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The Future Drift of the Columbia River.

DALLES, May 29, 1863.

ED. ARGUS: I send you the following article, which I clip from the *Alta California* of May 13th. It sums up in a clearer and more convincing manner than I have yet seen the reasons why we are to see a densely populated country to the north of California, with new and improved facilities of trade, before very many years. By republishing the article you will accommodate many friends. A FRIEND.

Commerce--Portland, Pacific City, and other Rival Towns.

[Correspondence of the Alta California.]

PORTLAND, May 1, 1863.

EDITOR ALTA:—Such is the intense excitement manifested here by merchants, capitalists, and traders of all sorts in questions embracing the near or remote bearing on this or that locality; of mineral, agricultural, or other developments in designated sections, as well as the *direction* of the great channels of trade speedily to be opened between San Francisco and New York, and perhaps Hong Kong and Liverpool, and the vast population which is soon to constitute an empire in the extensive auriferous and rich agricultural region bordering on the Columbia river and its tributaries, that I verily believe the news of the fall of Charleston would be discussed on our streets in such close connection, that a passer-by would be at a loss to determine whether the excited crowd was discussing the downfall of Charleston, the progress of Portland, or the prospects of a city on the Columbia; or whether, in fact, they were discussing the propriety of uniting for commercial purposes, offensive and defensive, Portland, Charleston and Pacific City or Astoria. There seems to be a general impression all over the country, that the new and rapidly increasing demand for commercial intercourse with the mining, pastoral, agricultural, and soon to be also manufacturing communities east of the Cascade Range of Mountains, is destined to modify the bases of mercantile operations, if not entirely change them in this section of the Pacific Coast.

That there is a vast area of country, stretching from the California line on the south to a parallel of latitude intersecting Queen Charlotte's Island on the north, and bounded by the Rocky Mountains on the east, that by actual discovery has proved to be dotted with rich auriferous deposits at such remote localities as Queen Charlotte's Island, Cariboo, Pike's Peak, Salmon, Boise, and the headwaters of the Columbia and Yellow Stone rivers, and reasonably supposed to contain in its yet unexplored vastness numerous intermediate spots inviting the adventurous miner to as "rich strikes," and as numerous ones, as were made in California in 1848–'49; and that this vast area, the heart of which is drained by the Columbia and its tributaries, is interspersed with well watered and timbered arable districts, where agriculture and stock raising can be carried on profitably to an extent ample to meet the demands of a vast mining population, by settlers making homes on the alluvial bottoms divided by water courses in the adjacent glens and and scattered "rondes," as well as the grass covered benches and undulating slopes of the mountains, is now a settled fact. Another fact is, this vast area, which is becoming rapidly filled up, will ere many years have a population equal to the magnitude of its mining resources—a population whose outlet and source of supplies must be through the medium of the Columbia, the only great natural medium of communication with the Ocean.

These facts, present and prospective, are dim'ly recognized, glimmering in the distance, by all, while their cognate offshoots in the shape of "surmises by speculators," as to the city sites to be benefitted or injured in the march of events, are creating violent discussions among lot holders, regarding the chances of their movements, made mostly before the era of new discoveries upon which we are just entering, and regarding the lucky site of the future emporium of the empire before alluded to. I am often amused in dropping into a bar room, in this city, where speculators and politicians most do congregate, in witnessing a heated debate as to the relative chances of this or that candidate for commercial preference, carried on, perhaps by judges, lawyers, doctors and merchants, casually thrown together, hailing from remote points and holding antagonistic ideas—all dogmatic in insisting on the correctness of conclusions, which seem to have been reached more from the promptings of *interest* than from a dispassionate survey of the great undercurrent of elements that, in opening channels of trade for a people swelling into the proportions of an empire, are as resistless as are the operations of natural laws. The man who ignores these great natural laws, as to their operations in giving shape and direction to commerce, will be found "fighting against God," and the best scheme for speculation, gotten up without regard to operating, irresistible causes, must "gang awry."

I have yet to hear from judge or advocate, merchant or shipper, a clear and satisfactory reason, or sum of reasons, why any town on the Willamette or Columbia river will succeed in becoming the center of trade for the country east of the Cascades. Having now been in Oregon about eight weeks, traveling most of the time in the Willamette Valley, but making a flying, visit to the Dalles, touching at Vancouver, a lovely and inviting spot on the right bank of the Columbia, five miles above the mouth of the Willamette, and visiting Pacific City and Astoria on my return down the river, I have had ample data for forming an opinion on the much mooted question of "The great city, where is it to be?" Having formed an opinion, I shall offer it *gratis*, consoling myself that if I tread on anybody's toes, Gallileo did the same thing, and that it is the part of wisdom to see and prepare for coming events on all hands, rather than glide pleasantly down a smooth current, till swamped in the vortex of a yawning whirlpool. I may claim credit for something like candor, from the fact that I am an uninterested witness, not caring personally a fig whether another cargo of goods ever finds its way into the Solmon region or not. I write solely from a desire to throw what light I can upon what seems be a difficult question in this latitude and longitude, at least. To you sharp men in San Francisco, the whole subject may be perfectly plain. The first conclusion that I arrive at is, that the present diversion of the mining trade up the Willamette river, twelve miles out of its way, to Portland—a place inconvenient of access by large steamers in low water, in summer, and inaccessible by any craft much of the time in winter, by reason of ice—must eventually cease. It will not be long till the mercantile interests, at and beyond the Dalles, will demand and secure a direct transp[illegible] of merch[illegible] or a line [illegible] river from some terminus of ocean travel, near the mouth of the Columbia, to the highest accessible point up the same river. The expense, delay, and damage to goods consequent upon the draying, warehousing, and reshipping packages at Portland, is a serious inconvenience already complained of, and only to be tolerated till the interior trade assumes an importance that will aggregate a fund from this kind of leakage that will be ample to pay for a remedy.—This period may be near or more remote, keeping pace with the sure progress of events; but, in the language of Patrick Henry (slightly varied) *it must come*, I repeat it, *sir, it must come!* The second conclusion I arrive at is, that the commerce of this vast population of the Columbia and its tributaries, aggregating a population in Oregon, Washington, and Idaho, equal to the entire population of New York, will ere long demand a direct trade with Boston, New York, Liverpool, and other ports of original shipment. These large draft vessels must enter the Columbia, discharge their cargoes, and must discharge at some point below "Tongue Point," a land projection three miles above Astoria, where the river suddenly widens, and presents flats and shallows that no large draft vessel could cross. Other points still higher up the Columbia, offer low water obstructions in summer, while the entire length of the river above Astoria is not unfrequently blocked up with ice for weeks during the winter. This direct trade, which it seems to me the interests of this vast population will demand and secure, will then be carried on with ports of original shipment East, or in China, through some great commercial emporium at or near the mouth of the Columbia river. There are now two rival sites for this position below Tongue Point, one of which is

PACIFIC CITY,

Consisting of several old buildings in a decaying condition, until recently modestly ensconced behind the brush, with a new building, lately constructed by a mechanic who informed me that he was in the employ of a company in California, who thought to try the experiment of reviving a town long since fallen into decay and abandoned, but which seems to have caught the prevalent idea regarding the programme of the great commercial future of this section, and determined to present its claims as a candidate for public favor. This city is located on rather a rough and forbidding shore bordering on a part of Baker's Bay, which lies just inside of Cape Hancock, a high, jutting, precipitous bluff on which the light-house stands. A very good harbor and safe anchorage for some five or six vessels is found in the bay, immediately behind the Cape; but at the "City," which is some mile and a half, I should judge, further up the bay in a northerly direction from the cape, there seems to be little shelter from the southerly winds of winter, which often blow a gale, raising heavy swells and pounding the beach with great violence. I should think that a vessel discharging her cargo here, in winter, though partially protected by an extensive breakwater, would often be compelled to haul off and anchor to await the subsidence of a storm, during which, to venture out in a small craft, would subject the sailors to a wetting if they didn't turn up, "*rari nantes in gurgite vasto.*"—The town site is certainly rather uninviting of itself, but money enough may make it bud and blossom after the rocky ridges are smoothed off, the sandy gullies filled up, the underbrush cut away, and the gnarled, knotty giants of the forest, which have thickly covered the ground for ages, recede before the woodman's axe. I did not survey the adjacent country extensively, having in my first effort to crawl on my hands and knees through underbrush equal to Brazilian jingle, blinded one eye, lacerated my face to bleeding, and torn open one leg of my pa[illegible] down. I w[illegible] was a large swamp somewhere in the rear, where cranberries and ducks grow in great profusion.

Seated on a log, on my return to the city, resting myself, cogitating on the future of the city, and listening to the music of dancing logs half worn away in pounding the beach, I discovered what I at first took to be a bear emerging from the brush. As he was yet on all fours, I concluded he was not yet in the act of springing for a "back hug," so I deliberately examined the caps on my Colt, and waited on the motions of his bearship, when lo! and behold, the suspicious looking figure stood erect, and, advancing, soon revealed himself a man. He was tall, lank, and swarthy, and had a tremendous black moustache, and a keen, piercing black eye; and what with his disheveled hair, his tattered unmentionables, left in patches on the grease wood through which he had crawled, and his wild, excited look, led me to suspect that he was the advance guard of a body of guerrillas. The excitement of an introduction over, I soon found him a very agreeable gentleman, who represented himself as a Mr. Loomis, who claimed to have perfected a title to the Pacific City claim, under the donation law. The claim, he averred, was his, and the act of Congress of 1855, giving it to another, was so framed that if, unknown to Congress, any "adverse right" existed at the time, the act of Congress aforesaid should not be construed to invalidate such prior claim. This Loomis sets up an "adverse right," and came to notify the workmen of it, and forbid all trespass upon his premises.

ASTORIA.

In entering the Columbia river there are two channels; sometimes it is convenient to enter or go out by one, and sometimes by the other. The north channel conducts past the lighthouse and along the shore to within the vicinity of Pacific City, then bears off to the right, crossing the Columbia to where it intersects the south channel, a few miles below Astoria. Vessels which enter the south channel leave Pacific City some five miles to the left. Both channels, however, coming together before Astoria is reached, mark this place as the proper point for the location of the Custom House, which has, for very good rea[illegible] [illegible] river from [illegible] to Pacific City, a distance of fifteen miles, widens out into a bay or arm of the sea, which is extremely rough in the winter, and can only be navigated at such seasons by safe, sea-going crafts. A boat that could cross this bay in bad weather could safely go to sea. The fact that a river boat needed to reach Pacific City at all times must be a sea boat, must operate seriously to the disadvantage of the place, while the fact that any craft, almost, however small, may safely venture down to Astoria, and there find ample protection behind the hills from southern or winter storms, alongside of any amount, almost, of shipping which can safely lie at anchor, or conveniently discharge or take in cargo at the wharves, is a strong argument in favor of this flourishing little place as the termini of both ocean and river travel. Interested parties will fall out with my notions, but time will show whether I am right, or whether any one on this coast has been made poorer by listening to the suggestions of a disinterested

COSMOPOLITE.

THE SANITARY COMMISSION AND ITS LABORS.—Under orders issued from the Central Office of the Sanitary Commission in Washington city all inspectors of that organization, in their several fields of labor, are directed to co-operate with the agents of the Christian mission so far as may be conducive to the legitimate operations of the latter.

In a letter under date of last February 2d, Major General Rosecrans acknowledges the great services rendered to the soldiers of his command by the United States Sanitary Commission. He says:

"This commission acts in full concert with the Medical Department of the army, and enjoys its confidence. It is thus enabled, with a few agents, to do a large amount of good at the proper time, and in the proper way. Since the battle of Stone river it has distributed a surprisingly large amount of clothing, lint, bandages, and bedding, as well as milk, concentrated beef, fruit, and other sanitary stores essential to the recovery of the sick and wounded."

The programme of the operations of the Commission in the performance of its relief service is as follows:

"1. To secure, as far as practicable, reserves of hospital and ambulance supplies, in order to be prepared to act with efficiency in emergencies.

"2. To cover in its work, as far as practicable, the whole field of the war, dispensing supplies wherever most needed, to all in the service of the Union, without preference of State, arm, or rank, army or navy, volunteer or regular.

"3. To study the whole field, by means of carefully selected and trained medical inspectors, in order to determine where supplies are most needed, and to watch against their misuse.

"4. While administering to all pressing needs of the suffering, to carefully avoid relieving the officials in charge in any unnecessary degree from their responsibility, but to do all that is possible to secure his full rights to the soldier unable to help himself.

"5. To cordially co-operate, as far as practicable, with the hospital service of the Government, endeavoring to supplement, never to supplant it.

"Societies, churches, schools, and all other organizations, the members of which cherish the principles upon which this plan is founded, are cordially invited to avail themselves of it in any action which they may see fit to take for the benefit of the sick and wounded."

THE SECEDERS ON SECESSION.—The up[illegible] of the rebel Congress has passed a bill for organizing a Supreme Court, which recognizes the judiciary of the respective States as the ultimate resort for all actions within their limits, except those which relate to the general agency in its connection with foreign Governments. This is one application of the doctrine of secession. But it seems there was a great want of unanimity in adopting it, and the action of the House is still uncertain. A Richmond correspondent of a Chattanooga paper says of the discussion in the Senate:

"Some twenty-five or thirty speeches were made during the debate, but they have not been published—scarcely glanced at by the Richmond press. Very strange political doctrines were elicited during the discussion—very remarkable conceptions of the nature of the governmental structure of these States were delivered. Among them, this one, by a distinguished Senator: No State had a right to secede, and if one seceded hereafter, he was in favor of *forcing her back with the bayonet*, or words to that effect. Truly a notable sentence. On the ears of the weather-beaten and war-worn soldiers who dropped into the lobby, on their return to camps, it must have sounded with a perplexing dissonance; since they had thought proper at one time to stake their fortunes, nay, their lives, on an abstract principle, the preservation of which they innocently believed was worth the venture."

Our Relations with Great Britain.

It is not to be disguised that our relations with Great Britain have reached a most critical pass. The speeches of the Solicitor General of England and of Lord Palmerston, in Parliament, on 27th March, indicate a determined purpose on the part of the British Government to persevere in the work of fitting out piratical vessels in British ports to prey upon our merchant navy. It was well shown by Messrs. Foster, Baring, and others, that the equipment of the Florida and Alabama was in violation of the Foreign Enlistment Act; and that other similar vessels—some say eighteen, others fourteen—are being constructed for the rebels at Liverpool and other British ports, without let or hindrance by the Government, and will soon be at sea, manned by British sailors, armed with British guns, and as thoroughly British in every respect as the Warrior herself. The only answer to these cogent facts was some legal quips and quibbles in the *Nisi Prius* style by the Solicitor, and a sneer from Lord Palmerston about "the Americans always picking a quarrel with England whenever they get into trouble."

Passing over the insolence of the latter speaker, who has been well said to represent the black-leg element in the British Cabinet, and the cheap erudition of the lawyer who was hired to defend the Government, the fact remains that we are practically at war with Great Britain without the power of reprisals. Every British dock-yard is now engaged in building steamers to capture and burn our merchantmen, to run our blockade, and to bombard our defenseless sea-board cities. The evidence points irresistibly to the conclusion that all the authorities and men in stations of influence in England are in the conspiracy against us. Lord Palmerston considers our complaints of the destruction of thirty odd American vessels by the British cruiser Alabama mere indications of our wish to pick a quarrel with England; Lord Russell sees no ground for arresting the Alabama until he has been assured she has got safely to sea, when he issues his tardy warrant; Member of Parliament Laird laughs—and the House of Commons re-echoes the laugh—at the objections which are made to his supplying the rebels with a navy; the Commissioners of Customs, with their ears stuffed with cotton and their pockets with the produce of Confederate bonds, are ready to swear off the most obvious Confederate steamer as a harmless craft intended for the Emperor of China; and the merchants, ship-builders, and newspapers of England all claim the right of furnishing the rebels with a navy, and denounce us furiously for objecting to their conduct.

These events have very naturally aroused a general and intense hostility to England among all classes in this country. There has never been a time when hatred of the English was so deep or so wide-spread as it is at present. There has never been a period at which war with England could have been more generally welcomed than at present—if we were free to engage in a foreign war.

Yet we do not believe that war is imminent. We cannot afford the luxury. The struggle in which we are engaged taxes all our resources, and to carry it safely through to a successful issue will require our undivided energies. For this reason we do not anticipate that our Government will declare war against England—though it has ample ground for doing so; or will even declare an embargo, or seize British property to recompense our ship owners for the losses they are suffering through the piratical acts of British vessels.

Our cue just now is to suffer everything from foreigners for the sake of concentrating our whole strength on the suppression of the rebellion. When this is done, we shall have time to devote to our foreign enemies.

So soon as the restoration of the Union has been achieved, we look to see energetic measures adopted by our Government for the settlement of accounts with England. We expect to see every man who has lost a dollar by the depredations of the Alabama paid in full, with interest, by the British Government. The amount can always be collected in the port of New York. Half a dozen British steamers and a score of British ships seized and sold at auction by the United States Marshal would go far to make a balance. And when England next goes to war, let her look out for retaliation. Though her antagonist be only some Hottentot chief, the ocean shall bristle with American cruisers bearing his flag, and England may rely upon it, that for every peaceful American trader that has been burned during this war by British pirates, ten British vessels will then be destroyed. The next war in which England engages will be the end of her foreign commerce. We mistake our countrymen greatly, if, at the end of twelve months, they leave a ship bearing the English flag afloat in any sea from the German Ocean to Behring's Straits.

But the watch-word now must be—Patience!—*Harper's Weekly, April 25.*

SLAVE STAMPEDE IN MISSOURI.—The "deportation without compensation" movement is going on at such a formidable rate in Western Missouri as to threaten the absolute extirpation of slavery in that quarter in a short time. Under the encouragement and the armed aid which the movement receives from Kansas, the slaves not only of the border counties, but of counties low down on the river, are swarming across the lines in droves, taking whatever movable property, such as horses, wagons, cattle, furniture, belonging to their masters they can seize, and making their way without molestation. On Friday night of last week fifty ran away in a gang from Lafayette county, carrying off six wagons, eighteen horses, and one carriage. The Lexington Union states that, during the last three weeks, not less than three-hundred slaves escaped from Lafayette county. These slaves all go to Kansas. The very organization in that State engaged in enticing them from Missouri are said to be sending them down into the Indian country and selling them to the Cherokees and Choctaws. The persons engaged in this business are making large sums out of it.—*St. Louis News, 27th.*

EASTERN NEWS.

[BY TELEGRAPH TO THE ARGUS.]

Tuesday's Dispatch.

New York, May 27.—A special dispatch from Murfreesboro, says that rebel prisoners report that on Sunday last, the 24th, a courier arrived with a dispatch from Col. Breckinridge to Gen. Wheeler at McMinnville, saying Vicksburg had fallen. Pemberton escaped with most of his army but lost most of his artillery.

Chicago, 28.—Special dispatches from Memphis, say the steamer Luminary, which left Young's Point near Vicksburg, on Saturday morning the 23d, has arrived. A passenger reports that the two outer works of the enemy had been taken. The rebels were completely surrounded, Gen. Grant's Army [illegible] the c[illegible] captured 8,000 prisoners and [illegible] and field pieces. Jackson, Miss., has been destroyed. The army that captured that place is now acting as reinforcements for Grant at Vicksburg.

Cairo, 27.—Our dates from Sherman's Landing are to Saturday morning 23d. In Friday's attack on the fortifications a sanguinary battle ensued, in which the Federal loss was severe. The rebels fought with desperation, reserving the fire till our force came within murderous range. The rebels were driven back however by main force, into their line of entrenchments. That was the situation on Friday evening and the contest had not been renewed when the boat left on Saturday morning. The mortar boats were throwing occasional shells. We have captured the batteries both above and below the town.

Chicago, 28.—Correspondence from Grant's army, dated 20th, says our wounded in the battle of Champion Hill on the 16th, number over 1700. The enemy's loss was acknowledged to be not over half that number. We had 20,000 troops engaged. According to rebel statements the enemy had about 10,000. We took about 3,000 and about 3,000 at the bridge. Gen. Sherman crossed the Big Black on pontoons on Saturday. McPherson and McClernand built bridges on Saturday night and crossed their commands by Monday noon. At four o'clock that afternoon, the advance of Gen. Sherman's corps under Steele reached the enemy's works, back of the city, took a position on the Bluff above it, and commenced bombarding. McPherson planted his command in front, or in our center, and McClernand took the extreme left reaching almost to the river below. All the forenoon of yesterday, 19th, the different brigades were taking position, forming lines of battle &c. At 2 o'clock the battle began in earnest.

Gen. Steele drove the enemy from several forts and took one complete line of fortifications fronted by rifle pits. His extreme right rested on the river banks under the bluffs at sundown. His division fought gallantly all day though hungry, dirty, foot-sore, and sleepy. Sherman's left and McPherson's right were in supporting distance, and advanced their line of skirmishers within 500 yards of the breastworks and their artillery within 500 yards and are in position at these distances. This morning McClernand is not progressing so fast but is doing well. We lost about 1500 killed and wounded yesterday.

Washington, 28th.—The Richmond Enquirer of the 25th has the following:

The enemy assailed our entrenchments yesterday on our center and left. They were repulsed with heavy loss. Our loss was small. The enemy's force is at least 60,000.

Vicksburg, 21st.—The enemy [Nati[illegible]al] kept up a heavy artillery firing to-day. Two of our guns were dismounted in the center. Our works however were uninjured. Their sharpshooters picked off officers and men all day. Our works were repaired and guns replaced last night. Our men are encouraged by the report that Gen. Johnston is near with a large army.

May 21st, P. M.—We have had brisk artillery, musket, and rifle firing to-day; also heavy mortar firing from the gunboats. 3 P. M.—During the past two days transports with troops have gone up the Yazoo river, destination unknown.

Mobile, May 23.—A special dispatch to the Advertiser and Register dated to-day says: The enemy has been foiled. His dead strew the ground in front of our works. Our estimation of his loss is 10,000. Firing was heard at intervals to-day and last night.

NOTE BY REPORTER.—As rebel communication with Vicksburg is entirely cut off, their statements as to Federal repulses, when our accounts say nothing, must be taken with allowance. Signed, N. W.

Wednesday's Dispatch.

Philadelphia, May 28.—The Bulletin has Murfreesboro dispatches to the following effect: We have reports from rebel sources that Pemberton repulsed 6 assaults on Vicksburg, but greatly feared the next which was about to be made. The rebels also say that Gen. Loring cut his way through at Haines' Bluff and escaped.—The fact is, whoever commanded the rebel forces at Haines' Bluff, was cut off from communication with the rebels at Vicksburg.

Washington, 29.—The latest information received from Vicksburg by the Government is contained in an unofficial dispatch from Memphis 27th, which states that two boats from Vicksburg had just arrived at Memphis, a telegram says that no official dispatches were received by these boats, but they report that the attack on Vicksburg was progressing and that Grant was still gaining ground.

Chicago, 28.—The rebel reports of our repulse at Vicksburg seems to have been correct. The Memphis dispatches of the 27th, say the steamer Sullivan from Young's Point, reports Friday 22d, the Federals were repulsed at Vicksburg, but retrieved their position next morning. At one place it was necessary, owing to the steepness of the hill, to scale it with ladders. Gen. Hovey led the assault. The rebels rolled shells down the hill at the Federals which exploded among them making a fearful havoc; further fighting was going on when the boat left. The Federal losses are said to be very heavy. Correspondence dated on the field Saturday night 23d, says no fighting to-day. The troops are resting from yesterday's assault. Our repulse was complete at all points of the line. No doubts need be apprehended as to the result. We are intrenching and building rifle-pits. Cavalry have been sent toward Canton to look after Johnson's whereabouts.

Murfreesboro, May 27.—Dispatches from Grant arrived to-day, the tenor of which is highly encouraging. The army was in excellent condition considering ordeal of marching and battles through which it had lately passed. The General says the city is completely invested. The enemy were driven from the outer works by storm, and are huddled together within the inner works with every prospect of being captured soon. Dispatches received to-day from reliable sources represent Johnson as being in the immediate vicinity of Jackson, receiving heavy reinforcements that came pouring in from every direction. He is reported to have said that if the city would hold out fifteen days he would throw into it 100,000 men if he is compelled to relinquish every foot held in his department to effect it. If the condition of affairs at Vicksburg is correctly stated, the rebels cannot possibly hold out five days.

Washington, May 28.—The Washington lette[illegible] [illegible] say that [illegible] Chancellorville and are [illegible] ons as though they ex[illegible] United States Ford.—[illegible]ooker is preparing for every emergency.

Washington, 30.—A gentleman who arrived to-night from the army on the Rappahannock, says that large columns of the enemy are in motion. They were traced yesterday by lines of dust in the rear of the river front, while one body is moving southward. The preponderance of the mass is going in the direction of Kelly's Ford and Culpepper. The rebel infantry guards at Banks' and United States Fords, have been considerably increased within the past day or two, and it is believed they are preparing a demonstration somewhere on our lines.

THE FIRST TREASON CASE.—Thomas C. Shacklett, of Meade county, indicted for treason in the United States Circuit Court, has been on trial in this city since Friday last, and yesterday a verdict of guilty was rendered against him. This Shacklett was a desperado who went off in 1861, when Buckner attempted to betray the State, was associated with Forrest's command, we think, and came back with Bragg's invading army last fall. He left that body at Red Mills, on the Rolling Fork, and went to Meade county, where he arrested the sheriff, and assessor, by the order of Bragg, as he said, and succeeded in taking two away as prisoners to the rebel camp. He afterwards killed Mr. Pearman, the postmaster at Big Spring, under circumstances of unusual and cold-blooded atrocity, as he was endeavoring to escape, shooting him down despite the tearful prayers and entreaties of his wife and family. The home guards of Meade then got upon his track and succeeded in arresting him, and, after indictment and a trial, upon which he was defended with consumate skill, he has been found guilty of treason. This is the first indictment and the first conviction since the rebellion broke out, and we trust that no mistaken clemency will prevent him from being the first to expiate his awful crimes on the gallows. —*Louisville Journal.*

☞ Nathaniel Fillmore, Esq., father of ex-President Fillmore, died at East Aurora, Erie county, on Saturday morning at the advanced age of ninety-two years. Mr. Fillmore was born in Bennington, Vermont, on the 19th day of April, 1771, where his father, a native of Norwich, (now Franklin,) Conn., was one of the earliest settlers upon what was then called "New Hampshire Grants." The old homestead is still owned and occupied by his descendants, but the subject of this notice married Phebe Millard, and moved to Lacke, (now Summer Hill) Cayuga county, New York, about 1798, where he resided till 1802, when he removed to Sempronius, (now Niles,) in the same county, where he resided till 1820, when he removed to Aurora, Erie county, New York, in which town he resided till his death. He served as a magistrate for many years. He was a man of the most temperate habits—making it a rule through life, long before temperance societies were known, never to use intoxicating liquors as a beverage, or offer them to others. He enjoyed almost uninterrupted good health, and was so well when upwards of eighty years of age as to be able to visit his son at Washington, that being the only instance when a President of the United States ever received a visit from his father at the Executive Mansion.

THE HEROISM OF OUR MEN.—One of the correspondents, describing the part taken by the Richmond in the action near Port Hudson, says of Lieut. Commander Cummings: "When his leg was shot away, he exclaimed: 'Get the the ship by, boys, and they may have my other leg!' He died at the St. James Hospital."

Another correspondent says:

"A boatswain's mate, who had both legs, his right arm, and left hand cut off by the explosion of a shell, as he fell to the deck, with his last breath exclaimed, in language worthy of a Lawrence: 'Don't give up the ship, lads!'"

DEATH FROM THE BITE OF A HORSE.—Mr. John Sipson, Jr., a resident of Quincy, Massachusetts, on Wednesday week, as he was leading his horse (which he had owned for about two years, and which was not considered a vicious animal) to be shod, the brute suddenly seized him by the arm, and held on, despite the struggles of Mr. S., until a neighbor who saw him came out of his house, and struck the creature several severe blows on the head—the horse, as he maintained his terrible grip, plunging and squealing savagely. The arm was so lacerated that mortification supervened, and Mr. S. died on the following Sunday.

☞ We notice that a man has been arrested at Portland on the charge of stealing hogs. The next thing in order is to arrest the Wasco county cattle thief. The fellow's long legs have carried him over Ten Mile Hill we know not how many times, but most likely he will yet be caught tripping. Should such a fatality overtake our *Bovine* friend, we commend him to the attention of those eminent legal gentlemen, Messrs. Smellhimout & Barnacle, who will put him through—always provided that they are not bought off by the other side.—*Mountaineer.*

☞ As the sunlight warms and beautifies, so do the loving beams of a cheerful spirit illume the path of life.