

I ask not for his lineage,
I ask not for his name—
If manhood be in his heart,
He noble birth may claim.
I care not though of this world's wealth
But slender be his part,
If Yes you answer, when I ask—
Hath he a true man's heart.

I ask not from what land he came,
Nor where his youth was nursed—
If pure the stream, it matters not
The spot from whence it burst.
The palace or the hovel,
Where first his life began,
I seek not of; but answer this—
Is he an honest man?

Nay, blush not now—what matters it
Where first he drew his breath?
A manger was the cradle-bed
Of Him of Nazareth!
Be sought, be any, everything—
I care not what you be—
If Yes you answer, when I ask—
Art thou pure, true, and free?

The Atlantic and Pacific Line.

The United States Senate Committee has reported on the practicability of this great project, from the Pacific coast to the borders of the Great Lakes. Discussing it under twelve different heads the committee say:—
1. The proposition is a startling one, and of vast importance to our country, and to the world; a deliberate consideration of which naturally resolves itself into several points, seeming, in the opinion of the committee, to claim attention in the following order:—
2. The power of Congress over the entire subject in all its bearings.
3. The practicability of the proposed work.
4. The expediency of applying such means to its object.
5. The effect of its construction in bringing into demand the public lands in any part of the country.
6. Its effect in extending and promoting the interests of agriculture.
7. Its effect in the support and as a means of enlarging and diversifying the manufactures of the country.
8. Its effect in the development of the mineral resources of the country.
9. Its effect as one of the great arteries of intercourse in extending the internal trade and commerce of the whole country.
10. Its effect in extending our commerce with China and other countries of Asia, the Eastern Archipelago, and other islands of the Pacific, and with the countries on the western coast of North and South America.
11. Its consequences in fostering the whale and other fisheries in the Pacific, the bays and rivers thereof: in extending and protecting the mercantile marine in those seas; and thus forming the most extensive nursery of seamen, and strengthening the maritime power of the United States.
12. And lastly, the effect that would be produced in a moral, political, and military point of view to the American Union by the construction of a railroad across the continent to the shores of the Pacific.
All these points are argued in favor of the project, and of the feasibility, practicability, and vast importance of the work to America, as a nation, and to the whole world. The report exhibits the statistic of the entire commerce, and the tonnage employed therein, with Asia, China, &c. which would pass over the road, an aggregate of imports and exports now annually of nearly 250,000,000 dollars, employing 2,197 ships of 898,583 tons, and 50,000 men. The committee estimate that the railroad would save the use of one-half the above tonnage, a saving in capital of 30,493,613 doll., and a yearly saving of interest and expenses of \$18,766,736, which would force this vast commerce over the proposed road. It also appears that with this road, and with steamers from England hither, and from Oregon to China, the voyage from England to Chang-hai, in China, the mouth of the river Yang-tse-keang, which crosses the great canal to Peking, where all the commerce of that vast empire (of 500,000,000 souls) centres can be performed in 31 days, and thus it appears that this great work would, at the rate of 30 miles per hour for railroad, bring our vast country together at the centre in two days, and the entire world in a little more than 25 days. The

calculations are founded on fact, without experiment or speculation and on the known performances of railroads and steamers. The report shows an intimate knowledge of the position of China, of Japan and all Asia, its proximity to America, its geographical and commercial position, advantages and resources, all sloping to America, and all the great rivers particularly of China, emptying into the ocean directly opposite Oregon, and but little more distant than London from New York. The most tranquil ocean, with fair winds either way across.

The report says—"The Committee are of opinion that no matter in what aspect this great subject is viewed, it commends itself to favor. Its influence upon Oregon itself, upon the commerce of the Pacific, our trade with China, India, and the distant and rich islands of the sea, and upon our export trade—the product of that vast calcareous basin of the Mississippi of 1,300,000 square miles, to be carried on this road to and through that ocean from which we are now cut off by an expanse of sea, by the capes equal to half the circumference of the globe—cannot be estimated. The committee believe that the present is an auspicious moment at which to commence this work; and upon the announcement of the fact, that the project has received the favorable notice of Congress, the energies of our people will be aroused to new life. It is not a party measure, but one on which politicians of every hue and creed can cordially unite; one which will strengthen the bonds of our union, allay sectional jealousies, and arouse a proud national feeling. We have within ourselves all the materials and all the means necessary for its accomplishment, and it rests with Congress to say whether or not these materials and these means shall be employed; whether the enterprise is one of sufficient importance to justify setting apart one tenth of the public lands now valueless, to its accomplishment. The committee will not anticipate, but cannot doubt the decision. When it is considered the United States claim to own more than 1,000,000,000 acres of unsettled lands, the amount proposed to be appropriated, for the road is not one-tenth of the whole quantity; the nine-tenths to be enhanced in value by the road to an amount certainly equal to the value of the quantity proposed to be appropriated. In fact, the great residuum will derive nearly all its value by the road, for situated as they are, without the road they will not sell for a century to come, if ever. The question of the policy of making it is far different from what it would be if the lands through which it passed were individual property. They are the property of the nation, and if their value be enhanced by any artificial channels of trade, the advantages accrue to the nation—to the government first, and then to every citizen. Its effects, however, upon the property of individuals, and on the Western States particularly, will be vastly beneficial. The lands within them would be enhanced at least twenty-five cents an acre, which applied to the whole mass of acres within them, would amount to more millions than the road will cost. Besides this, it will give to those States the same advantages, by means of the trans-Pacific trade which will flow in this channel, that the trans-Atlantic trade gives to the Eastern portion of our union. It is this which makes the poor lands of the Atlantic slope sell for fifty dollars or more per acre, inferior as they are in every respect to those of the Western States. The means proposed to be devoted to it are vast it is true, but the Committee think not in disproportion to the grand and magnificent object to be accomplished by their proper application. In view, then, of all the premises and all the anticipated results to flow from the undertaking, if accomplished, the Committee cannot refrain from recommending it to the attentive consideration of the national Legislature, and of the country at large. By the aid of a small portion of the public lands the Committee believe the United States can possess a channel of speedy and safe communication, through which will pour in a continued, rich and fertilizing stream, a large portion of the commerce of the oriental world."—Thus it will be seen that this vast and magnificent project, laughed at by many as visionary madness, has received the sanction of a Committee of the United States.—[*The Neighbor*.]

INDEPENDENCE.—To be truly and really independent, is to support ourselves by our own exertions.

GEN. JACKSON.—The following incident occurred on a visit of mine to Washington City, in 1834. Its truth can be relied on.

A widow lady, in rather straitened circumstances, had been keeping a boarding-house for some years in that city, and during the general prostration of active business, growing out of the currency derangements of that date, had got in arrears, and to pay some of her most urgent debts sent such of her furniture as she could possibly spare to auction. The purchaser was a clerk in one of the government offices, one of those public loafers of which there has always been too many at Washington who run in debt as far as they can obtain credit, and without ever intending to pay. The lady called on the auctioneer, a respectable man named Mauro. He called on the official, who proposed to pay as soon as his month's salary was due. The month rolled around, and June succeeded March, and September June, without payment being made, to the great distress of the widow, and uneasiness of the auctioneer. And after further application, the office-holder refused absolutely to do anything, alleging that it was out of his power to pay. The sum was too large for the auctioneer to spare out of his own pocket, or he would have paid it himself, so deeply did he feel for the poor creditor. In this perplexity he concluded to call upon the President, and state the case, hoping he would suggest some relief. He waited, therefore, on Gen. Jackson, with his narrative.

The old man's eye flashed fire. "Have you Mr. P.—'s note?" he inquired.

"No," was the reply.
"Call on him, then, and without speaking of the purpose for which you want it, get his negotiable note and bring it here."

The auctioneer accordingly asked P.— for his note.

"What do you want with the note? I don't know any body who would take it," remarked the debtor; adding, however, as he sat down to write, "there it is."

Mauro promptly returned to the President, handing him the note, who, without saying a word, sat down and wrote on the back of the paper, "Andrew Jackson."

"Now, sir," said the General, "show Mr. P.— the endorsement and if he don't pay you, let me know it."

The first man Mauro met as he entered Gadsby's hotel, was P.—. "Ah?" said he, "have you passed the note?"

"Not yet," said the other, "but I expect to, for I have got a first-rate endorser to it."

"Nonsense," said P.—, "who is it?"

The endorsement was shown him. He turned pale, begged the auctioneer to wait a few minutes, went out, and in a short space of time returned with the money, which was paid over to the widow that day, to the gratification of all parties.

P.— kept quiet on the subject for years, but finally, on a remark being made in his presence, that General Jackson did not endorse for any body whatever, remarked he knew better, for the General once endorsed for him, and produced as evidence the note, to the surprise of all who knew not the circumstances of the case.

A SPIRIT OF LITIGATION REDUCED.—Some years ago, a man who had more spare money than good sense, suffered himself to be sued for the sum of two dollars; enraged at what he considered the audacity of the plaintiff, he resolved to put every engine of the law in force, "to keep him out of his money" and accordingly applied to a gentleman of the bar to effect his object. After listening to his statement of the case, the attorney demanded a fee of only three dollars, which the defendant promptly paid down, highly gratified with the smallness of the sum. The attorney went to the magistrate's office, and paid the debt and costs with the three dollars he had just received from his client.—They met in a few days when the man inquired of the attorney whether he had attended to the case, and what had been the result. "Yes, sir," replied the lawyer, "and I have completely non-suited the plaintiff; he'll never trouble you more."

PURSUIT OF KNOWLEDGE.—He that enlarges his curiosity after the works of nature demonstrably multiplies the inlets to happiness; therefore we should cherish ardor in the pursuit of useful knowledge, and remember that a blighted spring makes a barren year, and that the vernal flowers, however beautiful and gay, are only intended by nature as preparatives to autumnal fruits.

NOTICE.

THE SUBSCRIBERS offer for sale on reasonable terms, at their Store in Oregon City, the following articles, viz:

DRY GOODS.

Silks, Mousseline de Laine, Cadmores, Cashmores de Ecome, Balsarines, Muslins, Lawns, brown and bleached Cottons, Cambries, Tartan and net wool Shawls, Canton Flannel, ladies and misses cotton Hosiery, white and colored, cotton and silk Handkerchiefs, Mohair Mitts, cotton and lace Caps, lace Edging and Insertion, Cassimeres, Doe Skin Gambrous, &c.

Groceries.

Melanges, Sugar, Coffee, Nutmegs, ground Pepper and Ginger, whale and sperm Oil, Salt, &c. &c.

Crockery Ware.

Dishes, Plates, Cups and Saucers, China Tea Sets, Bowls, Mugs, Pitchers, plain and cut glass Tumblers, Castors, Salts, &c.

Furniture.

Bureaus, Bedsteads, Chairs, Writing Desks, ladies' Work-boxes, Looking Glasses, &c.

HARDWARE.

Planes, Rules, hand and buck Saws, Sad Irons, Chisels, Gouges, Trace Chains, Bolts, Nails, Spikes, carpenter's Compasses, Razors, Hand Vices, Files, Pocket and Pen Knives, Table Knives and Forks, Scissors, Padlocks, chest and door Locks, Gimlets, assorted Brads, Brass Nails, Percussion Caps, Sauce Pans, Bellows, measuring Tapes, Axes, Hatchets, Spoke Shaves, Steelyards, Shovels and Tonges, Wood Screws, Braces and Bits, Iron Spoons, Powder Flasks, Shot Belts, Shears, Hand Bells, &c.

Tin Ware.

Six and four quart Coffee Pots, four quart Pails, Strainers, Cups, Graters, Scoops, Cullenders, Wash Basins, Shimmers, Milk Pans, Dippers, Tunnels, Candle Moulds, Tea Caddies, Nurse Lamps, Britannia Tea Pots, &c.

Boots and Shoes.

Ladies' peg and sewed Boots, Kid run rounds, children's peg Boots, boys' kip Brogan's, men's thick Boots, men's kip Boots, &c.

Sundries.

Men's and boys' Beaver Hats, Clocks, Cooking Stoves and funnel, Soaps, Window Glass, Dutch Ovens, &c.

Also—20 Tons of Coral at Portland.

KILBORN, LAWTON, & Co.
Oregon City, March 27, 1847.

Notice to the Farmers.

THE undersigned has purchased the lower Ferry across the Willamette River at Oregon City, for the term of fifteen months, and wishes to inform the public generally that he will ferry every thing at reduced prices for ready pay. Wheat two cents per bushel, wagons fifty cents per trip, man and horse twenty cents a trip, lumber and every thing else in proportion. Wheat and all kinds of produce will be received in payment. Punctual attendance will be given to prevent detaining any person. Wheat will also be delivered at either one of the mills for the above named price.

Take the left hand road about one and a half miles from Oregon City and you will find a first rate road down to Multnomah city.

Also, 40,000 ft. of lumber, for sale at a reduced price for wheat delivered at Oregon City.

W. MULKEY,
Multnomah City, June 8, 1847. 10—6m

PETER H. BURNETT. A. L. LOVEJOY
BURNETT & LOVEJOY,
Attorneys and Counsellors at Law,
And Solicitors in Chancery,

Will practice in civil cases in the several Circuit Courts in Oregon Territory, and in the Supreme Court at Oregon City.
Jan. 1st, 1847. 25lf

DRUGS AND CHEMICALS.

FRED' PRIGG respectfully informs the public, that he has removed his office to Main street, the lot adjacent to A. Hood Esq., where he will keep on hand, such an assortment of the above, as the facilities of the country afford.

F. P. has also on hand, a small but choice selection of Silks, Mousseline de Laines, Balsarines, Bareges, &c. Suitable for ladies attire. Also Gents Cravats and Scarfs, with a small lot of fine clothing.

Terms, cash or approved orders.
N. B. A few English Lever Watches on the above terms.
Oregon City, May 13, 1847. 8—lf

FRANK WARD. WILLIAM M. SMITH.

Ward & Smith,
COMMISSION MERCHANTS,
SAN FRANCISCO,
CALIFORNIA. }
5lf

J. B. McClurg & Co.
SHIP CHANDLERS,
GENERAL AND COMMISSION
MERCHANTS.

JAMES B. MCCLURG, (HONOLULU, OAHU,
ALEXANDER G. ABELL, (SANDWICH ISLANDS,
HENRY CHEVER,
Nov. 12, 1846. 2lf

Wagon and Cart Tires.
BAR IRON, suitable for Wagon and Cart Tires,
assorted sizes, for sale at the Brick Store, Oregon City. Oct. 15, 1846. 19lf

WAGON AND CART BOXES, for sale at the Brick Store, Oregon City. Oct. 15, 1846. 19lf