

# The Vancouver Register.

VOL. 3.

VANCOUVER, WASHINGTON TERRITORY. SATURDAY JUNE 13, 1868.

NO. 37.

## THE VANCOUVER REGISTER, VANCOUVER, W. T.

ISSUED EVERY SATURDAY.  
B. M. WASHBURN & S. P. McDONALD,  
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Readers' advertisements, one square (ten lines long)  
First insertion, \$2 00  
For each subsequent insertion, \$1 00  
Quarterly advertisements inserted at liberal rates by special contract.  
Legal advertisements at the established rates.

**STRUVE & COOK,**  
ATTORNEYS  
—AND—  
Counsellors-at-Law.  
R. G. STRUVE, Notary Public,  
Prosecuting Attorney 2d Judicial District, W. T.  
A. G. COOK, Notary Public,  
Office, Up-Stairs, in Wall's Brick,  
VANCOUVER, W. T.

**Aleck C. Smith,**  
Attorney-at-Law,  
VANCOUVER, W. T.  
**J. F. CAPLES,**  
ATTORNEY AND  
Counsellor-at-Law,  
COR. FRONT AND ALDER STREETS,  
(Opposite Carter's New Block),  
Portland, Oregon.

**DR. CHASE,**  
Brevet Lieut. Col., Late Surgeon U. S. Vol's.  
(Office up-stairs, in Wall's New Building)  
OFFICE HOURS—From 9 A. M. until 3 P. M.  
VANCOUVER, W. T.

**I. L. TOBBY,**  
Physician, Surgeon  
And Acoucheur.  
(Two doors North of J. F. Smith's Store.)  
VANCOUVER, W. T.  
March 14th, 1868.—24-17.

**JOSEPH M. FLETCHER,**  
(REGISTERED OF THE LAND OFFICE.)  
Notary Public & Conveyancer  
DEEDS, MORTGAGES, BONDS, AND LEGAL PA-  
PERE OF ALL KINDS, CAREFULLY PREPARED.  
VANCOUVER, SEPT. 1, 1865.—11-17.

**KURAH! KURAH!!**  
—FOR THE—  
**CITY BAKERY**  
—AND—  
Confectionery.  
**JOHN MANEY**  
Keeps constantly on hand a good assortment of fresh  
BREAD, CAKES, PIES  
and Crackers of all kinds. Also a good assortment of  
GROCERIES AND FRUITS,  
of all kinds. Fancy Cakes made at short notice.  
Warm Bread and hot Rolls carried around  
every morning to those who wish.  
VANCOUVER, Nov. 16, 1865. 9-11.

**J. D. HEALY,**  
Main Street, Vancouver, W. T.  
—DEALER IN—

**STOVES, TIN PLATE,  
SHEET IRON,  
Wire, Pumps,  
Lead Pipe, &c.,**  
And Manufacturers of  
**TIN, COPPER,**  
Sheet Iron Ware, &c., &c.  
Jobbing Work Done to Order.

He has on hand a large and new assortment of Tin  
Ware, and other articles in his line, suitable for the mar-  
ket, which he will sell at low rates, for cash.  
J. D. HEALY,  
Jan. 12, 1867.

**BRITTON & GRAY,**  
Attorneys at Law,  
No. 376 Seventh St., P. O. Box 1034,  
WASHINGTON CITY, D. C.

SPECIAL ATTENTION GIVEN TO LAND BUSINESS,  
before the General Land Office and Interior Depart-  
ment, and generally to business before the Executive De-  
partments and Congress.  
Having had years of experience in the General Land  
Office, and a long and successful practice in land claims  
and controversies, we are enabled to give good satisfac-  
tion before the U. S. Supreme Court, Interior Depart-  
ment, and General Land Office.  
27-We refer generally to all U. S. Land Offices. 42-17.

**HENDER'S PHOTOGRAPH GALLERY.**  
THE ONLY PLACE IN PORTLAND WHERE YOU  
are sure of getting No. 1 Pictures at all times is at  
Hender's Gallery, corner of First and Morrison streets,  
where he is as well prepared to do all kinds of work as  
any Gallery in Oregon, and will guarantee as good satis-  
faction for all his work, as can be had in the State.  
Pictures of every kind can be had at short notice. Old  
pictures can be copied, enlarged and retouched in India  
ink, or Oil Colors, AT LOWER PRICES THAN ANY  
OTHER PLACE. Oct. 9, 31-17.

### THE DEATH OF THE AERD CHRISTIAN.

To L. R. C. L. E.  
Only waiting till the whisper,  
Of her Father's voice said "Come,"  
Rising to the tranquil evening,  
Ready to be gathered home,  
Oh! 'Twas sweet to look upon her,  
Ere they laid her 'neath the sod;  
Sweet to think her happy spirit,  
Reveals in the smile of God!  
There's a story sweet and olden,  
By tradition handed down;  
By each shaver led to Jesus,  
There's a star set in a crown,  
And methinks I see her standing,  
Starry-crowned at his right hand  
For her light was spent in winning  
Souls to seek the "Happy Land."  
Here her cross was meekly taken,  
May seemed the Savior's yoke,  
Now the silver cord is loosed,  
And the golden bowl is broke;  
Oh! we will not be so faithless,  
As to mourn her in the tomb,  
When each angel voice is singing:  
Sister spirit, welcome home!  
GARRARD, May 28th 1868. M. L.

### The Puget Sound and Columbia River Railroad.

OUR DELEGATE AT HIS POST.

In the House of Representatives, May 13th,  
Mr. Price called for the regular order.  
THE SPEAKER.—"The regular order is the  
call of committees for reports, commencing  
with the Committee on the Pacific Railroad,  
that committee being entitled to another  
morning hour.

Mr. Price, from the Committee on the Pa-  
cific Railroad, reported back with amend-  
ments, a bill, (H. R. 184) to incorporate the  
Puget Sound and Columbia River Railroad  
Company. The bill was read.

Mr. FLANDERS. Mr. Speaker, I propose  
very briefly to state some of the reasons  
why Congress should pass this bill and extend  
the aid asked for, by giving to this company  
a grant of land to enable them to build a  
railroad from Puget Sound to the Columbia  
river. The distance from Steilacoom, on  
Puget Sound, (the probable starting point)  
to Vancouver, on the Columbia river, is about  
one hundred miles. The proposed route of  
this railroad is for the most of that distance  
over a comparatively level country, running  
through the Cowlitz valley, crossing the  
Chehalis river and valley, also the Nesque-  
lum valley, passing a large portion of the distance  
not only over unoccupied but unsurveyed  
lands—and as beautiful and fertile as any on  
this continent, but now unoccupied, unculti-  
vated, and almost unknown, but which in a  
few years, if this and other lines of com-  
munication are open, support as dense a  
population as is found in and of the older  
States. The importance of a road across  
this isthmus, which separates the largest  
river that empties in the Pacific ocean from  
the most beautiful inland sea on the globe, can-  
not be overestimated, connecting, as it will,  
the Columbia river, which drains that vast  
region of country which lies between the  
Rocky mountains on the east, the Cascade  
mountains on the west, extending almost to  
the Arctic circle on the north, and into which  
flow the waters of western Utah and northern  
Nevada on the south, and which then breaks  
through the Cascade range of mountains,  
and receives on its way to the ocean the wa-  
ters of Willamette, then flows on through an  
almost still unbroken forest for one hundred  
and thirty miles, and pours its immense  
volume into the Pacific. This is the river  
which this bill proposed to connect by railroad  
with the waters of Puget sound.

It is doubtless known to every member of  
this House that Washington Territory, which  
contains about seventy thousand square miles  
is divided by the Cascade mountains into two  
nearly equal parts, that may properly be  
called eastern and western Washington.

It may not however, be known that we  
have no road connecting these distant  
portions of our Territory. Neither have we any  
road from the Columbia river to the Sound,  
with exception of a military road which was  
built by the government about fifteen or six-  
teen years ago from the Cowlitz river, at a  
point six miles above its junction with the Co-  
lumbia, to Olympia, about ninety miles. This  
road, bad at all times, is nearly impassable  
for four months in the year. Not only is our  
Territory nearly equally divided, but the  
population of the eastern and western por-  
tions are about equal.

The present means of communication be-  
tween those two portions of the Territory,  
and the only route by which the people of  
those counties east of the mountains can  
reach Olympia, the capital, is to go down the  
Columbia River to the Cowlitz, thence over-  
land by the road which was just spoken of.  
Over this road during the past winter it has  
been found impossible to carry the mails for  
weeks together. And to show the delay to  
which mails are liable on this route I will  
state that my letters from Olympia and other  
points on Puget Sound, which should reach  
me in from twenty-two to twenty-four days,  
have been since last November from forty-two  
to sixty-four days on the way.

It will therefore be seen that the people  
of the eastern portion of the Territory are  
practically cut off from attending the sittings  
of the Legislature or of the Supreme Court,

Give us this road, and by it and the Columbia  
river the eastern and the western portions of  
the Territory are brought, by steamboat and  
railroad, into easy and speedy communication  
with each other. The building of this road  
is important as it will open and make avail-  
able much of the best land of the Territory.  
As I said before it runs through the Cowlitz  
valley, which does not contain less than five  
hundred thousand acres of good land, now  
most wholly unoccupied. It crosses the Che-  
halis river and valley, a valley equally large  
as the Cowlitz, and which, perhaps, contains  
more good land. The Chehalis river, runs  
through this valley and empties into the Pacific  
at Gray's Harbor, is navigable for small  
steamers for a distance of about ninety miles  
from its mouth, and to a point near where  
this railroad would cross that stream. All  
the land along this river and in this valley  
would be taken up and improved as soon as  
this road is built. This road also crosses the  
Nesquelum valley, but little less in extent than  
either of the others, and which is equally as  
fertile.

Not only will it open up these three large  
valleys which I have named and cause the  
land in them to be immediately taken up and  
improved, but it will open most innumerable  
smaller valleys along its entire length and  
on either side, lands which are now unoc-  
cupied and valueless to the Government and  
to the people, and which will remain so un-  
til this or some similar road is built. Let me  
state some further reasons why this road  
should be built. There was shipped during  
the last year from Walla Walla valley to  
San Francisco and New York not less than  
two thousand tons of flour. And that while  
the mill-owners on Puget Sound were ac-  
tually buying their flour in San Francisco,  
flour which was made in Washington Terri-  
tory and shipped from there to the sound so  
that it was found cheaper to transport this  
flour from Portland to San Francisco and  
from San Francisco back to Puget sound,  
a distance of not less than fourteen hundred  
miles, and to pay two commissions and the  
cost of reshipment, than to transport it less  
than one hundred miles over any road we now  
have.

It must be remembered that the great in-  
terests of Puget sound is the lumber business  
and that the flour and grain thus shipped  
were to supply those engaged in the manu-  
facture of lumber.

I wish to state in this connection that there  
was shipped during the last year from Puget  
sound more than two hundred million feet of  
manufactured lumber and spars, and not  
less than twenty thousand tons of coal. From  
Puget sound we are in part or wholly supply-  
ing not only the Pacific coast with lumber,  
south from San Francisco to Valparaiso but  
large quantities are shipped to Australia, the  
Sandwich Islands, and all the islands of the  
Pacific. Also large quantities of manufac-  
tured lumber and spars are shipped every  
year to China. And the dock yards of Eu-  
rope are supplied with spars from our forests.  
This trade, now in its infancy will in a few  
years become of national importance. We  
possess here and in our recent purchase  
of Alaska the last great forests of the world  
and, if the supply is unlimited no limits can  
be placed upon the future demand. The im-  
portance and extent of this immense inland  
sea, the number and beauty of its numerous  
harbors, the value of the magnificent forests  
by which it is surrounded, and its exhaust-  
ible coal beds along its shores are but little  
understood or appreciated by those who have  
not seen and examined for themselves pos-  
sessed as it does more than seventeen hun-  
dred miles of inland shore lines having in  
every channel, bay, or harbor sufficient depth  
of water for the largest ship that floats in  
any navy in the world, channels unobstructed  
by rocks or sand bars, with an entrance so  
broad and safe that no pilots have been or  
ever will be needed.

Let me say a word in regard to a very im-  
portant branch of business now in its infancy  
but which at no distant day is destined to be-  
come of the first importance to our whole  
country. I speak of ship building. The board  
of underwriters of San Francisco have been  
engaged during the past year, through their  
president, Mr. Hopkins in collecting all the  
information possible in regard to the cost of  
building ships in New York, Massachusetts,  
and Maine, and they have satisfied themselves  
that ships can be built for less money on Puget  
sound than they can in any of the places  
named, notwithstanding the higher cost on the  
Pacific coast of labor and some of the material  
used, such as iron, copper, and cordage, yet  
the facilities for getting good lumber and spars  
are so much greater on Puget sound than on  
any part of the Atlantic coast that it more  
than makes up for the difference in the price  
of labor and the material named. Already  
many vessels have been built there and among  
them some large ships so that this business  
can no longer be said to be an experiment.

I will give, in this connection, a list of 16  
vessels built on the Pacific coast north of San  
Francisco their cost in gold with their ton-  
nage and cost per ton which I obtain from a  
report recently made to the board of marine  
underwriters of San Francisco by C. T. Hop-  
kins Esq., president of the California Insur-  
ance Company, and secretary of the board of  
marine underwriters and Chamber of Com-  
merce:

Sarah—147 tons, cost \$14,000, built at Puget  
Sound in 1861; cost per ton \$95.  
Dreadnought—183 tons, cost \$21,000, built at  
Puget Sound in 1866; cost per ton \$118.  
Yolo—123 tons, cost \$14,300, built at Puget  
Sound in 1861; cost per ton \$116.  
Good Templar—126 tons, cost \$11,800,  
built at Puget Sound in 1867; cost per ton  
\$94.  
Advance—205 tons, cost \$20,000, built at  
Cooz Bay in 1862; cost per ton \$97.  
Hesperian—241 tons, cost 22,500, built at  
Humboldt in 1865; cost per ton \$93.  
See Merrill—148 tons, cost \$19,000, built  
at Nevo in 1866; cost per ton \$128.  
Pacific—148 tons, cost \$18,000, built at  
Umpqua in 1865; cost per ton \$122.  
Mary Cleaveland—122 tons, cost \$12,000,  
built at Umpqua in 1861; cost per ton \$98.  
W. F. Brown—147 tons, cost \$16,000,  
built at Umpqua in 1864; cost \$109.  
Montana—92 tons, cost \$12,000, built at  
Oakland in 1866; cost per ton \$130.  
Blanco—200 tons, cost \$15,000, built at  
Cooz Bay in 1861; cost per ton \$75.  
Occident—297 tons, cost \$23,000, built at  
Cooz Bay in 1865; cost per ton \$75.  
Arago—186 tons, cost \$13,000, built at  
Cooz Bay in 1859; cost per ton \$70.  
Enterprise—189 tons, cost \$18,000, built at  
Cooz Bay in 1863; cost per ton \$95.  
Melancthon—238 tons, cost \$25,000, built  
at Cooz Bay in 1867; cost per ton \$84.  
This report states:

"It is evident from an inspection of this  
that small vessels have been and are being  
built on our coast good enough to rate as well  
as the average of similar eastern-built ves-  
sels, and furthermore, they can be constructed  
here at a cost in gold no greater than the  
present gold cost in New York. This may seem  
to be a startling statement, but it will be  
seen from the letter of Henry Steers that the  
present cost of building vessels of one  
hundred tons in New York is \$115 currency,  
or \$82 80 gold. Now, for vessels, Occident,  
Arago, Melancthon and Blanco, cost respect-  
ively only \$77, \$70 \$84 and \$75 in gold per  
ton."

In regard to our ship timbers this same re-  
port says:  
"RED AND YELLOW FIR.—These trees,  
which constitute about one half of the dense  
growth of timber of Oregon and Washington  
Territory, have become celebrated throughout  
the world for their magnificent proportions  
and the serviceable quality of spars and lum-  
ber supplied from them. They frequently  
furnish sticks one hundred and fifty feet long  
eighteen by eighteen and even twenty-four  
by twenty-four inches square, without a par-  
ticle of sap, without a rent or check, perfect-  
ly sound and straight. Planks from this  
timber sixty and ninety feet long are readily  
obtained." \* \* \* \* "As to the strength of  
these timbers, many mechanics think it  
fully equal to that of eastern white oak.

This timber can be furnished at our mills  
on Puget sound in exhaustless quantities at  
ten to twelve dollars per thousand feet. We  
also have many other valuable timbers for  
ship building, such as tide-land spruce, yel-  
low cedar, white cedar and laurel. The west-  
ern section of Washington Territory, be-  
tween the ocean and the Cascade mountains,  
is about three hundred and fifty miles in  
length from north to south, with an average  
width of about one hundred miles from east  
to west, and contains more than eleven mil-  
lion acres, being as large as the States of  
Massachusetts and New Hampshire, and  
there is nothing that would do so much for  
the settlement of those vast tracts of land as  
the building of this road. It would not only  
assist in developing the agricultural resources  
of our Territory, but it would stimulate our  
commercial and manufacturing interests, and  
assist to bring into use the magnificent water  
power of our Territory, equal in extent to all  
the water power of New England.

The building of this railroad is also very  
important in a military point of view. It  
will at once be seen how valuable as a means  
of communication this line would become in  
case of a war with any maritime Power, es-  
pecially in a war with England. Such a  
war I trust may never come, but our Govern-  
ment should wisely provide in time of peace  
for all such exigencies which cannot be fore-  
seen, but which may at any time be precipi-  
tated upon us.

It is also one link in that line of railroads  
which is to connect the great lakes with the  
waters of the Pacific at Puget Sound. In  
this respect its importance should not be over-  
looked, and cannot be overestimated. As  
has already been seen it connects with the  
Columbia, whose navigable waters reach far  
into the interior of the continent, therefore  
assisting in the construction of that next  
great national work, the building of the  
Northern Pacific railroad, connecting that  
road as well as with the Union Pacific—those  
two great iron arteries which are destined to  
carry the travel and the commerce of the two  
hemispheres across our continent. Accord-  
ing to the report of the Commissioner of the  
General Land Office for 1867, Congress by  
different enactments have granted land in aid  
of railroad enterprises in different States, as  
follows:

Illinois.....	2,595,053
Mississippi.....	2,062,240
Alabama.....	3,729,130
Louisiana.....	2,360,114
Arkansas.....	1,578,720
Missouri.....	4,804,271
California.....	3,745,160
Iowa.....	6,751,207
Michigan.....	5,327,930
Wisconsin.....	5,378,360
Minnesota.....	7,783,402
Kansas.....	7,753,000

California.....	3,720,000
Pacific railroads "estimated".....	57,588,578
WAGON ROADS.....	124,000,000
Wisconsin.....	250,000
Michigan.....	1,718,613
Oregon.....	1,256,800
Total number of acres.....	184,813,901

Of these one hundred and eighty-four mil-  
lion eight hundred and thirteen thousand nine  
hundred and ninety-one acres of land granted  
to aid in building different lines of railroad  
but twenty-one million five hundred and sixty  
one thousand six hundred and fifty-four acres  
have been certified under these grants. All  
the balance is to be certified to after the con-  
ditions upon which the grants are made to the  
different companies are complied with. The  
regret is not that the Government has parted  
with this magnificent domain to encourage  
those different railroad enterprises, but that it  
had not been done twenty years sooner.

We have to-day in the United States not  
less than thirty-seven thousand miles of rail-  
roads in complete running order, the cost of  
which is estimated at \$1,855,000,000. In ad-  
dition to this, there are, by estimates, seven-  
teen thousand six hundred and eighty-five  
miles of railroad in process of construction.  
Had all these grants of land been made twenty  
years ago, and were these seventeen thou-  
sand miles of projected railroads now in pro-  
cess of construction an accomplished fact,  
will any gentleman assert here or elsewhere  
that our Government or our country would  
have been the poorer for having given these  
lands to aid in building these railways? I  
think not: for every acre of land brought un-  
der cultivation, and which, from improved  
means put upon it is increased in value from  
one dollar and a quarter an acre to two, five  
or ten dollars an acre, is so much added to  
the permanent wealth of the nation.

Take as an example the country of Walla  
Walla, in my own Territory; twelve years  
ago there was not a dozen settlers in that  
county. The white population is now be-  
tween five and six thousand. Walla Walla  
county will pay to our Government this fiscal  
year of 1868 not less than \$50,000 internal  
revenue tax alone. Had these projected lines  
of railroad been completed ten years ago my  
Territory, instead of a white population of  
less than forty thousand, as it now has, would  
have had four hundred thousand and where  
we now contribute but one dollar toward the  
expenses of our Government we should con-  
tribute ten. And what is true of Washington  
Territory is equally true of all the other Ter-  
ritories; it is especially true of Idaho and  
Montana. Had these projected railroads  
been built ten years ago the standing army  
that it is now necessary to keep on the  
"Plains" at an annual cost of, perhaps,  
\$20,000,000, to hold in check a few roving  
bands of Indians, who traverse the "Plains"  
from New Mexico to British Columbia, would  
no longer be needed. For before the advanc-  
ing tide of civilization the Indian and the  
buffalo will disappear together. By the  
building of these railroads the expense of  
the Government is greatly lessened, while its  
resources are greatly increased.

If there is any thing that will give new life  
and vigor to our commercial and manufactur-  
ing towns and cities if there is anything that  
will lessen the present burden of taxation  
that will assist us in the payment of our  
enormous national debt, it is the completion  
of our present projected lines of railroads,  
and by extending them in every direction.  
To accomplish this it is only necessary that  
Congress should pursue the same liberal pol-  
icy which it inaugurated a few years since,  
and which has already accomplished so much.

Less than thirty years ago almost all our  
vast empire west of the Mississippi, and much  
of that on this side, was as wild and as un-  
known as the country between the Pacific  
ocean and the Cascade mountains and north  
of the Columbia river now is. Our Govern-  
ment has generously and wisely extended its  
protection and its aid to the pioneer and set-  
tlers, and those vast prairies, so recently but  
unknown solitudes, are now the home of mil-  
lions of free and happy people. And let me  
say just here that the men who ask this char-  
ter and this grant of land will, if they obtain  
it, build this road. Every one of these gen-  
tlemen named in this bill as incorporators live  
in Washington Territory, men who have made  
that their home, and who are now actively  
engaged in all the enterprises carried on  
there. So far there has never been an acre  
of land granted by the Government to the  
people of Washington Territory in building  
any road of any description. We ask this  
not of money or of bonds but of land, fully  
believing and expecting that it will be given us.

And let me remind the gentlemen on this  
floor that the people who ask this still regard  
themselves as your constituents. They have  
left their old homes in New England, New  
York, Pennsylvania, Ohio, Illinois, Indiana,  
Kentucky, Tennessee, Missouri, and all the  
other States, and have made their new homes  
in what was till recently the most northern  
and western portion of this Union. But they  
have not forgotten their old friends or their  
old homes; they appeal to you to aid them in  
this enterprise; to extend to them the same

assistance that you have heretofore given to  
other States and Territories; and they do not  
believe that Congress will refuse or withhold  
its aid in building this railroad when its im-  
portance to our Territory is appreciated or  
understood.

Washington Territory has asked but little  
and has received but little from the General  
Government; heretofore our claims for assist-  
ance have been almost entirely overlooked  
and disregarded. The oldest Territory, or  
the oldest but one, in the United States, we  
feel that we have not received that consid-  
eration from the General Government to which  
we are justly entitled. Of this, however, we  
do not complain. We understand and appre-  
ciate the sacrifices that our Government has  
had to make during the last seven years for  
its very existence. And we do not now for-  
get the enormous debt that still hangs over  
us, or the heavy taxation to which the people  
of this country are now subjected. Therefore  
the people of my Territory only ask that  
Congress will extend such aid to us as will  
enable us to develop the resources of our Ter-  
ritory, that we may fairly start in that en-  
reer of prosperity which lies before us. No  
State or Territory in this Union has a brighter  
future than has Washington Territory. It  
possesses within itself more of the elements  
of future wealth and greatness than any State  
or Territory in the Union. Its mild and  
healthy climate, its productive and fertile  
soil, its magnificent forests, its immense beds  
of coal, its known mineral wealth, its sum-  
mer bays and harbors, with the Columbia river  
running through the Territory from north to  
south, and then along its southern boundary  
for four hundred miles, which is navigable  
with its branches for a thousand miles; with  
three hundred miles fronting on the Pacific  
ocean, with two good harbors, Shoal Water  
Bay and Gray's Harbor, between the mouth  
of the Columbia river and the straits of Flax;  
all this points with unerring certainty to  
future wealth and greatness. With the com-  
pletion of the Northern Pacific Railroad our  
Territory becomes a central point on the map  
of the world, and on the shores of Puget  
Sound will rise a city, which will not only  
contend with San Francisco for the com-  
merce of the Pacific, but

desire to become one of the great  
mercantile centers of the world, halfway from  
Western Europe to Eastern Asia. Harder  
than San Francisco to New York by five hun-  
dred miles, and nearer by seven hundred  
miles to Yokohama and Hong Kong than San  
Francisco, what shall prevent its growth.  
If the progress of our Territory heretofore  
has been slow, it is only for the lack of what  
this under consideration is intended to supply  
at least in part, by furnishing one line of  
communication from the Columbia river to  
Puget Sound.

The bill and amendments were referred to  
the Committee on Public Lands.  
Mr. Washburn, of Illinois, moved to re-  
consider the vote by which the bill and  
amendments were referred to the Committee  
on Public Lands; and also moved that the  
motion to reconsider be laid on the table.  
The latter motion was agreed to.

### The Dead Alive.

A week or so ago, the wife of a very re-  
spectable mechanic, residing on Twelfth  
street, in this city died after a short ill-  
ness and the usual arrangements were made  
for the funeral services. One of the city  
undertakers, at the request of the husband,  
provided a very handsome coffin for the de-  
ceased into which the lifeless remains were  
placed, and they were permitted to remain  
in the room. During the ensuing night,  
however, one of the watchers, who had heard  
and read of reports of cases of suspended  
animation, and being imbued with a curiosity  
in the premises, decided to ascertain for  
herself whether there was any probability of  
truth in such reports.

A favorable opportunity presented itself  
for the fulfillment of her wishes, and hav-  
ing satisfied herself that she was alone with  
the corpse she procured a small looking glass  
and laid it upon the face of the deceased. To  
her great surprise there appeared evidences  
of breathing upon the face of the glass,  
and she resolved, for fear of deception,  
to make another test, with another glass. The  
operation being repeated, the same signs were  
manifested, and she revealed her discoveries  
to the other watchers. Each in turn tried  
the glass, and each had the satisfaction of ob-  
serving precisely what the first had.

Of course in the morning the whole af-  
fair was discussed with the family of the  
deceased, and it then occurred that a long  
time ago, a young man, a member of the  
woman's family, had died, and previous to  
the burial the corpse had actually risen  
over upon one side, showed signs of life,  
and the case was declared to be a case of  
suspended animation by the best medical  
testimony that could be produced. Under all  
these circumstances, it was by the husband  
deemed advisable to postpone the funeral  
ceremonies and accordingly notice was given  
that the interment would not take place  
at the time previously announced. The  
corpse was left in the coffin several days  
and upon the fifth day after the supposed  
death signs of life were so numerous that  
the body was removed to a bed, where it  
gradually became warmer, and finally its  
previous deadly expression forever is dis-  
tinguished. The ensuing day the woman opened  
her eyes, spoke on the third, and she  
is now in a fair way of recovery. Three  
well-known medical gentlemen are now en-  
gaged in examining this case thoroughly,  
and when their labors are completed they  
promised their written opinions concerning  
the affair.—Detroit Tribune.—

AGENTS FOR THE REGISTER:

G. P. FLETCHER, San Francisco; JAMES JOYCE, Walla Walla; H. H. HUNTER, St. Helena; R. S. PORTER, Olympia; J. W. BELLASAP, Seattle; S. H. H. HUNTER, Seattle.

PARTY POLITICS.

Say what we may, men are gregarious. The social element is largely implanted in the race, and the family is numerous associations—Religious, Theological, Benevolent and Political. It is not enough that men be well disposed merely; to make that good disposition felt, they must also be well informed.

If there ever was a time in the history of our country when men were excusable for not giving their best thoughts to its political condition that time has past, and it behooves all American citizens to look well to the fundamental doctrines as well as actual practices of the parties of our nation.

The problem of man's capacity for self-government is not yet fully solved—that result is fast approaching in our country. May Heaven direct our people in the right way!

In the present state of society, can be accomplished only by means of a good and well sustained system of Common Schools. Our people, we think, both Republicans and Democrats, take quite too little interest in this matter.

A Suggestion.

Isolation is not the law of man's nature. He must and will associate with his fellows. As Agriculture stands at the foundation of all communities its perfection is of the utmost importance in all countries, and ought to receive the attention and encouragement of good men everywhere.

I think this subject has been neglected long enough—too long, in fact, for our own good, and would therefore suggest that the preliminary steps be taken as soon as convenient for the organization of an Agricultural Society for Clarke County.

An Eastern exchange contains the following for the truth of which we are unprepared to vouch:

Mr. Mercer, whose scheme for colonizing the Pacific coast with unmarried women from the Eastern States attracted to much attention and which was supposed to have ended in an ignominious failure two years ago, did, it seems, after all, succeed in taking out two hundred women to Washington Territory.

Education.

The idea of an American institution of learning is to make the citizen for the state, who shall so protect it and direct its affairs that it shall remain to the citizen the fittest and most perfect enjoyment of all the blessings of this life.

An education in its widest sense does not consist in storing the mind with facts of history and science or in dissecting the parts of a Greek verb. The student may complete a full course of study, pass a satisfactory examination, and acquire himself with honor both to his friends and his alma mater and yet be an uneducated man.

Our Colleges and Seminaries do not make what are called practical men,—men as soon as they are sent forth from classic halls who are skilled in the business relations of life.

The course of study should be such as to secure the broadest and deepest culture. In order to reach this object a variety of studies should belong to a course. It is a mistaken notion that the student who has chosen a particular profession must pursue only the studies immediately related to that profession.

Let us have an answer from some one in authority. A noble Democratic trick has been detected in Pennsylvania. In the course of an investigation in the election of a member of the State Legislature, it came out that in Luzerne and neighboring counties, forged naturalization certificates had been issued by the thousand, for the benefit of the Democracy.

Query.

To the Editors of the Register: I promised you more alkali in regard to the "Murdal of the Packers." Now, if the Ordinance of this agricultural city is good, why in the name of common sense do they not enforce it on all people alike.

We Bar too Much.—The editor of the New York Mail, in an article headed "We Bar too Much," says he has tried the half food system and does better on it. He advises those who are wasting their energies in getting rid of twice as much food as nature requires, to try it, and they will be surprised at the new life, vigor and elasticity which follows.

NEW OREGONIAN HOTEL.

Portland, June 8th 1868.

Owing to the various stories in circulation at and about the city of Vancouver, (my late home), in reference to my arrest in this city on the second of June, I think it due to myself and my friends, to ask you to insert a brief statement of facts.

In a Justice Court, before S. A. Moreland, a Justice of the Peace. The State of Oregon, vs. Peter Runey.

Peter Runey is accused by this complaint of the crime of illegal voting.

I John G. Castle being first sworn say that the foregoing complaint is true as I verily believe. (Signed) J. G. CASTLE.

Central Portland Precinct, ss. I hereby certify that the foregoing is a full true and correct copy of the original complaint and verifications in the within entitled action as the same appears on file, in my custody.

Given under my hand this 8th day of June, A. D. 1868. S. A. MORELAND, Justice of the Peace of said Precinct.

Now, I do not for a moment believe that that Castle knew every material statement of that complaint to be false; if he did not, he certainly did his own reputation a great injustice. But I insist, and no one here, conversant with the circumstances of my arrest, but what is fully satisfied, that the only object of making that complaint, was to procure my imprisonment for the time being, so that he and his compatriots could exercise the right of suffrage with impunity.

The undersigned is seeking to obtain fifty subscribers for the New York Tribune. It comes to clubs of that number or upwards, at one dollar in currency. I am sure that the same amount of reading matter cannot be obtained anywhere else in the United States for that money.

The fact is, one of the great needs, if not the greatest of Clarke county, is settlers; men to clear the forests and subdue the soil. Our religious, educational, social and pecuniary interests would be greatly enhanced thereby.

LAUGHTER.—Fun ought to be cherished and encouraged by all lawful means. People never plot mischief when they are merry. Laughter is an enemy to malice, a foe to scandal, a friend to every virtue and a brightener of the intellect.

INDUSTRIES BEAUTY.

The belle of Portland does the cooking for herself and mother, and in the afternoon drives out with the finest span of horses in town, thinking it an honor to be able to prepare a meal of victuals.

On the 26th the Indians stole some horses in Baker County and were pursued by a dozen men who were fired on from ambush and one killed and another wounded.

A smart rascal, G. G. Richardson, lately disappeared from Walla Walla, owing \$15,000 which he had obtained from credulous persons by various "confidence" dodges.

The Boise Statesman, publishes a list of subscribers in that city to the Portland and Boise City Telegraph. Up to the date (the 26th) it amounts to \$3,675.

The Columbia has been raising rapidly but steadily during the past two weeks, but it got several feet below its level this time last year.

There was lately a storm at Unat'la of sufficient violence to break windows and seriously demoralize wooden houses.

Some have supposed that we are entering upon a change of seasons, and the rather appalling theory has been broached that the poles are changing position, and that the earth is to swap places with the moon.

The following is from the New York Sun. Mr. Dana, the editor, was with General Grant in the field nearly two years, and knows whereof he writes:

General Grant has been accused of intemperance. The copperheads fight him with talk about his alleged bad habit, just as the rebels fought him with powder and ball in war; but the case is set right in a little speech which the Hon. W. E. Dodge made on Thursday evening.

Mr. DeLeon, in one of his letters to the New York Citizen on the secret diplomatic history of the Southern Confederacy, states that Sir Henry de Broughton, one of the wealthiest baronets of England, contributed in all over £200,000 to the Confederate cause, and that he held at the close not far from one-tenth of the whole Confederate cotton loan.

Paris, June 8.—The Standard in an article on the action of the Austrian House of Deputies, concerning the national debt, advises the Reichsrath not to adopt the proposed tax on coupons.

WASHINGTON, JUNE 8.

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The bill to admit North Carolina, South Carolina, Georgia, Louisiana, and Florida, was taken up the question being on the amendment of Wilson to include Alabama. An extended debate followed.

Morton gave notice that when in order he will move to insert additional provisions; first making it the duty of officers commanding in districts, to allow all officers elected under the constitution and not disqualified to be installed within 120 days after their election.

Resolved, That in the judgment of the House, the bonds and securities issued by the United States and which are exempt by law from State and municipal taxation, ought to be taxed for national purposes in an amount substantially equal to the average tax imposed on the several States for local purposes in such manner as may substantially equalize taxation, the tax to be deducted from the coupons as they become due, and that the committee on Ways and Means be instructed to report a bill for the purposes above specified.

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