

The Mariettian.

An Independent Pennsylvania Journal for the Home Circle.

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TERMS.

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Having put up a new Jobber press and added a large addition of job type, cuts, border, etc., will enable the establishment to execute every description of Plain and Fancy Printing, from the smallest card to the largest poster, at short notice and reasonable rates.

Morning.

When the morning beams are kindling
Along the orient sky,
And o'er the distance, sleeping,
The snowy vapors lie;
How fresh the springing zephyr,
By frolic echo led,
Comes flinging by the tear-drops
The weeping night hath shed.

Low murmurs from the valleys,
With wood notes from the dell,
Upon its silken pinions
In gentle music swell;
And waters leap and prattle
Through mossy banks along,
With liquid numbers joining
The new awakened song.

I love this dewy hour,
Its gladsome song of love,
The azure of its mountains
Blent with the sky above;
The early flowers blooming,
Burn with a brighter blush,
As lucid waters flowing
With wilder cadence gush.

Then groves, whose swaying branches
The wild harp sings between,
Seem in the mellow radiance
Arrayed in brighter green;
And pours a richer fragrance
From every budding spray,
And large wealth of honey
The wild bees bear away.

Oh! then this heart beats wilder,
And thoughts unbidden rise,
As song-birds from the valleys,
That seek the far-off skies,
And hopes once fondly cherished,
With feelings long repressed,
Come back, with music stealing,
As light winds from the west.

For The Mariettian.

Ice-water versus Fire-water.

When our late martyred President was preparing to entertain the committee, about to be sent from the Chicago Convention to inform him officially of his nomination to the office of chief magistrate, some friends offered to furnish him some choice wine for the occasion. He politely declined the offer, adding, good humoredly but decidedly: "I shall treat my friends to some delicious ice-water." The incident speaks for itself. It speaks volume in praise of him whom our nation will ever "delight to honor." We have likewise understood that our present Governor has recently taken a similar stand in relation to the use of liquors at his entertainments.

That all our Presidents and the Governors of all our States might imitate so notable examples as these to which we have referred. It would do much to prevent us from becoming a nation of drunkards.

But we began with ice-water suggested I suppose, by a very refreshing draught of it a short time since. And then we thought how much more suitable for the season and invigorating to the exhausted system is such a cup than the bowls of "fire-water" that are being quaffed so constantly all over our land, whether the weather is wet or dry, hot or cold!

When it is cold men take "fire-water" to make them warm, when it is hot they drink down the same fiery element to make them hotter—yes, hot, hotter, hottest. Well it does look rather inconsistent. I suppose dram drinkers can explain it.

Wouldn't it be a good idea for them to try the opposite course, and drink ice-water instead of fire-water this summer.

It tastes better, to me at least. It is more refreshing and strengthening. It is nature's provision. It is "Adam's ale" and I rather think it quadruple X. It is cheaper—vastly cheaper. It leaves the head clearer, the nerves stronger, the step firmer, the wife happier, the children merrier, the pocket heavier, the heart lighter and the soul brighter!

Oh my dear fellow man, I know that if you will but try it one whole summer you will not want the "fire-water" next

The Union Pacific Railroad from Omaha, Nebraska.

What has been done, and when it will be finished.

No great enterprise was ever begun about which so little has been said and so much has been done. The public have a vague idea that a railroad is being built from somewhere in the East to somewhere in a farther West than a rail track has ever before been laid; but where it begins, or what route it follows, or where it is to end, we venture to assert, not one in a thousand can tell.

For a dozen years we have heard that a great Pacific Railroad was to be built, and a dozen names, and a dozen companies, and a dozen routes—from the southern boundary of Texas to the northern boundary of Lake Superior—have been urged upon Congress as the greatest and best means for uniting the Atlantic and Pacific shores. Bubble after bubble was blown, and each burst in turn when touched by the sharp point of practical experience.

The absolute necessity for a Pacific Railroad to retain and bind more closely together the eastern and western extremes of the continent in one great United and Pacific country, the immense cost of government transportation to its frontier and Rocky Mountain posts, and the even greater cost of Indian wars, in a region that nothing but a railway could civilize, and nothing but civilization could pacify,—the great importance of opening a road to the rich gold and silver mines of the Rocky and Sierra Nevada Mountains, so that the way to the resumption of specie payments might be made shorter and easier,—all these prudential reasons finally pressed with such weight upon Congress, that it determined that the road should be made. There were, indeed, many others; two thousand miles of additional territory would be opened for settlement; vast bodies of land now valueless would be made productive; the tide of business and travel that now winds a tedious and dangerous way along the borders of two oceans, would be increased ten fold; and how would the fathers in the East strike hands with their sons and daughters at the Golden Gate, if they could only be borne on the wings of the locomotive.

The imperative need of the work was admitted, but it was too vast for individual enterprise to attempt. No combination of private capitalists was willing to risk a hundred million dollars in the construction of 2,000 miles of railroad through a wilderness. As the undertaking was strictly national, so no power less than that of the nation was sufficient to accomplish it; and large as the cost necessarily would be, the expenditure would save a much greater cost to the country. But the Government did not wish to enter upon any new system of internal improvements on its own account; and its only alternative was to grant its aid in the most careful manner to such responsible individuals of suitable character and energy as might be willing to risk a portion of their private means in the construction of the road.

THE COMPANY'S CHARTER AND ROUTE.

This charter was granted and perfected by various acts of Congress, and the Company comprises men of the highest reputation for integrity, wealth, and business experience. Among the officers are General John A. Dix, President, Thomas C. Durant, Vice-President, and Hon. John J. Cisco, late Assistant Treasurer of the U. S. Treasurer.

The Capital authorized by the Charter is One Hundred Million Dollars, of which it is estimated that not exceeding Twenty-Five Millions will be required, and of which Five Millions have already been paid in.

Surveying parties were at once pushed out in various directions across the continent to find and locate the best available line between the Missouri River and the Pacific Ocean. This was established at Omaha, in Nebraska, on the east, and will finally be at San Francisco, in California, on the west—a distance of nearly 1,900 miles. The Chicago and North Western Railroad is now completed from Chicago to Omaha, a distance of 492 miles; and several other roads are rapidly building to unite with the Union Pacific at the same point; so that its eastern connections will be numerous and complete.

The general line of the road from

It has been proved, already, that the entire interest on the fifty millions in bonds advanced by the Government will be saved more than twice over in the consequent diminution of Government expenses in the regions

Omaha is west up the Valley of the Great Platte, and thence across the plains a distance of 517 miles, to the Black Hills, or easterly spur of the Rocky Mountains. Col. Seymour, the consulting engineer, reports that the grade is much more favorable than was anticipated—the maximum to the Rocky Mountains not exceeding 30 feet to the mile, and from that point to the summit, or divide of the continent, it will not exceed 80 feet to the mile. From the Rocky Mountains, the best practicable route will be taken to Great Salt Lake City, and thence by the Valley of the Humboldt River to the eastern base of the Sierra Nevada Mountains. The Central Pacific Railroad is now being rapidly built east from Sacramento, Cal., and is already completed about 100 miles, and will connect with the Union Pacific.

WHAT HAS BEEN DONE AND ITS COST.

As we remarked before, there has been very little talk and a great deal of work. Almost before the public were aware, it had been begun. On the first of January, 1867, the Union Pacific Railroad was finished for 305 miles west from Omaha, and fully equipped with Locomotives, Rolling Stock, Repair Shop, Depots, Stations, &c., and the Company have on-hand Iron, Ties, and other materials, sufficient to finish the road to the Rocky Mountains, or 517 miles from Omaha, by the first of September, 1867. It is expected that the whole line through to California will be completed in 1870.

The first 305 miles were graded, bridged and ironed, with a heavy T-rail, and supplied with suitable Depots, Repair Shops, Stations, Locomotives, Cars and all the necessary appurtenances of a first-class road, for \$50,000 per mile, and it is believed that the remaining portion will not increase the average cost to more than \$66,000 per mile, exclusive of equipments.

MEANS FOR CONSTRUCTION.

When the Government determined that the road must be built, it also determined to make the most ample provision to render its speedy construction beyond a doubt.

1st.—THE GRANT OF MONEY.—The Government issues to the Company its Six Per Cent, Thirty Year Bonds at the rate of \$16,000 per mile for the whole road, and, in addition, for 150 miles across the Rocky Mountains this grant is trebled, making it \$48,000 per mile; and from the termination of this section to the California line (about 898 miles), the grant is doubled, making \$32,000 per mile,—the whole amount being \$44,208,000. These bonds are issued by the Government only on the completion of each section of twenty miles, and after the Commissioners appointed by the President of the United States have certified that it is thoroughly built and supplied with all the machinery &c., of a first class railroad. The interest on these bonds is paid by the U. S. Treasury, and the Government retains, as a sinking fund to be applied to repayment of principal and interest, one-half the regular charges made for transportation by the Company against it. These bonds, which are a second mortgage, are not due for thirty years, and it is not improbable that the value of the services to be rendered to the Government during that period will constitute a sinking fund sufficient for their redemption at maturity.

2d.—THE FIRST MORTGAGE BONDS.—The Government permits the Company to issue its own Mortgage Bonds at the same time, and on the same terms, and for the same amount, and by special act of Congress these bonds of the Company are made a First Mortgage on the entire line and property of the road. The Government bonds being subordinate. The amount of these Bonds to be issued by the Company is limited to an amount equal to those issued by the Government to aid in the construction of the road.

3d.—THE LAND GRANT.—While this is certainly magnificent, at the same time it is most advantageous to the Government, for without it, all its own lands would remain almost worthless. It is a donation of every alternate section for 20 miles on each side of the road, or 12,800 acres per mile, and amounts to 20,032,000 acres, assuming the distance from Omaha to the California State line to be 1,565 miles. Much of this land, especially in the Valley of the Great Platte, is a rich alluvium, and is considered equal to any in the world for agricultural purposes. Hon. E. D. Mansfield, the learned Commissioner of Statistics for the State of Ohio, estimates that at least 9,400,000 acres will be available to the company within a moderate

length of time, and that it is far within bounds to estimate this entire grant at \$1.50 per acre, or \$30,000,000. The Illinois Central has realized more than four times this sum for a similar grant.

RECAPITULATION OF MEANS FOR 1,565 MILES.
U. S. Bonds, equal to money, \$44,208,000
First Mortgage Bonds, 44,208,000
Land grant, 20,032,000 acres,
say 30,000,000

\$118,416,000

—equal to a cost of nearly \$76,000 per mile, which is believed to be a liberal estimate. This does not take into account the value of the right of way and material, the stock subscription already paid in or to be paid in the future, or the present discount at which the bonds are offered, as they are expected soon to be at par.

The interest on the bonds is more than provided for by the net earnings of the various sections of the road, as they are completed. On the 305 miles on which the cars are now running west from Omaha, the receipts for the first two weeks in May were \$113,000; and as the road is extended towards the great mining centres, the business in freight and passengers constantly increases— and as there can be no competition from rival roads, the Company has full power to charge remunerative prices.*

PROSPECTS FOR FUTURE BUSINESS.

It needs no argument to show that the traffic of the only railroad connecting the Atlantic and the Pacific, and passing through the great mining region, must be immense.

Although our annual product of the precious metals is now officially estimated at \$100,000,000 per annum, a vastly greater sum will be obtained as soon as the Union Pacific Railroad opens the way to the golden regions of the Rocky Mountains. Now, the difficulties and cost of communication are so great, that none but the very richest veins can be worked; but with cheap transportation, hundreds of thousands of hardy miners will successfully develop other mines that, with less costly working, will be even more profitable than the average of those now in operation; and the business of this constantly increasing mining interest must pass over this road.

The records of our shipping offices show that not less than 50,000 passengers now annually travel by sea between the Atlantic ports and San Francisco; and these reckoned at \$150 each (about one half the steamer price) would produce a revenue of \$7,500,000.

The overland travel is even greater.

In a single year, twenty-seven thousand teams, comprising a vast number of emigrants and travelers, departed from two points only on the Missouri River on their westward journey. If the truth of this statement was not familiar to all frontier-men, it might well be questioned. But, estimating the overland through travel at the same figures as that by steamer, and we have \$15,000,000 as the minimum estimate on the same number of passengers. But the facilities for cheap and rapid transit furnished by railroad always vastly increases the amount of travel with the same population. The difference between the numbers who would take an ocean steamer or a prairie wagon and a modern palaces-car, with its luxurious state-rooms, where the traveler eats and sleeps almost as comfortably as at home, may be as great as the difference between the numbers who were jolted over the mountains in an old-fashioned stage-coach and those in an express train between any two great cities. Then, is it not safe to say that this through travel will at once be doubled on the completion of the road in 1870, and, with the rapid increase of Pacific Coast population in the next few years, more than quadrupled? Is it not all extravagant to assert that the through passenger business during the first year after the first train of cars runs from Omaha in Nebraska to Sacramento, will be worth twenty-five millions dollars? When to this we add half as much from its way passenger business, and more than as much more than both for its freights, expresses and mails, etc., are there not the best reasons in the world for believing that the Union Pacific Railroad will be one of the most profitable as well as one of the grandest works of modern times?

THE SECURITY AND VALUE OF ITS BONDS.

We have made these calculations that the public may have some brief data of facts from which to form their estimate of the value of the Union Pacific Railroad.

* The price of freight by teams from the Missouri River was formerly twenty-five cents per pound, or \$600 per ton.

road Company's First Mortgage Bonds. Besides, men of the greatest railroad experience in the country have shown their confidence in the stock by liberal subscriptions, and this stock must be subordinate to all other claims. But there are stronger proofs of the security and value of the First Mortgage Bonds than any we have named:

1. That for the safety of the country as well as national economy the road is indispensable.

2. That by an investment of about fifty millions in a Second Mortgage on the road, the Government practically guarantees the principal and interest on the first Mortgage.

The Company now offer a limited amount of its First Mortgage Bonds, bearing six per cent. interest, payable semi-annually in coin, at ninety per cent. This interest, at the current rate of premium on gold is equal to nine per cent. per annum on the price for which they are now offered. The Company expects to sell but a small amount at this rate, when the price will be raised, and like all similar bonds they will finally rise to a premium above their par value. The subscribers to this loan will not only have the advantage of very liberal interest and safe security, but will also have the satisfaction of having assisted in the construction of the greatest national work of the country.

FAST YOUNG LADIES.—In order to be a fast young lady, it is necessary to lay aside all reserve and refinement—everything that savors of womanly weakness; to have no troublesome scruples, but to be ready to accord an appreciating smile to the broadest joke. There must be no feeling of dependence on the stronger sex; but by adopting, as far as decency permits, masculine attire, masculine habits, and masculine modes of expression accompanied by a thorough knowledge of slang, and a fluency in using it, these ladies show themselves to be above all narrow-minded prejudices. There must be no thinking about other people's feelings; if people will be thin skinned, let them keep out of their way at all events. Should "mamma" raise her voice in a feeble remonstrance, the fast young lady impresses upon her that, "she is no judge of these matters. In her old school-days, everything and every one were slow, but it is quite changed now." In short, to be a fast young lady, modesty, delicacy, refinement, respect for superiors, consideration for the aged, must all be set aside; and boldness, independence, irreverence, brusqueness and, we fear, too often, heartlessness, must take their place.

At the battle of Kingston the Junior Reserves (made up of the lads of eighteen) were sent to force the crossing of Southwest Creek and drive the enemy away, to make good the passage of other troops. This they did very handsomely, but encountering a severe fire, a portion of one regiment sought a safer place. As they were streaming to the rear, they met the Alabama boys and were greeted with shouts of laughter. A general officer, in no laughing mood at the behavior took steps to stop the disorder, and with his own hands seized one of the fugitives. General, "What are you running for?" Junior, "Oh, General, the Yankees were shooting at us!" General, "Why didn't you shoot back again? Ain't you ashamed of yourself? You are crying like a baby." Junior, (blubbering,) "I wish I was a baby. Oh, I wish I was a gal baby!"

There is no one thing which helps to establish a man's character, and standing in society more than a steady attendance at church, and a proper regard for the first day of the week. Every head of a family should go to church as an example. Lounging on the streets and in bar-rooms on the Sabbath, is an abomination, and deserves censure; because it lays the foundation of habits which ruin both body and soul. Many a man can date the commencement of his dissipation which made him a burden to himself and his friends, and an object of pity in the sight of his enemies, to his Sunday debauchery. Idleness is the mother of drunkenness.

A good anecdote is told of a house painter's son, who used the brush dexterously, but had acquired the habit of putting it on too thick. One day his father, after having frequently scolded him for lavish dabbling, and all to no purpose gave him a severe flagellation. "There, you young rascal," after performing the painful duty, "how do you like that?" "Well, I don't know," whined the boy, in reply, "but it seems to me you put it on a thunderin' sight."

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A Frenchman who had been in India speaking of tiger hunts pleasantly remarks, "Wen ze Frenchman hunts ze tiger, ah! ze sports is grand, magnifique? but when ze tiger hunts ze Frenchman, zan there is ze devil to pay."

Stuff for Smiles.

A jewel of an uncle—a carb-uncle. When is a blow from a lady welcome? When she strikes you agreeably.

A girl that has lost her beau may as well hang up her fiddle.

Admit no guest into your soul that the faithful watch dog in your boom barks at.

Why does a petech who is sickly lose much of his sense of touch? Because he don't feel well.

Snooks says the reason he does not get married is, that his house is not large enough to contain the consequences.

Why is Gilliot accountable for much dishonesty? Because he makes the people steel pens, and says they do write.

Why is a loafer like a weathercock? Because he is constantly going round doing nothing.

A gentleman asked a friend if he ever saw a cat-fish.

"No," was the response, "but I have seen a rope walk."

Ladies are like watches—pretty enough to look at—sweet faces and delicate hands—but somewhat difficult to regulate when once set "agoing."

The brain and the stomach seems to be in opposition to each other; when the latter is empty the former is most active.

What is the difference between a pound of meat and a drummer boy? One weighs a pound and the other pounds away.

Smiths, of all the handicraft men, are the most irregular; for they never think themselves better employed than when they are at their vices.

A Scotchman asked an Irishman, "Why were half farthings coined in England?" Pat's answer was, "To give Scotchmen an opportunity of subscribing to charitable institutions."

It is a good thing to have utility and beauty combined, as the poor washer-woman said when she used her thirteen children for clothespins.

A Carib being asked if he remembered a certain benevolent missionary, calmly replied, "He was a good man. Me eat part of him."

Douglas Jerrold calls woman's arms "The serpents that wind about a man's neck killing his best resolutions." The "oldest inhabitant" says he don't object to them kind o' serpents.

The sweetest word in our language is love. The greatest word God. The word expressing the shortest time now. The three make the greatest and sweetest duty man can perform.

A pert little girl boasted to one of her young friends that "her father kept a carriage." To which the other girl triumphantly replied, "Ah! but my father drives an omnibus."

Wilson, the celebrated vocalist, was upset one day in his carriage, near to Edinburgh. A Scotch paper, after recording the accident, adds, "We are happy to state that he was able to appear the following evening in three pieces."

A darkey preacher was telling how Adam was the first man created, and put up against the fence to dry. An older brother, who sometimes had lucid ideas, interrupted him and said: "If dat is true, who made de fence?" This was a poser.

A great lippy having stopped at a tavern one day, the landlord of which was remarkable for telling a good story, stepped up to him and said, "Landlord, I hear that you tell a good story; come now, give us one of the awfulest lies you ever heard." The landlord making a very polite bow, said: "Sir, you are a gentleman."

"Will you give me them pennies now?" said a big newsboy to a little one after giving him a severe thumping. "No, I won't," rejoined the little one. "Then I'll give you another pounding." "Pound away! Me and Dr. Franklin agrees. Dr. Franklin says: 'Take care of the pence and the pounds will take care of themselves.'"

A THIRISH BIBLE.—A contemporary says: "A man named Bible has just been sentenced to three years term in the Western Penitentiary, for stealing a watch and coat." No doubt many a thief has stolen a Bible, but it rarely happens that a Bible turns thief; although one may be found in nearly every prison.

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