact that the road from Vincennes to Cairo has been abandoned for the present, may we not hope that our people will unanimously decide that Evansville shall have the only road running into Southern Illinois? These considerations have prompted me for the first time to ask a space in your valuable paper.

A TAX PAYER.

To the Voters of Vanderburgh County.

You are asked by your votes, on next Thursday, to fasten upon your property a mortgage for two hundred and forty-two thousand dollars. As prudent men, you will want to understand the consideration for this, and its conditions. All that you have yet been able to understand is that a railroad corporation, under the Presidency of Robert A. Hill, Esq., of this city, propose to take this sum as a bonus, to induce the company to undertake the building of a railroad into Illinois, by way of Carmi, near the Wabash River. How is this to be accomplished, and what the chances for success are, you do not yet know. Before you vote—before you ratify and affirm this mortgage, will you not want to know whether this route is practicable and will result beneficially to the people of the city and county? If your are told that the line of this proposed road is not yet designated, will this not be sufficient ground, of itself, to cause you to hesitate before binding yourselves to the payment, by taxation, of so large a sum of money? An amount so large, that, if granted, it will so far over your resources for purposes of this kind as to prevent you, for at least two years, from aiding in the construction or completion of any other road, however desirable or easily obtained such other road may become. In addition to this, you have no reliable estimate of the cost of this proposed road; you can have no survey and estimate by a competent engineer until the road is located, with at least some degree of certainty. You are simply asked, without conditions, to trust your money and take your chances. Under the law, when the money is voted one-half can be demanded by the Company when work equal to the donation has been done; and for anything you can know, this may be done on the faith of your donation on credit. When the road is so far completed as to reach the line of the county, and to allow a train of cars to pass over it (which would be a distance of from seven to nine miles) the whole amount can be demanded.

These are matters which you are invited to look into and consider for yourselves. You need not be told that your present taxes and burdens are too great to admit of your further burdening yourselves on doubtful and crude schemes. You will want to know, before you invest, that you will have at least a moral certainty of getting value received. Let this company be asked to postpone the election—survey and locate their route—estimate the cost, and tell you with what amount, all told, they can insure you with a road, and let it be conditioned that not one dollar of your money shall be touched until the road to some fixed and suitable place on the Wabash River is a certainty. This is the way you would deal in your private affairs. Apply the same rule to public matters, and if this cannot be done, then vote against giving away your money, when such grave reasons for doubt and uncertainty exist. You should, for yourselves, consider candidly this whole subject with reference to its effect upon other enterprises which may now, and within the next two years present themselves for your consideration.

It is now proposed by Francis Fellowes, John J. Merritt and other capitalists, acting in concert with Gen. Burnside, at once to complete and perfect an organization, for the construction of a railroad, as far as practicable on the line of the old Straight Line Railroad from this city to a point on the Indianapolis & Vincennes Railroad, in Green County of this State. Indeed the organization was perfected and the proper papers brought to this city by Mr. Fellowes some days ago, but on account of the omission of the name of one of the counties through which this road passes, it was deemed necessary to have these papers made out anew. This will be done, and the organization made perfect, in a few days at farthest. This road runs about ninety miles through a rich farming country, abounding with coal, iron ore and other minerals. It will open up such competition with the Evansville and Crawfordsville road as to enable the city of Evansville to have as cheap freights as other Western cities. The company will be ready in a few days to submit this proposition to the people of Pigeon, Centre and Scott Townships—the townships immediately interested in this road. If a donation of one hundred and fifty thousand dollars is secured, upon the express condition that not one dollar is to be paid until the road is completed and the cars running thereon, to Chelsea or Washington, in Daviess County, at a junction with the Ohio & Mississippi Road, then the company will commence work at once, and put the road in working order in from twelve to eighteen months. In this proposition there is something tangible; it is a road or no money. Let the people consider these railroad questions in all their bearings, and arrive at conclusions for themselves. Remember that none will be counted for or against this proposed gift of two hundred and forty-two thousand dollars to the Carmi Road on next Thursday, except those who vote; but if the measure carries by a majority, all will be bound to pay.

The voters of Pigeon, Centre and Scott Townships are again reminded that if the amount asked by the Illinois Road is voted to that road, that it is at least probable, under the law, that no other amount in the way of donation can be voted to any other road, and collected within the next two years. The friends of this road say to the friends of the Straight Line Road, You can apply to the city for the money required to build your road. They know the city cannot donate money, but can only take stock in the road; and this will not answer the purpose. If all the money which can be donated is voted to the Illinois Road, it is the direct and inevitable defeat to the Straight Line Road. The Evansville and Crawfordsville monopoly will be perpetuated. Its stockholders will be the gainers by this, but the great body of the people of both the city and county will be ten-fold the losers. Let, then, every voter in the county see that he votes, and know how he votes.

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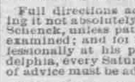
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SPECIAL NOTICES.

The World Grows Wiser.
The human stomach has been a shamefully persecuted organ. There was a time when for every dereliction of duty it was punished with huge doses of the most disgusting and nauseous drugs. In vain it rejected them, and (literally) returned them upon the hands of those who administered them. They were forced upon it again and again, until its solvent power was thoroughly drenched out of it.
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[jy24 d1m (eod), w1m SpN]

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jun12 d3m [sp n]

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may25 dwlm'[SN]

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Seaweed Tonic, and Mandrake Pills will cure Consumption, Liver Complaint, and Dyspepsia, if taken according to the directions. They are all three to be taken at the same time. They cleanse the stomach relax the liver, and put it to work; then the appetite becomes good; the food digests and makes good blood; the patient begins to grow in flesh; the diseased matter ripens in the lungs, and the patient outgrows the disease and gets well. This is the only way to cure Consumption.
To these three medicines Dr. J. H. Schenck, of Philadelphia, owes his unrivaled success in the treatment of Pulmonary Consumption. The Pulmonic Syrup ripens the morbid matter in the lungs nature throws it off by an easy expectoration, for when the phlegm or matter is ripe a slight cough will throw it off, and the patient has rest, and the lungs begin to heal.
To do this, the Seaweed Tonic and Mandrake Pills must freely used to cleanse the stomach and liver, so that the Pulmonic Syrup can the food will make good blood.
Schenck's Mandrake Pills act upon the liver, removing all obstructions, relax the ducts of the gall bladder, the bile starts freely, and the liver is soon relieved; the stools will show what the Pills can do; nothing has ever been invented except calomel (a deadly poison, which is very dangerous to use, unless with great care) that will unlock the gall bladder and start the secretions of the liver like Schenck's Mandrake Pills.
Liver Complaint is one of the most prominent causes of Consumption.
Schenck's Seaweed Tonic is a gentle stimulant and alterative, and the alkali in the Seaweed, which this preparation is made of, assists the stomach to throw out the gastric juice to dissolve the food with the Pulmonic Syrup, and is made into good blood without fermentation or souring in the stomach.
Dr. Schenck, in his treatment, does not try to stop a cough, night sweats, chills or fever. Remove the cause, and they will all stop of their own accord. No one can be cured of Consumption, Liver Complaint, Dyspepsia, Catarrh, Canker, or Ulcerated Throat, unless the liver and stomach are made healthy.
When there is no lung disease, and only Liver Complaint and Dyspepsia, Schenck's Seaweed Tonic and Mandrake Pills are sufficient, without the Pulmonic Syrup. Take the Mandrake Pills freely in all bilious complaints, as they are perfectly harmless.
Dr. Schenck, who has enjoyed uninterrupted health for many years past, and now weighs 225 pounds, was wasted away to a mere skeleton, in the very last stage of Pulmonary Consumption, his physicians having pronounced his case hopeless and abandoned him to his fate. He was cured by the aforesaid medicines.
Full directions accompany each, making it not absolutely necessary to see Dr. Schenck, unless patients wish their lungs examined; and for this purpose he is professionally at his principal office, Philadelphia, every Saturday, when all letters of advice must be addressed.
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fe3 dawly SpN]

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