

"This struggle of to-day is not altogether for to-day, it is for the vast future also."

EUGENE CITY, FEBRUARY 14, 1863.

THE GOLD MINES OF EASTERN OREGON.

There can be no doubt that the discovery of gold mines on John Day river, Powder river, and other portions of Eastern Oregon, will date a new era in the history of the State. To what extent these mines may enhance the prosperity of the country and affect the interests of certain localities, depends, in a great measure, on their richness, extent and permanency. But enough is already known of the mines, to warrant the belief that in a few years, the mining population of Eastern Oregon will be greater than the entire population west of the Cascade Mountains at the present time. This will make a sure and lucrative market for Oregon produce. Some of the country east of the mountains is adapted to farming purposes, but, in the main, the mines will be dependent on this Valley for supplies. This will increase the value of agricultural lands, by creating near them one of the best markets in the world, and will be a source of prosperity to all classes of our people.

While all will undoubtedly be benefited by these mines, it is evident that the localities which can secure the greatest amount of their trade will receive most abundantly of their wealth. The Dalles will supply all the mines near the Columbia river, as high up as it is navigable; but the Dalles must be supplied from this and other counties in the Willamette and Umpqua valleys; and to freight from here to the Dalles, costs nearly as much as it would to freight from here to the mines, on a good road over the Cascade Mountains. But the mines on Powder river and on the head waters of John Day river, which are nearly as far from navigation on the Columbia as they are from here, will naturally look to Eugene for their supplies. Walla Walla and the district along the Columbia will favor the Dalles; the districts further south will find it to their advantage to patronize Eugene. Thus, as soon as we get a road over the mountains, Eugene and the Dalles will become rivals for the trade of the new mines. The merchants at the Dalles, and the business men interested in that section of country, are aware of this, and they are making vigorous efforts, by trying to navigate the Columbia between Lewiston and Fort Boise, and by opening new roads, to pre-empt the trade of the mines before a line of communication can be opened from this place. All south of this point would rather have the trade of the mines east of here pass through Eugene, than to see it pass by way of the Dalles; while many north of here would rather have the trade pass up this Valley than to the barren, uninhabited Columbia, which, in articles of imported merchandise, would pass Portland and go to the Dalles, making that a rival of the commercial metropolis of the State. With these facts in view, it is evident that Eugene will have, in many respects, the advantage of any other point in the State. But to secure the great advantages which will result from the trade of these mines it is necessary to have a good wagon road over the Cascade Mountains, and thence to the principal mining towns. To construct such a road may be expensive, but when completed, if not too long delayed, it will certainly be very profitable. A first-class stage road, such as they have in the mining districts in California, would be the making of this country, while a more pack trail, such as many of the roads in Oregon are, would be of no permanent benefit to the country, and would be unprofitable to its stockholders.

Not only will these mines determine, to a great extent, the commercial importance of the various towns in Oregon, but they will ultimately fix the location of the Seat of Government. The "Salmon politicians," by their intrigues to keep the Capitol at that place, and by systematically disregarding the wishes of every other portion of the State, whenever they have seemed to conflict with their own interests, have brought that place into disrepute. It is disliked by the people of the Southern counties, and despised by the miners east of the mountains, especially by those in Baker county. When the people of these mines are able to cast a vote equal to all the country west of the Cascades, which they will probably do in two or three years, they will soon become tired of traveling two or three hundred miles over the mountains to Eugene or the Dalles, and then adding to this journey the distance between these points and Salem, in order to reach the Capitol. They will certainly demand that it be established at the nearest point, which will be Eugene or the Dalles. As moving it to the Dalles or even Portland would do great injustice to all Southern Oregon, and would be regarded with disfavor by the greater portion of the people in the Willamette Valley, we can safely count on a large majority west of the Cascades, in a contest of this kind; while, with a good channel of communication opened up between here and the mines, we can depend on at least dividing the vote of Powder river, and the other mines east of here. That such a contest will come, sooner or later, is certain, unless the boundaries of the State should be changed, which is hardly possible. From every point of view, it is of the utmost consequence that the Cascade Mountain Road, connecting the mines with the head of the Willamette Valley, should be finished without delay. Important interests to the State, depend upon the success of this enterprise.

PAT'S ORIGIN OF BUSH AND DRYER.—Pat Malone thus contrasts his old friend, Bush—the man who took him in and furnished him bread when he was a "stranger in a strange land"—with T. J. Dryer, the individual who used to politely term the aforesaid "native of the bogs," "Tubby O'Rourke Patrick Malone Ochobose." Pat is a notorious liar, and we only copy the following to show to what extent the "sin of ingratitude" is sometimes acted. But Pat worked in the office with Bush for a time, and as he is about mean enough to tell the truth when it will do more harm than a lie, there may be more truth than poetry in it after all. Bush is a conservative "Democrat," in favor of conciliation, moderation and compromise, while Pat is a brawling radical. The fight between them just now, is over the dead carcass of "Democracy," and is more amusing than instructive. The annexed gives a correct idea of the style of both:

We know there are worse men than Dryer, and even greater drunkards among those who make less noise. Ishmael, for instance, eats more "rot gut" in a week than Dryer does in a month, but then the traitor has the "cute" Yankee faculty of concealing his drunkenness by eating pills to keep down the scene, and by other devices. We know the habits of the two men, and while we have known the Statesman official to stink like a bears nest from the whisky preserved carcass of the Malignant, we never knew Dryer to indulge beyond the bounds of moderation.

LOCAL AND MISCELLANEOUS ITEMS.

.....For some days back, men have been arriving from the valley in considerable numbers, whose destination is our eastern gold fields. Most of them possess horses, and intend to make the trip to the Dalles by water, and thence to the mines on horseback.—Oregonian, 7th.

.....It is estimated that there are twenty millions of grape vines planted in California, which will produce twelve million gallons of wine annually. The culture of the vine is yet in its infancy in the State, and will not reach its maximum for centuries.

.....The steamer Sierra Nevada sailed from Portland for San Francisco via Victoria on the 21st inst. Her cargo consisted of 100 hides; 400 quarter sacks flour; 40 sacks of oats; 100 packages of lard, butter and eggs; 5,000 boxes of apples; 32 beef cattle; 30 sheep, 20 hogs and 3 horses. Wells, Fargo & Co. shipped \$30,000 in treasure.

.....A correspondent of the Mountain View, writing from Canyon City, John Day's River, gives a very favorable account of the mines in that vicinity. He says, Canyon Creek has now been prospected for several miles, and the head of the stream is known to be rich. The tributaries of this stream are Pine, Long and Rich Gulches, which have been prospected. Many miners have gone to Boise from this point, and there is room for a large number of miners; say 2,000. The mines are yet in their infancy, and possess singular advantages of location and climate. Probably no mining camp yet discovered has yielded a better or more general return to miner's labor.

.....In speaking of a resolution introduced into the U. S. Senate by Nesmith, to establish a branch of the U. S. Mint at Portland, the Oregonian says:

"We estimate for the ensuing year that a branch mint would cost a saving of two and a half per cent, on near \$10,000,000, or near \$250,000, all of which would turn to the advantage of producers and owners of bullion. This saving would be exclusive of the interest on bullion going and coming from San Francisco."

.....A new paper called the Free Press, has been started in Mariposa county, California. It states that the Administration "is revolutionary in its aims and despotic in its ends."

.....Copper ore has lately been discovered in Sacramento county Cal., on the American river; also in Yuba county, on the Yuba river. California is fast becoming famous for its mines of copper.

.....From an account of the business of the Branch Mint at San Francisco, it appears that from January 18th to December 31st, 1862, \$33,051,142 of gold bullion was melted and refined at the Mint. The actual wastage on this amount was \$4,370; while the wastage allowed by law on the same is \$68,102. In coining the actual wastage was \$3,956; while the wastage allowed by law is \$49,570. This is quite an improvement on the manner in which the Mint was managed under the Buchanan Administration. During that Administration, in one year, if we mistake not, the wastage was about eighty thousand dollars more than the law allowed, the officers declaring that "the gold went up the chimney in melting."

.....While on her last voyage from the Sound to San Francisco, the ship Architect was compelled to throw overboard a portion of her deck load.

.....Jumping lots is now common at the Dalles. The Mountain View says that there is no certain title to property in the town, except in Langhlin's addition.

The Times of the 6th inst., says recruiting in Captain Noble's cavalry company is going on quite lively. They have, within the past week sent some twenty-five new recruits to Vancouver.

.....The Times of the 10th inst., says, about half past two o'clock yesterday afternoon, a man by the name of Michael Kaesbauer, committed suicide by cutting his throat from ear to ear. The horrible tragedy was performed in a stable.

.....The first snow this winter made its appearance here last Saturday and Sunday. It

was not more than an inch in depth, and melted off in a few hours, in the Valley; but the hills and mountains still retain their mantle of white. We understand that the snow has been much deeper in the lower part of the Willamette Valley than at this place. As we go to press it is again snowing, but it is too warm to promise any sleigh riding.

.....On the 1st of January flour was selling in the Boise mines at 50 cents per pound; sugar, 75; bacon, 75; beef, 15 and 18.

.....We learn from the Statesman that James O'Meara has resurrected the old Oregon Democrat.

.....The California Legislature has now been balloting, in caucus, several weeks for a United States Senator, but has made no nomination yet. There are five candidates in the field—Phelps, Sargent, Conness, Brown and Shafter. Phelps gets from 37 to 40 votes; Sargent, from 33 to 36; Conness, from 22 to 25; Brown, from 5 to 6; and Shafter invariably gets one. One of the friends of Phelps, who is the candidate of the Federal officers, has been accused of offering a bribe of three thousand dollars to secure a vote. Phelps telegraphs from Washington, repudiating the action of this zealous individual. All things considered, the honorable members are having a "high old time," with but little prospect of electing a Senator soon.

Railroad to Oregon.

The following able and suggestive article we clip from the Marysville Appeal, and we urge a candid and earnest consideration of the subject by the people of Oregon:

"On yesterday we published the report of the Committee, heretofore selected at a meeting of citizens in this place, touching the feasibility of establishing a railroad connection between this State and Oregon. The Committee, we are glad to observe, are of the opinion that by making a vigorous effort the road can be built. Now it is very true that paper projects for railroads go for nothing, and that town meetings, though very necessary and proper, will not construct highways. But we honestly think that if the citizens of Oregon will regard the proposition of Mr. Elliott favorably, paying due regard to the really valuable suggestions of the Committee above referred to, that there will be little difficulty in finishing this road. We may safely premise that private enterprise and capital alone will not build this road. Nor is it probable that a company will be formed under the late law of Congress for the purpose of building the road from St. Paul. Nor yet, that a company could be organized under this law, to build an Oregon branch to the Central Pacific Railroad, if it is a road of the kind last alluded to, would not pay expenses, leaving entirely aside the tax and wear, and the interest of the capital used in its erection, and we therefore believe that when Congress gave so bountifully to aid the State of Oregon in building this road, that it was a barren donation, which will never be accepted or called for. As the Committee suggests, let the people of Oregon examine this matter, and if they meet their approval, it would be only necessary for their representatives in Congress to indicate their willingness to give the St. Paul or South Pass, Oregon road, and in lieu thereof procure a charter for a road from some third water point in California to some central point in Oregon. The Government donations, taking one mode with another, would be sufficient to put this in running order. There is not a single advantage that would accrue to Oregon from the St. Paul road, which will not be hers from the construction of the one urged by this Committee. In fact, it would seem to be the chief interest of Oregon to be connected with California and Nevada Territory. It is not easy to say what striking good would result to her from being in rail communication with St. Paul or Salt Lake. If the delegations in Congress from Oregon and California will unite in recommending this movement, there can be no doubt of its success, and we hope to see the matter agitated until it is distinctly known what can be done. Of the advantages of such a road to the northern part of California, it is useless to speak. They are so many and so obvious that they will occur to the minds of the most unreflecting.

CHANGE IN THE ASPECT OF AFFAIRS.—During the first days of the war, the idea of shooting a "d-d Yankee" was so agreeable to the Southern mind that the intense Chivalry just glared over it. But if Mr. Stevens' bill, to arm one hundred and fifty thousand Africans be a law, the idea of shooting these woful champions of the Union will not be so satisfactory. The last word of the Venerable Chivalry, as he puts the rifle in the hands of his so-called "if you see any of our nigger fellows, spare them for the money that is wrapped up in their essed black hides." This will rob the war of one of its most romantic aspects, and set each high-toned Southern young man to looking before he shoots, to be sure that he is not about to pick off one of our d-d niggers. We look with profound interest to the development of this new feature in the war. If Old Abe had been advised by arch-angel Michael himself he could not have struck upon a more effective method of touching the raw spot of our misguided Southern brethren. It will undoubtedly produce most fantastic squintings on their part. The idea of a man de-stroying his own property, in such a manner, would indeed be ludicrous, if it were not for the creditable accompaniments of slaughter and rapine.—Oregonian.

GEN. HOOKER.—The Marysville Appeal, in its comments upon the late changes in the army, says: "Gen. Hooker is one of the best fighting Generals since Ney, and if he is placed in command he will beat Lee, or the Army of the Potomac will only live in history."

PRESIDENT LINSOLN has presented to Senator Sumner, for transmission to George Livermore, of Cambridge College, Massachusetts, the pen with which he signed the Emancipation Proclamation.

LATEST EASTERN NEWS.

Headquarters, Army of the Potomac, Jan. 30.—Vigorous measures are in progress to secure the return and punishment of deserters now absent from camp. A heavy snowstorm set in Tuesday. The ground is now covered to the depth of several inches.

Memphis, Jan. 28.—Advice from the South say Van Dorn, with eight brigades, left Grand Rapids last Sunday, moving in the direction of Memphis. There were 50,000 men at Granada on Saturday, at least it was so reported.

Salt Lake City, Feb. 1.—Col. Comer's command had a separate battle with the Indians, on Bear river, 150 miles north of here, killing 224, and many are supposed to be drowned; they also took 175 prisoners, destroyed the lodges, provisions, etc. Col. Comer's loss was 3 killed and 43 wounded.

Washington, Jan. 31.—The Administration is engaged, through eminent counsel, in preparations to bring before the Supreme Court the question of the power of the President, in time of rebellion, to suspend the writ of habeas corpus. They are determined to settle the question without delay.

The prospect is that the Senate, which has recommended the Missouri Emancipation Bill, will grant \$10,000,000, the amount fixed by the House, and will require the abolishment of slavery at once.

Maj. Gen. Hooker is here to-day. Nothing new from the Army of the Potomac.

Fortress Monroe, Jan. 30.—The rebels crossed the Blackwater, and Gen. Peck sent a force against them, driving them back with considerable loss. The rebels retreated toward Franklin.

Fortress Monroe, Feb. 1.—The following is an extract from a dispatch from Paymaster Felton, on board steamer New London: We arrived off Galveston at noon to-day. (31st). Orders were issued to prepare for action. The Brooklyn stopped about two miles from the fort, while the New London and Scotia went close in, to draw, if possible, the fire from the enemy's batteries. The ball was opened by the Brooklyn, the Scotia following with her 11 inch Parrott guns. No reply was elicited. We then advanced to within a mile and a half, and opened on the encampments. We were rolling tremendously, and had to fire as we were rising. Our starboard 30 pounders poured in shell which exploded in side the fort, and brought down the rebel flag. After firing several shots the action ceased. As we retired the rebels opened on us with a field battery. We gave a broadside, and the Scotia sent three shells, all of which exploded in the battery. On Monday we shall try to pass the fort. Galveston is a doomed town.

New York, Feb. 2.—New Orleans letters say the Harriet Lane escaped, chased by the Brooklyn and two gunboats.

Baltimore, Feb. 2.—A Richmond dispatch announces the capture of the British steamer Princess Royal, while attempting to run the blockade off Charleston. The vessel had a valuable cargo, including cotton, steam engines for gunboats, rifle powder, etc. A party of Englishmen sailed in the manufacture of projectiles were also captured. The pilot and a part of the crew escaped.

Cairo, Feb. 2.—From Vicksburg we learn that the water in the cut-off is from 2 to 4 feet deep. River men think it will be as practicable, but military engineers differ from them and are going on with it. A Richmond dispatch says 5,000 Yankees are at work on the canal, intending to float vessels through and send troops below. The Yankee force is about 80,000.

New York, Feb. 2.—The destruction of the pirate Florida, was confirmed by the arrival of the Corsica from New Orleans. It was reported at Havana, that heavy firing had been heard off Mantanzas and Cardenas, as if coming from vessels in serious conflict at sea. It was stated that the Florida or some rebel vessel had been captured by Federal gunboats, but with what result is not yet known. The Corsica afterwards arrived at Havana with news that she had spoken the Federal gunboat Cayahoga, and the report that she had seen a steamer on fire, and supposed it to be the Florida, and that other vessels were firing into her.

New York, Feb. 2.—Horace Greeley denies that he has solicited the interference of France in our affairs.

Washington, Feb. 3.—The iron clad Montauk lay under the rebel fire of Fort McAllister four hours, to try the vessel's balls had no more effect on her than hailstones.

In the house the select committee on the Pacific R. O. D. has had a severe fight against the Atlantic and Pacific Telegraph Company, demanding that they charged much greater rates to California than the law allowed, and that they have overcharged the Government as high as \$50 per day, to say nothing of overcharges to commercial men East and West.

The Negro Soldier Bill has passed the House by a vote of 85 to 55. All the Republicans voted for it except three.

There is reason for stating that General Butler has not accepted the command of the Union forces in Louisiana and Texas.

Fortress Monroe, Feb. 1.—Richmond papers say it was not the Florida that sunk the Hatteras on the 17th, and she did not leave Mobile until the 18th. The papers state that the vessel that did sink the Hatteras was the British man of war Spitfire, probably acting under orders on account of Com. Wilkes' extraordinary blockade at Nassau, and other ports, which has worried out British assistance.

Chattanooga, Jan. 30th.—It is reported that Van Dorn has re-captured Holly Springs, and taken 700 prisoners.

New York, Feb. 31.—Ex Gov. Morgan was elected United States Senator to-day.

The British steamer St. Thomas, at Aspinwall, reports that the pirate Retribution burned four vessels at St. Thomas.

The following dispatches are taken from Richmond papers:

Charleston, Jan. 30th.—Another British steamer successfully ran the blockade last night into a Confederate port. Scouts report that Pinkney and Ball's Island have been evacuated by the enemy. Forty seven sail of vessels are reported at Hilton Head.

Charleston, Jan. 31st.—The iron clad gun boats, Cleora and Palmetto State, with three steamers as tenders went out beyond the bar this morning to attack the blockading fleet. The engagement commenced at 4 o'clock. The Palmetto State opened fire on the Federal gun boat Mercedita, carrying 41 guns, and 160 men, which soon sank in five fathoms of water. Her commander, with a boat's crew came aboard and surrendered. One shot pierced her below, going clear through her. Captain Tucker of the Cleora, reports sinking another Federal gun boat, and disabling the steamship Quaker City. The latter was set on fire and hoisted down her flag, but afterwards escaped. She was seriously damaged. The blockading fleet out side at the time of the attack, numbered about 23 vessels, including three first class frigates. The Federal loss was very severe. The attack was a complete success on our part, with not a man hurt on our gunboats. The blockaders have disappeared; not one to be seen within five miles with the best glasses. It is supposed that nearly all the crew of the Mercedita perished. The Palmetto State which engaged her, had no boats, and fighting at the time, could render no assistance.

Headquarters, Land and Naval forces—Charleston, Jan. 31st.—About 3 o'clock this morning, the Confederate States naval force of this station attacked the blockading fleet off the harbor of Charleston, sunk, dispersed and drove out of sight for a time the entire hostile fleet, therefore, we, the undersigned, commanders of the Confederate land and naval forces in this quarter, do hereby formally declare the blockade by the United States of the City of Charleston to be raised by the superior force of the Confederate States, from and after this 31st of January, 1863. (Signed.) BEAUREGARD, Gen. commanding, INGRAM, Flag Officer.

Charleston, Feb. 1st.—Yesterday afternoon a steamer was placed at the disposal of foreign Consuls, to see for themselves that no blockade existed. The French and Spanish Consuls, accompanied by Gen. Ripley, accepted the invitation of the English Consul, with the commander of the British war steamer Petrel, had previously gone five miles beyond the usual anchorage of the blockaders, and found nothing of them with glasses. At a late hour this evening, four blockaders re-appeared, keeping far out.

The foreign Consuls here held a meeting this evening, and were unanimously of the opinion that the blockade has been legitimately raised.

New York, Feb. 21.—A New Orleans letter says: On the 8th of January the gunboat Essex (iron clad) made a reconnaissance to Port Hudson, going within range of the enemy's batteries but failing to draw their fire. The Essex picked up a torpedo on the river, containing at least a bushel of powder.

New York, Feb. 31.—Advices from New Orleans to Jan. 27th state that the last transports of Banks' expedition left for up the river on the 25th. Banks went up on the 24th. Only sufficient troops are left to defend New Orleans, in connection with four or five gun boats. It is believed that the destination of Banks is Port Hudson.

The bark Redress, from Port Royal, reports that she passed on the 31st, off Cape Lates, a portion of Foster's expedition from Beaufort, South Carolina, consisting of six steamers for Port Royal.

Nothing has yet been heard confirmatory of the report of the capture of the gunboat U. S. Smith, in Stone river.

New York, Feb. 31.—A Washington special dispatch to the Times says: There are rumors to-day of alien among the rebel leaders and a rapidly growing disposition to treat for peace. Whether or not these reports have sufficient foundation, they are gaining considerable currency among those who claim to be posted.

Cleveland, Jan. 7th.—The message of Governor Tod was delivered to the adjourned session of the Ohio Legislature yesterday. In referring to the yet "unrelished rebellion," he urges the fulfillment of the duty which the crisis foresees upon us. Even had the authorities of the General Government interfered with the domestic institutions of Ohio or South Carolina, to the extent of introducing slavery in the former or excluding it from the latter, it would have been no cause to take up arms. This would not give the slightest pretext for armed resistance. But no such attempt was made or thought of, as the authors and leaders of the rebellion well know. To bring these men to the punishment they deserve, and to restore law and order, the people of Ohio are willing to bear any burdens which may be put upon them. Ohio has 115,200 volunteers, 60,000 of whom are in the field. 12,000 men have been drafted into the service, but part of these enlisted afterward for three years, the balance have been diminished by various causes, until only about 2,100 have been drafted into the service.

MEXICO NEWS.—By last night's boat we are placed in possession of news from Lewiston up to Feb. 4th and from Oro Fino and Florence to Jan. 31st. The snow at Florence and on the mountains this side is from three to five feet in depth. No snow on Cunas prairie. Weather warm at Lewiston. The Age reports thermometer ranging from 40 to 50 deg. above 0. People are plowing about Lewiston. New mines have been discovered north of the Whisky Flat Trail, about 12 miles this side of Pierce City. Several miners have been secretly at work there for three months past, and have made from \$10 to \$50 per day to the hand, and only worked from four to five hours per day. The dust is coarser than Oro Fino or Salmon dust, and is believed to be worth \$17 per ounce. Several hundred dollars of this dust have already been brought to Lewiston, and quite a stampede has taken place of citizens for the new diggings. The bar diggings on the Snake, above Lewiston, have proved not to be sufficiently remunerative to warrant labor on them at present. The road from Lewiston to Boise is open and miners are traveling it constantly. The trail will soon be shortened 30 miles by crossing the Salmon below the mouth of White Bird Creek. The news from Boise is of the most gloomy character. The diggings are not only rich, but much more extensive than any other mining camp east of the Cascades. Snow was falling at the Dalles on Sunday and Monday. No snow at Kame's Landing, and none between there and the foot of the mountains, this side of Florence and Oro Fino. We shall publish some letters to-morrow.—Times 10.