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THE COURIER

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AT
LAFAYETTE,
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BY
J. H. UPTON,
PUBLISHER AND EDITOR.

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Will practice in the Supreme, Circuit and all of the Courts of this State.

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ATTORNEY
AND
COUNSELOR AT LAW, AND SOLICITOR IN CHANCERY.
Lafayette, Oregon.
Will practice in the District and Supreme Courts of Oregon.
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In the Circuit Court of the State of Oregon, for the county of Yamhill.

Isophena Fleming, plff. vs. George W. Fleming, deft. } Bill for Divorce.

To George W. Fleming, said defendant:

IN THE NAME OF THE STATE OF OREGON, You are hereby summoned to be and appear in the Circuit Court of the State of Oregon for the county of Yamhill, and answer the complaint of said plaintiff in this cause filed against you, within ten days from the date of the service of this writ upon you, if served in this county, and within twenty days if served within any other county, and if you fail to answer, the plaintiff will apply to said court for the relief in said action demanded.

U. S. I. R. 50c. S. HURLBURT, Plffs. Atty.

Published by order of R. P. Boise, District Judge 3d Judicial District.

Witness my hand, and the seal of said Court, affixed at Lafayette, in said county, this 8th day of June, A D. 1866.

L. S.

June 12-6w S. C. ADAMS, Clerk.

TRUTH WILL OUT.

No one can have forgotten the thousand charges made by the Abolition press, and Abolition orators, and Abolition clergy, and Abolition laity, ever since the war was inaugurated, tending to convict Buchanan, and through him, the whole Democratic party, of having so arranged and disposed of and distributed the war vessels of the Government during the forepart of 1861, as to so parlyze that arm of the service as to render the Government powerless to reinforce Sumter at the proper time. So persistently, and with such brazen audacity, were these charges made, that many Democrats, not having the data at hand to confute them, tacitly acknowledged their correctness by making no effort to disprove them. This is only another evidence of the facility with which demagogues and unprincipled knaves and tricksters in high placan, under peculiar circumstances, impose upon the credulity of the American people. Mr. Buchanan has been, for the time being, consigned to political oblivion, by and through the infamous falsehoods and misrepresentations of men who for the time obtained the popular ear, and who, having obtained position as a reward of their treachery and mendacity, at a time when the popular sentiment was all turbulence and commotion, lost no opportunity to ply their vocations—that of poisoning, misleading and inflaming the public mind. Thanks to an overruling Providence, the tide is being turned, and ere many years shall have elapsed, the whole truth will be known, when honest people will view the retrospect with amazement and disgust, and when the party, conceived in iniquity and falsehood, and nurtured into proportions on an idea, shall have taken its place in history, men will be scarce who will acknowledge that they ever had any connection with so vile an institution. But we are wandering from the point we set out to make.

Hon. Isaac Toucey, Buchanan's Secretary of the Navy, has lately prepared a statement for the N. Y. Times, which was published in that paper, and copied without comment into the Sacramento Union, showing that, instead of there being no war vessels at the command of the Government when Mr. Lincoln took his seat, there were, in good order and ready for service, 13 vessels with full armament. This, Mr. Toucey says, was an unusually large home squadron. This statement was called forth from Mr. Toucey by a speech made by Senator Sherman, of Ohio, at Bridgeport, Connecticut, during the late political campaign in that State, in which Mr. Sherman alleged that, when Lincoln was inaugurated, there was "but one vessel with five guns—spiked."

Speaking of the strength of our home squadron, Mr. Toucey says:

They were the frigate Sabine, carrying 50 guns; the steamer Brooklyn, 25; the sloop-of-war St. Louis, 20; the steamer Wyandotte, 5; the steamer Powhattan, 11; steamer Mohawk, 5; steamer Crusader, 8; ship Supply, 4; sloop-of-war Cumberland, 24; steamer Pocahontas, 5; steamer Pawnee, 4; sloop-of-war Macedonian, 22, and the steamer Water Witch, 3 guns. All these ships were in commission, actively employed, except the Water Witch, which, while serving on the home squadron, had taken the yellow fever on board, put into Philadelphia, been disinfected, and on the 14th of February had been ordered by me to be prepared for sea service with dispatch, that she might resume her place again in the squadron. The flagship Cumberland, the Powhattan and the Pocahontas were coming up the coast from Vera Cruz to New York and Norfolk. The Powhattan arrived at New York on Tuesday, March 12th, the week after Lincoln's inauguration, and on the same day the Pocahontas arrived at Hampton Roads. The Cumberland arrived at Hampton Roads the week following. The Brooklyn, with a company of troops on board from Fortress Monroe, the Sabine, the St. Louis and the Wyandotte were before Fort Pickens (Pensacola), defending it against the troops of Florida and Alabama.—The Mohawk, Crusader and Supply were already at New York. The Water Witch was at Philadelphia, and the Pawnee at Washington, where the Department had stationed a force of marines, organized in four companies, as artillery, numbering 200 men, one mile from the Capital, ready to defend it at a moment's warning, or to be transported by the steamers Pawnee and Anacosta to any points where necessary. The Macedonian was at Vera Cruz, much nearer and more convenient for operations on the Gulf coast than if it had been at any of the ports or navy yards. This was the condition of the home squadron at the commencement of Lincoln's administration; three of them, including the flagship of the squadron, coming up the coast toward Hampton Roads and New York, one at Philadelphia, one at Washington, one at Vera Cruz and four at Fort Pickens, then in a state of siege; in all 186 guns and thirteen vessels, of which eight were steamers. This squadron and that of the previous year, 1860, were by far the largest and most efficient squadron ever before organized for the protection of our interests on the Atlantic coast.

At the same time there was a still more powerful force at the Atlantic Navy Yards, which could have been put to sea, ready for service, in forty days. It was forty days from the inauguration of Lincoln to the bombardment of Fort Sumter. It was forty-two days from his inauguration to his proclamation for 75,000 volunteers, when the war on our part began. The five most powerful ships of the navy, the forty gun steam frigates Wabash, Minnesota, Colorado, Roanoke and Merrimac, built during the administration of President Pierce, armed with the heavy Dahlgren guns, were at home, three of them thoroughly repaired and secured against the weather in the usual manner, to await orders, one in dock repairing, and the other, recently brought home from the Pacific, could be prepared for transport service in a few days. The Colorado and Minnesota were at Boston, thus repaired and secured, and could be ready for sea in two weeks; the Wabash was at New York, thus repaired and secured, and could be ready for sea in two and a half weeks; the Roanoke in dock at New York, and could be ready for sea in six weeks, and the Merrimac at Norfolk, and could be ready for temporary duty in three weeks, according to the report made to me by a most experienced and valuable officer, then and still the head of the Bureau of Construction and Repairs. The steamship Mississippi, eleven Dahlgren guns, was also at Boston, thoroughly repaired, and secured in the same way, and could be ready for sea in three weeks according to the same report. The frigate Santee, of fifty guns, was at Portsmouth, New Hampshire, the frigate St. Lawrence, of 50 guns, was at Philadelphia, and the sloop-of-war Jamestown, of 22 guns, was also at Philadelphia, and these three ships could have been ready for sea in forty days from the moment the order should be given, as was afterwards done. The brig Bainbridge, of 6 guns, was at Boston, and the brig Perry, of 6 guns, was at New York, and both of them could have been ready for sea in eleven days from the time the order should be given, as afterward was done. The sloop-of-war Plymouth, of 22 guns, was at Norfolk in good condition, and the steamer Anacosta, of 1 or 2 guns, was at Washington, already in commission. Here were thirteen ships, with 368 guns, at home, in the Atlantic navy yards, that could have been put to sea in good order for service before the bombardment of Fort Sumter. Thus we had on the Atlantic coast at the inauguration of Lincoln a naval force of 26 vessels, carrying an armament of 554 guns, which could be put to sea in good order before the war commenced, against an enemy which had no naval force whatever, for such had been the course of the Department in promptly removing all seeds of disaffection, that the secession of eleven States from the Union lost not a single vessel to the service.

Beside these there were at the New York, Boston and Portsmouth navy yards the frigate Potomac, of 50 guns, and the sloops-of-war Savannah, 24 guns; Vincennes, 20 guns; Marion, 16 guns; Dale, 19 guns, and Preble, 16 guns, which could be repaired and made ready for sea in from 61 to 94 days, as was afterwards done. The old frigate Constitution, of 50 guns, was thoroughly repaired and anchored at Annapolis. I have not included in this notice the eight line-of-battle ships which had been recommended by a board of naval officers to be converted into steam frigates, as I had also recommended in my annual report, communicated by President Buchanan to Congress, but Congress had not seen fit to authorize it or make the necessary appropriations for that purpose. There were also the new steamship Pensacola, waiting for some of her machinery; the frigates Raritan and Columbia, the brig Dolphin and some others. The steam frigate Niagara had not returned from her visit to Japan with the Japanese Commissioners. The Bureau of Construction, charged with repairs, had pushed them forward as far and as fast as could be done with the means which Congress had furnished. The appropriations for the navy for the fiscal years were

1857 to 1858, - - -	$14,240,247 27
1858 to 1859, - - -	13,508,850 22
1859 to 1860, - - -	10,464,769 55
1860 to 1861, - - -	10,400,129 90

The reduction fell very largely upon navy yards and navy repairs.

On the Pacific side, for the protection of our interests on the coast, we had an efficient squadron, consisting, at the inauguration of Lincoln, of the steamer Lancaster, 22 guns; the steamer Saranac, 9 guns; the sloop of-war St. Marys, 22 guns; the steamer Wyoming, 6 guns; steamer Narragansett, 5 guns, and the sloop of-war Cyane, 20 guns. This squadron was no greater than the defense of the coast and the magnitude of our interests in that quarter imperatively demanded.

The East India squadron, which, in 1858, consisted of 7 ships, carrying 139 guns, had been reduced so that in 1861 it consisted of 4 vessels, carrying 45 guns, viz: the steamer Hartford, 29 guns; steamer Saginaw, 3 guns; steamer Dacota, 6 guns, and sloop-of-war John Adams, 20 guns.

The Brazil squadron, which in 1859, consisted of 3 vessels, carrying 108 guns, had been reduced so that in 1861 it consisted of three vessels, carrying 56 guns, viz: the Congress, 40 guns; the steamer Seminole, 5 guns, and the steamer Pulaski, 1 gun.

The Mediterranean squadron consisted of 3 ships, carrying 87 guns, when I entered upon the duties of the Department. When I left it the squadron consisted of 3 ships, carrying 38 guns, viz: the steamer Richmond, 16; the Susquehanna, 15, and the Iroquois, 6 guns.

The African squadron for the year 1861 consisted of eight vessels, carrying 95 guns viz: the Constellation, 22; San Jacinto, 13; Portsmouth, 22; Mohican, 6; Saratoga, 20; Sumter, 5; Mystic, 5; Relief, 2—half of them steamers. The squadron consisted of the same number of vessels and guns in 1860, the Vincennes having been ordered home at the beginning of the year. This squadron was required to be kept on the coast of Africa by our treaty with Great Britain for the suppression of the slave trade; and in the year 1860, with the aid of a small portion of the home squadron on the American side, had captured twelve slavers and rescued 3,119 victims of that trade.

With this reduction of the other foreign squadrons and this force at home on the Atlantic and Pacific sides, I was not willing to reduce the squadron on the coast of Africa, nor was there any necessity for it.

This, sir, was the "scattering of our vessels all over the world," of which you speak. This was the "command of the whole navy, consisting of one vessel, with five guns—spiked," to which, according to your speech at Bridgeport, the present Secretary of the navy succeeded.

I am, sir, with due consideration, your obedient servant,

ISAAC TOUCEY.

HARTFORD, April 30, 1866.

Five Days Imprisonment in a Railroad Car.

The Pittsburg Commercial says: A train on the Pittsburg, Ft. Wayne and Chicago Railroad, laden with dressed hogs, which left Chicago on Friday morning of last week, arrived in this city on Tuesday evening. Upon opening one of the cars a man was found lying among the dead animals. He was in a filthy condition, and was almost dead, having eaten nothing for five days. One of his feet was frozen, and he was unable to walk or even stand. He was taken out of the car and properly cared for. When he had recovered sufficiently he stated that he was a discharged soldier, and finding himself in Chicago, without means, and being anxious to reach New York, he visited the freight depot for the purpose of discovering what chance there was for a passage to New York. He was told that the car containing the hogs would go directly through in the shortest possible time, and seizing an opportunity to slip into the car unseen, he did so, and had not waited long until he heard the door shoved forward and the lock fastened. Here he remained for five days and nights, without water or provisions. He says that he did not eat any of the raw pork, as he became quite sick, and had no stomach for it. The employees of the Pennsylvania Railroad Company raised a handsome purse for him, and he was sent free over the road to Philadelphia.

SCALDS, BURNS.—The best, most instantaneous, and most accessible remedy in the world is to thrust the injured part into cold water, send for the physician, and while he is coming cover the part an inch or more deep with flour. The water gives instantaneous relief by excluding the oxygen of the air; the flour does the same thing, but is preferable, because it can be more continuously applied, with less inconvenience, than by keeping the part under water. As they get well, the flour scales off and is easily moistened and removed. If the injury is at all severe, the patient should live mainly on tea and toast, or gruels, and keep the bowels acting freely every day, by eating raw apples and stewed fruits and the like. No better and more certain cure for scalds and burns has ever been proposed.—Dr. Hall.

Watt's nervous antidote cures Spasms.