

of superior rank, each claim-
ed in chief in California,
and in their nature calculated
to excite the mind and excite the
passions of greater experience
and command, and in consideration
of the professional services rendered
previous to the occurrence of
the war for which he has been tried, the
members of the court respect-
fully recommended Lieut. Col. Fremont to
be considered for the President
of the United States.

GEORGE M. BROOKE,
Brig. Gen. United States Army.
THOMAS F. HUNT,
Lieut. Col. and Dep. Qr. Mas. Gen.
J. F. TAYLOR,
Lieut. Col. and As. Com. Gen. of Sub.
R. L. BAKER,
Major Ordnance Department.

The other members of the court append
to the record of their proceedings, the fol-
lowing:

Under all the circumstances of this
case, and in consideration of the distin-
guished services of the accus-
ed, the court is of opinion that the transac-
tions for which he is tried, and the un-
derstanding which he had with the dis-
tinguished President of the United States,
A. H. LONG,
Chief of Engineers,
ROBERT DELAFIELD,
Major of Engineers,
W. E. MORGAN,
Lieut. Col. 13th Infantry.

Upon an inspection of the record, I am
satisfied that the facts proved in this
case constitute the military crime of mu-
der.

I am of opinion that the charges and
the conviction upon them are
just, and that the sentence of the court is
correct; but, in consideration of the peculiar
circumstances of the case; of the previ-
ous services and valuable services of
Lieut. Col. Fremont, and of the foregoing
recommendations of a majority of the
members of the court, the penalty of dis-
missal from the service is remitted.

Lieut. Col. Fremont will accordingly
be released from arrest, and will resume
his command and report for duty.

JAMES K. POLK,
Lieut. Col. Fremont of the mounted rifle
regiment, is accordingly released from
arrest, and will join his regiment in Mex-
ico. The general court martial, of which
Brig. Gen. George M. Brooke is
President, is hereby dissolved.

By order,
R. JONES, Adj. Gen.

To the above information of an official
character, we have to add that it is gen-
erally understood that Mr. Fremont, at the
moment of receiving the notification con-
veyed by the general order of which the
 foregoing is the material part, resigned his
place in the army, upon the ground that
he was not conscious of having done any
thing to merit the finding of the court
against him, and could not seem to admit
his guilt, by accepting executive clon-

The predominance of the political par-
ties, according to the last Congressional
election, are as follows:—

Dem.	Whigs.
Maine.	Vermont.
Virginia.	Massachusetts.
South Carolina.	Connecticut.
Alabama.	New York.
Mississippi.	New Jersey.
Louisiana.	Pennsylvania.
Texas.	Delaware.
Arkansas.	Maryland.
Missouri.	North Carolina.
Tennessee.	Florida.
Iowa.	Kentucky.
Illinois.	Ohio.
Indiana.	Total, 12.
Michigan.	
Total, 14.	

Equally divided.
Georgia.
New Hampshire.
Rhode Island.

Wisconsin is probably admitted into the
Union before now—the present delegate is
Whig.

A majority of all the States is required
to elect a President by the House of Rep-
resentatives, making, in case of the ad-
mission of Wisconsin, sixteen States.

We regard it as highly probable that
the people will elect their President, but
in case they should fail to do so, we regard
the prospects of the election of General
Taylor, by the House of Representatives,
to be better than either of the other candi-
dates—not that the Democratic or Whig
party prefer Gen. Taylor over its own
candidate, but because each will prefer
him to their opposing candidate.

The United States Senate is Democra-
tic—the House Whig.

Wm. M. King, Esq., will please
accept our thanks for the loan of his copies
of the St. Louis Union. Their perusal
has been gratifying to us, and we have
drawn liberally from them.

Oregon—Gold.

Some of our fellow citizens express their
fears that Oregon has been ruined, by the
discovery of the late extensive gold mines
of California. They ask—Who will cul-
tivate the ground when from \$10 to \$100
per day can be realized at the mines? Hold!
friends. Has the boasted purity of
the climate of Oregon deserted her? No.
Have her great natural facilities for com-
merce passed away? No. Has her soil
become barren? By no means. Have her
native, perennial grasses for your cattle,
horses, and sheep, and her camas for your
hogs, ceased to grow spontaneous, rich,
and abundant? They have not. Has rust,
the worm, or fly, destroyed or
harmed your wheat fields? They never
have. Is not a market for your wheat,
beef, pork, potatoes, peas, beans, garden
vegetables, fish, and lumber, a desirable
matter? and will not such mines draw to
them a sufficient population to provide
you a market for all these articles? Cer-
tainly. Oregon is temporarily injured by
reason of many of her citizens having
left their farms, and shops, for the purpose
of gold digging; but only temporarily.
The time will come, when the population
of the gold mines of California and Oregon,
(for we believe there are gold mines in
Oregon,) will be supplied, in part, with
provisions from the Atlantic seaboard.
Wheat, and most of the other grains, with
the exception of Indian corn, can be af-
forded cheaper in Oregon than in any
other part of the Union, and beef vastly
cheaper; and how many persons are there
in the United States, (leaving Europe out
of the question,) think you, who would
gladly exchange the growing of grains,
and cattle, east of the mountains, at the
prices paid for those products there, for
the like avocation upon the healthy and
beautiful plains of Oregon, at such prices
as provisions will command, when govern-
ed by the price of those brought from the
Atlantic seaboard?

Nothing short of an interposition of
Providence can prevent a dense popula-
tion of Oregon, when her climate, soil, and
advantages shall be properly appreciated.
Remarks by such men as senator McDuf-
fey, that there was not sufficient good
land in Oregon to make more than one
ordinary sized county, and other similar
public statements, by men whose opinions
upon most other subjects are entitled to
high respect, together with the writings of
some others, have done very much to in-
jure Oregon in the estimation of the citi-
zens of the home government, and particu-
larly that portion bordering upon the
Atlantic. But "time proves all things,"
and will prove to our trans-mountain
brothers, the truth, not only of the often re-
peated assertion of Dr. McLaughlin, that
"Oregon is the most desirable portion of
North America for the residence of civil-
ized man," but also, that Oregon contains
good, smooth, easily cultivated land, suf-
ficient, upon ordinary cultivation, to produce
all the wheat required to bread every man,
woman, and child in the United States;
and also more, and better natural pasture
lands, than all the grazing lands of the
New England States.

Yes, Oregon is capable of producing
100,000,000 bushels of wheat; contains
a vast amount of valuable timber; her
rivers afford abundant water power, and
abound in fish; she possesses almost
boundless grazing facilities; and a cli-
mate salubrious, and so mild that cattle,
horses, and sheep, subsist throughout the
year without other food than the natural
grasses, and without shelter! and is such
a country ruined, because gold mines are
discovered in the neighborhood? Surely
not; it should rather be regarded as a
rich blessing, at the hands of the great,
and wise Ruler of the Universe. The
extensive gold region of California has
been traversed, and re-traversed by Mex-
icans, by many of the Catholic clergy, by
Russians, and by the gentlemen and ser-
vants of the Hudsons Bay Company, and
now, just as California is incorporated into
the "model republic," the rich garnered
treasures of gold are discovered!!

All that Oregon has wanted, was a
good market, the facilities for carrying her
produce to that market, and the protection,
care of the home government; the home
government, we trust, is about to extend
her fostering care, the mines have already
brought the desired market, the mines
will bring facilities for carrying provisions
to the mines; and the mines will materi-
ally contribute to make Oregon known,
and develop her great resources.

Oregon Riflemen—Immigration.

Since our last, the garrisons of Forts
Waters and Lee, the last of the Regiment of
Oregon Riflemen in the service, have re-
turned to this city, and received their
discharge. They return in good health,
and have given the emigrants upon the
northern road considerable aid, by way of
teams and personal assistance. The offi-
cers and soldiers of the late little army of
Oregon, are entitled to great credit. Not
many Indians have been killed, but this
has not been owing to a lack of zeal or
chivalry in our army, but from the fact
that the hostile Indians soon learned that
the Americans were not so mean, as sup-
posed, and showed their valor by keeping
beyond the reach of American arms, and
of successful pursuit.

We have not heard of a single larceny
or robbery, by the Cayuse, Nez Perces, or
Walla Walla Indians, upon the present
immigration. All the immigrants who took
the northern route, including some eleven
waggoners in Captain Miller's company,
who took water at the Dalles, have ar-
rived in this valley in safety, numbering
177 waggoners. About an equal number of
waggoners took the southern road, intending
to go to California—rumor has said that
their destination has been changed, and
that they are on their way to this valley—
this rumor requires confirmation. There
has been but little sickness upon the road
this season.

Still another Planet.

On the 18th of October, 1847, Mr.
Hind, of London, the discoverer of Iris,
discovered another small planet, of the
size of a star of the ninth magnitude, with
a bluish light, near the star 15 Orionis.
This is the fifth planet, the existence of
which has been made known within the
last thirty months, viz.—Neptune, Attra,
Hebe, Iris, and the last—the eighth now
known to exist between Mars and Jupiter.

Iron Ore.

We are informed by Daniel H. Low-
ndale, Esq., the present proprietor of the
flourishing village of Portland, that an
excellent article of iron ore is found in
great abundance, in the immediate vicini-
ty of that place.

We are assured that there is "no mis-
take" in this matter, and we trust that it
will so prove. An extensive bed of iron
ore at that point—the door of ship naviga-
tion, would prove a mine of inexhaustible
wealth to Portland, and the entire Terri-
tory.

News.

From the United States—Mexican war
at an end—Mail Steamers.
By the arrival of the "Starling," we
have received files of the Polynesian up to
August 5th, and a few copies of the New
York Tribune and Herald. The copies of
the New York Tribune received, are a
year old, those of the Herald bear date in
January. We find in the Herald, in a
report of the proceedings of the Senate,
under date of Jan. 4, as follows, viz:—
Mr. Breese introduced a bill to create the
office of Surveyor General of Oregon, and
to grant pre-emption rights to actual set-
tlers. Read twice!! Another bill pro-
vides for the organization of a territorial
government for Oregon, a donation of
land to citizens, and the giving of a section
of land, in every quarter of a township,
for school purposes. Probably there were
bills before Congress, relating to Oregon,
other than these, but we see no notice of
them. We confidently expect that Con-
gress has dealt liberally by the citizens of
Oregon, and shall continue to think so

until compelled to think otherwise. The
Polynesian of July 22d announces the ar-
rival, at the Sandwich Islands, of Captain
Stout, on business connected with the line
of mail steamers, to run between Panama
and the mouth of the Columbia River.
The contractors are said to be the highly
respectable firm of Howland and Aspin-
wall, of New York. Three steamers, of
1,000 tons, and 600 horse power, each, are
to commence monthly trips in January
next; which, with a corresponding line
between New York and Chagres, will
give us a monthly mail. A good wagon
road is to be made across the Isthmus of
Panama, the route for which has been sur-
veyed by Mr. Stevens, the celebrated
traveler and author. A letter dated Aug.
5th, received by a gentleman in this city,
from the Islands, brings intelligence that
Captain Stout had left there for California,
whence he would proceed to Oregon. The
same letter brings the further intelligence
of peace between the United States and
Mexico, and also a rumor that Commodore
Jones was about to proceed, with ten thou-
sand troops, to take possession of the Cali-
fornia mines.

Tariff Regulations for Mexican Ports.

The following letter, by Capt. J. L. Fol-
son, Asst. Q. Master and Collector for the
port of San Francisco, California, and the
"Extract from the Regulations for collect-
ing the Tariff of Duties on Imports and
Tonnage," received per brig "Henry,"
will be found to contain matters of inter-
est to the commercial and mercantile interests
of Oregon. The "first" and "seventh
articles," and the "first form" of the regu-
lations, particularly referred to by Capt.
Folson, appear in italics.

CUSTOM HOUSE, SAN FRANCISCO, CALIF.,
July 31, 1847.
His Excellency, Governor Geo. Abernethy,
Governor of Oregon.

Sir—I have the honor to enclose herewith,
a copy of "Regulations for collect-
ing a tariff of duties on imports and ton-
nage," in the Ports of California. In the
absence of the officers contemplated in the
first and seventh articles, and in form first
of those Regulations, in the Territory of
Oregon, it becomes necessary, for the con-
venience of commerce that they should be
administered and the certificate made
by a magistrate.

Hence, any vessel arriving in the Ports
of California, with her papers verified as
required in articles first and seventh, and
form first of those Regulations, before any
local magistrate authorized to administer
oaths in Oregon, will be entitled to all the
privileges and immunities of a vessel with
papers authenticated before a Collector or
Consul of the United States.

By giving such publicity to the forego-
ing, as also to those portions of the Regu-
lations in question, as circumstances may
admit in Oregon, you will confer a favor
upon the commercial community.

I am, sir, respectfully,
Your obedient servant,
J. L. FOLSON,
Capt. Asst. Q. Master
and Collector.

Extract from the Regulations

For collecting the Tariff of Duties on Imports and
Tonnage, published for the information of Ship-
masters and Merchants.

All ports or places in Mexico that now
are, or hereafter may be, in the possession
of the Army or Navy of the United
States, upon the Gulf of Mexico or Cali-
fornia, or the Pacific ocean, or upon any
of the navigable rivers or waters con-
nected with any of the said Gulfs or
ocean, are opened to our commerce and to
that also of all other nations, in all vessels,
except Mexican, subject to the regulations
and restrictions herein prescribed.

1. Within twenty-four hours after the ar-
rival of any vessel, the master must produce
to the military or naval officer in command of
the port, a manifest of the cargo of such ves-
sel, specifying the marks, numbers, and de-
scription of packages; by whom shipped,
and to whom consigned; which manifest, if
the vessel be from a port in the U. States,
shall be certified by the collector of the port
from whence the shipment is made; if from
any other port, by the consul or commercial
agent of the United States if any there be,
otherwise, by a consul of any nation at peace
with the United States. If no such man-
ifest be produced, the vessel shall be subject
to a penalty of one dollar per ton registry
measurement, in addition to the tonnage duty
hereinafter prescribed.

2. There shall be paid by the master of
every vessel arriving at the ports or places
aforesaid, a tonnage duty of 15 cents
per ton registry measurement, in lieu of
all other port charges; the registry of the
vessel to be deposited with the consul of
the nation to which such vessel may be-
long, if any there be, otherwise, with the
commandant of the port, until the master
shall have complied with all the regu-
lations herein prescribed.

3. No vessel, except those registered in
the United States and owned wholly by a
citizen or citizens of the United States, will
be permitted to transport coastwise any
goods, wares or merchandise, the growth,
produce, or manufacture of one port, State,
or Department of Mexico, or of any other
country, into another port, State, or De-
partment; the coastwise cargo being sub-
ject to the same duties as in other cases,
and any violation will subject the vessel to
seizure and confiscation. Vessels owned
in California and wearing the U. States
flag, are permitted to transport goods, &c.,
coastwise.

4. Upon all goods—wares—and mer-

chandise, imported into any of the afore-
said ports or places of Mexico in the pos-
session of our military or naval forces,
from other ports aforesaid in Mexico, or
from ports or places in the United States,
or foreign countries, of the growth, pro-
duce, or manufacture of Mexico, or of the
United States, or of foreign countries;
there shall be levied, collected, and paid
in cash, the following rates of duty, that
is to say: 20 per centum upon the amount
of sales or valuation at the port of entry.

5. The following goods, wares, and mer-
chandise, are to be considered contraband
of war, and the importation thereof is
strictly prohibited, under a penalty of sei-
zure and confiscation of the goods, and of
the vessel in which said goods may be
found:

Gunpowder; saltpetre.
Gun cotton.
Sulphur and Brimstone.

Canon, swords, dirks, lances, spears,
bowie knives, rifles, muskets, side arms
and fire arms, and all other arms, imple-
ments, instruments, and munitions of war.

And the importation of the following
goods is prohibited under penalty of forfei-
ture:

Steel in bars, plates, sheets, or other
form, except in bars less than one inch
square, intended for mining purposes.

7. The consignment of goods, wares, or mer-
chandise, imported under these regulations,
must produce to the United States command-
ing officer, naval or military, at the port, as
the case may be, an entry, in use, and bill
of lading thereof; in the entry the marks,
numbers, description, and contents of pack-
ages, and the quantity and market value
thereof, and of each package, must be dis-
tinctly stated. The invoice must describe
the goods, and the weight, measure, or other
quantity in each package, and the value there-
of, in the principal markets of the country from
whence the importation is made, together with
all charges, until laden on board at the port
or place of shipment; which value shall be
verified by the oath of the owner or purchas-
er, and shall be of the form hereafter pre-
scribed, (see Form 1.) which oath, if the
goods are imported from the United States,
shall be administered by the collector of the
port from whence the importation is made,
if from a foreign port, or a port in Mex-
ico, by a consul or commercial agent of the
United States, if any there be, otherwise, by
a consul of any nation at peace with the U.
States.

Invoices must be made out in the cur-
rency of the country from whence imported,
the value whereof, if not fixed by the
laws of the United States, must be stated
in a certificate of Form 2, to be granted
by a consul of the U. States, if any there
be, otherwise by the certificate of two or
more merchants residing at the port of
shipment.

Goods fraudulently invoiced, and all
goods landed or attempted to be landed with-
out permit, shall be confiscated.

8. All goods, wares and merchandise,
warehoused on shore, upon which the duties
have not been paid within 30 days af-
ter the arrival of the vessel, will be taken
possession of by the commandant, at the
expense and risk of the owner or consignee
thereof, and will be sold at public auction
under the direction of said commandant,
five days' public notice being first given
in a public newspaper, if any there be,
otherwise by the public notice usually
given at such port. From the proceeds
of such sale the duties and expenses will
be deducted, and the residue thereof, if
applied for within 10 days, will be paid to
the owner or consignee of the goods so
sold, otherwise said moneys will accrue
to the government of the United States.

9. All goods, wares and merchandise,
subject to confiscation, will be sold in like
manner within 10 days after the seizure.

10. Upon goods, wares and mer-
chandise, the invoices of which are not verified
in the manner prescribed in the 7th article
of these regulations, there shall be levied,
collected, and paid, on the importation
thereof, besides the duties now authorized,
an addition thereto of one-fourth of the
amount of said duties.

11. If the port of original destination in
Mexico named in the manifest be not in
the possession of the United States forces,
the vessel may enter at any other port or
place in Mexico in such possession.

12. If upon the unloading of the cargo
any package or article specified in the
manifest shall be found wanting, the ves-
sel shall be subjected to an additional pen-
alty of one dollar per ton; and if any
goods, wares or merchandise shall be found
on board and not included in the manifest,
the same shall be forfeited to the use of
the United States, and if the value there-
of shall exceed the sum of one thousand
dollars, the vessel shall be seized and con-
fiscated.

13. The following goods, wares and mer-
chandise are exempted from duty, to wit:
Machinery and machines to be used for
mining purposes in the gold or silver
mines of Mexico;

Quicksilver;
All articles the sole property of the U.
States imported into any of the aforesaid
ports of Mexico for the use of the United
States Army or Navy, in American ves-
sels, owned, chartered or freighted by the
government of the United States.

Whenever any goods are imported by
sutlers, and the duties paid by them, as is
required by these regulations, and when
the sutler shall first prove to the satisfac-
tion of the commandant of the port that
said sutler has actually sold any of said
identical goods so imported by him, to any
other soldier, sailor or marine for their
own actual individual use and consump-
tion, and not as merchandise for re-sale,
then and in that case the duties so actual-
ly paid, on said goods so sold to any offi-
cer, soldier, sailor or marine as aforesaid,
shall be refunded to said sutlers; but be-
fore refunding the money so collected, it
shall be the duty of the council of adminis-
tration, which, under the direction of the

commandant of the post, fixes the price of
sutlers' goods, in determining the price of
any of said goods so sold as aforesaid by
them, to deduct the duty so paid from the
price, with a view to avoid imposing any
of the burdens of the duties herein pre-
scribed upon the army or navy of the
Union. All officers' individual stores in-
troduced for their own actual use, and
equipment required by law, are exempt
from duty.

14. Upon the arrival of any vessel with-
in the ports aforesaid, a sentinel or senti-
nels should be at once placed on board to
prevent frauds upon the revenue. When
the tonnage duty has been paid, passen-
gers can be permitted to land with their
baggage, provided no dutiable or prohibi-
ted articles are found therein. There will
be required from the consignee of any
goods imported in such vessel, an entry as
per Form 3, to be deposited with the com-
mandant of the port, also an invoice ver-
ified as hereinbefore required.

15. Whenever the commandant, pay-
master, purser or other officer, has reason
to suspect that any goods are fraudulently
invoiced, he shall institute such an exami-
nation as in his opinion may be proper
and necessary. All goods warehoused on
shore, if the duties are not paid at the ex-
piration of thirty days after such arrival,
must be sold under the regulations pre-
scribed herein.

16. Prior to the departure of vessels from
the ports aforesaid, the paymaster, purser,
or other officer, as the case may be, will
require the master to produce to him a
manifest of the outward cargo of such ves-
sel, specifying the marks, numbers, de-
scription and contents of packages, and
the value thereof, as per Form 7, a copy
of which, signed by the paymaster, purser
or other officer, and countersigned by the
commandant, will be granted to the
master, together with a clearance to be en-
dorsed thereon as per Form 8.

No clearance will be granted to any
vessel of the United States to any other
port or place in Mexico, except such port
or place be in possession of the U. States.
The exportation of goods from any port or
place in Mexico in our possession, the im-
portation of which is prohibited by these
regulations, is also strictly prohibited.

19. While ships or vessels from distant
seas, calling in any of the ports of Cali-
fornia for refreshment or supplies, will not
be subjected to tonnage or revenue duty,
unless they land or sell portions of their
cargo for the purpose of trade.

20. No tonnage duty will be charged on
transports in the employment of the United
States government by charter and convey-
ing supplies for the Army or Navy; but if
in addition to the supplies for government,
they carry cargo on private account, to be
sold, on board, or landed in the California
ports, they will not be exempt from ton-
nage duty, and duty on the cargo so sold
or landed.

21. Goods, merchandise, &c., imported
into California and upon which the duties
have been paid, may be shipped in vessels
wearing the United States flag, from one
port in California to another port in Cali-
fornia, without any further duties being
demanded. The revenue officers certify-
ing on the invoice of the goods laden at
the port, and intended for another port
in California, that the duties on said goods
have been paid. Any erasures or inter-
lineations on the face of the invoice, will
render null and void the certificate of the
revenue officer, that the duties have been
paid.

22. No freight, box, package, goods,
wares or merchandise will be permitted to
go on board of any ship or vessel, after
her clearance has been endorsed and sig-
ned on the manifest of her outward cargo;
any box, package, goods, wares or mer-
chandise so put on board, or attempted to
be put on board, after the clearance is sig-
ned on the manifest of the outward cargo,
shall be confiscated.

23. No duties will be in future charged
on lumber arriving in the California ports.

24. When persons are called in to ap-
praise the cargo, or any part thereof, that
may be landed, the expenses of the ap-
praisal shall be paid, one-half out of the
revenue, and the other by the master of
the vessel, the supercargo, consignee,
or owner, as the case may be.

25. The President has decided that a pre-
vious payment in Mexico will not exempt
a vessel or cargo of any nation from the op-
eration of the regulations and tariff herein
prescribed.

26. All articles the growth, produce or
manufacture of California, shipped from
one port in California to another port in
California, will be free of duty.

R. B. MASON,
Col. 1st Dragoons,
Gov. of California.

MONTEREY, CALIFORNIA,
October 20, 1847.

FORM 1.
I, JOHN BROWN, do solemnly, sincerely,
and truly swear or affirm, that I am the owner
or purchaser of the goods, wares, and mer-
chandise, described in the within or an-
nexed invoice; that the fair market value of
said goods in the principal markets of the
country of production thereof, at the present
time, including all costs for bleaching, dye-
ing, pressing, and packing, and for inland
transportation, and all other charges, to the
place of shipment, amounting to three thou-
sand seven hundred dollars, is correctly stated
in said invoice. And I further swear that
the quantity is truly stated therein. So help
me God.

Signed **JOHN BROWN,**
L. S. Sworn to before me, this 22d March,
in the year 1847, at the United States con-
sulate at Bremen. **A. B., Consul.**

FORM 2.
I hereby certify that the value of the
Franc of Switzerland, in which currency
the annexed or within invoice is made out,
is equal to twenty-seven cents United States



THE SPECTATOR.

JAMES H. WATTS, EDITOR—G. BEVELLY, PRINTER.

Oregon City, Oct. 12, 1848.

THE SPECTATOR, after a temporary
sickness, greets its patrons, and hopes to
serve them faithfully, and as heretofore,
regularly. That "gold fever," which
has swept about 3,000 of the officers, law-
yers, physicians, farmers, and mechanics
of Oregon, from the plains of Oregon into
the mines of California, took away our
printers also—hence the temporary non-
appearance of the Spectator.

Political.

In other portions of this paper will be
found a letter of Gen. Lewis Cass, and
the substance of a speech, and resolutions,
of Hon. Henry Clay, which we copy from
the St. Louis Union. We have not been
able to learn who has been nominated for
the Presidency, by either of the great pol-
itical parties; but we are inclined to be-
lieve that the Hon. Henry Clay has been
nominated by the Whigs, and Gen. Lewis
Cass, or the Hon. James Buchanan, by
the Democrats. It appears, that at the
date of our latest intelligence from Wash-
ington, the Presidential election, now
nearly at hand, was likely to turn, mainly,
upon questions growing out of the Mexican
war. The Hon. James Buchanan, and
George M. Dallas, had written letters, in
which they took ground similar to that
occupied in the letter of General Cass.
The ratification of the treaty of peace on
the part of Mexico, and the discovery of
the gold mines of California, will both have
their influence on the election. General
Zachary Taylor has been nominated as a
candidate for the Presidency, by the Na-
tive American party, but is not likely to
receive a nomination by the Democratic
or Whig party.

In case there should be no election of a
President by the people, one of the three
candidates receiving the highest number
of votes for that office, will be elected by
the House of Representatives, each State
having one vote.