

The new Territory will contain about 100,000 square miles, and, leaving in New Mexico about 130,000 population, Arizona will be represented by about 10,000.

Jan. 18.—Mr. James M. Crane, delegate elect from Nevada, has issued a circular to members of Congress, presenting a long array of arguments why the bill to organize that Territory should become a law. Its length is about 600 and width 450 miles. The population ranges from 15,000 to 18,000 souls. He gives a glowing description of its mineral and agricultural features, saying, in conclusion, he can enter into no bargain or arrangement for omnibussing the Territories through Congress.

The House Committee on Territories this morning ordered the bill to provide for the organization of a Territorial government in Dakota to be reported with a boundary extension west to the Rocky Mountains.—Representative Colfax, and Mr. Graham, the delegate elect from Colons, appeared in the committee and addressed it in favor of the organization of the latter Territory, but the committee arrived at no conclusion in regard to it. Should the action ultimately be favorable, the Territory will, it is supposed, be made to cover a larger area than Mr. Colfax proposed in his bill.

PACIFIC RAILROAD.

A Washington letter-writer says: "The Pacific Railroad bill now pending in the Senate is growing in weakness every day. Senator Foster of Connecticut said this afternoon that as it was stone dead, having received a mortal wound in the imposition of a third line among the projects which it proposed to execute, he thought it ought to be got out of the way with all the speed the sextons could make. Unless the bill be saved by a re-committal, it will doubtless perish of collapse, and will not pass the order of the body in which it originated. The House is too busy to discuss the subject at this session."

The correspondent of the New York Journal of Commerce says:

"I learn from Senators that the prospect of the passage of any bill, in that body, for a railroad to the Pacific has become very bad. The personal, political, and party topics which have been introduced into the discussion by Mr. Iverson, are likely to become the chief subject of remark. In the debate that may follow, the merits of the bill may be obscured, or wholly lost sight of."

THE TREASURY.

Jan. 16.—The Committee of Ways and Means met yesterday, and had under consideration the National Treasury, its deficiencies, and the best mode of replenishing it. The deficiency by the first of July, 1860, it was thought, would be over thirty million dollars. Treasury notes or a loan, together with some increase of duties, seem inevitable.

The Ways and Means committee have before them various propositions regarding the tariff under consideration, but thus far they have been unable to come to any determination. It seems to be settled that a new loan of not less than thirty millions will be needed to meet the demands of the Government for the next fiscal year.

EXTRA SESSION.

The N. Y. Herald's correspondent says: "There is some apprehension from the apparent indifference of Congress to the actual necessities of the government, and from the limited term of its existence, that the President may be under the necessity of calling an extra session. Such an anomaly and disgrace to the party, as a democratic President having to call a republican Congress to his aid, through the neglect of a democratic Congress doing its duty, would be unprecedented."

The Washington correspondent of the Philadelphia Press says:

"This is now the 13th of January, and the country will see that nothing has been done by Congress. About six working weeks remain. The Senate will doubtless pass the Pacific Railroad bill; but it is destined to excite a violent and protracted debate in the House. No move has yet been made toward a thorough amendment of the tariff of 1857. The French spoliation bill is on the table of the Speaker of the House now. These, with the heavy incidental debates certain to arise on the Oregon bill, the English bill, points of order of all varieties, party politics, &c., will consume the time most remorselessly. Consequently, an extraordinary session is everywhere discussed as probable. Extra sessions have always been fatal to the administration calling them. The celebrated hundred days session under John Tyler killed a great party. Mr. Van Buren was greatly damaged by that which he called. The present Executive knows these things, and being naturally very superstitious, he will hesitate long before he consents to this extreme and most doubtful alternative.—Should he do so, some most boisterous scenes will take place. A number of States have not yet elected all their Representatives to Congress. The administration will be hopelessly in the minority, at all events in the next House; and if the extra session should be called, say in May, that branch of the government will be exclusively controlled by the Republicans."

MISCELLANEOUS.

The chances for an extra session of Congress are now seriously calculated in high quarters. The articles in foreign papers touching the views of England and France have excited a lively interest here. Mr. Bakewell's call for correspondence is designed to ascertain if our government has been notified of these views, as alleged by the Paris Press.

The recall of Lord Napier is now attributed, in the best informed circles, to French influence. Senator Douglas resumed his seat in the Senate to-day. His reception was studiously cold—few Senators approaching to welcome his return.—There was a slight attempt to applaud in the gallery, but it was promptly checked.

By the interposition of mutual friends, the difficulty between Messrs. English and Montgomery, members of Congress, has been amicably adjusted. Mr. English expresses regret for his hasty attack, which was considered by the friends aforesaid as unwarranted by the circumstances.

The American Colonization Society held its annual meeting, Jan. 18, in Washington. The receipts of the last year were nearly \$62,000. The

Secretary's report states that there is an increasing disposition among the blacks at the North to emigrate.

Estimates for the Post Office Department for the next fiscal year amount to nearly \$17,000,000. This does not include ocean mail steamer service.

The Senate's Post Office Committee have agreed to report a bill increasing the postage rates to five cents for all distances under three thousand miles. This feature was opposed by Messrs. Bigler, Dixon and Hale. The committee are unanimous as to restraining the franking privilege, and propose to authorize the Postmaster General to make bids on the best terms, without regard to particular modes of conveyance, as now designated by law. This bill, it is said, will save a million and a half of dollars to the department. There is no probability that Congress will increase the rates of postage.

Majority and minority reports have just been made on the Oregon bill by the members of the House Committee on Territories. The House Naval Committee is engaged upon a proposition submitted to them of reducing the number of navy yards. The committee will probably report in favor of a considerable reduction. Political divisions do not interfere with the social enjoyment of Governor Seward. He entertained at dinner to-day a number of guests—among them Secretary Floyd and Senator Crittenden and their wives.

The expenses of the United States Supreme Court for the last five years, exclusive of the Judges' salaries, amount to \$112,509, of which over \$21,000 has been paid to the clerk.

Gen. Henderson, of the Marine Corps, died suddenly, last week. He has been in service about fifty years.

The bill introduced by Senator Seward for the more effectual suppression of the slave trade is a very rigid one, and can hardly fail to accomplish its purpose if it becomes a law. The bill embraces various measures for checking the many evasions of the present law which are constantly practiced, and then provides for such a fleet of small steamers as will securely guard the Slave Coast. It also makes the necessary provision for meeting and defeating the newly-fledged schemes for reopening the slave-trade, regardless of the law, relying upon public sentiment in sundry localities of the South to save the criminals from the legal consequences of their crime.

The House has struck the Persian Mission out of the Diplomatic Appropriation bill. Rome will probably be served in the same way.

WASHINGTON, Jan. 6, 1859.

In the Senate, Mr. Iverson read an elaborate speech on the Pacific Railroad, which caused much surprise by its reasonable doctrines. He opposed the central route because its effect would be to strengthen the Union, which the South meant to dissolve. He proposed to build a Northern and a Southern road, so that when the States separated, each section might have its own road. He said that all the Northern States were abolitionized; that even Illinois was lost to the National Democracy.

In the House, Mr. Bryan of Texas declared with vehemence that Texas would leave the Union if the Indian appropriations which she asked were not voted.

Mr. Giddings kindly suggested to Mr. Bryan to move the repeal of the resolution by which Texas came into the Union, promising to vote for it if introduced.

The gentlemen from Texas, however, with all his bluster, did not seem ready to take so decisive a step. He said that the resolution annexing Texas was in the nature of a treaty.

Mr. Giddings remarked that since 1854, when the Missouri Compromise was repealed, the most solemn compacts by resolution might be considered open questions.

Jan. 8.—Mr. Trumbull made an excellent speech on the Pacific Railroad, in which he denounced Mr. Iverson's sectional speech of yesterday. He declared that it was such speeches that were prejudicing the South against the Republican party. He denied that the principle of the exclusion of Slavery from the Territories was unjust to the South, and denied, also, the right of Mr. Iverson to declare that such disunion sentiments as he avowed were those of the State of Georgia. He was not prepared to believe that Georgia clung to the Union only for the pecuniary advantage she derived from it. He denied the charge that Republicanism in Illinois is Whiggery under another name, and declared that both the parties, old Whig and Democratic, died in 1854, asserting that new parties, comprising parts of both, arose on the issues then presented. He was surprised that Mr. Iverson should have expressed such a horror of Whiggery when he was associating so intimately with the Senators on that side of the Chamber who were old Whigs. He believed that Mr. Iverson's speech, sectional and treasonable as it was, represented the sentiments of the Administration.

Jan. 11.—Mr. Wilson made an elaborate speech upon the Pacific Railroad question, and in reply to Mr. Iverson's sectional remarks. Senator Wilson's speech is admitted on all sides to have very badly damaged the prospects of the Southern or Desert and Disunion route. A Southern Senator said to-day that the speech had ruined the Southern Road.

It is reported that Senator Broderick, in speaking of the Democratic caucus on the proposition to buy Cuba, said that it resembled the meeting of a gang of burglars.

The recent assaults on the troops at Camp Floyd, U. T., have caused the War Department to issue an order by which all soldiers on duty at public places are required to be so armed as to resist an armed mob. The officers which were recently injured at that place by a party of rioters—Lieut. Sanders and Asst Surgeon Carey—have so far recovered as to be able to resume their duties.

King Ludwig, of Bavaria, "protector" of the Catholic Society for German Missions in the United States, has made the society another donation of 6000 florins. Of this sum the Benedictines are to receive 3000 florins to establish a missionary station in Kansas, and 3000 florins are to be devoted to founding a Benedictine Convent at St. Cloud, Minnesota.

The valuation of Missouri in 1857 was \$287,980,032; in 1858, \$355,621,573, being an increase of \$67,641,540 last year.

The Oregon Argus.

W. L. ADAMS, EDITOR AND PROPRIETOR.

OREGON CITY:

SATURDAY, FEBRUARY 26, 1859.

To the Republicans of Oregon.

There will be a Convention of the Republicans of Oregon at SALEM, on THURSDAY, THE TWENTY-FIRST DAY OF APRIL, 1859, for the purpose of nominating a Delegate or Representative to Congress, and for the purpose of transacting such other business as may come before the Convention.

The Committee suggest that the following appointment be adhered to in electing delegates:—Curry 1, Coos 1, Jackson 4, Josephine 2, Douglas 4, Umpqua 2, Lane 6, Linn 6, Benton 4, Polk 4, Yamh H. 4, Marion 7, Clackamas 5, Washington 3, Multnomah 4, Columbia 1, Clatsop 1, Tillamook 1, and Wasco 1.

The Committee also earnestly request that a full and complete organization of the Republicans be perfected in every county at an early day, and that the chairman of each county committee immediately send his name and post-office address to W. C. JOHNSON, Clerk of the Central Committee, at Oregon City.

W. T. MATLOCK, Rep. Gen. Com.
W. C. JOHNSON, Rep. Gen. Com.
L. HOLMES, Rep. Gen. Com.
I. H. WAKEFIELD, Rep. Gen. Com.
W. L. ADAMS, Rep. Gen. Com.

Jan. 22, 1859.

The Democracy and the Pacific Railway.

Proofs of the opposition of the Democracy to the construction of a great national railroad connecting our Atlantic and Pacific territories accumulate so rapidly recently, and are so decisive and convincing in their character, that it seems even the blind devotees who worship at the Democratic shrine through the influence of sheer ignorance cannot fail to perceive it.

We shall undertake to establish this fact, notwithstanding we conceive it to be so self-evident, because there are honest and hopeful Democrats who, somehow or other, still cling tenaciously to the delusion that their party will do something for this the greatest work of the age, and who cannot bring themselves to believe that its success is intimately and entirely dependent upon the triumph of the Republican party. To such we now address ourselves, and all we ask at their hands is a candid perusal of the arguments we shall present.

It will be recollected that shortly after the admission of California into the Union in 1850, the project of a railroad connecting the extreme Eastern and Western States first began to assume the proportions of a question of general and national importance. The rapid accessions to the population of the Pacific coast, and the immense trade which it immediately gave birth to with the eastern side of the continent, made the project, when once before the public mind, almost immediately one of the most important and practical questions of the time, and necessarily forced politicians and parties to give it some attention. So universal was the feeling of the importance of this subject that a large appropriation was made during the administration (and we might add at the recommendation) of Mr. Fillmore to enable the Government to survey the different routes which had been proposed for the location of the road, in order that future Congresses might be possessed of all the requisite information to enable them to judge correctly and wisely of the practicability, cost, and location of the work. Even at that early day, the South, whether Whig or Democrat, were against it, while the North and West were, regardless of politics, as unanimously for it. Accordingly we find that in the canvass of 1852, which resulted in the election of Franklin Pierce to the Presidency, the Democratic party in the East, North, and West especially, urged the election of their candidate on the ground that he was favorable to the construction of the Pacific Railroad through the aid of the General Government, and would lend all the influence of the Executive department to its early commencement and rapid completion.

When Mr. Pierce came into power, it became his duty, under the law passed during the preceding Administration, to which we have alluded, to appoint suitable persons to survey the different routes and report the result. This much he did. But from the day in 1853 when he signed the commissions of these officers, created before he came into power, and sent them forward upon their errand, the Democratic party has never appropriated one dollar or taken one single advance step toward the commencement of the great work. The Democratic Administration used the money which had been appropriated by the Whig Administration which preceded it, and then its mission in favor of the project ended, and the action of the party as a party has from that time been in opposition to it.—No sane man can doubt this, if he only turns to negative proofs to establish it.—The Democratic party have had the entire control of the Government in their own hands, and, if they had chosen, could at any time have forced the measure through in spite of the Opposition; but when it is known that the opposition to the Democratic party have been unanimous in favor of the construction of the railway, the last shadow of an excuse for their failure vanishes away, and the conclusion is inevitable that as a party they are opposed to the measure.

But we do not rest our case on this negative but satisfactory proof. We go further, and by their acts, their votes, and their platform we convict the Democratic party of positive opposition to it. President Pierce in his first message to Congress took occasion to say in advance that appropriations of money in aid of the great work, from the national treasury, would in his opinion be unconstitutional; and that the same objection applied to all appropri-

ations of the public lands—thus going entirely over to the South on this question, and plainly intimating in advance that he would veto any bill to give the aid of the General Government to the scheme. The consequence was, all hope of anything during his administration ceased, and the friends of the measure looked only to an Executive change for any success. But when the Cincinnati Convention met in 1856, strongly as they were urged that it was indispensable for their future success that they should endorse the Pacific Railroad, they voted a resolution favorable to it out of their platform by twenty majority. Here, then, we have the party in its national convention spurning the measure, in the face of the most strenuous appeals of those Democrats who were its supporters, thus conclusively establishing its hostility to it. It is true, the convention afterward passed a sort of a willy-wonty, don't-care, milk-and-water, meaningless resolution, commending a road in general terms, but it was voted for by those who were known to be opposed to any and every scheme for a railway, and therefore cannot throw a doubt upon the conclusion to which the train of evidence we have submitted must force the candid mind.

Again, at the first session of the Congress after the induction of Mr. Buchanan into office, when the measure was proposed in the Senate, the Southern Democratic Senators voted in a body for its postponement, and finally succeeded in throttling the measure for that session. At the session which is now near its close, when the matter was again brought forward for action, the staunchest friend of the Administration in the Senate again moved to indefinitely postpone the whole subject, which move was defeated only by the united votes of the Republicans and anti-Le-compton and Western Democrats.

In the face of facts like these, what Democrat, who is in favor of the consummation of this the grandest and noblest enterprise that has ever commanded the attention of the American people, will longer delude himself with the hope that his party will ever give any encouragement or support to it? He sees his party acquiring territory, in the face of a violent opposition, on our Southern boundary, and paying for it millions of dollars, when it is intrinsically worth nothing—they can do this, yet, with the Opposition to help them, he sees them powerless to do anything to improve the communication between the two extremes of our continent by binding them together with a railway of iron bonds. He sees them offering to buy Cuba, by incurring a debt which posterity only can discharge, and entangling the foreign relations of the country by negotiations for routes through the land of strangers by which to approach our Western possessions, and ignoring entirely the improvement of a far better, shorter, and healthier one through our own territories, and can he remain unconvinced that his party are utterly and entirely opposed to the construction of the great Pacific Railroad?

We might follow this subject further, and show that this opposition to the great enterprise grows out of subserviency to the interests of Slavery and the South, but the length of this article at present forbids.

Tualatin Plains.

The Tualatin Plains, commencing some nine or ten miles south-west of Portland, is considered by many to be the most beautiful portion of Oregon. The plains embrace a good portion of Washington county, and consist of a series of prairies, all surrounded by an abundance of fir timber, with occasional groves of oak along the outskirts, and plenty of ash, maple, and alder on the streams that meander through the timbered sections. The prairies are from one to two miles wide, and from two to seven or eight miles long, with a rich soil well adapted to grass or grain. Some of them are quite flat, which renders them muddy and disagreeable in winter, while others are sufficiently rolling to carry off all the water during the heaviest winter rains. The greatest objection to these plains is the scarcity of stock-water during the dry summer months, as there are no living streams running through the middle of the prairies, and perhaps no springs.—Stock in pastures are watered by means of wells, while those outside resort to the streams in the timber. These Plains are the oldest settled portion of Oregon, and are now nearly all fenced up. Many of the old settlers have sold off portions of their section claims; hence we find a good number of farms embracing only half a section of land, while some contain even less than a hundred acres. The houses, barns and out-buildings are on an average the finest in the Territory, and the country generally presents the appearance of an old settlement of wealthy and independent husbandmen.

One would naturally imagine, in passing through this country, that all were rich, intelligent, and well supplied with ready money. That all or nearly all are rich, or well off as regards property, there is no doubt, although there is just now the greatest complaint about hard times that we have heard in any other section of the country. As to general intelligence, the settlers will compare favorably with those of any other portion of Oregon, but, in traveling through the Plains a few days since, we were surprised to see so many who seemed to be uninformed in regard to the real political issues of the times. The people of this section are generally hearty

opposed to the corrupt dynasty called the Salem Clique, and, since the late outrage at Salem, public sentiment has become so wrought upon that we should judge from certain ominous mutterings that can occasionally be heard by applying one's ear to a 'knot-hole,' that some of the leaders of border ruffianism who practice the fine art of 'gouging,' might sooner or later become 'softs' from the fact of their having 'seen Sam.' Cowardly and bloody ruffianism that slinks behind such combinations of puppyism as are generally termed 'gangs' to strike its blows and wield the bludgeon, is sooner or later bound to meet with a just retribution, and drink the bloody cup it had mixed for others to its very dregs.—The ruffians in Kansas, who blanced even the faces of demons by their bloody atrocities, were all marked at the time of their assaults upon the defenceless victims of their malice, and most of them have since been dealt with according to justice, whether always through the tardy process of legal formality or not.

There are several reasons that have contributed to the present scarcity of money in the Plains. The people have expended most of their means building fine houses and capacious barns. Many of these buildings are yet unfinished, and it will require the proceeds of another crop to foot the lumber bills, and settle off with the mechanics after the completion of these jobs. The people here have been rather deficient in the business of fruit-growing. There are as yet but very few orchards that are old enough to yield their owners anything of an income. With such orchards scattered all over the Plains, as some we might mention in Clackamas and Marion counties, Washington county might have a yearly income from fruit sold of two or three hundred thousand dollars. There is but little stock turned off, from the fact that most have abandoned the idea of stock-raising where range is principally confined to the enclosures, and where the value of a given amount of range is illy proportioned to the worth of the same area for producing grain. The experience of the people in the Plains has fully demonstrated that at no distant day the business of stock-raising in this valley will be entrusted to those who live upon the outskirts, and where, in addition to their own rugged claims, too rough for successful farming, they have a good outlet in the mountains. Our farmers will soon find that land has risen in value till five hundred acres of their present 'sections' will yield them more than double the profit when sold and judiciously applied to other purposes, that it will if devoted to grazing a limited amount of cattle. No man but a simpleton would think of retaining his five hundred acres of land for pasture, provided it yielded him only five hundred dollars a year net profit in his stock, when he could by selling the land at twenty dollars an acre get ten thousand dollars for it, which being put out at ten per cent. interest would yield him a thousand dollars a year with less than half the trouble and anxiety that the five hundred would cost him. That just such a state of things will exist in this valley before many years we think is quite certain. The consequence will be that our large claims will then be sold off, and we shall have men cultivating from forty acres to a quarter-section each. The land will be principally devoted to producing fruit and grain, and a man will generally keep just as little stock as the comforts of the family and the necessities of the farm require.

ARRIVAL OF THE MAIL.—The steamer Columbia reached Portland on Saturday night last, bringing dates from New York to Jan. 20. We are under obligations to J. W. Sullivan of San Francisco and to Dr. Steele of this city for files of late papers.

CLATSOP CO.—The Republican county committee of Clatsop have called a convention on the 9th of April, to appoint delegates to the Territorial convention, &c.—The call will be published next week.

LECTURES.—Judge Williams delivered a lecture before the Young Men's Literary Association of Oregon City last Monday night on the subject of Washington. We learn from the Standard that the Judge will deliver a series of addresses in various towns of the Territory in aid of the Mount Vernon Association.

DRS. G. A. and Ada M. Weed delivered a series of lectures in this city during the week, and go from here to Portland, where they propose to lecture, and probably to Vancouver and the Dalles. It is their intention to visit California, and return after an absence of two or three months.

THE YAMHILL TRADE.—The many friends of the steamer Hoosier No. 3 will be glad to learn that she has been withdrawn from the Tualatin River trade, and is again running to McMinnville.

MR. HOYT, of the Express, has our thanks for late California and States papers.

UMPUQA, O. T., Feb. 16, 1859.

ED. ARGUS: Since it is probable that some people yet remember something about the Dick Johnson murder, and that I stated, as my opinion, that the Indians were killed for their property, it may not be superfluous for me to say that the persons accused having obtained bail, one of them, a Mr. Smith, has settled down upon the Indian claim.

"There is no flesh in man's obdurate heart; It cannot feel for man." But tell me not: it has no feel; For 'tis acute for money.

TRSE METS.

FOUR DAYS LATER from the MAIL.

Arrival of the Overland Mail.

The steamer Pacific arrived at Portland on Monday night, 21st inst., bringing news four days later from the Atlantic States.—The overland mail stage reached San Francisco Feb. 17, at half-past 3 p. m.

We are indebted to A. Holbrook, Esq., of this city, for the Alta California of Feb. 18, from which we extract the following intelligence:

DIFFICULTY BETWEEN SENATORS DOUGLAS AND FITCH.—Prospects of a Fight—Disagreement in the Senate.

New York, Jan. 22d.—An angry discussion arose between Judge Douglas and Senator Fitch, when words were used which, it is thought, must lead to a duel. The debate occurred on the question of confirming Patten, of Ohio, as Collector of Toledo. Mr. Pugh opposed Patten's nomination, as the man displaced was his friend. He said if the President desired an issue with him (Pugh) he was ready for it. He denounced the appointment and called on every Senator who was his (Pugh's) friend to vote against it. Mr. Douglas responded, saying that he would vote with the Senator from Ohio. He then branched off on the Illinois appointments—said they were dishonest, corrupt and incompetent. Senator Fitch said it was untrue. Douglas again reiterated. Fitch again said it was untrue. (Cries of order, &c.) Motions were made of various kinds. Jefferson Davis said he had listened with indignation to the language used, and it was that of a highwayman and bravo. It is said the lie was given, and most severe personal remarks made.

The Kansas Troubles Ended.

Leavenworth City, Jan. 20th.—Capt. Montgomery has voluntarily given himself up to the authorities to await trial, upon the charge of complicity in the recent troubles on the south borders. Capt. Brown is reported to have left the Territory. No further difficulty is apprehended.

We make the following extracts from the letter of the Alta's St. Louis correspondent, dated Jan. 21:

DOUGLAS TO BE KILLED.

The altercation in the Senate is regarded as disgraceful in the extreme. It is asserted that a determination exists to drive Douglas to a fight, and by that means get him out of the way. This brings me to a matter which may not be inapt at this point. Forney says that Administration Democrats are asking whether Douglas will support an Administration Democrat if he be nominated at the Charleston Convention. To which Forney answers by asking whether the Administration will support Douglas if he be the nominee of that Convention. The question seems to be a 'poor.'

THE CUBA QUESTION.

Since the adjournment of the caucus at Washington, without taking definite action upon the appropriation asked for by Mr. Buchanan, that subject may be said to be indefinitely postponed. Though the scheme for the purchase of Cuba is supposed to be the pet one of the Executive, the application for the \$30,000,000 was looked upon as nothing more than for the purpose, if successful, of being used for the resuscitation of the waning fortunes of the Administration Democratic party of the North.—Mr. Shill's bill, may however, be regarded as a failure, notwithstanding the impression has obtained that a sentiment prevailed in the caucus favorable to it.

Late dispatches from New Orleans bring the statement of the Havana papers that Gen. Reneau had offered Concha, the Captain General, a large sum of money to declare the Island independent. At the same any American conspirator is threatened with instant death. This at once is indicative of the hostile feeling existing toward us, and how hopeless would be the attempt of fraternizing with her people, when their religious tenets are considered. Mr. Douglas's filibustering expressions in caucus appear to have surprised other members. It is thought that Spain, aware of the existence of such a sentiment, will be very cautious how she allows her agents on the Isthmus to commit any overt act which might lead to such extremity as declared by the Senator to be the only method of acquiring the Island.

DEATH OF COL. LEE.—Col. Francis Lee, of the 3d Infantry, died in St. Louis, Jan. 21, of a chronic disease, contracted in Mexico during the war. Col. Lee was, at the time of his death, at the head of the military department of the West. He was highly esteemed.

SPAIN.—Further details of the debate in the Spanish Chamber on President Buchanan's message show that O'Donnell expressed great surprise at the proposition in regard to Cuba, and declared that the government was disposed to demand satisfaction for such an insult. He declared emphatically that Spain would never cede any of her territory.

The Spanish government is said to have addressed the Cabinets of England and France on the subject of Mr. Buchanan's remarks in regard to Cuba.

POLITICAL.—Hon. Henry Wilson has been re-elected to the U. S. Senate from Massachusetts for six years from the 4th of March next.

In the Louisiana Legislature, Jan. 23, a caucus of the Democratic members met to nominate a candidate for U. S. Senator to fill Mr. Benjamin's place. Forty-two ballots were taken without a choice. Mr. Benjamin was two ahead.

THE VICE PRESIDENT'S STANDING.—It is said that Vice President Breckinridge does not stand as high as he ought to in the good opinion of the President. The cause is that letter which the Vice President wrote to help Douglas along last fall.

The Arkansas Senate, by 20 to 3, a test vote, laid on the table a vote in structing their U. S. Senators and requesting their Representatives to take measures for fully suppressing the slave trade.

The fires in the United States last year, in which the loss was not less than \$10,000, produced an aggregate loss of \$12,054,000, which is two millions less than the losses of the previous year.