

FOR PRESIDENT.

Horatio Seymour.

OF NEW YORK.

FOR VICE PRESIDENT.

Fraucis P. Blair.

OF MISSOURI.

FOR PRESIDENTIAL ELECTORS.

S. F. CHADWICK, of Douglas County.

JOHN BURNETT, of Benton County.

JAS. H. SLER, of Union County.

THE DEMOCRATIC PLATFORM and the Status of the States.

The Democratic platform, in full, has reached us, but too late for this issue. The synopsis which we have heretofore published was the best party platform we had ever seen, but the full platform makes it wonderfully better. It is like a stupendous structure of speculative masonry, each part a massive thing of purity and beauty, and the whole fitted together as if by the hand of the Supreme Architect of the universe. It will prove, we trust, the pillar of cloud by day and fire by night, that will leave the captive band of Americans, from the thralldom of congressional usurpation, to the happy land of Constitutional liberty and law; and in this connection, may we not say, that Andrew Johnson is the Moses that has afflicted the Egyptian mongrels with many plagues, and has led the people of God out of the land of Egypt and that Seymour, like Joshua, of old, will take the chosen people and plant their standard in the happy Canaan land of freedom, peace and prosperity.

Since the promulgation of the immortal Declaration of Independence, no declaration of principles has been penned that has caused the public heart to throb with such true emotions of joy, as the platform unanimously adopted by the National Democratic Convention at New York. Bold and manly, it sets forth in clear, comprehensible terms, the true theory of the government, as understood and believed by the entire Democratic party and the great body of the American people. We know not who penned it; but whoever he may be, he deserves a high encomium for the chasteness of his language and the perfect skill by which he embodied in dull words, the vital, living, moving principles that prompt the united acts of the great band of patriots—the Democratic party, in their opposition to the mad misrule that is sapping the vitality of the Country; and in their devotional attachment to the Constitution and its proper administration.

Could it be possible for more of truth to be expressed in fewer words, than the following extract.

"And that we regard the Reconstruction Acts (so called) of Congress, as usurpation and unconstitutional, revolutionary and void."

The Constitution of the United States, adopted by the people of the several States, severally, is the bond that holds the several States into one government, and of course anything that would sever the bond of unity (the Constitution) is manifestly contrary to the Constitution. The Constitution is declared to be the supreme law of the land, and that anything that conflicts therewith is null and void, and judges in every State are bound thereby, anything in the laws of any State to the contrary, notwithstanding. Then it follows that the secession ordinances or other assumptions or acts of any man or body of men which in any manner attempted to annul, repeal, set aside,—throw off the paramount authority of the Constitution, so far as they or any other persons were concerned, were null and void ab initio, and in legal effect were but a "Pope's Bull against the gommel."

All these acts, of whatever name or nature, being null and void,—as though they had never been passed,—while an armed mob held the control of the State, the Constitution and laws made in pursuance thereof, by legally constituted bodies prior and up to the assumption of government by the mob, remained unrepented during the conflict of arms, for there was no legal authority to repeal them; all the persons exercising the functions of offices holding the tenure of their offices under, and by virtue of the secession ordinances—nullities because contrary to the Constitution, and therefore deriving their authority from a nullity their acts were equally null and void.

The Constitution and laws of the State being the expression of the embodiment of power of the State—the offices and not the officers constitute the government, the officer but holding the power performing the duties and exercising the functions of the office, which powers functions and duties are prescribed by law, it follows that every act of an officer, not authorized by law, is a personal and not an official act, and he, and not the State, is responsible.

The act of an officer, therefore, could not secede a State, nor destroy it, except that act were authorized by law.

It is then established beyond cavil that when the rebellion—the great vigilance committee—the organized mob—the party that was attempting to form a new government over that district was put down, the law remained in statu quo ante bellum, and the people had nothing to do but to elect officers under the law, as it existed prior to the so called secession—the virtual resignation of officers under our States, and their assumption of offices under the new regime they were attempting to inaugurate—except so far as the same may have been changed by constitutional amendments, and be States in the union.

Being no officers there to call the people together at the polls, Mr. Johnson sent provisional Governors, as they were called, to make that recommend, nor did he claim for them legal authority, but the election of the people, in pursuance thereof was of binding effect, and but for the selfish and usurpations acts of the rads, the United States would now be in peace and prosperity, and the beautiful machinery provided by the Constitution and completed by our fathers would be in the most perfect running order, and "I am a citizen of the United States" could be heard with as much pride, all over the South, as it was ever uttered on the banks of the Potomac.

The radical party, assumed that those States had seceded, formed new governments and that the general government had met them in arms and crushed them out of existence, and thus left that district of country re-captured territory, is as false as the right of secession, for upon the right of secession it is founded.

Acting in pursuance of this theory it has attempted to institute new governments over those people, laying their foundations upon such principles and in such manner, as to them seem most likely to perpetuate their party in power, and finally convert this republic into a centralized Despotism. This being their mammoth design, the introduction of the negro element—an act of Congress into the machinery of the States is a vital point, for the rads think they can control them.

But the Democracy, is moving on to battle in solid phalanx, under a noble leader, and God willing the national emblem of freedom and unity will again float over yonder Capitol, and a national Congress, composed of members of all the States, will assemble beneath its ample folds to deliberate on the interests of a mighty continent, where officer and citizen alike hold themselves obdient and amenable to law.

The Oregon Central Railroad.

In this weeks paper will be found an Ad. from this company. That our readers may judge of the status of railroad affairs we clip a number of articles from our cotemporaries, to show in what estimate the railroad question is held elsewhere.

Our readers will see by these extracts that the china concern is in poor repute in Oregon. Read these carefully, and then take under advisement whether we can afford to injure the prospects of so great an enterprise as a Railroad through the valley and Southern Oregon, by supporting the china concern, which we must say, appear only able to complete their line, provided they can steal the name and franchises of this company.

Is it not significant that Portland has contributed liberally to this line, but not a cent to the china concern? Is it not further significant, when Eugene City refuses to be humbugged into even granting the right of way through that city?

If a bogus concern will attempt to humbug a people by trying to buy up men of purity of character, by offering them largely of their unassessable stock, and resort to other equally disreputable means to supply them with the capital and fran-

chises to carry on their road they ought to be discountenanced.

We would not be misunderstood in this matter. We do not object to the east side having a Railroad, but we should be pleased to have them in whatever they did, let other's property, name and franchises alone, and employ whites to do their labor.

O. C. R. R.—We take the greatest pleasure in calling attention to the advertisement of the Oregon Central Railroad Company, which appears in to-day's HERALD. We are reminded by it of the days when the Illinois Central was in no more advanced stage than the Oregon Central is now, and when it was struggling up, against the sneers of sceptics, to make the empire we now see along its lines and we confidently believe, and predict, that here, as there, the fierce breath of the "iron horse" will sweep the cheeks of the doubters before their snail-like pace can enable them to clear the tract. Let all who desire the prosperity of Oregon spread this news to the world! Scatter it through all the sections from whence emigrants can be drawn—in the south, and west, and east—and next spring will witness train after train of sterling farmers pouring into the Willamette Valley. Let it be known that railroads are certainly being built, and the "open sesame" to population, prosperity and wealth, has been found by Oregon. Think what Illinois was—see what she is, and know that the same career awaits our own State, from the auspicious beginning of 1868. —Merall.

THE WEST SIDE RAILROAD.—It is perhaps due to the public that we give them from time to time such information as we have concerning the progress of an enterprise in which they have a deep interest, though we may have to do it at the risk of being thought tedious. We have often, therefore, made mention of the work done or to be done on the two lines of railroad now in course of being graded, and may often do so in the future. We visited the west side line yesterday, going over nearly all of the route thus far graded and a considerable distance along the survey, beyond where any work has been done as yet. The grading, proceeding from the initial point where ground was broken, is connected to a point nearly two miles south and will need but little further preparation to make it ready for the ties. About two miles from the starting point there is a deep canyon,—say 50 feet from the grade,—which will be bridged. There is here, of course a gap in the grading. Beyond that about three-fourths of a mile is the deepest canyon of the whole route—75 feet from the grade to the culvert. On the city side of this canyon, a gang of men are at work in a cut of two or three hundred yards in length, and much of the way from 10 to 16 feet in depth. This is about three-fourths done. On the other side of the canyon, is the deepest cut of the whole route—86 feet, measuring from the upper hill line of the grade. Fortunately, however, the ridge to be cut through is a sharp, narrow one and contains no rock. The ground to be removed is a heavy clay. Its nature is such that in the process of dumping and rolling down the embankment, it packs almost as hard as it originally was in the mountain side, and it will therefore make a first rate foundation. The bottom of the cut is fourteen feet wide, and at the top it will be near 100 feet, the slope of each bank being as one to one-and-a-half. This cut is now about half finished and with the force now employed will be finished in about a month. Only about twenty men, with eight carts, can be employed at this cut for the reason that the earth is all wanted in the canyon before mentioned, and the work is therefore prosecuted only from the northern end. Beyond this point, other gangs of men are at work at various points. Rock has been encountered at only one or two places. The next deepest cut is just beyond, and is twenty-two feet deep. At this point, also, the cut is a short one and the earth is easily removed. There are beyond those mentioned two or three cuts of less depth and several canyons of less formidable depth and breadth to be filled or bridged. The forward gang of graders are at work on a light cut about three-fourths of a mile this side of the summit. All the wheel barrow work between this point and the place of beginning, has already been done; but there is, of course, considerable carting to be yet done. Between the place where the forward gang of graders are at work and the summit, the deepest cut to be made is thirteen feet. The most of the work will be quite light. The amount of work done, considering the force employed, seems immense. Comparing the work with all the grading we have ever seen, it seems well done. Wherever the track has been graded to its permanent level, a ditch has been dug on each side to carry off water, and the banks are sloped so as to obviate danger of caving. The total force employed on the road averages about one hundred men, counting each horse and cart as equivalent to one man, though the pay rolls show about one hundred and seventeen. Owing to the conformation of the mountain side, the track will be somewhat crooked though

none of the curves are so sharp as are frequently met with on some of the principal roads in the Eastern States. The sharpest curve of the line thus far surveyed, is 12 degs. The ascent from the initial point to the summit is not greater at any place than eighty feet per mile. The cost of completing the first five miles of grading—to the summit—judging from what experience has already been had, will be about \$16,000. This is a much less sum than most persons would estimate after looking at the work done. The surveying party, under Mr. John Brazeo, is engaged in making the line and grades down the western slope of the mountains. From the summit westward, the grading will be somewhat heavy for a mile, and then there is no further or greater trouble than on a level plain. It really seems that the company has worked already through the most difficult part of the first twenty miles and that in a short time, it will have only plain sailing, so far as the grading is concerned. Oregonian.

The East-Side Railroad.

As was promised we this evening publish the results of the close observation of Mr. W. W. Skinner, an old Railroad man, of the progress made toward the construction of the East-side Railroad, and which are minutely and carefully written down by him. The interest taken by the reader in its perusal is sufficient guarantee to us for the space it occupies for its publication.

The grading from East Portland is very light, the embankments and cuts are about the same from one to two and a half feet. There are employed three men in the Saw Mill, one in the Blacksmith shop, and five at work building a new car shop. They are sawing lumber for a citizen at present. The company have enough lumber sawed for six cars, four freight and two passenger cars are in process of construction; they also have a sort of an Upholster shop in operation.—The Car shop is about 140 feet long.—There is on the ground four sets of ear trucks, that is, wheels and axles, eighteen in number, enough for four and a half cars; they are all old wheels and not of the same pattern. There are some cross ties ready. The grading between Milwaukie and Portland will not cost as much as the sixty feet cut on the West-side road. Grading between these two points is not finished, where grading is done it is only about eleven or twelve feet wide, and no ditches have been made to convey away water. Two and a half miles from Portland I found a slough that I could not get through without going into water. I do not know how deep it was, I pulled off my boots and tried to wade it, but as it came over my knees I abandoned the idea. I cannot say how wide this place is, but of the lay of country around it, is probably one quarter of a mile or more, and will require "trestle work" to cross it. Again there is about 150 yards of "trestle work" necessary above Milwaukie; the first mile and a half does not amount too much, about the same as below. There is one place left for "trestle work" about thirty yards long; between Milwaukie and where graders are at work is embankments from one half foot and not to exceed three feet in any place. Very little cutting is required; there are four places left for short bridges about twelve to thirty feet long. Chinamen do all the grading now, there were forty-three at work yesterday. There are from nineteen to twenty white men ahead of graders chopping and grubbing; a white man is foreman over the Chinamen who is an old of mine, and he says he has not been paid since he commenced work about the 1st of May; he says they will probably pay off the hands to-day or to-morrow or next day; the hands all quit last week, but under promises of better treatment and pay resumed work again this week.

They are only about half a mile south of where they were at my last visit. It seems they do not get on very fast, considering the small amount of work to do; they simply throw up the dirt from each side, just as it happens to require it, regardless of ditches or symmetry.

They are yet, by the survey, four miles from the Clackamas river, on a straight line; from Milwaukie, they are about three miles.

This East Side Company has now actually graded about seven miles of their road; but it is not well done, and is very crooked.

The grading does not compare favorably with that of other roads which we considered well done.—Evening Commercial.

RAILROAD BRIDGES.—Yesterday the Board of Directors of the Oregon Central Railroad let to B. F. Starr & Co. the contract for building one of the bridges across the ravine on that part of the road already graded. The bridge will be about one hundred and fifty feet long, and over a gulch thirty feet deep. The trestle-work will be ten feet wide at the top, and much wider at the bottom. This bridge is to be across the first gulch this side of the Terwilliger line. The work will be commenced on next Monday, and be finished in about thirty days.—Commercial

THE EAST SIDE RAILROAD.—We regret to learn that this enterprise has been somewhat embarrassed of late. It is reported that the Company cannot pay their laborers, and that in consequence quite a number have quite work, including the corps of engineers engaged in locating the road. We understand this surveying party has not been at work for nearly two weeks. In consequence of these troubles we learn that Mr. Elliot called the white laborers together recently and made a speech to them on "the situation;" in which he assured them that the company was as able to pay them as the "Bank of England," but that at this time they were unfortunately out of money, and that if they would all go to work again, he would advance them five dollars a piece out of his own funds, and pay the balance on next pay day. We are glad to learn that A. J. Cook & Co. are as solvent as the Bank of England. If that is so, the East Side road will certainly be built.—Commercial.

A CARD. SALEM, July 14, 1868.

TO THE UNIONIST:—In your daily issue of this date, I notice several communications from sundry persons on railroad matters, and which, as you state, have been published by request. In the communication of J. W. P. Huntington to James W. Nesmith, I am heretofore forth as having urgently requested Mr. H. to accompany the party.

Now, I desire to say that Mr. Huntington is very much mistaken in his manner. I never requested or advised Mr. Huntington, or any other person to visit Mr. Nesmith on business connected with railroads, or for any other purpose. I was not advised, nor consulted in any shape, way or manner concerning the visit. In fact, I never knew that Mr. Huntington had formed one of the party, until advised by his own communication.

Inasmuch as the other correspondence has been made public by request, I hope you will do me the justice to correct the statement therein made, by published this note.

Yours respectfully, T. MCF. PATTON.

A CARD. I read Mr. T. McF. Patton's card in the Unionist of the 16th inst.

It is alike false in general and false in detail. It is false in spirit and false in letter. It is throughout an utter falsehood.

Patton met me in front of Meyer's store on the morning of the day alluded to. He then and there urged that I should go to Nesmith's, with Messrs. Flint, Elliot and others. I had been previously requested to do so; by other persons, but domestic reasons, which Patton fully understood, made it very inconvenient for me to leave town on that day. I finally agreed to go, mainly upon his persuasion. He (Patton) stood at Hirsch's corner when the party (which included Messrs. Elliott, Flint, Parrish, Loryce, Henderson and myself) got into the carriage. He saw and recognized me among the number; he knew that I went, and he knew for what purpose I went. I am not mistaken in my man. J. W. P. HUNTINGTON. SALEM, July 17th, 1868.

MEETING OF COMMON COUNCIL.—Last Monday evening the Common Council had a special session, pursuant to adjournment, Mayor Underwood in the chair. Present—Messrs. Day, Kinsey, Hendricks and Dunn.

A petition upon ordinance, was presented, asking right of way through any street or alley, for the East Side Railroad Company, which was amended so as to exclude Willamette, Eighth and Ninth streets. The ordinance after discussion, was defeated by the following vote: Yeas—Hendricks and Dunn—2 Nays—Kinsey, Day and Underwood—3.—State Journal.

GREAT BRITAIN wanted the colonies to put crown stamps on the paper the people used. But they wouldn't. They fought George the Third seven years about it. Since then, however, the friends of the cause of George the Third have not only required stamps to be put upon every thing else which the farmer and poor man needs, and have established a military Dictator and an African army to stamp the life out of the people!

Picayude Yankees,—and niggers are driving the poor white man before them out of the Atlantic and Middle States into the unexplored West to again hew a path for the Puritan trader and his nigger partner. This is the poor man's reward for being "loil" to wealthy New England highwaymen, who are absorbing the smaller estates and grasping a British landed power!

The war has been—over many years, not a Southern on the continent defies the authority of the Constitution; famine is threatening its millions in all quarters—why are the people still borne down with the unsatisfied gluttony of New England, which, rampyrelke, sits and feeds upon the bear's blood of the toilers of the West!

KNOWS NOTHING ABOUT IT.—General Grant, in a letter to Col. Morris, of Illinois says he knows nothing about politics, and couldn't write a political letter if he was to try. That's a candid confession, but not a very consoling one for his supporters.