

THE DEMOCRAT.

M. A. O. PACKARD, :: :: :: Editor.

PLYMOUTH, THURSDAY,
April ----- 1, 1858.

Democratic State Ticket.

SECRETARY OF STATE,
DANIEL MCCLURE, of Morgan.
AUDITOR OF STATE,
JOHN W. DODD, of Grant.
TREASURER OF STATE,
NATHL. F. CUNNINGHAM, of Vigo.
SUPERINTENDENT OF PUBLIC INSTRUCTION,
SAMUEL L. RUGG, of Allen.
ATTORNEY GENERAL,
JOS. E. MCDONALD, of Montgomery.
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SAMUEL E. PERKINS, of Marion.
ANDREW DAVIDSON, of Decatur.
JAMES M. HANNA, of Vigo.
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PROSPECTUS OF THE MARSHALL COUNTY DEMOCRAT.

With the commencement of the last half of the present volume of *THE DEMOCRAT*, the Publishers intend to enlarge it to the former size—twenty-eight columns. In order to do this, it will be necessary to have the co-operation of the Democrats of Marshall county, and all who are favorable to the paper and the principles it advocates. It will be the aim of the editor and publishers to present a paper which may be read with propriety around the family hearthstone—not a paper filled with bilinguage and falsehood, but that which will be pleasing and of value to the general reader. All their time and best energies will be given to the paper, in order to make it a welcome visitor to the citizens of Marshall county. *THE DEMOCRAT*—as its name indicates, and as it ever has been—will be devoted to the building up and perpetuation of Democratic doctrine—to heralding forth that which will be for the best interest of the community in which we live. An important election is to be held in October. State officers, Supreme Judges, Representative, County Treasurer, Auditor, &c., are to be elected. Every Democrat, who is desirous of the success of the Democratic party, should be "up and doing while it is yet day," and in no better way can they work than by circulating the organ of the party. Let every Democrat go to work, with the determination to *win*, and victory will be the reward.

The terms will remain as they are at present:—\$1 in advance, or within three months; \$1 50 at the end of six months; and \$2 at the end of the year.

To the person getting us the largest list of responsible subscribers, by the commencement of the last half of this volume, we will present with a copy of Webster's *Unabridged Dictionary*, with the name of the owner neatly printed in it. It is a work that every man should have, and sells, at retail, for \$6. To the person who will get us up the second largest list of subscribers, we will present a copy of *THE DEMOCRAT* and *Harpers Magazine* for one year; others who work for us will be suitably rewarded.

All communications relative to the business department, should be addressed to

MCDONALD & BROTHER,
Plymouth, Ind.

The Great Awakening.

It is one of the strong peculiarities of our people, that whatever their minds become once engaged with, they pursue it with an energy, and to an extent, that is truly astonishing to a more conservative people. If they build railroads, thousands of miles are once projected, and in progress; if banking is their business, our country is flooded with them; if politics is the theme, every one, from the chief dignitary to "honest wood-sawyer," is awake to the "hurrah for our side." The same is as true of their spiritual, as of their secular matters; if the religious feeling is once aroused, everything else is secondary to this, and, for a time, we have what is termed a "general revival" throughout the country. These have occurred almost periodically for the last half century, and have each time been marked with astonishing effect on the people. No previous one has, however, equalled the present in the extent and power of its manifestations.

From city to village, from village to hamlet, the tide swells and rolls on with resistless force. The great religious awakening is the theme of all thought; before it other engrossing questions sink into insignificance. The "money crisis" is past out of mind, and even Kansas is partially forgotten in the general religious interest.

There is a harmony of purpose and action about this religious movement, among the various orthodox churches, which is truly pleasing, and which will not a little in the advancement of genuine piety.

That christians should "dwell together in unity and brotherly love," is as essential as that they should keep the divine commandments, and unless they do this, they need never expect to see much fruit of their "good works." The union meetings, in the various localities of this revival, are largely attended, and are followed with remarkable effects. They are usually held in convenient and commodious halls, and are conducted by christian denominations of all kinds, who assemble there to worship the common Father of all. They are held on every day of the week, and almost every hour of the day, that every one may have an opportunity of participating in their exercises. All classes mingle there

and poor; there are no *handsome* churches, or *select* audiences, but a crowd of thirsty souls, seeking the "water of life." The blacksmith lays aside his hammer, the merchant his books, the stock-broker his exchange list, for an hour's worship of the living God. In most all the northern and some of the southern cities, this is the state of the religious interest, and the thousands of converts, and many, too, from the supposed-to-be most incorrigible sinners, which are daily received, attest the success of this movement.

In New York, perhaps, this feeling has been carried to a greater extent than in any other city. Solicitors stand on the corners of the streets, urging the passers-by to the meetings, and such crowds flock thither as never before congregated in any place for prayer and praise. One of the principal theaters (*Burton's*) has been given up to the purposes of the revival, and is daily crowded with an anxious throng. The ministers preach from the stage, and the audience occupy the box, parquette, pit, &c.; altogether, it must produce an impressive and striking effect.

The press, ever ready to advance a good work, is taking an active part in the matter. The leading papers of our cities devote several columns, each, to the description and discussion of the religious movement. These intercommunications of the press are wielding an important influence; like compound batteries, they increase the intensity of the action.

To such an extent has this state of things advanced, that the country may be said to be nationally impressed with religious excitement, and still the work moves on with increased energy. The financial crisis has taught men that there is another God than Mammon to worship, even our own God, the Father of all.

Notwithstanding Senator Douglas' ill health, he spoke three hours last week, in his final speech against Lecompton. A greater crowd, or more intense excitement, never filled the Senate Chamber before. It was a final but triumphant effort, and will redown to the glory of its noble author so long as free principles are loved, and liberty cherished. He argued that the slavery question ought to be left out of the constitution entirely, that the only thing to be determined was, is the Lecompton constitution the act of the people? If it is, let it be received, slavery or no slavery; if not, then it ought to be rejected. He presented these arguments in a clear and unanswerable manner, that will tell on the American Congress. After his speech the vote was taken, on the constitution, and Lecompton had eight majority. But Lecompton has done its utmost; in the House it must succumb. On a close estimate there is found to be 111 for it, and 121 against it. Allowing this majority of ten to be reduced somewhat, yet there is no moral probability it can ever have the seal of acceptance with the lower House of Congress.

Louisville, March 26.

The White River steamer Evansville, the Courier says took fire at Whiskey Chute and threw over 30 bales of cotton. It also states that three deck passenger were drowned, but a dispatch from Memphis says the steamer Evansville was at the levee, slightly damaged on the up trip, and treats the matter as of no importance.

New York, March 27.

The Steamship Black Warrior took out \$100,000 in gold for New Orleans, and \$50,000 Spanish ducloons for Hayaya. The recorder to-day held Jacob H. Mott to bail, in \$20,000, as accessory to Brotherson's fraud in the Union Bank.

New York, March 27.

The Tribune is informed that the agent of Gen. Vidaurri had arrived in this city from Monterey with authority to propose a loan. The money is to be employed to send him arms and munitions of war, and in organizing an expedition of volunteers, to arm under him and aid his schemes in the interior of the republic.

Savannah, March 27.

The business portion of the town of Manticello, has been destroyed.

The schooner of Goodin, from Matagorda for Savannah, was shot at by the British sloop-of-war Styx, on Sunday last, in the belief that she was a slaver.

Milwaukee, March 26.

A man named Patrick Benet, living in the 4th ward, murdered his wife this afternoon, by cutting her head open with an axe, in a fit of jealousy. He has been arrested.

Hartford, March 28.

A large and spirited anti-Lecompton Democratic meeting was held here this evening. Julius Strong, chairman of the committee on resolutions at the Administration State Convention, presided. Jas. A. McMasters, editor of the New York Freeman's journal, and others addressed the meeting. Our hall was filled to overflowing.

Boston, March 27.

In Winchester, Mass., yesterday P. M., the cotton batting manufactory of Mills & Co., was destroyed by fire. Loss \$10,000; insured for \$2,000.

Prairie Du Chien, March 26.

Lake Pepin is now open, and boats have gone through to St. Paul.

Railroad Affairs.

We avail ourselves of the labors of the Cincinnati *Commercial*; and present the following synopsis of the affairs of the Pittsburgh, Ft. Wayne & Chicago Railroad, to our readers:

PITTSBURGH, FT. WAYNE & CHICAGO R. R.

Seventeen months have passed since the consolidation of the roads of which the Pittsburgh, Ft. Wayne and Chicago railroad is made up, and the forthcoming report, from which the "scheme" published yesterday was extracted, covers that period. The Ohio and Pennsylvania Railroad, at the period of its consolidation, was in full operation to Crestline, but, to maintain itself successfully, and to fulfil the terms of its charter, an outlay of \$400,000 was required. There was a deficiency of shops, tools, water &c., along the whole road, and the equipment was not sufficient to earn the interest on the capital invested and to be invested to complete the road. The floating debt of the Company, at the date of the consolidation was \$665,537.61. With such a load to carry, and the expenditure (\$400,000) necessary to complete the road to its terminus, in Pittsburgh, and no other resources to meet the same but \$250,000, the bridge bonds, and the accruing revenues of the road. Mr. Cass contends that by no possibility could the company have been able to meet the disastrous times to which the consolidation road was compelled to succumb.

The Ohio and Indiana Railroad, at the time of the consolidation had completed its entire track from Crestline to Fort Wayne. It commenced operations in 1854 and up to the period of union, had realized no profit. Its track was in such a bad condition that it was dangerous to run trains over it at any other than a low speed while the fact that it was wholly dependent on its local traffic for its revenue, and yet ran through a country but just beginning to be developed, made it apparent that consolidation was the last and only hope of saving anything to the stockholders. Its floating debt at the time was \$431,746.25, which with \$638,664 the sum necessary to complete and equip the road, gave \$1,173,450.25 to be protected by the Pittsburgh, Fort Wayne and Chicago Company.

The Fort Wayne and Chicago Company had completed its road 20 miles west of Fort Wayne, and had operated the same since 1853, but it was a losing speculation, and promised to continue so until a greater length of the road was completed, and the whole line worked in harmony from this city. The company had enough iron in bond to lay their track to Plymouth, a distance of 45 miles, but entertained but only a shadowy hope of being able, unaided, to complete this distance, and a fainter hope still of being able to complete the road to its terminus at Chicago. The floating debt of the road was \$334,312.22.

The total floating debt of the three roads at the time of consolidation was then, according to Mr. Cass, 1,468,046.08, while the assets, on the same authority, were but \$46,224.77, of which the Ohio and Pennsylvania road furnished 179,826.25, the Ohio and Indiana 44,945.36, and the Fort Wayne and Chicago 23,052.66. This was the condition of the three roads in August, 1854, and Mr. Cass has given us abundant proof that, notwithstanding all that has been previously said and written about each, and the promises they gave of becoming highly profitable enterprises, not one of them was capable of sustaining itself or making anything like a return for the immense outlay expended in its construction.

The work on the line beyond Plymouth 32 miles east of Chicago, we are told, is advancing steadily. The grading and bridging are far advanced toward completion, and on the sections west of Plymouth the road-bed is ready for the track. To complete the work, about 250,000 in cash is wanted, and 6,500 tons of rail with chairs and spikes sufficient for the 82 miles.

The President states that "J. Edgar Thompson was elected on the fifth of January, Chief Engineer of the Company, with full power to contract for the completion of the road, and had placed in his hands means to that end. Under the authority thus given, and the means thus set aside arrangements are being made with parties to furnish the cash capital, and complete the road to Chicago by September next, which, if they receive the sanction of the stockholders, will at once be perfected, and thus secure a permanent value to their shares, which otherwise are in very great jeopardy."

The earnings of the road for the seventeen months were 2,456,004.64, or thirteen per cent below the estimate made previous to the consolidation. The estimate for 1853 is 1,700,000. The transportation expenses for the seventeen months were 1,908,345.96. The actual net earnings of the road are put at \$467,927.07 per cent on the paid up capital stock.

The President, after looking at these facts, assures the stock-holders that their investment is not lost, and that if the road be finished into Chicago in September, and the floating debt funded into construction bonds, the company can commence paying dividends in Jan. 1861.

JULIA DEAN HAYNE.—The Boston Post says Mrs. Julia Dean Hayne, it is stated, made 50,000 dollars by her visit to California. She is now with Dr. Hayne at Charleston, with his relatives, where they intend making a short visit prior to their departure for Europe. Thence they propose going to Australia to fulfill professional engagements entered into by Mrs. Hayne. These completed, they will return to San Francisco, which they design making their future home.

W. H. REEVES, atty. for plffs.

Papers of Northern Indiana please copy.

The Pacific Railroad.

Mr. Phelps, of Missouri—the chairman of the Committee on the Pacific Railroad—on Tuesday last introduced a bill, which was referred to that committee, to aid in the construction of a railroad from St. Louis to San Francisco.

It proposes to pass through Albuquerque, the Zuni villages and the Tejon Pass. One half of the road is to be built by the State of California, and the other half by the State of Missouri—the United States to grant money and lands to aid in building it. After ninety miles are built, five per cent. United States 30-year bonds to be issued to the State building it, at the rate of \$7.50 per mile, and so on for two hundred miles west from St. Louis and east from San Francisco. Then for two hundred miles further, bonds to be issued at the rate of \$10,000 per mile. Then for one hundred miles further at the rate of \$12,500 per mile, and for the remainder of the way at the rate of \$15,000 per mile. No bonds to be issued until each section of 20 miles is built; the whole amount of bonds not to exceed \$30,000,000. Twenty-five miles of the road to be built and equipped the first year by each State, and thereafter not less than one hundred miles each per year. The road to be finished in ten years. The United States to have, as a consideration for its aid, a legal right to priority of use for all government purposes. Five years after the road is finished, all mail pay, and pay for troops, sailors, munitions of war, and Indian goods to be applied to pay the bonds advanced by the United States, until the principle and interest are refunded.

If, when the first bonds are due, any indebtedness remain, California and Missouri are severally to pay the balance. The mail pay for the daily service to be \$600 per mile, until after the road has been finished ten years. Government to pay no more for its freights than individuals, and if the President of the United States deem that too high, Congress upon his special recommendation, may by law fix a reasonable rate.

Twenty sections of land per mile granted to create a reserve of good land in Missouri and California, with which to aid in building the road over the plains beyond. It is provided that no patent shall issue until twenty miles of the road are finished, and then the State building is to have one tenth only of the amount to which that division of twenty miles would be entitled. On building another division of twenty miles, patents are issued for one-tenth of the lands to which that particular division of twenty miles of the road would be entitled, and also to one-tenth of that to which the preceding division of land is entitled. On the completion of a third section, of twenty miles of road, patents to be issued for one-tenth of the lands to which each of the preceding divisions of road is entitled, and so on until the road finished.

Missouri is to begin to build at St. Louis, and California at San Francisco, and proceed continuously. They are to meet on the 10th meridian of longitude, near Zuni. The aid of money is given upon the same principle as the land—for two hundred miles each end, \$7,500 per mile; for the next two hundred miles, \$10,000 per mile; for the next hundred miles at each end \$12,500. Thus for 500 miles at each end (in all one thousand miles,) aid is given only to the amount of \$9,500,000. The balance of the \$30,000,000 is devoted to the remaining eleven hundred miles.

There are to be four branches to the road—two north and two south. No aid but land is given to these. One southern branch to begin at Vicksburg, running up to the Canadian until they connect with the Pacific Railroad at or near Anto Chico, one northern branch, beginning at the mouth of the Big Sioux on the Missouri, and running by the way of Fort Kearney, and the other at St. Joseph's, on the Missouri river, and both to connect with the Pacific road at or east of Albuquerque. These four branches are so located, is asserted, as to well accommodate every important road in the United States with an easy connection with the St. Louis and San Francisco Railroad.

Philadelphia, March 27.

The passenger depot of the New Jersey Central Railroad at Philadelphia, was totally destroyed by fire this morning. The fire caught from the sparks from the locomotive.

Interesting.

Professor Henkle, Mathematical Editor of the Indiana School Journal, has signified his intention of being with us at the Teachers Institute at South Bend, April 26th. He says:

"I hope the attendance will be large, and that we shall have a profitable time."

This will be one of the most interesting meetings that has been held in Northern Indiana. Let those teachers who have never attended an Institute, come and see and enjoy the benefits of one.

Free entertainment will be provided for all, so that no one will have to pay any board bill these hard times. COME ONE—COME ALL.

EXECUTIVE COMMITTEE.

Papers of Northern Indiana please copy.

Teachers' Association.

The Northern Indiana Teachers' Institute will hold its next session at South Bend, commencing on Monday P. M., April 26, and closing on Friday of the same week. Let the Teachers of Northern Indiana attend. Ample provisions will be made for the free entertainment of Teachers from abroad.

Let all come and enjoy this happy reunion of Teachers.

EXECUTIVE COMMITTEE.

Papers of Northern Indiana please copy.

Marshall County Democrat

Official paper of Marshall County, and having the largest circulation of any paper published in the county, is THE paper for those wishing to advertise. JOBS of all kinds executed in a BETTER style, and on as reasonable terms as at any other office in Northern Indiana.

Those having anything in the line of Printing to do, will find it greatly to their interest, to call at the Democrat office and examine specimens before going elsewhere, as we are confident that our work and prices cannot fail to please. All communications should be addressed to

MCDONALD & BRO., Proprietors.

THE MARKETS.

PLYMOUTH RETAIL PRICES

ARTICLES. PRICES.

APPLES—Green. \$ 50
Dry. 25

BARRELS—Pork. 100