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### WASHINGTON LEGISLATURE—FIRST SESSION. IN COUNCIL.

FRIDAY, March 8, 1854.

House bill No. 7, "an act to locate a road from Steilacoom to county seat of Clarke county," read a second time.

Mr. Catlin of Lewis, was opposed to this bill on principle. It located roads through various counties, call them territorial roads, and saddled upon a county without its consent, the debt of constructing its proportion of the road. It was one thing to contract debts, but quite another thing to pay them. The bill was unjust, for it took away liberty; what worse vassalage than to groan under a debt, and that too, not of your own contracting. He wanted to have a free people, free indeed, out of debt, and free agents; none wanted roads more than he did, but this mode of opening roads was injurious—it led to log rolling, and for one he preferred to do without roads, rather than be coerced to go for measures he considered injurious, for the purpose of saving such as were highly beneficial.

He deemed this an infringement of the rights of citizens, an abridgment of their liberties, and closed with a motion to lay on the table till the 4th of July.

Several members desiring to speak on the bill, Mr. Catlin withdrew his motion to lay on the table, and Mr. Bigelow of Thurston addressed the Council, concurring in much said by the Hon. Senator from Lewis. He objected however to the policy of opening territorial roads every where following the precedents established in Oregon of making only roads on paper, and which would not in years secure one good road fit for travel. Antecedent legislation providing how roads should be constructed, who should be subjected to expense he deemed to be necessary. He was not opposed to this particular road, as he had not examined its merits, nor was he ready to vote for roads every where pursuing the system of legislation termed log rolling.

Mr. Tappan of Clark, said—It was easy to detect faults, but difficult to suggest remedies, he went for this bill, he thought the opening of territorial roads one of the most useful objects of legislation. This territory is peculiarly interested in that matter—she needed roads more than any other. Washington territory depends for her increase entirely upon a full road system, and numerous trunk and branch roads. She will derive her growth from the facility we extend to the emigrant. But he did not favor log rolling, nor was he ready to build roads to unimportant places, to mouths of rivers, and to various favored localities. He wanted a good road beneficial to the travelling public, affording conveniences for emigrants, and transportation for all. He could not see why such a system should be opposed, but there was no doubt of the fact that if a good road was to run through certain counties, a certain "steamboat investment" now projected on a very shallow stream, would not be as profitable as its projectors had hoped for it. (The president called the senate to order.) Mr. Tappan concluded by saying that he was ready to support the bill without a better plan was suggested.

Mr. Yantis, of Thurston, was not personally to be benefited by the passage of this bill, it did not meet precisely his views, but he knew by experience the difficulties of travel between the two territories, the two great valleys to connect which the Cowlitz river was at present the only channel of communication. Another bill might nearer meet his views, but he regarded the principal object to get a road. That is the great measure. This bill secured that, and he was ready to vote for it.

Mr. Bradford of Clarke, said the great feature of the session is to connect this section of the country with the Columbia river. In the other House steps are being taken to induce the emigration to come to Vancouver, and from that point distribute themselves into Washington territory. He alluded in eloquent terms to the difficulties the emigrant had to contend with in bringing his family across the continent, losing his stock at various points on the way, exhausted and fatigued he reaches the Dalles, and then his task of getting his wagon now down the Columbia, finally, sometimes on foot, or merely on a single wagon probably perishes, he reaches the William-

ette valley, and stopping there to recruit his fortunes and make a little capital again to start on, forms an attachment for his home, and Washington territory loses all charms of adopting him. Create the inducement by good roads for him to visit here—connect the Sound with the Columbia river by a trunk road, from here to Vancouver and it will prove the greatest benefit; continue your trunk along the Columbia to the Dalles and you must receive a very large increase of population. The Hon. gentleman was not consulting his direct personal interests advocating this policy, but he was here to advance the Territory, and not his private feelings. He alluded to the five miles portage at the cascades—the passage over his road—by railroad of two miles of all the travel. Said he, I occupy the gate through which all must come, who reach Washington and Oregon by way of Columbia river. My direct personal interest is against this contemplated system, whilst things remain as they are it is to my great profit and advantage, but for one I am willing to be taxed heavily to build the continuance of the road. Let my personal interest now be sacrificed, the portage over my road now to my advantage suspended, the emigrant passing by without benefitting me, but more comfortable on a road built for his travel, and I will cheerfully accept in exchange, my expectation of benefit and profit in the growth of the territory, its wealth and advancement. I care not particularly for this bill, it does me no good personally, but I wish to see, and that in case, a great trunk road between the Columbia river and Puget Sound.

Mr. Miles of Lewis, alluded to the great importance of this measure alluded to by the Senator from Clarke—the great feature of the session. He said, my colleague, the senior senator from Lewis says he opposes this bill on principle. It seemed to him that if an objection on the score of principle should prevail, this ends all hope of getting a territorial road through this session. My colleague thinks this bill a violation of the rights of humanity. Could I think so, I too would oppose it, for I am always ready to act as the champion of humanity—the defender of invaded rights. Those are dear to me and I would be recreant to duty if I did not attempt to protect the injured class. He says it will pass through districts for a long distance unpopulated, subjecting the inhabitants of more populated portions to a great increase of taxation, and fearing that it might be suspected that the people of Lewis county were of the sentiment expressed by the Hon. Senator. I would like to express my views why I support this bill.

The people of Lewis county go for the road—I have seen many of them—they desire it built—they are willing to be taxed—aye, they have already heavily taxed themselves, and now only ask that they may legally establish a road, that they may know what they are to do. They are not afraid of any tax—they only desire to feel safe in working it. They have already opened transient roads, making them good in some places. Private enterprise has already done much, but these roads and trails necessarily pass over lands which, now unoccupied, may soon be claimed under the provisions of the donation law, and the fear exists that these trails may be blocked up—right of way terminated. Pass this law therefore and give your sanction, and they are ready to build roads and to be taxed for their support. Let not the gentleman's principle prevail, or we must abandon the whole idea of roads till we cease to be a territory.

Mr. Miles continued at some length advocating a main trunk road from the point where the weary emigrant strikes our territory, and extended through our whole domain. If gentlemen on this floor, by their constituents demand a road, he was ready to vote for every one proposed.

Mr. Tappan moved to lay the bill on the table till Tuesday March 14, 1854—carried.

House bill No. 13, entitled an act to locate a territorial road from Seattle to Bellingham Bay, read a second time and laid on table till March 14, 1854.

Council proceeded to consideration of (C. B. No. 1), an act relating to elections and the mode of supplying vacancies. The question was on striking out the "2d section," amendment proposed by Mr. Miles, who withdrew his amendment, and the Council considered the amendment of Mr. Catlin to strike out the words, "unless they were residents of the territory at the time of their enlistment."

Mr. Miles resisted the amendment and hoped that citizens of this territory mustered into the United States service, would not be disfranchised because they were ready to serve their country—amendment carried.

Mr. Miles moved to strike out whole section, and supported the amendment in a speech of some length advocating the rights of the officer and soldier, their meritorious service as entitling them to our regard, and without concluding his remarks gave way for an adjournment till 2 P. M.

### AFTERNOON SESSION.

The vote was taken on Mr. Miles' amendment to strike out 2nd section of bill, which restricts non-combatants, convicts of treason, felony, bribery, etc., from voting, and also soldiers and officers of the United States army. The yeas and nays were called and were—

Ayes—Balch, Bradford, Miles, President—4.  
Noes—Bigelow, Catlin, Tappan, Yantis. Amendment rejected.

Mr. Bradford moved to strike out the words "nor shall any officer or soldier of the United States army be permitted to vote at any time during their enlistment."

The President requested Mr. Balch to take the chair, and supported the proposed amendment; admitting the justice of the principle that it was not proper to allow the army located in our midst to control our elections, but the small number of soldiers now in the Territory not likely to increase, but more likely to diminish in numbers, could never change an election, even if all cast the same way. He had voted for expunging the clause restricting convicts from voting, because of the inconsistency of it here. He took the case of California in its early settlement, where hordes of foreign convicts peopled that State and enjoyed privileges denied to American citizens who had been convicted; a foreign convict could take out his papers of naturalization and exercise the franchise which a convict of California would always lose. Another inconsistency was the difficulty and inexpediency to carry out the law here. It could not be known who had been convicted at home, nor was it policy to inquire and hunt a man down who had served his time out. Again your distinction between petty and grand larceny—the latter made a felony, while the former equally taints and incapacitates by dishonor the culprit—makes the jail victim a free man when his term of service is out—the felon of the penitentiary forever disfranchised. These were his reasons for voting against the whole section, but he was ready to vote for the amendment, as it secured particular rights to a small number of men who were capable of a proper use of this privilege.

The amendment was resisted by Mr. Catlin and Mr. Bigelow.

The question being on the amendment, the yeas and nays were called:

Ayes—Balch, Bradford, Miles, Tappan, President—5.  
Noes—Bigelow, Catlin, Yantis—3.

The bill was so amended as to fix the general election on the first Monday in September, and then passed.

House Bill, No. 3, "an act to provide for the appointment of Librarian and defining his duties," read a third time and passed.

Memorial of Legislative Assembly to Congress to establish the office of Special Mail Agent. Passed.

Adjourned till Monday morning.

MONDAY, March 13, 1854.

No quorum appearing, the journal was read and Council adjourned till 2 o'clock.

### AFTERNOON SESSION.

House Bill, No. 5—to locate a Territorial road from Steilacoom to Seattle—amended in 4th section by making compensation of commissioners three instead of five dollars. Bill passed.

The judiciary committee, through Mr. Bigelow, reported back C. B. No. 4—an act creating the board of county commissioners—compensation of commissioners altered from five to three dollars per diem; July made to be the month of regulating county assessments instead of September. Thus amended bill laid upon the table and ordered printed.

Message from House announcing passage of H. B. No. 8, an act to define the northern boundary of Clarke county—H. B. No. 10, an act to create the county of Sawamish—H. B. No. 14, an act to provide for the appointment of commissioners of deeds—H. B. No. 17, an act to locate the county seat of Skamania county. Also the passage of C. B. No. 2, an act to create the office of notary public, with amendment—the concurrence by the House in a resolution asking Congress to establish a marine hospital on Puget Sound—the passage of a resolution asking Congress to appropriate \$10,000 to defray expenses of a geological survey of Washington Territory.

On leave given, Mr. Miles introduced a bill—C. B. No. 7—to change the name of Edward A. B. Phelps, of Lewis county, to John Lusk. Rules suspended and bill read a second time by title—laid upon the table and ordered printed.

Council took up in order business from the House. Proceeding to consideration of amendments to C. B. No. 2, it was found that the amendments adopted by the House, struck out the whole bill, and altered the title Council had approved.

The President decided a "motion to confer" out of order, inasmuch as the change of titles made the amendment a substitute—the one created an office, the other assumed its existence and provided how it should be filled.

Under the decision of the chair, the Council appointed Messrs. Bigelow and Miles, on the part of the Council, to confer with a committee from the House.

H. B. No. 12—an act to locate the county seat of Clarke county—read a third time and passed.

House message announcing the appointment of Messrs. Biles, Hale and Moseley a committee of conference on Council Bill, No. 2, and substitute.

First reading of House Bills No. 8, 10, 14 and 17.

Joint resolution asking Congress to appropriate \$25,000 to complete military road across the Cascade mountains—and for an appropriation of \$10,000 to defray expenses of geological survey of Washington Territory, taken up and passed.

H. B. No. 10—rules suspended, read three times and passed.  
H. B. No. 17, read three times and passed. Adjourned.

## HOUSE OF REPRESENTATIVES.

FRIDAY, MARCH 10, 1854.

The House met pursuant to adjournment. The Journals were read and approved.

Mr. Jackson presented a petition signed by numerous citizens of Shoalwater Bay, praying for an alteration of the law relative to oysters, which was referred to a select committee consisting of Messrs. Biles, Hale and Moseley.

Mr. Denny presented a petition from the citizens of King county, praying that the acts of the county commissioner's court in said county, might be legalized, which was referred to committee on Judiciary.

Mr. Biles introduced a bill entitled an act relative to counties, which was read once.

Mr. Crosbie introduced a bill entitled an act to encourage the building of bridges and plank roads, which was read once.

House bill No. 14 was taken up and read a third time, and after a slight amendment offered by Mr. Moseley, passed.

House bill No. 6, entitled an act to create Skamania county, sent back by the Council with amendments was taken up and concurred in.

House bill No. 8, entitled an act to define the northern boundary of Clarke county was taken up read a third time, amended and passed.

Mr. Biles introduced a bill entitled an act to locate the county seat of Clarke county, which was read once.

Council bill No. 2, entitled an act to create the office of Notaries Public was taken up and read the second time.

Mr. Crosbie moved so to amend that the title should read an act to provide for the appointment of Notaries Public, which was agreed to.

Mr. Moseley moved to refer to the select committee, which was lost.

On motion of Mr. Moseley it was made the order for to-morrow.

On motion of Mr. Hale, House adjourned till 2 P. M.

### AFTERNOON SESSION.

Mr. Denny in the Chair.

The vote, by which Council bill No. 2 was the order for to-morrow was reconsidered, the bill was read a third time and passed.

Mr. Shelton moved that when the House adjourned, it should adjourn till Monday 10 A. M., which was agreed to.

Mr. Biles introduced a bill entitled an act to create and organize Chahalis county, which was read once.

Mr. Howe introduced a resolution relative to instructing our Delegate in Congress to use his efforts to procure the passage of a law to allow missionaries to locate other claims, which was referred to committee on Memorials.

On motion of Mr. Howe, the House adjourned till Monday, 10 A. M.

MONDAY, MARCH 13, 1854.

House met pursuant to adjournment. Mr. Denny presented a petition from the citizens of King county, praying for the prohibition of the sale of firearms and spirituous liquors to Indians, which was referred to committee on Judiciary.

Mr. Bolon presented a petition from Patrick McLaughlin, praying for indemnity for carrying election returns from Vancouver to Olympia, which was referred to committee on claims.

The bill creating Cowlitz county was read a second time.

Mr. Moseley in the Chair.

Mr. Chenoweth introduced a joint resolution referring to a Geological survey of W. T. Mr. Speaker in the Chair.

House bill entitled an act to encourage the building of bridges and plank roads was taken up and read a second time. Mr. Denny moved so to amend that the rate of toll should be determined on by the county commissioner's court, which was lost.

Mr. Hale moved to amend by inserting "turnpike," so as to read "bridges, plank or turnpike roads," which was agreed to.

On motion of Mr. Moseley, voted, to consider the bill on its second reading to-morrow.

House bill No. 17, an act to locate the county seat of Skamania county was taken up read a third time and passed.

The joint resolutions for the two Houses were read and adopted.

The joint resolution relative to Hudson Bay Company's claims in Clarke county, was taken up, and on motion of Mr. Ward, was amended so as to read Washington territory instead of Clarke county.

On motion of Mr. Moseley it was still further amended so as to read Hudson Bay and Puget Sound agricultural companies' claims. On motion of Mr. Hale the resolution was amended passed.

House bill No. 3, returned from the council with an amendment, was taken up and concurred in.

The memorial to congress received from the Council relative to a special mail agent of W. T., was adopted.

On motion of Mr. Hale the House adjourned.

### AFTERNOON SESSION.

On motion of Mr. Denny, the vote adopting the resolution relative to the Hudson Bay and Puget Sound agricultural Co's. claims, was reconsidered, and referred to a select committee consisting of Messrs. Denny, Moseley and Biles.

Mr. Moseley introduced a bill entitled an act to regulate the interests of money, which was read once.

Mr. Ward introduced a bill to indemnify A. Denton Moss for services as sheriff, which was read once.

Mr. Ward reported back the petition of Patrick McLaughlin without a recommendation, and on motion of Mr. Moseley, it was referred to the Secretary of territory.

Mr. Howe introduced a bill entitled an act to appoint officers for Whatcom county, which was read once.

House bill No. 5, received from the Council, with amendments, was taken up and concurred in.

Mr. Chapman introduced the following resolution:

Resolved, that the Clerks, Sergeant-at-arms and Door-keeper be allowed each five copies of the Pioneer and Democrat, which was adopted.

Mr. Howe introduced a resolution relative to removing soldiers from Steilacoom to some point on the frontier, which, on motion of Mr. Moseley, was laid on the table till to-morrow.

A message was received from the Council informing the House of their non-concurrence in certain amendments in Council bill No. 2, and asked a select committee for conference. Messrs. Biles, Hale and Moseley constituted the committee on the part of the House.

On motion of Mr. Denny, Council bill No. 1, was taken up and read the last time. Adjourned.

### Mr. F. W. Lander.

Last week the proceedings of the House were rather inaccurately reported, and that portion, in reference to the proposed railroad exploration, under the direction of FRED. W. LANDER, Esq., Civil Engineer, introduced by MR. BILES, of Clark, was entirely omitted, and only appeared in the deliberations of the Council, and there not fully, as will appear by the following, which will serve to show that an unanimous vote of thanks to both branches, was tendered to Mr. L. for his voluntary proposition, in the discharge of the duty about to be undertaken by him, in a railroad survey. A desire to do justice to all persons concerned with the Pacific railroad survey, prompts us to make any explanation which may be required, with regard to any legislation thereon—confident that none of the parties interested will in the slightest degree be compromised by a publication of the "whole truth, and nothing but the truth," as will hereafter be verified by their reports.

HOUSE OF REPRESENTATIVES,  
March 7, 1854.

Mr. Biles, of Clarke, offered the following resolution:

WHEREAS, Frederick W. Lander Esq., a civil Engineer of acknowledged reputation and high standing in his profession, has undertaken the examination of a railroad route from Puget Sound by the valley of the Columbia to the vicinity of the South or Bridger's Pass of the Rocky mountains to connect with a railroad to California.

And WHEREAS, This examination is conducted at the present time that reliable information regarding the line in question, may reach Congress during the present session, and prior to any final action upon the Pacific railroad route.

And WHEREAS, It is the opinion of this Legislature that the result of this exploration will possess such a reliable scientific and practical character as to entitle it to equal consideration by Congress with those more officially conducted.

Resolved, That in view of the importance of this exploration, its scientific character, and the value of its results, that our delegate in Congress be, and hereby is instructed to present the report of this examination to the Congress of the United States, and to use his best endeavors to procure its publication as a public document.

And be it further resolved, That our delegate in Congress is instructed to use his efforts to procure such an appropriation as will compensate Mr. Lander for this arduous and perilous service, and repay the necessary expenses incurred by this service.

Mr. CHENOWETH spoke in favor of the resolution, and in connection with the subject, we will take pleasure in presenting his remarks thereon, corrected from last week, which were taken down hastily, and so inserted.

MR. SPEAKER—I am pleased with the resolution of my worthy colleague, Mr. Biles. It is of vital interest to every citizen of the Pacific coast—and may I not say to the entire Union, to England, to China—the best route for a rail road from the eastern States to the Pacific ocean—a road on easy grades without tunnelling—the most direct line and uniting the greatest number of interests. When traveling over this route in 1849, nothing so astonished me as to approach and actually pass the summit of the Rocky mountains without perceiving that one was either ascending or descending. The only evidence the traveler has that he has passed the summit is the gentle flow of streams of water. The Wind River Mountains loom up in the distance to the north, cold, rugged and capped with snow. Nothing striking meets the eye on the south.

for the pass called the South Pass, the open level plain, covered with grass is the only object encountered by the traveler. From the South Pass to the mountains of Bear River, there are no obstructions to a railroad, nor is it known that these bluffs (or perhaps they might be dignified by the name of mountains, though nothing like the Cascade mountains), will interpose any obstacle to a road in approaching them. The ascent is exceedingly gentle, but the descent to Bear river by the traveled road (which always has more regard to grass and water than smoothness of surface), is quite steep, but I should think entirely practicable by skirting along the brow and sides of these hills. But it is not certain, or even probable, that it would be necessary to descend to the valley of Bear river, its descent could be as easy as could be desired by running along the mountain sides as far as it would be necessary, and that without making any detour. These Bear river mountains are the only serious obstructions to a railroad from the States to Puget Sound. Indeed it would be difficult to find any route better suited to a railroad than the valley of the Snake and Columbia rivers. Upon the whole line of these valleys, I can speak from personal examination, except the pass through the Blue mountains. I crossed these mountains in mid winter and at considerable distance south of the river. But it is believed that the opening made through these mountains by the Snake river, will afford an easy passage for a rail road and would now be the usual traveled road but for a few rocky points overhanging the river. The high character of Mr. Lander as an Engineer, the unqualified praise bestowed upon him by Gov. Stevens and the high opinion of his colleagues of the late expedition shows how amply he is qualified for this exploration. It will be remembered he was the discoverer of the pass through which the contemplated rail road farther north is to pass, that he is the only one that has passed through it, having explored the more northern route he will be well able to compare the two and speak advisedly as to their comparative merits.—Mr. Lander proposes to examine this route on his own responsibility, and at his own expense; he does this from an irresistible conviction that it possesses advantages of a decided character over any other route. I have heard Dr. John Evans, U. S. Geologist, speak in most decided terms in favor of this route after a careful examination of this and several other routes.

Mr. Lander proposes to make this examination with a very small party; this will be accomplishing a great public good at a trifling expense. All he desires is that congress will publish his report and make him such compensation as may be reasonable,—an appropriation of some five or six thousand dollars is all that is wanted. There can be no doubt but what his Excellency Gov. Stevens will give this measure his hearty support. His immense zeal for Washington territory will lead him to cooperate heartily with the citizens in a matter of such intense interest to them. The peculiar advantages of the route are the numerous interests served by it. If the main trunk to California should be by the South Pass, we can reach it with a branch seven hundred miles long, without any conflicts, or opposition from San Francisco. It will also serve the interests of Utah and Oregon territories. For these and many other reasons, sir, I should vote for these resolutions. The magnitude of this enterprise will justify the most thorough examination of all the proposed routes, so that the best may surely be adopted.

The following resolution was then offered by Mr. Chapman, of Pierce county, prefaced by a few remarks, and passed unanimously:

Resolved by the Legislature of the Territory of Washington, That F. W. Lander, Esq., Civil Engineer, in undertaking the arduous and perilous enterprise, at his own expense, of an exploration and survey of a railroad route by the valley of the Columbia through the Rocky mountains, a matter of the highest importance to the interests of this Territory, is entitled to the gratitude of this Legislature, and we hereby tender him our thanks and best wishes for the success of his undertaking.

THE SINOPE BATTLE.—In speaking of the late naval battle at Sinope, the New York Tribune holds that the result must be set down favorable to the Turks. It says that the superiority of the Russians was very great, and the valor of the Turks no less desperate than we had supposed. Indeed, the affair now wears the appearance of a Russian rather than a Turkish defeat, for two of the Moscovite ships were destroyed in the contest. The carnage among the Turks was exceedingly great, five thousand of them having been killed in this single fight, as appears by the most authentic reports. Certainly the fighting was desperate, and whatever the bravery of the Russians, considering their overwhelming superiority, they could not have fought with the same enthusiasm as their opponents.

J. W. WILEY, EDITOR.

"Truth crush'd to earth will rise again. The eternal years of God are hers."

Mr. F. W. Lander.

On our first page, will be found a corrected copy of the preamble and resolutions in reference to the rail road exploration by Mr. Lander, and remarks of Mr. Chenoweth, to which we have called attention.

Since then, Mr. Lander has left to commence his labors which we trust will prove successful, and will be so we have no doubt, if it depends on the gentleman concerned in it, who in addition to great ability as a scientific civil engineer, has that energy and force of character necessary to carry on a work of this kind; conducted as it will be, with a small force, through a difficult and dangerous country. Should the report of his examination be favorable, the citizens of this Territory may congratulate themselves on having two practicable rail road routes, to their Territory. One from the head waters of the Mississippi, through Cadot's pass of the Rocky Mountains, and some pass of the Cascades to the Sound, so favorably spoken of by Gov. Stevens, the other from the Sound to the Columbia, and up its valley for some distance; thence to the south of Bridger's pass, either connecting with a main trunk line to California, or pursuing a direct course to the Mississippi as a separate line. A partial examination of the Columbia river line by Mr. Lander, and the favorable opinion formed by him of it, has led to this last exploration.

The Legislature has instructed our Delegate in Congress to endeavor to procure an appropriation for payment of the expense incurred by Mr. Lander in this enterprise, which he has so nobly undertaken. We have no doubt but that Judge Lancaster will do all he can to procure it, and have the report published. We want it here, and believe the people of the States want it. If there is any new and reliable information collected upon this great national rail road question, it ought to see the light and the man who obtains it ought to be rewarded. The Legislature have passed a vote of thanks to the gentleman who has left us for this duty; and we agree with them, and say to him, that not only the Legislature and his many friends, but the whole people of the Territory thank him for his undertaking, and give him their best wishes for his success.

"12502 From San Francisco, by Gray's Harbor, in Oregon, and Olympia, to Steilacoom, 350 miles and back, once a month. Leave San Francisco on the 20th of each month; Arrive at Steilacoom by the 29th; Leave Steilacoom on the 4th of each month; Arrive at San Francisco by the 13th. Proposals, including the supply of Trunkland, California, Umpqua City, Oregon, or Astoria, Oregon, or all of them will be considered; also proposals to run only as far as Gray's Harbor."

We copy the above from the contracts for carrying the mail in California, Washington and Oregon Territories, as they appear in the San Francisco Public Ledger. There is an evident error and inconsistency in the location of the route; and it might just as well be understood now as at any other time, that Gray's Harbor is exactly no harbor at all. There can be no doubt but that it was the intention of the bid, that the mail be carried from San Francisco to Olympia via Steilacoom, by a direct water communication through the Sound; yet the above would seem to indicate that ocean steamship navigation should extend no farther than Gray's Harbor, and that the mail is to be transported overland from thence to Steilacoom, via Olympia, leaving the Sound out of the question entirely. We are informed by experienced nautical men, that the entrance of Gray's harbor is entirely impracticable and unsafe for any respectable sized class of sailing vessels, and that ocean steamers could never be enabled to make but one passage into the supposed harbor. It might be well enough to state, whilst upon this subject, that there is not at the present time, a white settler within twenty miles of the place referred to; that it is at the mouth of a stream of water known as the Gealis, to which no roads whatever have been opened; that it is on the bold shores of the Pacific—fully eighty miles from the entrance of the Straits of San Juan de Fuca; that the mail service in coming to Olympia from that place would be required to traverse a distance of 200 miles on the Sound and Straits, in order to accommodate anything like a considerable proportion of the citizens of the Territory; and that it is the desire of all the citizens of the Territory, so far as we are advised to have mail steamers transport the mail to the different county seats of the Territory via the Sound, and not overland from Gray's Harbor to Olympia.

We trust the error will be discovered and corrected by the department before the bid is taken, in order that the contract may be bona fide, and go into operation at once.

By way of contrasting the liberality of the present legislative assembly of the Territory of Washington with similar bodies which have been convened in Oregon, it is only necessary to refer to the fact, that each member has subscribed for ten copies, weekly, of the Pioneer and Democrat for gratuitous distribution. A bare mention of the above fact will sufficiently define the character of our legislature, as far as intelligence and liberality is concerned. Where is there a parallel in State or Territory?

By reference to our advertising columns it will be perceived that Mr. Wm. Cook, of this place, has erected and opened a new hotel which he has christened "The Pacific House." All we have to say about it is, let the lovers of good living "try it on," as we can assure them there is some catering done there for their comfort and convenience.

M. P. DEADY Esq., who was appointed one of the supreme Judges for Oregon Territory at the commencement of the Administration of President Pierce—recommended to an appointment for that office by the legislative assembly of the Territory, and removed, as has been alleged, through mistake, or without cause, has again been appointed to that office, vice Judge CYRUS OLNEY, resigned.

Mr. JOHN MOFFITT, who accompanied the Northern Pacific rail road Exploration under the direction of Gov. Stevens, in charge of, and in conducting the Barometrical observation department, started from this place on yesterday morning, to accompany Mr. FRED. W. LANDER Esq., civil engineer, in his proposed rail road exploration by way of the Salt Lake valley to the boundaries of the western States. He returns in the same capacity in which he arrived here, and is represented to be eminently qualified for the discharge of the duty in which he is about to be engaged.

Mr. BROWNFIELD.—Col. I. N. Eby, who has just returned from an official excursion in the direction of Vancouver's Island, as Collector for the District of Puget Sound, informs us, that Mr. D. F. BROWNFIELD representative elect of Jefferson county, has enlisted his services, under the direction of Lieut. FLOYD JONES U. S. A., in defence of the settlements in the vicinity of New Dungeness. Col. E. informs us that a difficulty occurred between a portion of the U. S. troops under the command of Lieut. Jones, and a portion of the Claim tribe of Indians, near False Dungeness, in consequence of aggressions of the latter, in which three of the tribe were killed, without any fatality attending the troops or settlers. This disturbance, it appears, occurred nearly simultaneously with the one referred to last week, and for the redress of the outrages committed, we informed our readers last week that Gov. STEVENS had accompanied the military to the places where the difficulties occurred.

We are informed that Mr. Brownfield will occupy his place in the House, as soon as order is restored, and safety guaranteed to the people of the region of country in which he resides.

LAUNCHED.—At Rockland, 3d Inst., by Mr. Isaac Ames, a superior bark of 462 tons, called the Wm. T. Sayward, and owned and to be commanded by Capt. J. W. Sayward, and intended for the Oregon lumber trade. She was built in the short space of 75 working days.

The above vessel is the property of Mr. Wm. T. SAYWARD of Port Ludlow, Councilman elect from Jefferson county, and is intended to be engaged in the lumber trade between San Francisco and Washington Territory.

The Military reservation at Fort Vancouver, Clarke county, has recently been cut down from four miles square, to one square mile. A good idea.

Mr. D. J. SCIBNELY, formerly editor and proprietor of the Oregon Spectator, Oregon City, has sold out his interest in the establishment, and is succeeded by Mr. C. L. GOODRICH. Mr. S. is about to beat his scissiors into a plow shear, and his quill into a pruning hook.

We will give a recapitulation of the proceedings of the legislative assembly—showing the amount of labor which they have performed up to close of the fourth week of the session in our next, on which occasion we may also have something to say relative to remarks of Oregon papers, in reference to legislative and other public transactions of the Territory.

The House of representatives have exhibited a most laudable liberality in deciding upon a proviso in the act regulating elections, &c., which allows half breed Indians, who may have been residents of the territory at the passage of the act, and who have adopted the manners and customs of the whites, a right to vote. We think there is no doubt but the bill will be accepted by the council.

WASHINGTON LEGISLATURE—FIRST SESSION. IN COUNCIL.

TUESDAY, March 14, 1854.

Mr. Sayward still continuing absent. Mr. Bigelow, of select committee of conference of both houses, reported House substitute for Council bill, No. 2, and recommending the passage of said substitute. Second reading of H. B. No. 14.

Third reading of Council bill, No. 17.—Bill lost. Council Bill, No. 14—an act creating the board of county commissioners and defining their duties—read a third time and passed.

On motion of Mr. Tappan, rules were suspended, and H. B. No. 8, read a third time and passed.

Substitute for C. B. No. 2—entitled an act to provide for the appointment of Notaries Public—taken up and carried.

H. B. No. 7, came up as "order of the day."

Mr. Catlin moved to strike out "Lewis," in 4th section. (This would exempt Lewis county from paying any portion of debt for laying out road contemplated by this act.) Laid on the table till afternoon.

H. B. No. 13 came up in order, and made the order for this afternoon. Adjourned till afternoon.

AFTERNOON SESSION.

On leave, Mr. Bradford, (roads and highways) reported resolution of House as to memorializing Congress on the subject of constructing a military road from the Dalles to Fort Vancouver, and recommended its passage.

H. B. No. 7, coming up in order, on motion of Mr. Miles, strike out "Cowlitz Farms" and insert "the county seat of Lewis county." Carried.

"A. J. Bolon" substituted for "W. H. Tappan" as one of commissioners for locating said road.

Mr. Catlin moved to amend 4th section so as to exempt from operation of bill "all that portion of Lewis county south of the dividing line between townships ten and eleven." Lost.

Mr. Catlin moved to postpone till 4th of July. Lost. Three dollars per diem allowed to locating commissioners.

The yeas and nays were ordered on the final passage: Ayes—Balch, Bigelow, Bradford, Miles, Tappan, Yantis, President—7. Noes—Mr. Catlin—1.

H. B. No. 13—read a third time and passed.

Mr. Catlin rose in place and offered the following protest: Whereas, a bill has passed, locating a Territorial road from Steilacoom to the county seat of Clark county, by the county seat of Lewis county, to be paid by the counties through which the road passes—Believing that the Legislature has no right to legislate money out of the county treasury, and that it is unjust and oppressive, I therefore protest against the act.

(signed) SETH CATLIN.

The president announced that if there was no objection, the paper would be spread upon the journal, as it was very respectful in its language.

Mr. Miles objected. The chair replied as there was an objection, it required a vote of the Council to place it in the minutes. To sustain this view the president cited a California case in which Mr. Speaker Hammond made a similar decision based upon precedent, quoted from Sutherland's edition of Jefferson's Manual. The points there ruled were, that the journal is the property of the body—that each member has a vote on its approval, and a right to amend it in detail. If, therefore, the right of assisting in making up the journal be conceded to each member, all the members of the House can control the journal as it regards each member, and whether the acts should be recorded, and what is respectful or disrespectful.

If no objection be given, as a matter of course any paper goes on the journal, but when one member objects—leave of the majority is necessary to have spread upon the journal the act of any fellow member.

Mr. Catlin appealed from this decision. The question, "shall the decision of the chair be sustained," by a vote of—

Ayes—Balch, Bradford, Miles, Tappan, Yantis—5. Noes—Bigelow and Catlin—2. Unanimous leave given to insert upon the journal the protest of Mr. Catlin.

Message from the House announcing the passage of H. B. No. 21—to indemnify A. Benton Moses, late acting sheriff of Thurston county—and the adoption of the memorial praying Congress to establish the office of mail agent for the Territory. Adjourned till to-morrow morning.

WEDNESDAY, MARCH 15, 1853.

Council met pursuant to adjournment.—Present, Messrs. Balch, Bigelow, Bradford, Catlin, Miles, Tappan, Yantis and President.

Mr. Miles presented petitions of Henry R. Stillman and thirteen others, and C. C. Pagett and seventy-three others, praying for a division of Lewis county. Read and referred to committee on counties.

Mr. Miles, from committee on claims, reported back H. B. No. 21—an act to indemnify A. Benton Moses for services as sheriff, &c.—and recommended its passage.

Mr. Yantis, from select committee to whom was referred the memorial concerning sundry amendments to the land law, reported a memorial praying the creation of the office of Surveyor General of Washington Territory, and an adoption of a separate land system for this Territory—pointing out sundry suggestions on which to frame the proposed act. The memorial being read, on motion of Mr. Miles, Council resolved itself into committee of the whole, Mr. Catlin in the chair. After some time spent in committee, the committee rose, reported progress, and asked leave to sit again. Adjourned till 2 o'clock.

AFTERNOON SESSION.

On leave, Mr. Bradford, from committee on roads and highways, reported back C.

B. No. 3, with amendments, and a recommendation that it may pass. Bill read and laid on the table till printed.

The Council again resolved itself into committee of the whole on the memorial praying amendments to the land law.

After some time spent therein, the committee rose, reported back the memorial with amendments, and asked to be discharged from its further consideration. Report received.

The Council proceeded to the consideration, by sections, of the amendments reported; and pending the consideration of 7th section, motion was made to strike out after preamble of memorial, and insert as a substitute—"that all American citizens twenty-one years of age, shall be entitled to one hundred and sixty acres of land by settling on and cultivating the same for a limited time, to be determined by the amount of improvement made thereon; that an uncontested certificate from the Surveyor General of a full compliance with the law, shall be evidence of title, the holder of which shall have full power to alienate, convey, sell and confirm a part or the whole of said claim, and that the memorial and amendment be referred to committee, with instructions to prepare the same in accordance with said amendment.

On being subsequently withdrawn, the Council proceeded with the report of committee of the whole, and adopted the amendments; when Mr. Catlin renewed his motion, moving its reference to committee on judiciary. Lost.

Mr. Yantis, on leave, introduced Council Bill, No. 8.—An act to incorporate Olympia Lodge, No. 5, of Ancient Free and Accepted Masons."

Mr. Miles, on leave, introduced a petition from J. W. Goodell and 38 others, citizens of Thurston and Lewis counties, asking to be set off in a new county. Read and referred to committee on counties.

Council bill, No. 5—an act relating to counties—coming up in order, on motion of Mr. Catlin, was referred to committee on corporations.

H. B. No. 15—an act relative to counties—was read a first time, rules suspended and read a second time by title.

Mr. Bigelow moved to refer to committee on corporations.

Mr. Catlin by mistake having moved the reference of H. B. of the same import to committee on corporations, desired its reference to the judiciary committee, and moved the reconsideration of reference of C. B. No. 5. Carried. Both bills referred to judiciary committee.

House Bill, No. 21—an act to indemnify A. Benton Moses for services as sheriff—read a third time and passed.

On motion of Mr. Miles, the Council adjourned till to-morrow morning.

THURSDAY, March 16, 1854.

The council was called to order by the clerk, and Mr. Miles elected president pro tem.

The sergeant-at-arms being sent for the president, reported him indisposed.

The judiciary committee reported C. B. No. 5—an act relative to counties, with amendments—and recommended its passage. They had examined H. B. No. 15—an act relative to counties—and recommended its indefinite postponement.

Mr. Yantis introduced the following resolution: Resolved by the Legislative Assembly of the Territory of Washington, That our delegate in Congress be, and he is hereby instructed to use his best endeavors to have the salary and emoluments of the office of Collector of Customs for the district of Puget Sound increased so as to make the same equal to the collection district of Astoria, Oregon; and that the same be made retrospective in its operations, so as that the increase of salary may commence from the date of the first appointment for this district.

On motion of Mr. Tappan, laid on the table for ten days.

Council Bill, No. 3—an act to locate and establish a Territorial road from Olympia, on Puget Sound, to the town of Monticello, near the mouth of the Cowlitz river—came up in order for third reading, was amended slightly, and on motion of Mr. Tappan, made the order of day for Monday next.

Council Bill, No. 5—the amendments recommended by judiciary committee were adopted, and bill as amended passed.

H. B. No. 21—an act relative to counties—indefinitely postponed.

Memorial to Congress praying the amendment of the donation law, laid on the table and made the order of the day for to-morrow.

Adjourned till 2 o'clock.

AFTERNOON SESSION.

Mr. Catlin asked leave to report from the committee on memorials to whom was referred the petition asking the Legislative Assembly to memorialize Congress to confirm to George Bush, a free mulatto, and his heirs, a certain land section of 640 acres. Report received; the rules suspended, the yeas and nays called and memorial unanimously passed.

Council Bill, No. 8—an act to incorporate Olympia Lodge, No. 5, of Ancient Free and Accepted Masons—passed third reading.

Mr. Tappan moved to reconsider the vote by which C. B. No. 3, was laid on the table till Monday next. Carried.

C. B. No. 3—an act to locate and establish a Territorial road from Olympia, on Puget Sound, to the town of Monticello, near the mouth of the Cowlitz river.

Mr. Tappan moved to amend 1st section by adding—"provided that a majority of the commissioners appointed to locate a road from Steilacoom to Vancouver act in conjunction with the commissioners named in this bill in laying out that portion of the road between the Mound Prairie and the Cowlitz."

A warm discussion ensued, participated in by Messrs. Catlin, Miles, Bigelow, Tappan, Bradford and Yantis.

The president reminded the Council of rule 18—prohibiting personalities—which

had not been implicitly obeyed in the warmth of the discussion.

Message from the House announcing the passage of H. B. No. 16—an act to encourage the building of bridges and plank roads; H. B. 22—an act appointing officers for Whatcom county; a resolution relative to making Columbia City a port of delivery; joint resolution relative to Hudson Bay and Puget Sound Agricultural companies; resolution relative to building a custom house on Puget Sound; and that the House had indefinitely postponed Council bill, No. 5—an act relative to counties.

Mr. Tappan withdrew his amendment to C. B. 3—and it was recommitted to the committee on roads and highways.

Mr. Bigelow, from judiciary committee, introduced C. B. 9—a bill in relation to county auditors; also C. B. 10—an act in relation to county treasurers.

H. B. 16—read three times and passed. Adjourned till to-morrow morning.

HOUSE OF REPRESENTATIVES.

TUESDAY, MARCH 14, 1854.

House met pursuant to adjournment. Journals were read and approved.

Mr. Mosely, of the committee on Judiciary to whom was referred the petition of citizens of King county, reported that in the opinion of the committee, no legislation was needed on the subject prayed for.

Mr. Chapman introduced a resolution relative to asking for more troops to be stationed at Steilacoom, which was referred to committee on memorials.

House bills No. 16, 19 and 20, were respectively taken up, and read a second time. On motion of Mr. Mosely, bill No. 2 was laid on the table till Friday.

House bill No. 21, entitled an act to indemnify A. Benton Moses, for services as sheriff, which was read twice and passed.

Council bill No. 6, entitled an act to incorporate the Cowlitz steamboat company, was taken up and read a second time, and on motion of Mr. Mosely, was amended by striking out the words, "defend and be defended."

On motion of Mr. Crosbie, the House went into committee of the whole, to consider said bill. Mr. Mosely moved so to amend as to limit the exclusive right to three years instead of six. Mr. Hale moved to amend this amendment by making the length of time subject to the control of the Legislature, which amendment was finally adopted.

Mr. Crosbie said he should vote for the bill, he said he would vote for the right of way to Heaven if any one should apply for such a charter—he considered one about as practicable as the other.

Mr. Mosely said he should vote against the bill from principle—he was opposed to charters in any shape, they invariably led to monopolies, and in this question he should not allow himself to be influenced by any local prejudice.

Mr. Chenoweth said he was in favor of the bill—the river was not navigable for steamboats now; nor would it ever be unless made so by a company, and he was in favor of all chartered companies which had in view the improvement of the territory; also, he was in favor of their holding the right of navigating that river for six years at least, in order that they might reap some little return for capital invested.

Mr. Huntington favored the bill, believing that it was of importance to the traveling public. He said that a steamboat had already ascended the river, proving the possibility of building a boat suitable to run said river,—he trusted the bill would pass.

Mr. Denny rising said, he had little fear of being accused of being on the wrong side, for really he was not certain of his position. He complained of not having been able to discover the object of discussion—so far, nothing had been said about the distance where the tide ebbs and flows, nor had it been said how far the company wanted a right to navigate the river.

He had noticed that several gentlemen who had voted against a previous charter, now contended strenuously for this, and if they were disposed to strain at a gnat and swallow a steamboat, it was their business, not his.

Mr. Biles opposed, on the ground that the extreme narrowness of the channel of the stream, rendered it entirely impracticable.

Mr. Ward was in favor of the bill—he was in favor of any and every thing that would contribute to the improvement of the Territory, and he hoped that at least they might be allowed to make the attempt.

On motion of Mr. Chapman, House adjourned.

AFTERNOON SESSION. On motion of Mr. Crosbie, the House went into committee of the whole, on the bill under discussion, when the House adjourned.

Mr. Huntington moved to insert the word passengers after the word goods, in 1st line of the 12th section, which was agreed to, after some further discussion the bill was passed in committee of the whole.

The committee arose, and on motion of Mr. Chapman, the bill was laid on the table till Tuesday week.

Mr. Mosely introduced a bill, entitled an act to create and regulate the office of county Treasurer, which was read once.

Mr. Biles introduced a bill entitled an act to regulate peddling boats which was read once, and referred to committee on commerce.

The resolution laid on the table yesterday, relative to memorializing congress, asking to have the soldiers moved from Steilacoom to some point on the frontier, was taken up and discussed.

Mr. Crosbie opposed the adoption of the resolution from the fact that he deemed it out of our province to legislate upon the subject, and thought that if we proceeded in this manner, we had far better go into committee of the whole on the state of the Union, and take up the President's message and accompanying documents for discussion.

Mr. Denny was for its adoption, he thought the soldiers should be moved to some point where they would be of service when needed. He contended that we had a right to legislate upon the subject.

On motion of Mr. Mosely, it was laid on the table.

A communication was received from the Secretary of the Territory, relative to the petition of Patrick McLaughlin—referred to him yesterday, which was laid on the table till to-morrow.

Mr. Crosbie presented a petition from A. Benton Moses, asking that congress be memorialized relative to making Steilacoom a port of delivery, which was laid on the table till Monday next.

On motion of Mr. Hale, House adjourned.

WEDNESDAY, MARCH 15, 1854.

The House met pursuant to adjournment. The Journals were read and approved. Council bill No. 1, entitled an act relating to elections and the mode of supplying vacancies, was.

On motion of Mr. Biles, all that portion of section 1st allowing half breeds to vote, was struck out.

Mr. Speaker here gave notice of Mr. Smith's resignation as Sergeant-at-arms, and on motion of Mr. Biles, the House proceeded to the election to supply the vacancy, which resulted in the election of Mr. Austin as Sergeant-at-arms, who came forward and took the oath of office.

On motion of Mr. Chapman, the House resolved itself into a committee of the whole to consider the bill relative to elections.

Mr. Ward in the Chair. After a discussion of some length upon the propriety of permitting half breeds to vote—the committee arose and the House adjourned till 2 p. m.

AFTERNOON SESSION.

House bill No. 15, entitled an act relative to counties, was taken up and read a third time and passed.

House bill No. 23, entitled an act to create and regulate the office of county Treasurer, was read a second time, Mr. Jackson moved to amend so as to make the Treasurer report to the commissioners at every regular meeting of the same, which was agreed to.

On Motion of Mr. Denny, the House resolved itself into committee of the whole for further consideration of bill relating to elections.

Mr. Ward in the Chair. Mr. Shelton moved to strike out the technical phrase, "suppennas duces tecum," he contended that everything could be as well expressed in English and be much better understood.

Mr. Chenoweth said that the phrase expressed in a concise manner what would require a circumlocution in English—that the term had been so long used in law that it was well understood by all.

Mr. Denny was in favor of striking it out, believing it better to give the English instead; he said it reminded him of an unlettered sheriff who pursued his victim to a swamp and was obliged to give up the chase, thinking that he must make his return on the warrant in latin, he wrote "ed steamyum non comatubus;" he said that he did not desire to anticipate the contents of sections not yet read, still he was for striking out "duces tecum" wherever it occurred.

After a lengthy discussion the committee arose, and on motion of Mr. Mosely, the bill was laid on the table till to-morrow.

Mr. Hale, of the committee on commerce reported back House bill No. 24 without amendments, which was read a second time and voted to be on its second reading to-morrow.

On motion of Mr. Hale, the House adjourned.

THURSDAY, March 16, 1854.

House met pursuant to adjournment. The journals were read and approved.

Mr. Crosbie introduced a joint resolution relative to asking an appropriation to build a Custom House on Puget Sound; also, a joint resolution relative to making Columbia City a port of delivery, both of which passed.

House bill No. 24 was read a second time and amended.

Council bill No. 1, relating to elections was taken up for its second reading. Mr. Ward in the Chair.

Mr. Jackson moved to amend by adding to the first section the following: "Provided, no American half breed Indian shall vote at any election in this Territory unless he be a naturalized citizen of the United States or have at the time of voting, completed their naturalization, and shall have been residents of this Territory at the time of the passage of this act."

Mr. Jackson said he was in favor of some provision of this kind—that many half breeds in this Territory had for a long time been recognized as citizens and allowed the right of suffrage—they were among the intelligent class of the population—they had been among the pioneers of the Territory, opened roads, acquired property and in trying emergencies when their services were needed they have boldly and freely enlisted under the banner of our common country. An instance of this was seen in the Cayuse war; they had supported the Government, and had been among the most ardent advocates for the separate organization of this Territory. It seemed to him a serious matter thus to disfranchise persons already recognized as citizens—persons possessed of property on which they, in common with other citizens, pay taxes for the maintenance of the Territory.

He trusted that a question of such serious importance would not be legislated upon too hastily.

Mr. Chenoweth was in favor of the motion believing that the proposed amendment served as a restriction rather than as an extension to privileges granted by the law in the present form.

Mr. Crosbie was opposed to the amendment believing, that if the law allowed all to vote as it now stands it would be useless to attach any provision to enable a class of persons to vote who already had the right.

On the question of adopting the amendment the yeas and nays were demanded.—The result was as follows: yeas, Durgin, Hale, Jackson, Mosely and Mr. Spenser—5. Nays, Biles, Bolon, Chapman, Crosbie,



CONGRESSIONAL.

WASHINGTON, JAN. 19. SENATE.

OUR NAVAL FORCE—CALL FOR INFORMATION.

Mr. Gwin offered a resolution calling upon the President to inform the Senate the number of ships of war on the coast of California, and of the territories of Oregon and Washington, in active service, or in port; also, the whole number on the Pacific coast, employed or otherwise; also, whether the naval force there in 1853, was sufficient to prevent the departure to foreign territory of any unlawful expedition. Also, the number of ships on the Atlantic coast, employed actively or otherwise; also, the number of troops in California, Oregon, and Washington.

SPEECH OF MR. GWIN.

Mr. Gwin read the President's proclamation, and said it was issued against persons said to be citizens of California. He desired to call the attention of the country to a matter connected with the proclamation—it was that at the time the expedition was got up in California, the United States had no force there to prevent its sailing. He wished it to be known, that at that very time, when the first expedition sailed, a single vessel of war with a single gun could have stopped it. Was there no allowance to be made for the condition of Lower California and Sonora? Here was an expedition of forty-five men passing out of the Golden Gate, which any one gun could command against a ship without cannon, and they went to a large country, took possession of it, and declared it a republic. If the President intended to prevent such expeditions, he should have a force to prevent their departure. At the time the vessel left San Francisco, there were but two ships of war in active service on the whole Pacific coast—one at the Sandwich Islands to prevent the consumption of a similar expedition; the other was supposed to be at the gulf of California, but it turned out, had been ordered to the coast of Peru. On the whole coast, over 5,000 miles, there were but two ships of war to protect our commerce, and maintain neutrality obligations. Was it not a farce to say it could accomplish those objects? It was reported that a second expedition had sailed, and that the vessel was towed out of the harbor by a steamship without any interruption by the United States Government. Why so? Because the United States, when a steamship for revenue service was asked for to prevent smuggling, said that it cost too much; and when he asked for appropriations to put the coast in a state of defence, he was scouted, because it required so much money. This miserable economy had left them without government power either to defend themselves from an enemy, or to prevent the sailing of unlawful expeditions. Here was a paper proclaiming to the world as going to, and disturbing the peace of other nations, when, in fact, they were given carte blanche to go where they pleased, and violate any law they pleased, so far as the power of government was concerned. The only law rigidly executed in California was the one taxing and collecting revenue from them. While he was opposed to all unlawful expeditions of this sort, it ought to be known that in a new country like California, where there were so many adventurous spirits; and where the adjoining countries were offered simply for the going and taking them, the power of the United States ought to be vigilantly and properly executed. It must be known that where there are some of the richest mineral countries in the world, adjoining California, with a population utterly unable to defend them against the Indians, expeditions of this kind will proceed from California, unless the force of the United States is sufficient to prevent them. Wherever our people go, they carry wealth, power and prosperity with them, and never forget the principles of liberty they have inherited. And, though such expeditions are unlawful, if they succeed, they result in benefit to the inhabitants, because of the change they produce. The army in California has never been efficient, in consequence of the evils Congress has failed to remedy. They can go by land to Sonora, and in his opinion, have gone or will go. The proclamation will not stop them because there is no force there to execute it. It was useless for the President to attempt by proclamation to stop them. As long as territorial expansion is encouraged in such countries as Lower California, Sonora, and the Sandwich Islands can be had just for the taking, and the United States opposes no preventative force, citizens of the United States will be found engaged in such expeditions, and they will be successful. There was no steamship on that coast because coal was high there.—There was penny wise and pound foolish economy, which destroyed the efficiency of government, and caused his constituents to be branded with infamy for violating laws that there was no power to enforce. He warned the country that unless the power of government was efficiently exercised, they could not expect the citizens of California to stand still when they were invited into those magnificent countries, and when they could get them with the will of the inhabitants by taking them. The proclamation was too late. He was anxious to observe the neutrality laws, and if it was true that a treaty had been negotiated by which a large portion of Mexico is to become the possession of the U. States, it showed that public sentiment and the administration desires this territory. He hoped the treaty would embrace all the territory which Mexico could not defend, and that it would establish a mountain of desert boundary between the two nations. If it did not, he would endeavor to have it so modified.

The filibusters in Lower California are evidently cut off from all chance of invading Sonora. Forty-six of their number have deserted and returned to San Francisco.—They represent that Capt. Walker was awaiting for the return of the "Anita" to convey his men to Sonora, which vessel has been sold to a gentleman in San Francisco to be used in the coasting trade between that city and Gwamas, and its name changed to "Petrita."

WOMAN'S RIGHTS.—The Boston Traveler says that, on the evening of the 19th ult., the ladies of North Andover, Mass., asserted their right, by giving a magnificent party, to which some forty gentlemen were invited. A magnificent entertainment was provided, the whole expense of the affair, including even the stabling of the horses, being borne by the ladies.

Dobbs says Cape Horn was so called because the first man that doubled it was drunk all the way around.

Mrs. Partington says that because dancing girls are stars it is no reason why they should be regarded as heavenly bodies.

CHEAP STORE!

THE UNDERSIGNED having permanently located himself at Olympia, in the mercantile business, has on hand and is constantly receiving goods adapted to the wants of the country. Among his assortment may be found.

DRY GOODS, GROCERIES, HARDWARE, BOOTS, SHOES, TIN WARE, CUTLERY, CLOTHING, &c. All of which will be sold "Cheaper than the cheap."

Persons desirous of purchasing goods will do well to call before making their purchases. A word to the wise is sufficient.

G. A. BARNES, Olympia, Sept. 7, 1853.—ly.

THE PUGET MILL CO.,

At Port Gamble, Hood's Canal, W. T., AND SAN FRANCISCO, CAL. ARE now erecting, at Port Gamble, a steam saw and single saw mill, and will soon be prepared to manufacture lumber of every description, including planed and grooved boards, to order; will construct dimension framing timber of any kind.

THEIR BUILDERS and MACHINERY have just arrived from Boston direct, in their schooner L. P. Foster, the first of a line of packets to run between Port Gamble and San Francisco, via Port Townsend, which will include the fast sailing schooners Kahuna, J. B. Brown, Cymon and John, Frigate, their clipper brig Boston will run to the Sandwich Islands.

For freight, passage or other business, apply to J. P. KELLER, Agent, Port Gamble, or A. J. POPE, California Street Wharf, San Francisco, California.

Sept. 17, 1853. 21f

LIVERY STABLE.

THE UNDERSIGNED, having completed their large and commodious stable in Olympia, are now prepared to stable at one time ONE HUNDRED HORSES, and intend keeping a number of excellent horses for hire.

THEIR HORSES kept by the day or week. For terms and other particulars, inquire at the Washington Hotel.

A. J. Baldwin will be found in the office attached to the stable night and day, ready at all times to attend to any call in the line of his business.

A. J. BALDWIN & CO. Olympia, Feb. 11, 1854.

"BUY WHERE YOU CAN BUY THE CHEAPEST"

JUST RECEIVED, EX LEONORA, a full and general assortment of PROVISIONS, GROCERIES, DRY GOODS, CLOTHING, LIQUORS, STOVES, &c., &c.

BEING ANXIOUS to close out the present stock, I will sell cheaper than can be purchased elsewhere on the Sound.

Watches! Watches! TURNER would inform the public that he has opened a shop in Olympia, and is now prepared to REPAIR WATCHES AND JEWELRY in a neat and workmanlike manner, and on short notice. All work warranted.

DR. J. R. CARDWELL, DENTAL SURGEON, PORTLAND, OREGON. DR. C. is prepared to insert the improved Percutaneous Gum Teeth on the atmospheric pressure principle, which may be worn with comfort, answering every end of the natural teeth.

Particular attention paid to the plugging of decayed teeth with gold or tin foil, thereby preventing further decay. Teeth extracted with improved forceps, giving the least possible pain.

All operations warranted to give entire satisfaction, or no charge made. Ladies visited at their residences if requested.

DR. R. BIGHLOW, QUINCY A. BROOKS, BIGELOW & BROOKS, ATTORNEYS AT LAW, OLYMPIA, THURSTON COUNTY, WASHINGTON TERRITORY.

Advice given in regard to filing notifications of land claims, and all Agencies of Town property, entrusted with the same, belonging to non-residents, faithfully and promptly attended to according to order.

Stellacoom Ship Yard. BOLTON & WILSON, SHIP CARPENTERS AND CHANDLERS, STELLACOOM, PUGET SOUND.

VESSELS of all classes built, rigged and fitted for sea. Sails, spars, rigging, netting, chandlery &c., supplied to order. Caulking and all other repairs made in the most satisfactory manner. Ship carpenters will be despatched to any part of the Sound whenever required. The patronage of persons wishing to build, owners, consignees and masters of vessels, is respectfully solicited.

OLYMPIA BAKERY AND BEEF MARKET! THE UNDERSIGNED would respectfully inform the public that they are prepared to furnish Bread, Cakes, and Pies of every description, on reasonable terms. Breads and parties furnished on the shortest notice.

Also Beef, Butter, Eggs, Potatoes, &c. HURD & KISER, Olympia, Sept. 1, 1853. 11f

HENRY JOHNSON & CO., IMPORTERS AND WHOLESALE DRUGGISTS,

140, Washington Street, near Montgomery, SAN FRANCISCO, CALIFORNIA.

OFFER for sale, for cash, at the lowest wholesale prices, a large and well selected assortment of East India, Mediterranean and European Drugs and Medicines; French, English, and American Chemicals; 4 or 5 kinds of and by an extensive variety of Perfumery, Fancy Articles, Fancy Soaps, Brushes, Paints and Oils, Dye Stuffs, Labels, Window Shades, Extracts, Broomsticks, Trusses, Leeches, Surgical Instruments, Druggists' Glassware, Hatters' Goods, Shakers' Herbs and Roots, &c., together with every article comprised in the stock of a Druggist or Physician.

H. J. & Co. are the proprietors' Wholesale Agents for Dr. Jayne's Family Medicines, Sand's Sarsaparilla, Old Townsend's Sarsaparilla, Mott's and Brandt's Pills, Davis' Pain Killer, Congress Spring Water, &c., &c.

Henry Johnson & Co. have made such arrangements in New York, Boston and Philadelphia as will enable them to purchase their stock at the lowest rates, and they are determined to give their customers the benefit of low prices, and at the same time the best quality of goods.

PUGET MILL CO., AT PORT GAMBLE, HOOD'S CANAL, HAVE JUST RECEIVED, direct from Boston, by their packet Sch'r. "L. P. Foster,"

Flour, Pork, Corn Meal, Beef, Ham, Sugar, Tea, Ship chandlery, Hardware, Pickles, Cutlery, Dry Goods, Boots & Shoes, Crockery, Wooden-ware, Irons, Tin-ware, Nails, Glass, &c., &c.

Agricultural Implements, Carpenters' Tools, Ready-made clothing, One new Surf Boat, and small anchors. Port Gamble, Sept. 14, 1853.—21f

W. T. SAYWARD, HAS established himself at Port Ludlow, where he has now, and will keep constantly on hand, the largest assortment of PROVISIONS, GROCERIES, AND DRY GOODS.

to be found in Washington Territory—and will at wholesale or retail at the lowest price possible. And having a very large Launch, Clipper built, will forward them to any part of the Sound.

Port Ludlow, July 30, 1853.—17ly.

STEAMER FASHION, THE FASHION is now plying and will continue to ply regularly between MONTICELLO AND PORTLAND, twice a week, connecting with the boats and canoes on the Clatsop river, and with the PEYTONA, Capt. Hatch, from Portland to Oregon City.

Passengers may confidently expect to meet the Fashion at Portland every Monday and Thursday mornings, and at Monticello on the evenings of the same days. J. O. VAN BERGEN, Dec. 1, 1853.

PILLOW & DREW, Watch Makers and Jewelers, NEXT DOOR SOUTH OF ADAMS & CO'S EXPRESS OFFICE, PORTLAND, OREGON.

KEEP constantly on hand, and are receiving by every steamer, new and rich inventives of Watches, Clocks and Jewelry, which they offer at the lowest prices.

—CONSISTING OF— Gold and Silver Watches of Every Variety, Clocks of all kinds, Gold Fob and Breast Chains, Guard Chains, Seals, Keys and Charms, Finger Rings, of Oregon Gold, Ladies' & Gentlemen's BOSOM PINS, GOLD AND SILVER THIMBLES, Silver plated Tea and Table spoons, German silver and Wire strengthened spoons, Butter knives & salt spoons, Britannia Tea and Coffee Pots, Fea Bells, Shell, Ivory and Buffalo Combs, Accordions, Music Boxes, Britannia Castles, Pocket Cutlery, every variety of Coral Necklaces and Armlets, Fancy Beads for Indian Trade, Fancy Bead Bags and Purses, French Felt Manners, &c., &c.

PILLOW & DREW, Feb. 18, 1854. 24f

WATCHES AND JEWELRY! G. COLLIER ROBBINS, WATCH MAKER & JEWELER, (LATE OF ST. LOUIS, MO.) TAKES pleasure in announcing to the citizens of Oregon and Washington that he has permanently located in Portland, where he is prepared to repair all kinds of

WATCHES AND JEWELRY. G. C. R. hopes by strict attention to business and a desire to please, to merit a share of the patronage of the public.

Front street, next door to Ladd & Co's. Third door below the Columbian Hotel. Sept. 10, 1853.

THE OFFICE OF JNO. B. PRESTON, IS over PRESTON, O'NEILL & CO'S store, Main street, Oregon City, where he is prepared to attend to any business pertaining to Land or Land laws in Oregon.

Oregon City, Dec. 1854, 161f

NEW STORE. LATELY received and for sale cheap, a large assortment of Groceries, Hard Ware, Crockery Ware, DRY GOODS, LADIES "FIXINGS," Ready-Made Clothing, BOOTS AND SHOES, and a large assortment of things too tedious to mention.

M. LOUSSON, J. LIGHTNER, S. ROSENAN, Olympia, Nov. 26, 1853. 121f

Saw Logs! Saw Logs! THE UNDERSIGNED will let a contract for furnishing his mill with saw logs on the following terms: He will allow \$6 per M, to be paid in lumber at \$20 per thousand. Application to be made immediately at his mill on the Payallup Bay.

N. DELIN, Jan. 20, 1853.

NEW MUSIC STORE. PILLOW & DREW, Watchmakers & Jewelers, HAVE in connection with their regular business, opened a music room and have on hand Piano Fortes of the most celebrated makers. We also have on hand piano forte, flute, accordion and melodeon music and music books. All orders filled at short notice.

Dec. 3, 1853. 6m

PORTLAND IRON FOUNDRY AND MACHINE SHOP, First Street, opposite the California House, PORTLAND, OREGON. Turnbull, Monnast & Davis, ARE happy to inform the citizens of Oregon that they have just opened an Establishment of the above description, and are now prepared to execute with dispatch FORGINGS and CASTINGS of every description.

SOUTHWORTH & CO., 64, BATTERY STREET, CORNER OF HALLUCK, SAN FRANCISCO, CALIFORNIA.

IMPORTERS of English and American Hardware, Cutlery, &c. Bar and Sheet Iron—Portable Grist Mills, S. W. MILL IRONS COMPLETE.

Horse Powers, Carpenters' Tools; Turners' Tools and Machines; Together with full and well assorted stock of goods in the Hardware line.

On hand and will be receiving, those celebrated steel Plows manufactured by Evans & Adams, Galena, Ill. Also from the manufactory of John Porter, Plattsville, Illinois.

San Francisco, Aug. 2, 1853. 51f

In Store and Now Receiving, AT THE Fire-Proof Brick building, Front street, Portland, Oregon, a choice and well selected assortment of HARDWARE, GROCERIES, PAINTS, OILS, WINES AND LIQUORS;

Among which are Nails, Horse-shoes, Horseshoe nails, Bar lead, Steel and Iron Squares, Try Squares, Nail Rules, Collins' and Simons' axes, Hand-saws, Back-saws, Draw knives, Spirit levels, Hand-saw files, Mill saw files, planes, and a fine assortment of Cutlery, also, Sugar, Coffee, Tea, Rice, Syrup, Tobacco, Candles, Soap, Saleratus, Dried Apples and Peaches, Starch, Beans, &c. Wine glasses, Tumblers and Bar Decanters. Wines and Liquors in five, ten and twenty gallon packages. White, Black, and Red Lead, Raw and Boiled Oil, Spirits Turpentine, Sperm Oil, Window Glass, Sash, &c. W. S. LADD & CO., Portland, June 29, 1853. 1f

Schictwoot! THE SUBSCRIBER would respectfully inform the public that the above named scow has been finished, and put in readiness to convey goods from points below to this city. She is capable of carrying a large amount of freight, and is perfectly water-tight. Orders from all parts received and promptly attended to at the lowest rates.

A. J. BALDWIN, Olympia, Sept. 10, 1853. 1f

Proposals for Carrying the Mails. PROPOSALS for carrying the Mails of the United States, from the 1st day of July, 1854, to the 1st day of July, 1858, in Oregon, will be received at the Contract Office of the Post Office Department, in the city of Washington, until 9 A. M. of the 3d of April, 1854 (to be decided by the 23d of April, 1854) on the routes and in the times herein specified, viz:

OREGON TERRITORY. 12700 From Astoria, by Cathlamet, Oak Point, Rainier, St. Helen's, Columbia City, and Sand's Island, to Portland, 120 miles and back, once a week.

Leave Astoria every Monday at 9 a m; Arrive at Portland next day by 6 a m; Leave Portland every Thursday by 11 a m; Arrive at Astoria next day by 8 a m; Bids for two trips a week are invited. Bids to run by a different schedule will be considered.

12701 From Astoria, by Hillsboro', Tualatin, North Yamhill, Hampton's, Nesmith's Mills, King's Valley, Calapooia, and Yoncalla, to Shasta, (Cal.), 60 miles and back, once in two weeks.

Leave Astoria every other Monday at 7 a m; Arrive at Shasta in three weeks; Leave Shasta every other Monday at 7 a m; Arrive at Astoria in three weeks.

12702 From Rainier, by mouth of Cowitz, Monticello, and Cowitz Farm, to Olympia, 75 miles and back, once a week.

Leave Rainier every Tuesday at 6 a m; Arrive at Olympia next day by 6 p m; Leave Olympia every Thursday at 6 a m; Arrive at Rainier next day by 6 p m; Bids to extend 28 miles to Steelacoom are invited.

12703 From Olympia to Seattle, 65 miles and back, once a week.

Leave Olympia every Thursday at 6 a m; Arrive at Seattle by 7 p m next day; Leave Seattle every Monday at 6 a m; Arrive at Olympia by 7 p m next day.

12704 From Olympia to Gray's harbor, 75 miles and back, once a week.

Leave Olympia every Thursday at 7 a m; Arrive at Gray's harbor next Saturday by 12 m; Leave Gray's harbor every Monday at 7 a m; Arrive at Olympia next Wednesday by 12 m.

12705 From Columbia City, by Washougl, to Cascade, 50 miles and back, once a week.

Leave Columbia City every Tuesday at 7 a m; Arrive at Cascade next day by 11 a m; Leave Cascade every Thursday at 7 a m; Arrive at Columbia City by 11 a m next day.

12706 From Cascade to Dallas, 45 miles and back, once a week.

Cascade every Thursday at 6 a m; Arrive at Dallas every Tuesday at 6 a m; Arrive at Cascade by 12 m next day.

12707 From Dallas, by Fort Boise, and Fort Hall to Salt Lake, in Utah, 800 miles and back, once in two months.

Leave Dallas at 9 a m on the first day of every other month; Arrive at Salt Lake in four weeks; Leave Salt Lake at 9 a m on the first day of every other month.

Arrive at Dallas in four weeks; Bids for monthly trips are invited.

12708 From Portland, by Milwaukie, to Oregon City, 13 miles and back, twice a week.

Leave Portland every Tuesday and Thursday at 12 m; Arrive at Oregon City by 4 p m; Leave Oregon City every Tuesday and Thursday at 6 a m; Arrive at Portland by 10 a m.

Arrive at Hillsboro' by 12 m; Leave Hillsboro' every Saturday at 2 p m; Arrive at Linn City by 8 p m.

12715 From Lafayette, by Dayton, Marysville, Rickard and Luckemote, to Spring Valley 55 miles and back, once a week.

Leave Lafayette every Wednesday at 4 p m; Arrive at Marysville next day by 7 p m; Leave Marysville every Tuesday at 6 a m; Arrive at Lafayette next day by 3 p m.

12716 From Salem by Doak's Ferry, to Lafayette 45 miles and back, once a week.

Leave Salem every Monday at 6 a m; Arrive at Lafayette same day by 8 p m; Leave Lafayette every Tuesday at 6 a m; Arrive at Salem same day at 8 p m.

12717 From Salem, by Cincinnati and Rickard, to Dallas, 17 miles and back, once a week.

Leave Salem every Tuesday at 1 p m; Arrive at Dallas by 6 p m; Leave Dallas every Tuesday at 6 a m; Arrive at Salem by 11 a m.

12718 From Salem, by Santiam City, Central, Washington, Calapooia, Fort Shaw's Mills, Bute Willamette Forks, Skinner's, and Spencer's Butte, to Pleasant Hill, 100 miles and back, once a week.

Leave Salem every Wednesday at 6 a m; Arrive at Pleasant Hill next Saturday by 6 p m; Leave Pleasant Hill every Wednesday at 6 a m; Arrive at Salem next Saturday by 6 p m.

12719 From Marysville to Kings Valley, 13 miles and back, once a week.

Leave Marysville every Thursday at 4 p m; Arrive at King's Valley by 8 p m; Leave King's Valley every Thursday at 9 a m; Arrive at Marysville by 1 p m.

12720 From Marysville, by Jennyopolis, Starr's Point, and Sinalaw, to Yoncalla, 75 miles and back, once a week.

Leave Marysville every Friday at 5 a m; Arrive at Yoncalla next day by 6 a m; Leave Yoncalla every Wednesday at 6 a m; Arrive at Marysville next day by 6 p m.

12721 From North Canyonville, by Middle Ferry, on Rogue river, Dardanelles, Jackson ville, and Yamash, Cal., to Yreka, 140 miles and back, once in two weeks.

Leave North Canyonville every other Tuesday at 7 a m; Arrive at Yreka next Friday by 6 p m; Leave Yreka every other Tuesday at 7 a m; Arrive at North Canyonville next Friday by 6 p m.

Bids for weekly trips will be considered.

12722 From Yoncalla, by Elkton, Mouth of Umpqua, Scottsburg, and Gardiner, to Umpqua City, 60 miles and back, once in two weeks.

Leave Yoncalla every other Monday at 6 a m; Arrive at Umpqua City by 6 p m next day; Leave Umpqua City every other Monday at 6 a m; Arrive at Yoncalla by 6 p m next day.

Bids to carry once a week will be considered; also, bids to start at Elkton, or Sinalaw, instead of Yoncalla.

12723 From Yoncalla, by Oakland, Deer Creek, and Winchester, to North Canyonville, 60 miles and back, once a week.

Leave Yoncalla every Monday at 7 a m; Arrive at North Canyonville next day by 5 p m; Leave North Canyonville every Monday at 7 a m; Arrive at Yoncalla next day by 5 p m.

12724 From Post Office to Shasta, Cal., 100 miles and back, once in two weeks.

Leave Post Office every other Monday at 8 a m; Arrive at Shasta next Thursday by 12 m; Leave Shasta every other Friday at 8 a m; Arrive at Post Office next Tuesday by 6 p m.

SPECIAL OFFICES. Proposals will be received for supplying the following offices at a sum to be specified by the bidder, and limited to their next revenue:

Chenook, from Astoria, 9 miles, once a week; Clackamas, from Oregon city, 9 miles, once a week; Lexington, from Astoria, 9 miles, once a week; Pacific city, from Astoria, 9 miles, once a week; Parkersville, from Fairfield, 8 miles, once a week.

Port Townsend, from Olympia, — miles, once a week; Port Clatsop, from Astoria, 9 miles, once a week; Salt Creek, from South Yamhill, once a week; Sublimity, from Salem, 15 miles, once a week; Washington Butte, from Santiam City, 15 miles, once a week.

FORM FOR A BID. Where no change from advertisement is contemplated by the bidder.

"I (or we as the case may be) [here write the name or names in full] hereby propose to carry the mail on route No. —, from — to — as often as the Postmaster General's advertisement for proposals for the same, dated October 13, 1853, requires, in the time stated in the schedule contained in said advertisement, and by the following mode of conveyance, to wit: [Here state how it is to be conveyed], for the annual sum of (here write out the sum in words at full length.)

Dated \_\_\_\_\_ (Signed) \_\_\_\_\_ The undersigned undertake that, if the foregoing bid for carrying the mail on route No. —, is accepted by the Postmaster General, the bidder shall, prior to the first day of July next, enter into the required obligation to perform the service proposed, with good and sufficient sureties. Dated \_\_\_\_\_ (Signed by two guarantors.) \_\_\_\_\_ Form of Certificate. The undersigned (postmaster, judge, or a clerk of a court of record, as the case may be), certifies that he is well acquainted with the above guarantors and their property, and that they are men of property and able to make good their guaranty. Dated \_\_\_\_\_ (Signed.) \_\_\_\_\_ INSTRUCTIONS. Embarking conditions to be incorporated in the contracts to the extent the Department may deem proper.

convey the mail as frequently as the contractor runs, or is concerned in running, a coach or steamboat on a route.

6. The Postmaster General may annul the contract for repeated failures to run agreeably to the instructions of the Department; for refusing to discharge a carrier when required by the Department to do so; for assigning the contract without the assent of the Postmaster General; for running an express as aforesaid; or for transporting persons or packages conveying unlawful matter on the mail.

7. The Postmaster General may order an increase of service on the route by allowing therefor a pro rata increase on the contract pay. He may also order an increase of speed, he allowing, within the restrictions of the law, a pro rata increase of pay for the additional stock or carriers, if any. The contractor may, however, in the case of increase of speed, relinquish the contract by giving prompt notice to the Department that he prefers doing so to carrying the order into effect. The Postmaster General may also curtail or discontinue the service, at pro rata decrease of pay, if he allow one month's extra compensation on the amount dispensed with, whenever in his opinion the public interests do not require the same or in case he desires to supersede it by a different grade of transportation. He may also change the times of arrival and departure (provided he does not curtail the running time) without increasing the pay.

8. Payments will be made for the service through drafts on postmasters, or otherwise, after the expiration of each quarter—say in February, May, August, and November.

9. The distances are given according to the best information; but no increased pay will be allowed should they be greater than advertised, if the points to be supplied be correctly stated.

10. The Postmaster General is prohibited by law from knowingly making a contract for transportation of the mails with any person who shall have entered into, or proposed to enter into, any combination to prevent the making of any bid for a mail contract by any other person or persons, or who shall have made any agreement, or shall have given or performed, or promised to give or perform, any consideration whatever, or to do or not to do anything whatever, in order to induce any other person or persons not to bid for a mail contract. Particular attention is called to the 28th section of the act of 1836, prohibiting combinations to prevent bidding.

11. A bid received after time, viz. 9 a. m. of the 3d April, 1854, or without the guaranty required by law, or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal reasonable in amount.

12. A bidder may offer, where the transportation called for by the advertisement is difficult or impracticable at certain seasons, to substitute an inferior mode of conveyance, or to insert service a specified number of days, weeks, or months. He may propose to omit an inaccessible office, or to omit on the stage or railroad, or at a steamship landing, as the case may be; or he may offer to substitute an inferior mode of supply in such cases. He may propose different times of arrival and departure, provided no more running time is asked, and no mail connexion prejudiced. He may ask additional running time for the trip, during a specified number of days, in seasons of very bad roads, but beyond these changes a proposal for service differing from that called for by the advertisement will not be considered in competition with a regular bid reasonable in amount. Where a bid contains any such alterations, their disadvantages will be estimated in comparing it with other proposals.

13. There should be but one route bid for in a proposal.

14. The route, the service, the yearly pay, the name and residence of the bidder; and those of each member of a firm, where a company offers, should be distinctly stated, also the mode of conveyance, if a higher mode than horseback be intended.

15. The bid should be sent under seal, addressed to the Second Assistant Postmaster General, superscribed "Mail Proposals in the State of —." It should be guaranteed, and the sufficiency of the guarantors certified, (see forms,) and should be dispatched in time to be received by or before 9 A. M. of the 3d of April, 1854.

16. The contracts are to be executed and returned to the Department by or before the 1st of July, 1854.

17. Under the act of March 3, 1845, the routes are to be let to the lowest bidder tendering sufficient guaranties, without other references to the mode of transportation than may be necessary for the due celerity, certainty, and security of such transportation. When the lowest bid proposes a mode of conveyance inadequate to the due celerity, certainty, and security of the mails, it will not be accepted.

18. When the bid does not specify a mode of conveyance, also, when it proposes to carry "according to the advertisement," but without such specification, it will be considered as a proposal for horseback service.