

Oregon Spectator.

OREGON CITY.

Thursday Morning, October 20, 1853.

Advertisements should be handed in as early as possible on Tuesday evening, to be ready for insertion on the same week. This notice is respectfully enjoined upon all our patrons. [E]

Inducements to Subscribe.

We offer to Clubs the following inducements to subscribe for the Spectator:

We will send 10 copies to one address, one year, for \$15.00.
Do 15 to one address, for \$25.00.
Do 25 to one address, for \$40.00.
Do 50 to one address, for \$80.00.
R. B. The cash must accompany the list; or payment guaranteed by a responsible person.

R. J. SCHNEELY, Publisher.

A Crisis Approaching.

We view, with no little distrust, the increasing scarcity of money throughout Oregon. The suicidal policy that has been practiced by the producing class, is fast bringing ruin upon the country. We are no alarmist, nor do we wish to be looked upon in that light; but if some course is not soon adopted to change the order of things, it will be difficult to calculate the results that one or two years' continuance of a like policy will produce. The only remedy we see to save the country is increased production, the introduction of manufactures, &c. The little amount of gold dug in Oregon has to be divided among too many now, that it does not amount to much.

The shipments of dust from Southern Oregon and Northern California are almost entirely stopped. It nearly all goes south, immediately to the cities of California. So that there is no profit now arising to our people from that source.

Oregon cattle is the main dependence now to bring money into the country. We have suffered the South American provinces, and heavy supplies from the Atlantic States, to drive us out of the California flour market. Instead of ruling the market of California, we are governed by it, and are in a great degree dependent upon it for supplies of some of the most common necessities of life. We import butter and cheese; and have two cows nearly for every inhabitant in Oregon. We import pork and bacon, while hogs will grow without attention, and fatten themselves. Wheat grows almost spontaneously, yet there is scarcely a sufficient quantity raised to bread Oregon. Last winter we imported large quantities of Chile flour, and it was sold at an immense profit.

Thousands of dollars go out of the country for the article of tobacco. It can be grown here almost equal to that of any country. Tens of thousands of dollars leave the country annually to bring in liquors. If no other argument can be offered for the establishment of the Maine Liquor Law, this, of itself, is a powerful one and worthy of consideration.

Internal traffic, where money usually changes owners, has no tendency to impoverish the country—it is the exporting of the money, for articles that can as well be produced at home, and other articles that we can do better without. We must produce our own bread-stuffs, raise our own pork and bacon, make our own butter and cheese; build our own ships and ship all our own merchandise direct from the Atlantic seaports. Our merchants and dealers pay from 15 to 40 per cent to California for goods. This alone is a great drain upon our circulation. Times are getting tight and money growing scarce every day. The tendency is all the time downward, and must continue so as long as the present policy is kept up. Ruin is beginning to stare us in the face. Let us adopt some remedy.

An unpublished account of the Rogue River war, and incidents connected therewith, is promised us. The author says there was another person figured in the war. He is known out there by the name of Capt. Alden. He is just the man he says for almost any emergency, and has a heart as big as a mountain. He thinks there is not much to be gained in an Indian fight no how; but if there be never so little it ought not to be wrongfully appropriated. A stranger would think, on reading the accounts already given, that there was no person else there except Gen. Lane. He did all the fighting—he did all the wa-wa-ing and per-consequence he ought to have all the credit. This self-glorification appears cool to us.

Read the anecdotes of Friend Hopper, on the first page. We also call attention to the article, "Who killed Captain Walker?" They will well repay the reader.

The "Song" was received too late for the number. It will appear next week.

General Lane.

The person whose name heads this article has been selected by the sovereigns of Oregon to represent them in Congress. It is no part of our purpose to detract from his usefulness, or in any way compromise his influence. He was elected by a decisive majority; and although he was not our choice, we hope he may make a good representative, and attend strictly to the wants of Oregon. There is some reason for his constituents expecting more of him the coming Congress than he performed before. His influence was needed in electing President Pierce. This monopolized a good deal of his time, as well as that of a great many other Congressmen.

The General stands pledged to many things, we fear, that he has forgotten, and which were not properly weighed by him when they were made. He seemed willing at the time, to subscribe to almost any thing that was proposed, no matter whether it ever had entered into his thoughts or not. We can assure him that the people expect much at his hands. They think that the President must do without his services this Congress. He draws his pay for looking after Oregon interests and the people have a right to his services; yes, to his most energetic endeavors.

We shall hold ourself in readiness to uphold him in all that is right, proper and useful for Oregon; and if he fails to redeem his pledges, we shall remind him of them; in order that he cannot come off with the excuse, that they were overlooked or forgotten by him. It is our duty to watch him, and we will do it with an open eye—to report progress and see that he does his whole duty. He is the servant of the people, and to them is he accountable. His apologizers and defenders, as well as his eulogists, must expect that his acts will be closely scrutinized. If they will not stand the test of criticism, it will be his fault.

It is not our wish nor purpose to carp at little things in the conduct of our public officers. It is our wish that they may all be useful. But if the General renders himself ridiculous again, as he did on his return the last time to Portland, he must expect to be handled in a manner as such fully deserves. We court no attack upon any of our officers, but we shall shrink from no responsibility when the course of any of them invite censure. We shall pursue a different course from that of the opposition press, when the whigs were in power. They, the opposition, went upon the principle that there was no virtue out of the pale of the so-called democracy. And he that refused to bray out against the whigs was a soft or an unsound democrat, and only fit to be anatematized as a traitor and a dishonest man. The opposition has set a very bad example; to mean to be followed, and totally unworthy of a free and enlightened people.

We learned from an immigrant, who came in a few days ago, that it is generally thought that the immigrants are very nearly all in, except about 300 wagons that took the famous cut-off. They do not attach so much blame to Mr. Elliott, as he did not use any persuasion to induce people to go that route. He told them he had received \$500 to take one wagon through that way, and was bound to make the endeavor anyhow. He represents the distress as terrible on that route, as many persons who took it were scarce of provisions. He learned, however, that a number of them had turned back and struck for the "Meek cut-off;" by which they expected to reach the Dalles. Supplies are plenty at all accessible points from the Cascades to the Dalles. If they succeed in reaching the latter place they may get relief. They have a terrible road to travel and the rains are falling. The Statesman learns the following:—

INDIGNANT BY THE NEW ROUTE.—PROBABLE DIFFICULTY AND SUFFERING.—A Mr. Turner, who has been engaged in keeping a ferry at Rose, just arrived in the Valley, states that at least 300 wagons turned in at the new route by the Forks of the Willamette, and he is apprehensive that many of the rear wagons have also gone that route with the hope of finding better grass than on the old one. The party that started out from this way upon the route have not yet returned, and it is not known that it is passable. There is every probability that its passage will be difficult, and that suffering on the part of those who are upon it will come from scarcity of provision, &c. Cannot some measures be taken to prevent it?

Mr. Turner exculpates Mr. Elliott, who heads the party, from blame.

Mr. T. says the numbers of the immigration have been much underrated. He thinks it will number over 12000 souls. If so, it will make our population not far from 45000.

We learn the Falls Company has commenced a new boat to take the place of the one lately destroyed by fire. That shows a spirit of enterprise, unconquerable. It is stated too that the intention is, if possible, to have it completed in 60 days from the day of commencement.

The article from "A Son and Father" is an file for our next.

The Latest News.

The steamer Columbia arrived Tuesday evening. We are indebted to Adams & Co., and Wells, Fargo & Co. for States papers as late as the 5th of Sept., and California papers as late as Oct. 15. Adams & Co.'s package was received by us at 11 o'clock, and Wells, Fargo & Co.'s came just 20 minutes after.

The news from the States is not important. We give below the few items of interest from California and the Atlantic States:

The first telegraph message, says the *Alta*, was transmitted over the line between San Francisco and San Jose on the 12th inst. The same paper says this is the commencement of the great Pacific and Atlantic lightning trail.

The land Commissioners, we learn from the same source, have rendered decisions in three of the four great land claims. The decisions were made on the ground of equity, in behalf of the claimants or actual residents. The decisions give general satisfaction to all parties except the fraudulent speculators.

The *Georgia* left New York on the 5th of Sept., and encountered a heavy gale soon after getting to sea, and sprung a leak. With the assistance of the passengers she was kept up until she reached Norfolk, Va., on the 9th, the nearest port. She was taken to New York for repairs. The *Crescent City* was dispatched from New York on the 10th to the relief of the *Georgia*, and took the mail and passengers on board. She brought but few papers.

Wells, Fargo & Co. had 15 packages of express matter thrown overboard during the distress of the *Georgia*; Adams & Co. lost 20 packages at the same time.

We learn from the *Herald* that the Hon. O. B. M'Fadden associate District Judge for Oregon, came passenger by the last steamer. We suppose it will be believed now.

Discoveries of gold beds in South America on the Amazon and its branches are said to far exceed the first commencement of the California discoveries.

AUSTRALIA.—The Legislature of New South Wales has been engaged in discussing the provisions of a new constitution.

A complimentary dinner was given on the 12th inst., to Hon. Hiram Walbridge, member of Congress elected from the 3d District of N. Y., so says the *Alta*.

ARRIVAL OF JOHN MITCHELL.—The Irish patriot, John Mitchell, arrived yesterday in the *Julia Ann* from Tahiti, to which island he had been taken by the *Orkney Lass*. Mrs. Mitchell and their six children came from Melbourne in the *Julia Ann*, and stopped at Tahiti with the expectation of meeting him there.

DEATH OF COL. MOORE.—Col. Jacob B. Moore, late Postmaster of San Francisco died at Bellows Falls, Vt. Col. Moore was 31 at Washington, and left there for his health about four weeks before his death. Col. Moore had been out of health some time, and it is supposed that the great heat of summer accelerated his death. He was for many years editor of the *New Hampshire Statesman*, of which he was the originator.

YELLOW FEVER.—Our dates from New Orleans are to Sept. 11. The Yellow Fever had greatly abated, having almost exhausted the material upon which to work. On the 13th the total number of deaths was 17, of which but 26 were from Yellow Fever.

ENTIRE DISAPPEARANCE OF TABLE ROCK, Niagara Falls, Sept. 9, 1853.—At five minutes to eight o'clock this morning the remaining portion of Table Rock fell with a tremendous crash. No one is supposed to have been under it at the time. The projection is now all gone.

SOME twenty-five or thirty elders and dignitaries of the Mormon Church arrived recently at St. Louis, from Utah, on the way to various parts of the Old World as Missionaries.

A letter from Washington, in the *Baltimore Argus* of the 5th, contains the following paragraph:—

"Col. Forney, against the wishes of his best friends here, has concluded to take the editorial charge of the new democratic journal about to be established in New York city, with a cash capital of \$100,000. Col. F. is to have \$5000, a year secured to him for five years, and an interest in the profits of the establishment. You may rely on this.

MR. BATES.—It is gratifying to witness the feeling displayed toward Mr. Bates in reference to the St. Louis Land Court, by the German papers of this city. Of course it is quite well known to our English speaking fellow citizens that he is well worthy of all the *Treas* has said of him. But the just tribute he has received from a German journal, together with the powerful recommendations of his claims to our German fellow-citizens.—*St. Louis Intelligence*.

Sonora, California, was visited by a large fire, and a great portion of the business part of the city burned down. The loss is very heavy.

A Mr. Hughes, says the *St. Joseph's Gazette*, traveled this side of Independence rock several days, and then returned to the States. He represents the number of stock crossing the plains to be about 250,000. He only saw in his travels seven or eight fresh graves. In passing Pt. Kearney he learned the following facts, relative to the number that passed on the south side of Platte river alone; and which probably, did not comprehend more than two thirds of the immigration:—

The following copied from the Registry Book kept by the Commanding Officers at Fort Kearney, shows the number traveling on the south side of Platte River.

The number of emigrants, stock, &c. passed Fort Kearney in 1853 up to the 5th of July of the said year, viz: Men 9,711, women 2,947, children 3,558, horses 2,414, mules 2,151, cattle 189,846, sheep 43,823, wagons 3,003, goats 42, hogs 1 case 5, negroes 400.

On the 4th of July, a large number of emigrants arrived at Independence Rock, many having driven hard to get there—and celebrate the day. The Declaration of Independence was read, and an oration delivered. The orator, says Mr. H., was delivered by a gentleman, rough in exterior, but in fine language and with burning eloquence. It aroused every latent feeling that existed in the bosom of every lover of America.

The Tualatin river empties into the Willamette about a mile above the falls, on the opposite side of the river. Its source is in the coast range of mountains; and its course for the last 40 or 50 miles is pretty much of an easterly direction; and for that distance it has but little fall. But for three miles above its mouth it is but little less than a succession of rapids, even to the very junction. At the head of these rapids Jas. M. Moore has built a saw-mill. The dam thrown across the river there backs the water up for some 35 or 40 miles. This gives a depth of some five feet in the shallowest places. The navigation of the river from the mill up as far as the forks, has been much talked of, and is among the things possible. The river needs clearing of obstructions. There are a number of drifts in it that must be taken out, before there is any attempt at navigation. There are, however, no obstructions for a distance of 12 or 15 miles; for that distance a boat of 60 feet in length has been rowed with ease and safety. As this is the age for steam boats we wonder that this enterprise has not been entered into by some of our energetic people. We think it would pay well in a year or so at any rate.

Correspondence.

MR. EDITOR—DEAR SIR:—I will spend a few moments in writing as I have very recently completed a long and fatiguing journey across the plains, which has resulted in the observation of facts, the consideration of which may prove a benefit to suffering immigrants yet behind, and also be a matter of deep interest to many of your readers:

I left Kansasville on the 16th day of May last, in about the middle of the immigration, having in view, a speedy, pleasant, and healthy journey; hoping also, that the same state of things might exist throughout the entire immigration.

The city of Council Bluffs and its surrounding country was completely crowded with immigrants, the most of whom were for Oregon, as the majority for California, were already enroute and just ahead. I crossed in advance of 2,000 head of stock then on register, besides thousands upon the bottoms which had yet to be registered. Every road, inlet, &c. to the city, was filled with wagons, packers, stock, &c. The mass were in good spirits, engaged in the laying in of large supplies of provisions, also securing to themselves a great variety of fruits, &c. which, had it not been for obstructions and difficulties experienced on the latter part of the journey, would have been an ample supply for all found upon the route. The spring was very late and backward, and the grass quite thin in the vicinity of the Elk Horn and Loup Fork, so that stock fared poorly during the first two hundred miles up the Platte. This, with unusually fast driving, caused the most of them to be thin all the way, and therefore unable to perform when the tug of war had fully come, and when necessity called upon the ox for a double exertion of his strength and nerve. The immigration up Platte, and in fact upon the first two thirds of the journey enjoyed the very best of health. Neither cholera, diarrhea, fevers, nor any thing of the kind prevailed among them to any extent whatever. The causes of this unusual good health are these: The road ran along near the river, compelling immigrants to make use of its unhealthy, magnesia water; but now the road is laid entirely anew along the bluff where the best of cold springs and brook water can be had in every day's travel. Also, the immigrants this year, brought, in preference to hard tack, dried beef, &c., the best of flour, meal, bacon, sugar, coffee, rice and fruits.

A few have been unfortunately drowned, murdered, or killed by lightning, the particulars of which I might give, but decline for want of time. None, I believe, were killed by Indians, but a good state of feeling was in existence between the whites and Indians on the whole route. On the 28th day of July, we reached Pt. Hall, and found that we had overtaken many who had crossed the river eight or ten days before us, whose teams were in a lamentable condition, altogether out of plight to enter upon the severe trials (Snake river and the mountains) which were just before us. Soon after leaving the Fort we entered upon that well known dusty region which continues to Burnt river, a distance of some 375 miles. In this distance we experienced difficulties, and sustained losses, which indeed were of heart rending. Diarrhea and fevers of different kinds were now heard of among the immigrants, but I think they did not result in very many deaths. Soon after entering upon this dusty region, stock began to die and men were greatly astonished too, to observe that all oxen were at a loss how to account for it, but observations and careful investigation account for it as follows: The road is north westerly, and the winds are westerly; therefore the nostrils of the near oxen were more than half the time exposed to the pure, cool, air, while the off ox is continually in a dense fog of poisonous dust. How plainly do these things show to us that the difficulty and loss of stock is not wholly occasioned by fast driving, but that there is poison, disease, and death in this dust. Many men were astonished at the sudden death of their finest oxen, and proceeded at once to an examination, which proved that the poisonous dust affected the creature in three places: in the head, lungs, and kidneys. Many men who thus examined, met with fatal disease and death, the ox being in a state of mortification when dying, and individuals having upon their hands sores, bruises, &c., at the time of the examination, which swelled into large angry spots, encircled by yellow blisters, and soon the whole arm would become inflamed, mortification would set in and terminate in the death of the frightened patient. The loss of stock this year surpasses anything yet known upon the plains. Those who passed early in the season found this dusty region quite hard and smooth, and of course not so injurious to stock, but those about the middle of the immigration lost perhaps near one half their stock, and many who passed down on the south side of Snake river lost all that they had and are yet back upon the hands of those who exercise but little compassion or pity. Necessary delays were made in consequence of this disease among stock, which caused a more speedy consumption of provisions, leaving many immigrants entirely destitute, and in want of a supply of something to eat. Every day's travel down Snake river makes the dust deeper, and of course more injurious upon stock. If this is the case and one fourth of the immigrants are yet behind, it is a fact to be relied upon that they are a mass of sufferers, and must continue to suffer until relieved by donations from the sympathizing portion of community west of the mountains. The road from Grand Ronde to gate creek was strewn with young men who had left their trains as far back as Fort Hall, who were laboring under heavy packs, and all in consequence of the great loss of stock and scarcity of provisions in their trains. I was informed when east of the mountains that the inhabitants of the cities and valleys were pined with anxiety that the immigrants were well supplied with provisions, but no doubt, before this time they have been otherwise informed, and are using every exertion for the relief of those in utter poverty yet east of the mountains.

I have not the least doubt but that there are immigrants as far back as Fort Boise who are laboring under the most afflictive circumstances which have ever surrounded human beings, and it does certainly become all, and more especially those who have friends and relations upon the plains, to rally to the assistance of suffering immigrants. When I was at Malheur river I conversed with quite a large number who were going the new route, as soon as Mr. Elliott should arrive, who was then east gathering a larger company. They had already been there three days. Their object in taking the new route was to save time and provisions, as they considered both too short for the old route. I heard, after leaving, that the company had started, and I saw packers going east with their utmost speed in search of Mr. Elliott and the company. They should be sought for, and not allowed to wander in such a perilous and dangerous manner through an unknown wilderness.

There are three classes now suffering upon the latter end of the route: First there are those who started with large herds of stock, who yet have a part of them in their possession, and for the want of provisions are making sales at from ten to thirty dollars per head, when the same would be worth, if brought to the valley, \$50 and \$75.

Next are those who gave to traders all they had for a passage to the Dalles, Cascades, &c.; but the most pitiable objects are those who have nothing—neither stock nor provision, and of necessity are thrown upon the hands of those who are destitute of care or pity. Our hearts should be affected, and our feelings and sympathies moved towards our friends who are thus sustaining such immense losses of property; and whose souls and exertions are exhausted in the pursuit of a sustenance, by which to prevent starvation, disease and death. Yours very respectfully,
EDWIN CARBRIGHT.
Linn City, Oct. 8, 1853.

For the Oregon Spectator.

The Statesman speaking of the bad faith of the volunteers under Bob Williams says that when Joe informed Gen. Lane that the treaty had been violated, the General said "that the act was committed by some irresponsible bad men, and that the white people were not accountable for it."

A correspondence of the Mountain Herald published in the same number of the Statesman uses the following language:— "It is the General's intention to go out again in a day or two to hold another talk with him (Tinsley) and to take Capt. E. C. Williams' company of thirty rifles with him in which case if necessary, Capt. Bob. will give a good account of himself, for there are no better mountain men than his company, which is the only one now in service."

Consistent, very! What could induce Gen. Lane to take such irresponsible bad men with him to "talk?" Who violated faith? the saboteur who fired upon the Indians or the Com. and who denied his accountability for the act? Inquirer.

Political Comments.—Where is Old Hickory?

The Washington Union, says the Louisville Courier, has just published an elaborate and carefully prepared leader on the subject of the construction of a Railway to the Pacific by the General Government. The writer pronounces such a scheme clearly constitutional, but says there is so much opposition to it on political grounds, united to so many personal interests fomenting perpetual jealousies, that a long time must elapse before it can be carried out.

One of our Democratic neighbors is shocked at the audacity of the Union, and denies the sufficiency of its premises and the conclusiveness of its arguments. He will have to "fall in with the current," however, for there can hardly be a doubt that the Union reflects on this subject the sentiment of President Pierce and his Cabinet. These Locofocos are so fast getting into the habit of poaching upon their territory, that they will in all probability soon have to be warned off.

Referring to this important demonstration of the central organ at Washington, the National Intelligencer of the 30th, says:

"An article of great significance, as we regard it, appeared in the Washington Union of yesterday. It was the leading editorial of that number, devoted to the discussion of the constitutional power of the Government to construct a railroad to connect the Atlantic and Pacific oceans. We cannot be in error in presuming that the article expresses the views of the Executive on this important question; its formality, and its justification of the opinions expressed by two of the Cabinet Ministers in public speeches a week or two ago on the same subject, leave no doubt of its semi-official character. Viewing it in this light, we could hardly believe that we read it aright. Save for its greater ability, we could almost imagine that we were reading an article of the Intelligencer of the olden time, when we used to do battle for the same doctrines against the school of strict constructionists, who denied to the Government almost every power except that of making war and laying taxes; and when we had read the article through we could hardly persuade ourselves that we had not been perusing one of Mr. CLAY's noble speeches in defence of the constitutional power of internal improvement, so similar are the arguments of the two. If we have read the article aright, it is auspicious of wiser counsels and an important change of policy in the dominant party. Reason and the public weal, we trust, are about to assert their longlost supremacy in the Democratic creed. The idea is almost too cheering for belief. We will wipe our spectacles and give the article a more careful examination."

Mr. Dolbear, it will be seen, is about to commence another class in penmanship. He comes well recommended and is a splendid scribe. See advertisement in another column.

A LEGAL STRATAGEM.—An amusing accusation, says the *Wheeling Times*, was made against a member of the bar in that place on Saturday. In taking depositions, the opposite party became displeased, and boldly asserted that the counsel on the opposite side "had kept his three witnesses drunk all day; and that they might betray their condition when brought to the bar but a short time previous to their deposition." Is that one of the tricks of the profession?

For the Oregon Spectator.

MR. EDITOR—SIR:—I see that the last Statesman editorially gives a reason for the burning of the company's boat, on this side of the river. The reason given is but a poor one even if true, but the editor says rumor gives us the cause. Now I happen to live near these works, and have some opportunity of learning the reasons, and I must say the first time I saw or heard the cause he assigns was when I was told it was in his paper. I understand the editor of the Statesman has said he would not employ any of

his old hands because they asked too high wages—that he could get hands for \$100 per month, his old hands asked him \$150 per month. It can be called a difficulty about pay then the editor himself is in the same fix. No person blames him for lowering his hands wages—its his own business.

The company through the long days of summer paid \$3.50 per day for hands, hands were scarce and the days long. When the days grew short and the weather bad the company could procure hands for \$3 a day, a full complement. The company did so—hence the "difficulty."

If the editor would stick a little closer to the truth he would be more respected, and would merit the approbation of good men. This thing is characteristic of the man and in perfect keeping with his whole career, I am told, as editor in Oregon. It seems a little strange too that he being some 50 miles off should be able to assign a cause when all the editors close at hand were not able to conjure up one. His intention is evident and barefaced. Yours ALPHA.

Linn City, Oct. 15, 1853.

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