

DAILY JOURNAL

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WEDNESDAY..... AUGUST 4, 1869.

HIGHLAND Township, Fountain County, has voted \$40,000 to the Evansville, Terre Haute and Chicago Railroad. In Parke County two townships voted for it and one against it.

ARTICLES of association were filed in the office of the Secretary of State, Monday, of the Rockville and Chicago Railroad Company. This road is an extension of the Evansville and Crawfordsville Road.

The Marion County Commissioners have ordered an election in that county to give three-fourths of one per cent. on the tax duplicate to aid in constructing the Indianapolis, Delphi & Chicago Railroad. The election will be held September 13th.

The Indianapolis Sentinel says the Great Western Dispatch Fast Freight Line has cut the rate on westward bound freights from Boston and New York to Indianapolis, down to forty-five cents per hundred pounds on all classes. The rate will probably continue during the present week.

The census of the children of Indianapolis, between the ages of six and twenty-one years, foots up 11,031, of which number 10,410 are white, and 621 colored. The enumeration last year gave 9,507 white children, showing an increase this year of 903.

The reduction of the public debt for the month of July is seven millions, four hundred and thirty-five thousand, seven hundred and forty-four dollars, making a total reduction since March 1st of forty-three millions, eight hundred and ninety-six thousand, five hundred and twenty-three dollars and seventy-two cents.

The Indianapolis Journal says: One year since the leaders of the Democratic party were declaring that if GRANT was elected, in less than a year one hundred and fifty millions would be added to the public debt, and that Government bonds would be worthless. The latter are higher to-day than ever, while the condition of the public debt is more satisfactory. So much for Democratic predictions.

We are surprised at one line of argument pursued by Col. JAS. G. JONES and other friends of the Straight Line Road. They charge the officers of the E. & C. Road with purposely so managing that road as to prevent any payment of dividends on the stock. All the earnings of the road are spent in improving the track, adding to the rolling stock, building new depots, &c. In the meantime the officers of the road and some of their friends, Judge JONES asserts, are quietly but actively engaged in buying up its stock at merely nominal rates, and as soon as the bulk of the stock passes into their hands, it will, all at once, spring up to par, if not to a premium.

Suppose this to be true, how will Evansville interests be affected by it? Evansville and Vanderburgh County own \$200,000 stock in that road. If the policy is pursued, as asserted by Mr. JONES, that stock is on the road to par value, and may soon reach that point. Now suppose the county vote \$150,000 to the Straight Line Road, for the express purpose avowed by Mr. JONES of breaking down the Evansville & Crawfordsville monopoly, and making its stock worthless, what is the result? First, the county is taxed \$150,000. Second, the \$200,000 it has in the Evansville Road, which would soon pay dividends, according to the theory of Mr. JONES, is rendered worthless. In other words, Mr. JONES asks the people of Vanderburgh County to give \$150,000 to some Connecticut capitalists, in order that they may destroy another of their investments amounting to two hundred thousand dollars. In other words, again, the people of the county are asked to give the Straight Line capitalists three hundred and fifty thousand dollars more money in order to cripple the Crawfordsville Railroad. Would not this prove an expensive gratification of prejudice and spite? Would it not be cutting off the nose to spite the face, with a vengeance? Yet, this is the logical deduction from Colonel JONES's argument, as must be clear to the most thoughtful.

This, we undertake to say, is most unfortunate pleading, and calculated to do the Straight Line Road more harm than good. Our people want railroads, but they do not want them for the express purpose of ruining the very excellent road they already possess, and which has done so much towards building up the city. Judge JONES had better advocate his road from some other stand-point.

The Republicans of Tennessee, by their foolish and criminal dispositions, have placed the political power of the State in the hands of their enemies. That the latter will use it unscrupulously to crush out all that looks like Republicanism in that State is clearly evident to every thinking man who is familiar with the history of parties there. The infatuation that has possessed the Republicans in nearly all the Southern States is unaccountable as it is deplorable. They gave up Virginia to the old rebel element—for it apparently had control of the Legislature, notwithstanding the Governor elect claims to be a Republican—and, consequently, will have a hard struggle to regain their lost supremacy. In Tennessee their divisions and quarrels have brought about similar results, and Democratic United States Senator will be the consequence. The State will be manipulated in such a manner as to

place the polls in the keeping of roughs, who, by inaugurating a reign of terror, will retain their supremacy. In Mississippi the same infatuation seems to exist. The DENT movement is of a piece with the tactics which secured WALKER's election in Virginia, and the defeat of the party in Tennessee. In Texas JACK. HAMILTON has inaugurated a similar movement against the party which has always honored him with its confidence and support, and that State will also, we doubt not, follow in the wake of the others we have mentioned.

What makes these results the more mortifying is, that they are brought about through men who have been honored with the most dignified and lucrative positions in the party. Gov. BROWNLOW, of Tennessee, it seems to us, is especially censurable for the defeat of the Republicans in his State. It was in his power to have healed the dissensions in the party, and have consolidated its strength; but he preferred the work of disorganization, and invited the political disaster which followed. The personal quarrels of the men who would sacrifice everything to secure their own advancement ought to have insured for them prompt rejection for any position whatever. Had the Republican Convention at Nashville thrown both STOKES and SENTER overboard, and nominated a new man, they would have carried the State and retained their power. As it is, they are, in all probability, routed, horse, foot and dragoons, and have not even saved their honor. Unless the Republicans of other States profit by their sad example, the organization will have nothing to hope for in the future from the South.

We are highly gratified at the increased interest in the railroad election on Thursday next, which has been developed within the past two or three days. The election is one of vast importance, and the people cannot devote too much of their time between this and Thursday in familiarizing themselves with the question at issue. The policy pursued by the friends of the Straight Line Road, whatever else it may accomplish, has infused new spirit into the canvass, which will result, we now believe, in bringing out a full vote. That is what we especially desire to see. It will show that our people feel an interest in public improvements, and desire to exercise their privilege as well as duty in determining the character of these improvements.

The construction of railroads is the order of the day in all parts of the State, and while we doubt not many counties are acting injudiciously, Evansville, by her location and necessities, cannot be regarded as doing so, even when she votes the largest donations. It is from the peculiarity of our location that we enjoy the benefits of no great through lines of railroad. If we have roads at all, we must project and build them ourselves. This seeming disadvantage of location, however, is not without its benefits. When we build a road it is emphatically an Evansville road, and nothing else. Mr. GOODING, in his speech on Monday night, inquired where another city of 30,000 inhabitants could be found which had only one railroad. Where, he might with equal propriety have asked, can another instance be found in which one road has done so much towards making a city of thirty thousand inhabitants? The construction of railroads to Evansville make them feeders to her prosperity, as they can not be to any other city within our knowledge. This fact is to be attributed, as we said before, to the peculiarity of her location.

A glance at any map will show how peculiar this will be the case with the railroad to Southern Illinois. Like the E. & C. Railroad, it will run to Evansville and nowhere else. Its business will flow to Evansville naturally as the waters of the Ohio seek the Gulf. The merchants on its line will buy their goods and ship their produce here. The farmers will think of Evansville as their market and seek quotations from no other point. Our location makes these things inevitable, provided we get the road. Hence, we say again, if we appropriate our money at all we do it to build an Evansville road alone.

THE Huntington Herald is somewhat impressed with the idea that the people of the State are running the railroad business too hard for safety. It says:

In all parts of the State the people are agitating the subject of building new railroads. There is scarcely a county paper in which can not be found appeals to consent to tax themselves for the construction of new roads. Now railroads are undoubtedly a good institution, but it may be asked, is it not better to wait? Is it proper to try to build one to every cross-road village in the State. We doubt the paying character of the investment. The strong probability is that vast sums of money will be expended, many men plunged into debt and, in the end, they will not get the railroad.

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A MORTGAGE, amounting to two million dollars, given by the Indianapolis and St. Louis Railroad Company to George W. CASS and Stillman WITT, was recorded in the fair round hand of Deputy Recorder Batty yesterday. It was given to secure the building of the new line to Terre Haute from this city. The stamps on it amount to \$2,000.—Ind. Journal.

The New York Legislature at its last session passed an act for endowing the Roman Catholic schools, of which the following is the first section:

Wherever there shall be, or has been established and maintained in any city of this State any free school or schools in which not less than two hundred children have been or are taught and educated gratuitously, it shall be the duty of such city, or of the Board of Supervisors of the county of which such city is a whole or a part, to make provision from year to year for the expenses of such school or schools.

In anticipation of this, the city of New York appropriated \$300,000 for the support of Roman Catholic schools for this year.

The progress of the Roman Catholic Church, in becoming the established church of New York, may be seen in a brief summary of the endowments taken from a recent publication. The first appropriation was in 1819, when \$9,000 was appropriated to the "Sisters of Charity" at Buffalo. Since then appropriations to them have been constantly increasing. In 1863 the amount reached \$124,174.14; in 1867, \$200,000; in 1868, half a million. The city has also made endowments in the following manner: It has leased the land on which April 1, 1857, the "Catholic Nursery and Child's Hospital" in perpetuity, and for the amount of one dollar, the premises on Fifty-first Street and Lexington Avenue. The property on Eighty-first and Eighty-second Streets and Madison Avenue, is leased to the "Sisters of Mercy" in perpetuity, for one dollar. The land on Fifty-first and Fifty-second Streets and Fourth and Fifth Avenues, was leased April 1, 1857, to the "Roman Catholic Orphan Asylum," "perpetually" for an annual rent of one dollar. The property on Fifth Avenue, where St. Patrick's Cathedral is being erected, is leased on the same conditions, although the estimated value of it is \$3,000,000. The value of the Roman Catholic Church property in New York State is estimated at fifty millions.—Cincinnati Gazette.

The Law of Advertising.

In New York the other day the law of advertising was well elucidated. The publisher of a daily paper had paid \$100 to the Commercial Advertising Company, for the services of Judge DETHMOR, for a bill of \$773 on account of advertising. The company resisted payment on the ground that they had authorized one insertion. There was no proof, however, of this. There was no order to effect on the bill, and the company did not attempt to deny that they saw the advertisement continuing in the paper and failed to condemn it. When an advertisement is received in a publication office, with the number of insertions requested upon it, or the cost of the insertion paid for at the time, the publisher can know nothing of the wish of the advertiser respecting the number of insertions desired, and as he can do nothing until advised by him whose business it is to attend to the matter, he can charge for every insertion given the advertisement until ordered out.

A sensible Question.

Which should receive the largest patronage, the paper that is run for the benefit of its subscribers, or the paper that is run for the benefit of its advertisers? The reader can easily determine this. Many papers put their advertising rates down so low that the inducement to advertisers soon crowd out all reading matter and leaves nothing for the reader. We contend that this practice is both a swindle upon the reader and the advertiser. To the reader it diminishes the reading matter, and to the advertiser it diminishes the circulation of his advertisement, and it seems strange that publishers cannot see the result of such a course.

OVERCOME BY GREATNESS.—A few years ago, as many of our readers may recollect, a young man named Kornissarvan saved the life of the Emperor Alexander, of Russia, by knocking up the arm of an assassin (Kava Kosow) just as he was about to direct a pistol against the person of the Emperor. The man who was fortunate enough to do this service to His Majesty was a working hatter, and was about thirty-five years of age. From this time out honors continued to rain upon him. For his plebian name was substituted a noble one—that of Kostuski. He received an entitled estate, with all its privileges, was made Colonel of a regiment of the Imperial Guards, and a general sub-inspector, and opened for him a shop which produced near two millions of roubles. This favorite of fortune, however, could not stand the intoxication of his good luck, and he sought to counterbalance its giddy effects by another species of inebriety. A hopeless sot, he became an intolerable burden to himself and others, and finally, in one of his desperate fits of drunkenness, hung himself.—Boston Journal.

How to Stop Chewing Tobacco.

1. Make the most of your will. Roll tobacco, and resolve never to use again, in any form.

2. Go to an apothecary and buy ten cents' worth of Gentian root, coarsely ground.

3. Take as much of it after each meal, or oftener, as amounts to a common quid of "fine-cut" or "cavendish."

4. Chew it well, and swallow all the saliva.

5. Continue this a few weeks, and you will come off conqueror; then thank God and thank us.

GLICK & SCHWARTZ,

No. 14 South First Street,
(CHANDLER'S BLOCK.)

Hoop Skirt Manufactory,
and CORSET HOUSE.

A GUARD is kept in front of Morgan's cell in the jail, every night, to prevent any attempt at escape. The prisoner seems little concerned at his approaching doom. A few evenings since the guard asked him if he would not like to have a minister call on him. He answered in the negative, stating that he was too busy to have any visitors.

Remember the place—
GLICK & SCHWARTZ,
Opposite the Opera House

Dissolution Notice.

THE EXISTING MEMBER OF THE FIRM OF H. C. H. CO. & CO., and Commission Merchants and Wharves, on the 11th instant, E. W. PATRICK, is retiring from the firm. The business will be continued by H. C. H. CO. & CO., Lewis, and Charles W. Kerney, under the name of Humphrey, Lewis & Co., by whom the business of the old firm will be settled.

STATIONERY.

JOHN H. SCOTT,
Bookseller, Stationer
AND
NEWS DEALER,
No. 53 MAIN STREET, cor. Second,
and 4th
EVANSVILLE, IND.

WHOLESALE

GROCERS,

SOUTHWEST CORNER

SCHOOL BOOKS,

BLANK BOOKS,

MISCELLANEOUS BOOKS

PAPER ENVELOPES,

—AND—

General Stationery

No. 19 Main Street,

EVANSVILLE, IND.

and 4th

EVANSVILLE, IND.

The Cash Grocery,

76 MAIN ST.

Is in Full Blast.

76 MAIN ST.

EVANSVILLE, IND.

and 4th

EVANSVILLE, IND.</p