

Office—Good's Building, Main st. Editorial Room in first story.

TERMS—The ARGUS will be furnished at Three Dollars and Fifty Cents per annum, to single subscribers—Three Dollars each to clubs of ten at one office.
Two Dollars for six months—No subscriptions received for a less period.
No paper discontinued until all arrearages are paid, unless at the option of the publisher.

The Oregon Argus.

—A Weekly Newspaper, devoted to the Principles of Jeffersonian Democracy, and advocating the side of Truth in every issue.—

VOL. II.

OREGON CITY, O. T., SEPTEMBER 27, 1856.

No. 24.

ADVERTISING RATES.
One square (12 lines or less) one insertion, \$3.00
Two insertions, 4.00
Three insertions, 5.00
Each subsequent insertion, 1.00
Reasonable deductions to those who advertise by the year.

Job Printing.

THE PROPRIETOR OF THE ARGUS is happy to inform the public that he has just received a large stock of JOB TYPE and other new printing material, and will be in the speedy receipt of additional stock to all the requirements of the locality. HANDBILLS, POSTERS, BLANKS, CARDS, CIRCULARS, PAMPHLET-WORK and other kinds, done to order, on short notice.

Dawn.
In idle grief I sat and sigh'd,
With folded hands for love and light;
But darkness brooded far and wide,
And silence seal'd the lips of night.
And still, as blackness changed to gray,
And star by star died out above,
I wept my foolish heart away,
And feebly sigh'd for light and love.
But when the Alchemist on high
Flash'd into gold each ruddy streak,
A new-born breeze, catering by,
Leaped up and kiss'd me on the cheek;
Then came a murmur from the plain,
And music from the waving grove,
And Earth to happy toil again
Awoke with praise for light and love.
"I take it for a sign," I said,
"And rose like Lazarus from his grave;
"Leave folded hands unto the dead,
Leave sighing to the galleys-slave;
For all the sighs from all the lands,
And all the tears that men can weep,
Could waft no love to folded hands,
Could rain no light on wilful sleep.
"For, never slumbering, to the morn
Earth's earnest eyes for ever more;
And from her million sons are borne
No idle sighs for light and love.
But labor, labor slays the night,
And speeds the Day God's chariot wheels;
Labor, love-given, fathers light,
And light to labor love reveals."
Then, gathering up my newest sigh,
I shaped therefrom a bark of air;
With the last offerings of my eyes
I freighted it, and called it "Prayer."
Its sails were set, its masts were strong,
Well found in airy bolt and bar;
I watched it as it surged along,
And hid behind the mowing star.
And, as it turned with braving tread
Across the barren mountain side,
Methought some whisper softly said—
"Go, labor thou, what'er betide;
Go, labor thou, and be content!
Thy little bark, like Noah's dove,
Shall seek thee when the day is spent,
Deep-laden, then, with light and love."
—Household Words.

Report of the Pacific Railroad Committee.

The following is a copy of the Report of the Pacific Railroad Committee, which was to have been presented to the House of Representatives on Monday, July 21st:

The select committee to which was referred the bill to provide for the establishment of a railroad and telegraph communication between the Atlantic States and the Pacific Ocean, and for other purposes, beg leave to make the following report:

The necessity which exists for constructing lines of railroad and telegraph communication between the Atlantic and Pacific coasts is no longer a question of argument. It is conceded by every one, that, in order to maintain our present position on the Pacific, we must have some more speedy and direct means of intercourse than is at present afforded by the route through the possessions of a foreign power.

The importance of our Pacific possessions is felt in every pursuit and in every relation of life. The gold of California has furnished the merchant and trader with a capital by which enterprises have been undertaken and accomplished, which were before deemed impracticable. Our commercial marine has been nearly doubled since 1843; internal improvements have been pushed forward with astonishing rapidity; the value of every kind of property has been doubled, and the evidences of prosperity and thrift are everywhere to be seen. The security and protection of that country from which have emanated nearly all those satisfactory results, is of great importance. That can be accomplished only by direct and easy communications through our own territory. Railroads will effect this. At present, we are forced to resort to a very circuitous route by sea, through the tropics, and across the continent at a most sickly point in the torrid zone. Should a war break out between our country and any other maritime power, or should a difficulty arise with one of the petty Spanish American States through which these routes lie, our communication would be intercepted, and the unity of our confederacy would be actually broken up.

Looking to these facts alone to secure the construction of these lines of communication, has given them such importance as has never attached to any work of internal improvement since the time when, during President Jefferson's administration, it was thought necessary to connect the states lying on the Atlantic seaboard with the States lying in the valley of the Mississippi, by means of roads across the Alleghany mountains.

Insignificant as the undertaking of the building of a wagon road across the Alleghany mountains may appear now, the proposition was then deemed exceedingly difficult, and occupied quite as much of the public attention as the Pacific railroad does at the present time. The States were then separated only by the mountain range of the Alleghany; but the western country was so remote and access to it so difficult, that the construction of a road was considered absolutely necessary, and sufficient to attract the earnest attention of Congress. The people of the western frontier were at that time exposed to the incursions of the Indians. The country was exceedingly fertile; but the markets were so distant that the production was an incumbrance rather than a profit to the farmer; and vast tracts of rich agricultural land were suffered to remain an unbroken waste.

The action of the government attracted public attention and awakened private enterprise. Canals were projected, and then followed railroads, until every part of that country which was but a few years ago called the "Far West," has been brought within three or four days' communication with the cities on the seaboard,

giving a new impulse to commerce, increasing the value of property, and relieving the frontiers from all the dangers of a hostile foe. No better example can be given of the benefit resulting from the construction of railroads to both public and private property than that of the Illinois Central Railroad. On the line of that road the public lands had been offered for sale many years without finding a purchaser, and were at last reduced to the lowest minimum price, twelve and a half cents per acre; and even this reduction was not sufficient to induce their sale. But when, after government had given away one half to assist in building the road, the other half was readily sold for two dollars and fifty cents per acre. Similar results have followed the building of nearly every other railroad in the country, although in many instances, as in this, the roads came in direct competition with river and canal transportation. A railroad across the continent would open up a vast extent of country to settlement; and much of what is now believed to be sterile and barren, will, no doubt, as in California, be found to yield bountifully to the agriculturist.

These lands are now totally without value, no matter how fertile they may be, and to the Government worthless. Giving away one half for the construction of the proposed roads will thereby attach value to the remainder, and whatever that value may be, will be the amount the government is gaining by the transaction. Your committee have not thought proper to step aside from the long established system of the Government in granting lands to aid in the construction of the railroads under consideration, except incidentally on the payment for the transportation of troops, munitions of war, and for carrying the mail; at the same time, they have endeavored to extend to every portion of the country an equal share of the benefits to be derived from it. Every part of the country from Lake Superior to the Gulf of Mexico is brought in direct contact with one or the other of the proposed roads; and from the western frontiers of the States lying west of the Missouri, connections are easily made with roads already completed to the cities on the Atlantic seaboard. By thus combining all the great interests of the country, an effort has been made to allay sectional jealousies, and bind together more firmly every part of the country.

The policy of granting lands, or the proceeds thereof, for the purpose of internal improvement, and to increase the value of public property, was early adopted by our government. By the act of April 30, 1802, "one twentieth of the net proceeds of the sale of the public lands lying in the State of Ohio was set apart to be applied to the laying out and making public roads leading from the navigable waters emptying into the Atlantic to the Ohio, to the said State, and through the same;" such roads to be laid out "under the authority of Congress, with the consent of the several States through which the roads shall pass." By the act of May 1, 1802, it is provided "that it shall and may be lawful for the Secretary of the Treasury to cause to be reviewed, marked and opened such roads in the territory northwest of the Ohio as in his opinion may best serve to promote the sales of the public lands in future." Both these acts were approved by Mr. Jefferson, and form the basis on which all similar acts have been predicated. Every Executive since that time has approved of similar acts, and the only change made was in the manner of making the grants; the lands having been given instead of the net proceeds of the sales thereof.

The plan thus proposed precludes the necessity of entering into an estimate of the expenses to be incurred in the construction of any of the proposed roads; nor does it matter how many of the roads are thus authorized to be constructed. If built, they will open a vast extent of country to settlement, and thus the government and the people would be materially benefited. If the road should not be built within the time specified, the lands revert to the government, and the parties take nothing by the grant. Nothing is given without a corresponding benefit to accrue. As a means of military defence, the Secretary of War, in his last annual report, has placed this measure in such a strong point that your committee thought proper to make the following extract. Alluding to our Pacific possessions, he says:

"This territory is not more remote from the principal European States than from those parts of our own country whence it would derive its military supplies, and some of those States have colonies and possessions on the Pacific which would greatly facilitate their operations against it. With these advantages, and those which the attacking force always has, of choice of time and place, an enemy possessing a considerable military marine could, with comparatively little cost to himself, subject us to enormous expenses, in giving to our Pacific frontier that protection which it is the duty of the general government to afford.

In the first years of a war with any great maritime power, the communication by sea could not be relied upon for the transportation of supplies from the Atlantic to the Pacific States. Our naval peace establishment would not furnish adequate convoys for the number of store-ships which it would be necessary to employ, and store-ships alone laden with supplies could not undertake a voyage of twenty thousand miles, passing numerous neutral ports, where an enemy's armed vessels, even of the smallest size, might lie in wait to intercept them.

The only line of communication, then, would be overland; and by this it would be impracticable, with any means heretofore used, to furnish the amount of supplies required for the defence of the Pacific frontier. At the present prices over the best part of this route, the expenses for land transportation alone for the annual supply of provisions, clothing, camp equipage, and ammunition for such an army as it would be

necessary to maintain there, would exceed \$20,000,000; and to maintain troops and carry on defensive operations under those circumstances, the expense per man would be six times greater than it is now; the land transportation of each field twelve-pounder, with a due supply of ammunition for one year, would cost \$2,500; of each 24-pounder and ammunition, \$9,000; and of a sea coast gun and ammunition, \$12,000. The transportation of ammunition for a year for 1,000 sea-coast guns would cost \$10,000,000. But the expense of transportation would be vastly increased by a war; and at the rates that were paid on the northern frontier during the last war with Great Britain, the above estimate would be trebled. The time required for the overland journey would be from four to six months. In point of fact, however, supplies for such an army could not be transported across the continent. On the arid and barren belts to be crossed, the limited quantities of water and grass would soon be exhausted by the numerous draught animals required for heavy trains, and over such distances forage could not be carried for their subsistence.

On the other hand the enemy would send out his supplies at from one-seventh to one-twentieth the above rates, and in less time—perhaps in one-fourth the time—if he could obtain command of the isthmus routes.

Any reliance, therefore, upon furnishing that part of our frontier with means of defense from the Atlantic and interior States, after the commencement of hostilities, would be vain, and the next resource would be to accumulate there such amount of stores and supplies as would suffice during the continuance of the contest, or until we could obtain command of the sea. Assigning but a moderate limit to this period the expense would yet be enormous. The fortifications, depots, and storehouses, would necessarily be on the largest scale, and the cost of placing supplies there for five years would amount to nearly one hundred millions of dollars.

In many respects, the cost during peace would be equivalent to that during war. The perishable character of many articles would render it perhaps impracticable to put provisions in depot for such a length of time; and in any case, there would be deterioration amounting to some millions of dollars per year.

These considerations, and others of a strictly military character, cause the department to examine with interest all projects promising the accomplishment of a railroad communication between the navigable waters of the Mississippi and those of the Pacific ocean. As military operations depend in a greater degree upon rapidity and certainty of movement than upon any other circumstance, the introduction of railway transportation has greatly improved the means of defending our Atlantic and inland frontiers; and to give us sense of security from attack upon the most exposed portion of our territory, it is requisite that the facility of railroad transportation should be extended to the Pacific coast. Were such a road completed, our Pacific coast, instead of being further removed in time, and less accessible to us than to an enemy, would be brought within a few days of easy communication; and the cost of supplying an army there, instead of being many times greater to us than to him, would be about equal. We would be relieved of the necessity of accumulating larger supplies on that coast, to waste, perhaps, through long years of peace; and we could feel entire confidence that, let war come when and with whom it may, before a hostile expedition could reach that exposed frontier, an ample force could be placed there to repel any attempt at invasion.

From the results of the surveys authorized by Congress, we derive at least the assurance that the work is practicable; and may dismiss the apprehensions which, previously, we could not but entertain as to the possibility of defending our Pacific territory through a long war with a powerful maritime enemy.

The judgment which may be formed as to the prospect of its completion, must control our future plans for the military defence of that frontier; and any plan for the purpose which should leave that consideration out of view, would be as imperfect as if it should disregard all those other resources with which commerce and art aid the operations of armies.

Whether we shall depend on private capital and enterprise alone for the early establishment of railroad communication, or shall promote its construction by such aid as the General Government may constitutionally give; whether we shall rely on the continuance of peace until the increase of population and resources of the Pacific States render them independent of aid from those of the Atlantic slope and Mississippi valley, or whether we shall adopt the extensive system of defence above referred to, are questions of public policy which belong to Congress to decide.

Beyond the direct employment of such a road for military purposes, it has other relations to the great interests of our confederacy, political, commercial, and social, the prosperity of which essentially contributes to the common defense. Of these it is not my purpose to treat, further than to point to the additional resources which it would develop, and the increase of population which must attend upon giving such facility of communication to a country so tempting to enterprise, much of which having most valuable products, is beyond reach of market.

Some of the considerations which bear upon the questions submitted to the committee have been briefly suggested, but we do not deem it necessary to enter upon an extended argument to show either the constitutional power of Congress to aid the construction of the proposed roads, or its duty to exercise that power.

The public mind has already formed its judgment on both these points; the public press, popular assemblies and legislative

resolutions have spoken with a concurring voice; and recent representative conventions of the Democratic party at Philadelphia, have, with most remarkable unanimity and emphasis, declared the will of the people on this subject in resolutions intended for our instruction.

The committee have deemed it their duty to give effect to this general wish, and have examined, with much care, the various plans which have, from time to time, been proposed. They have thought proper to change the provisions of the bill referred to them very materially, preferring to make the grant directly to companies whose interests are well established, and ability to give assurance that they will press the work forward to completion at the earliest day possible.

[From the New York Herald.]
Mexico as it Was and Is.

The high and patriotic position taken by Gen. Comonfort in the conduct of his government, gives the sincerest pleasure to the friends of liberty in the United States.—The hearty support he receives from the people at home, is also a subject of congratulation, and it is easy to perceive that if this state of things can be maintained for a year or two, Mexico will at last take her true place among the nations of the earth; and, indeed, it is high time that this most beautiful, fertile and rich of countries should realize a sense of its dignity, and emancipate itself from the fetters of ignorance, superstition and venality, with which it has been so long enchained.

The difficulties which have hitherto proved so serious an obstruction to the onward progress of that State, are to be attributed entirely to the overwhelming power of the Church. Never was there such an *imperium in imperio* as this. The governments which were not pleasing to the priests had no stability. When there were two parties contending for the supremacy, whichever the Church inclined to succeed.

The Archbishop, with nine bishops under him, all having cathedrals and chapters, except the prelate of Sonora—with 185 prebendaries and canons, 1,200 parishes, and a regular and secular clergy amounting to 10,000 persons, was no inconsiderable personage. Of the regular clergy, 2,500 reside in the capital, and the orders of the Dominicans, Franciscans, Carmelites, and Mercedarians possess 150 convents.—The salary of the Archbishop is \$130,000 per annum, that of the Bishop of Puebla was \$110,000. The remaining bishops receive altogether about \$200,000 more. It has been extremely difficult to ascertain the real value of the general property of the church. No administration has yet been able to get at the truth. Some years since the following was admitted by the Archbishop to be the value:—

Real estate in town and country	\$18,000,000
Churches, houses, convents, furniture, jewels, precious vessels	52,600,000
Floating capital	20,000,000
Total	\$90,600,000

But it is fully believed this sum is not more than one quarter of the true amount. The Signor Lendo de Tegada, who is now at the head of the finances, asserts with perfect confidence that the real property of the clergy is of the value of two hundred and fifty to three millions of dollars. In the city of Mexico, containing five thousand houses, worth eighty millions of dollars, the church owns one-half, and the income has been estimated by the Minister at twenty millions of dollars. The estates in mortmain alone, amount to fifty millions of dollars. Waddy Thompson, our former Minister at Mexico, was of the opinion that one-quarter of the whole country belonged to the priests. The quantity of gold, silver, and jewels in the churches is great enough to pay the whole foreign and domestic debt. A single balustrade, about three hundred feet long, in the cathedral of the capital, is supposed to be worth a million of dollars.

Is it any wonder, then that the people of Mexico have been one of the most wretched among civilized nations? What would we think had we a religious body among us owning one-quarter of the United States, with a larger revenue than that of the government, interfering in every political movement, and exercising special authority in all cases of deaths, marriages, wills, education, crime of the clergy, and putting the canon law before the civil or every possible occasion? Suppose, too, the power which claimed all this authority was not only irresponsible to the government under which it existed, but should be able to cut off, by interdiction, any obnoxious individual, by church discipline, from any tongue. For every feeling, interest, custom, habit mode of thinking or acting in which we are at variance, there are hundreds, and those of a hundred fold weight and importance, in which we are as one.

War between two such nations cannot possibly seem more horrible and unnatural in your eyes than it does in ours. We desire, therefore, to assure you, with all the emphasis and solemnity which it is possible for words to give, that the government and people of the United States have no desire to be at war, or even at feud with Great Britain.

It is for this reason that we have received with such special satisfaction the demonstrations of friendship and brotherhood contained in your address, and we desire to respond in the same spirit, without reserve and with our whole hearts.

Our aims, our interests, our sentiments of humanity, the principles of our religion, all look to peace. War, with any nation, and most of all with the people of Great Britain—which would be war with our own flesh and blood—is abhorrent to every cherished sentiment of the American heart. Friends and brethren, we go farther. It is our desire not only to avoid the dreadful extremity of war, but to live on terms of the most cordial friendship with you. If

evils, and the statesmen of Turin find themselves greatly embarrassed by this powerful spiritual interposition of the clergy.

In both cases, however, the experiment of liberation, if persisted in, will succeed.—The mind, once emancipated, becomes endowed with more than mortal strength in its opposition to priestly tyranny.

Let those who seek models in moments so critical, read the history of the brave Hollanders, who resisted for so many years, amid seas of blood, the horrible tyranny of the bigoted Philip of Spain.

Among the plans which the government of Mexico entertains for benefiting the country, is one for establishing four colonies of emigrants on the line of road between Vera Cruz and Jalapa. The decree of 10th of May contains the following articles:

Article 1. That there shall be established in the territory on the sides of the road between Vera Cruz and Jalapa four colonies on those points where the soil is most fertile, the climate healthy and excellent, and which parts the governor of the department will designate with the approbation of the supreme government.

Article 2. The territory that shall be designated for the four colonies, will be occupied for the public good, and the proprietors who hold it now will be indemnified as is by the law established.

Article 3. For every colony there will be destined 11,000 acres, out of which 1,000 will be reserved for the place where the future village or city shall stand, and 10,000 will be given for cultivation.

Article 4. From every 1,000 that shall be reserved for the houses of the village of the colony, each colonist shall receive for his place of residence twenty meters front and one hundred length, to build upon.

Article 5. The 10,000 acres will also be divided between the colonists, so that every emigrant shall receive for his use one hundred acres.

Article 6. For the first three years the emigrant shall pay no duty whatever, or no contributions of any kind. All emigrants will be permitted to introduce to the colony, free of duty, all kinds of grain, field and agricultural instruments, and whatever they bring for their personal use or for that of the place of their residence.

Offices are being established in New York Philadelphia, Boston and Baltimore, for the purpose of assisting emigrants to reach these colonies:—

Any person desiring to emigrate must apply to the agent, and he is immediately taken to the Mexican Consul, who gives him a certificate on a printed letter of recommendation. This certificate he presents on his arrival at the port of Vera Cruz, and immediately receives a free passage to the place of his destination. He has also the privilege of importing, free of duty, all articles for agricultural or personal use.

The best plan to adopt in going to Vera Cruz is to go by the regular line established between New York and Vera Cruz, which leave the former port monthly, and make their passages in from fourteen to twenty days.

The government has published a decree that all vessels carrying immigrants to Mexico shall be free of tonnage taxes.

This liberal policy cannot be too much commended. If little North American emigration is to be expected, Italy, France and Germany will contribute largely.

But one thing is certain. Unless the secular power of the church is entirely broken up in Mexico, it can never hope for stability. We hope sincerely that the liberal party of the country will adhere inflexibly to its present policy.

Peace Address from Philadelphia to the English People.

The following is a copy of the address lately sent by the committee appointed at a meeting of the citizens of Philadelphia, in reply to the addresses of the citizens of Manchester and Liverpool to the people of the United States:—

FRIENDS AND BRETHREN—We have received with profound satisfaction the letter addressed by you to the people of the United States in relation to the difficulties existing between the two countries. There is not a sentiment or a word in that truly fraternal address which we do not make our own. We feel, as you do, that Englishmen and Americans are substantially one. No two nations of equal extent are now, or ever have, been so closely bound together. No two nations really independent of each other ever had so many causes for being at amity—so few causes for alienation even, much less for war. We speak the same tongue, we are of one faith, we are of one blood. For every feeling, interest, custom, habit mode of thinking or acting in which we are at variance, there are hundreds, and those of a hundred fold weight and importance, in which we are as one.

War between two such nations cannot possibly seem more horrible and unnatural in your eyes than it does in ours. We desire, therefore, to assure you, with all the emphasis and solemnity which it is possible for words to give, that the government and people of the United States have no desire to be at war, or even at feud with Great Britain.

It is for this reason that we have received with such special satisfaction the demonstrations of friendship and brotherhood contained in your address, and we desire to respond in the same spirit, without reserve and with our whole hearts.

Our aims, our interests, our sentiments of humanity, the principles of our religion, all look to peace. War, with any nation, and most of all with the people of Great Britain—which would be war with our own flesh and blood—is abhorrent to every cherished sentiment of the American heart. Friends and brethren, we go farther. It is our desire not only to avoid the dreadful extremity of war, but to live on terms of the most cordial friendship with you. If

there is any one sentiment on which Americans are all of one mind, it is the wish expressed by our Minister, Mr. Dallas, that between the government and people of Great Britain and those of the United States every cause of misunderstanding, and with it every shadow of alienation and distrust, should be at once, and forever, banished.

Signed, in behalf of the citizens of Philadelphia, convened in public meeting at the Merchants' Exchange, July 3, 1856.

RICHARD VAUX, Mayor of Phila.
A. J. LEWIS,
EDMUND A. SOUDER,
W. C. PATTERSON,
JOHN S. HARE,
MORRIS L. HALLOWELL.

INSANITY AT DIFFERENT PERIODS OF LIFE.
—The London *Lancet* says that to determine the period of life which furnishes the greatest number of insane persons, it is sufficient to bring together the records, made up under different circumstances. One of them only at the Bicetre, France, where poor men only are received; another at the Salpêtrière, a hospital for poor women; the third at an establishment devoted to the wealthy. From these reports it appears first, that the age which furnishes the greatest number of insane is, for men, that from thirty to forty; whilst for women it is that from fifty to sixty years; second, that the ages which furnish the least are, for both sexes, childhood, youth, and advanced age; third, that among women, insanity appears earlier than among men, indeed from twenty nine to thirty years of age; fourth, that the rich are afflicted, in comparison with the total number of insane persons, in greater proportion than the poor.

Take a Paper for your Wife.
A friend, says an exchange, told us a story in relation to one of our subscribers, which contains a good moral for husbands, and also furnishes an example for wives which is not unworthy of imitation under similar circumstances:

The subscriber referred to said it had been his intention to call at the office, pay up his arrears, and discontinue the paper. His wife very promptly asked:—
"Why do you intend to discontinue the paper?"
"Because," said the husband, "I am so much away from home on business, and have so little time to read, there seems to be little use in my taking the paper."
"Yes," replied she, "it may be but little use to you, but it is of great use to me. I remain at home while you are gone. If you discontinue the paper, I will go straight to town and subscribe myself."

IMPORTANT TELEGRAPHIC IMPROVEMENT.
—Professor Giovanni Catelli, of Florence, has just made a discovery which promises to cast all previous electro-telegraphic instruments in the shade. He has invented an apparatus by which the telegraphic wire will transmit to any distance an exact fac simile of any writing or design, when made to communicate with a similar apparatus of the other station. If this account of this extraordinary invention, which we extract from the *Corriere Mercantile* of Genoa, be true, the transmission of telegraphic dispatches by single letters will be entirely suspended—and the original writing put into the apparatus will be produced in an instant, with the signature of the correspondent, as if written by himself.

The development of the Russian navy, interdicted in the Black Sea, is to be carried out in the Pacific. The Amoor, Sitka, Ochotsk and Petropaulovski with this view become the special objects of attention and care on the part of the Russian admiralty. Numerous steamers will be built in the White Sea, the Baltic, on the Don, Hong and Dnieper, on the Caspian Sea, the Lake of Aral, on the Oxus and Jaxartes, while flotillas of screw gun-boats are to protect both Russian trade with Asia generally, and increase her influence as well as power in Persia and Turan—that is, in Bokhara, China and Kokhand.

ACTION OF HEAT ON WATER DIVERTED OF AIR.—An English engineer directs attention to some remarkable points in connection with the action of heat on water that contains no air, stating that, arising from this circumstance, as well as from the spheroidal condition of the steam generated we have two very active and predisposing causes of boiler explosions. Water in congelation, rejects all air; and if thus or otherwise deprived of air, it will not boil at 212 deg. Fahrenheit, if excluded from the atmosphere. In this state, the temperature will increase even to between 270 deg. and 280 deg.; about these points the whole will explode like gunpowder. This condition of water is not unfrequently found formed in steam-boilers, where, during ebullition, the steam carries off the air.

LIBERALITY OF ENGLISH CHRISTIANS.—The receipts of the various benevolent societies in England for the past year, as reported at the recent anniversary in London, were \$3,712,959. Although during the year the nation was obliged to make great efforts to equip her armies and fleets, yet every Christian association has been supported with increased liberality.

The mail which left the Post Office in San Francisco June 6, to be carried on board the Golden Age, contained 49,959 letters, and over 40,000 newspapers. The mail numbered 149 bags, being nearly fifty per cent. more than are ordinarily used to dispatch one of their eastern mails.

The population of Cuba is estimated at the present time at about 4,000,000.—Of these, 650,000 are white, 750,000 slaves black, and about 200,000 free black. By a royal order issued on the 12th of March, 1837, free colored people were prohibited from landing in Cuba on any pretense whatever.

The skeleton of a mastodon has been discovered at New Braunfels, Texas.