



Oregon City, Oregon, D. C. IRELAND, EDITOR AND PROPRIETOR.

Saturday : : May 1, 1869.

The Puget sound excursion party was at Olympia on the 27th.

Col. Hudnut, of the U. P. R., surveying corps, is now stopping in Portland.

Rev. I. D. Driver was in this city on Wednesday, en route to Salem, from Puget Sound.

The fire bricks lately sent to Portland, were made from clay found at Buena Vista, Polk county.

The Oregonian gave Joaquin et al. a two column notice on Monday—a very fair criticism.

The City Journal is now published regularly, at Canyon City, Grant County, Oregon.

The State Journal office claims to have the press which originally printed the Spectator.

The Farmer says that the Spectator type went to San Francisco, worn out, ten years ago.

The amounts due preferred creditors on the steamer Wawatani amount to several thousand dollars.

Mr. John Mitchell has contributed an interesting essay to the Mountaineer, on Wasco County.

The Carrie now runs to Pumphreys, on the Cowlitz, where she was originally built for.

We would rather have Forester's Press weekly, than the N. Y. Herald, Tribune, World and Times, DAILY each.

J. B. Underwood Esq., the new Postal Agent for Oregon passed through this city returning to his home at Eugene, on Thursday last.

The Herald says: We have the most positive assurance that the East Side Company purpose to push the work to a rapid completion, with a strong probability of cars running, as far as Salem at least, by the 1st of November next.

So far as heard from over the States, last Monday was handsomely celebrated as the 50th anniversary of Old Fellowship in America. Those of our fellow citizens who participate at Salem, give glowing accounts of the occasion.

The Republicans of Washington Territory have nominated, unanimously, on the first vote of the convention, Mr. S. Garfield, of Seattle, to Represent the Territory in Congress. He will be elected in June.

Speaking of the Politkofsky, one of the vessels owned by Messrs. Meigs & Gawley, the Olympia Transcript says: "To pronounce her name, say poly, take a sneeze, and add on the word sky. To write her name, apply to the captain on board."

Bro. Murphy, of the Olympia Standard, looking hale and happy, called upon us on the 24th. He felt rejoicingly over the nomination of Gov. Moore for the Delegation, by the Democrats of Washington Territory, and will no doubt continue to be happy until the election returns are in,—when it will appear that Mr. Garfield will take that position.

California legally is without a Governor. Haight having removed to San Francisco, contrary to the laws of the State, and entered upon the practice of his profession. The Record says: We venture the assertion that never before since the formation of our Government, has the Governor of any State prostituted his high official position and entered into a partnership to get business away from other attorneys.

We observe that Alfred A. Cohn, President of the Alameda and Oakland Railroad Company, has lately built a fine steam yacht to cruise about San Francisco Harbor with. This craft is commanded by Capt. Gedge. She cost \$50,000—is 125 feet long, 22 feet beam, and draws 7 feet of water. She has two reversible engines. A few days ago he was up to Sacramento with her, accompanied by Louis McLane, D. O. Mills, Alvinza Hayward, S. B. Butterworth, Lloyd Tevis, Eugene Sullivan, Col. Brennan, Messrs. Bray and Mastick, of Oakland, and others.

DARIEN SHIP-CANAL

This is an age of great achievements as well as great undertakings. The works of ancient times astonish us. They seem to have been performed on purpose to astonish the race. Those of modern times, not only astonish but they secure definite, practical results for the good of mankind. Men are aiming to shorten commercial lines,—to bring nations into closer contact with each other, and thereby strengthen acquaintance, and make them more and more familiar with each other's wants, and stimulate the development of all branches of industrial enterprise. The once visionary scheme of opening a canal across the Suez isthmus, is fast becoming real. With no extraordinary hindrances, in a little more than a year from now, Lesseps will permit us to pass through it, on our way to the distant islands of the East. Returning east to say a short farewell to our friends, in a fast sailing steamship from New York, we may soon find ourselves among the islands of the Indian Archipelago, without the necessity of doubling the stormy cape of Vasco de Gama. No longer talk to us of the voyages of Sindbad, the sailor. The dreams of the dark ages, are realities with us. If France can accomplish so much, who shall say that American industry cannot open a way for ships across the isthmus of Darien. Some monstrous earthquake that should rend the continents apart, and permit the waters of the Atlantic and Pacific to mingle, would accomplish more for the nation than millions of money. But man must do the work, and not idly wait for nature to open pathways through the mountains. And there are well-marked indications that the work is to be done, and that speedily. The preliminary steps have been taken, and in due time we may expect to sail to the Atlantic States leaving Cape Horn severely alone. A treaty has been concluded between the States of Columbia and the United States of America, giving us the exclusive right to construct the canal, cutting six miles on either side of it, and giving the entire control for one hundred years. The government is to pay 10 per cent on the net income of the canal for the first ten years, and 25 per cent after it is paid for. The negotiations have been carried on through Mr. Cushing. And he has been remarkably expeditious in the performance of his part. He reached Bogota on the 3d of January, and on the 17th he was ready to return. It has been said that New Granada has already granted four such charters, but that this binds us to nothing in particular if we do not dig the canal and it gives us ample permission to do that. And the question is, what can we ask more of our South American friends? We gather these further facts in regard to the canal, most of which may not be new to our readers. "Plans are to be filed in three years after the ratification, the work to be begun in five and ended in fifteen years." "Ratifications are to be exchanged in Bogota, within twenty months from the signing of the treaty which was Jan. 14, 1869. The canal is to be opened to all nations, but closed against all belligerents. Its estimated cost will be \$100,000,000 and it is said that if the trade of the world should increase in the next ten years, as it has during the last ten, it will save an equal amount to the commerce of Christendom annually." The route of the canal is the next great question to be considered. Several have been proposed, and yet they are looking for some better one. The range of the Cordilleras traverse the isthmus, and though the distance across is but thirty miles, these mountains present a very serious obstacle. One proposition has been made to cross the mountains by a system of locks. But to build locks large enough for ships to cross would require a great supply of water, and the question is raised at once, where shall it be obtained. Another proposition is to tunnel these mountains. A route with this object in view was surveyed in 1864. "It proposes to cut through the mountains by a tunnel seven miles long, 100 feet wide, and 115 feet high, to allow a first class man of war to pass through." There was a route outlined in a recent number of Putnam's Magazine, March '69, said to be more favorable than this. It has also been intimated that the natives know of a pass through the mountains, which will avoid the necessity of surmounting these obstacles. In any case, we are desirous of seeing the enterprise carried through. It will shorten the distance nearly one half between the Atlantic seaboard and the ports of the East. It will have a much greater effect upon our trade and industry here on the Pacific Coast by bringing us much nearer the great markets of the world. What we need for the development of our resources is cheap and rapid transportation. The Pacific Railroad may insure us the

ST. LAZARUS.

This Saint has been canonized so long ago that it is not known there was ever a time when he was not worshipped. He presides over all beggary, in every form of solicitation, from street mendicancy, to the parlors of the rich and great. "Blessed is he that hath nothing." The court, the camp, the church, are alike infected by the leprosy of beggary. Live by your wits; honestly if practicable, get rich, above all things, never be caught at work. No true Lazarine will ever do anything but beg. In a country where offices are more numerous than workshops, where superior genius displays itself in worming into public employment, where there are no masters except the public servants, where a title or a shoulder strap, excites the ambition of the ignorant and well informed alike, where votes are the source of money and power, it is not strange that political beggary reigns supreme. This style is tolerated for its commonness, and the necessity of a choice leads to a sort of apology for its meanness. The exercise of the some sort of Kleptomaniya in private property, that is freely indulged in for the contents of the public crib, would utterly destroy that plea as a defense in a charge of stealing. Somebody must be elected. Why should so many beg votes all their lives, expend all the hypocrisy, deceit, and lies necessary in the case? Why should men neglect their families, morals, business, and religion, and in fact trade all these off for association on equal terms with the vile, dissolute and corrupt, if success in obtaining office could be achieved in any other way? Many a good farmer and mechanic has been ruined for life, by going into some petty office when young. There are some consequences of this mania in its effect upon State Legislatures and Congress, absolutely frightful. Why should a law exist to prohibit members from bribery—if the offence had not become notorious in practice? Take any district of average intelligence and ask how it is that criminals of that stamp are duly elected, and possibly over some decent, honest opponent. There was one case in New York, where a rascal was expelled by Congress for bribery, and went home, ran again and was re-elected. Such instances, without citing similar mistakes nearer home, fit the value of popular suffrage at some per cent, less than ordinary quotation, and we may fairly attribute a mighty influence over the popular mind to the amount of "false facts and bad logic" afloat. "To dig I cannot—to beg I am ashamed" was said by the man in the gospel before the world came to admire smartness over honesty; demagoguery over statesmanship; crime over good morals; and mean ways over honorable bearing. "Is there no balm in Gilead" for this disease? Portland, Apr. 24th. QUIEN SABE. The Alta says that a letter received from Vice President Colfax announces that he will visit California in August with his wife and sister, and a party consisting of Governor Bross and daughter. The letter contains delightful recollections of the former visit to California, and a reference to pleasures which he hopes again to enjoy. We learn, says the Unionist of Wednesday, that the steamtr Ann sunk last Saturday, three miles below Harrisburg. She was tied up to the bank for the night, and all on board were sleeping. The first intimation of the sinking was given by the rattling of dishes as the boat careened over. We learned no cause for the sinking. She had on a thousand bushels of wheat. FIRE BRICK.—The first manufacture of Fire Brick in Oregon was shipped to Portland yesterday from Butteville, for the Wallamet Iron Works. There was 763 in the lot, and a hasty glance convinced us that they were equal to any Eastern brick of the kind we have seen shipped to the coast. —Herald. SIGHTS AND SECRETS OF THE NATIONAL CAPITAL.—This is the name of a book of five hundred pages, edited by John E. Ellis, and soon to be published by Bancroft & Co, San Francisco. The price is \$3 50 or \$4, according to binding. DAMPNESS.—It is never safe for any newspaper or other persons, to predict a drought in this country, until such a thing happens. The fears expressed in the latter part of February and through March, that we would not have rain enough to mature the crops, were premature, as the last few days will fully demonstrate. Yesterday it rained the greater part of the day and the appearances are good for more damp weather.—Unionist. Miss Annie Smith, daughter of the late Hon. Delazon Smith, has been engaged to teach in the Albany District School.

THE CITY SEMINARY.

EDITOR WEEKLY ENTERPRISE: The Herald, and its Oregon City correspondent, the dignified Immigrant, "Spoke a Piece" on the subject of our City Seminary, on the 29th, in which this Immigrant takes exception to an article published in your columns last week over the signature of Dr. Barclay. Immigrant accuses Dr. Barclay of ulterior political designs, in thus referring to the matter at all—of course Immigrant had no political object in view. His motive was purely "for the benefit of the public in general."—well; perhaps it was, but "the public in general" don't view it in that light; because, from his hostility to the Seminary he is not regarded as the friend of education, but a poor, pitiful creature, who is actually straining himself for office. I should not notice his cowardly allegations, were it not that friends at a distance will be misled by his statements, and some retraction is deemed necessary. In the first place: He says that the Superintendent made an egregious error in stating the number of pupils in attendance at the Seminary as being 200. Now, I have been shown the records of the Institution by the Principal, and I there find the statement of the Superintendent substantiated by the facts that 220 pupils' names have been recorded for each term of this school year, beginning with last August—and four teachers have taught that number, so satisfactorily even as to gain an eulogy from the pen of Immigrant—Teachers, feel flattered! That the graduates of the Oregon City Seminary will not be inferior to those of any other Institution of like character in Oregon, let any candid mind examine the list of branches taught,—which may be seen by reference to the ordinance of the City Council, on the fourth page of this paper,—and compare that list with any other, then judge for yourself as to the Justice or unjustice of the star of this boastful Immigrant. His base attack upon one of the lady teachers, is a slander, libelous, and only fit for a demagogue who courts votes by abuse of a person on account of religion. Immigrant does not like this lady teacher, because she is a catholic professor; but, thanks to the enlightenment of this decade of the nineteenth century, such objections carry no very heavy weight. In the Seminary of this city sectarianism is excluded, and we feel proud to know that the experiment of a free school, untrammelled by partisan influence or religious dogmas has come so near being a complete success that even the effusions of this dignified, and cautious "Immigrant" will be unable to phase its prospects for the future. In conclusion: We hope that Dr. Barclay will view all such letters as the one signed "Immigrant," as but the croakings of a disappointed office seeker. E. FLURBIE'S CNUM.

THE OREGON DISPENSARY.

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