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TERMS.

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POLITICAL.

THE TARIFF—SPECIFIC DUTIES.

The President, at the opening of the present session, recommended an amendment to the tariff of '46, with a view to extend adequate protection to all branches of American industry.

The great difficulty with that tariff consisted in the fact that all the duties are arranged on ad valorem principles.

In this respect that bill is unprecedented in the history of the country. In every instance, from the foundation of the Republic to this day, the duties have been made more or less specific.

The general rule has been, that the duty, on any given article, should be specific, and the ad valorem principle has been admitted only where from the nature of the article, the former was inapplicable or unattainable.

The modern practice, throughout the world, with the exception of our own country, is specific in reference to imports. All enlightened European nations practice accordingly.

It may be asked, what are specific duties—what ad valorem?

A specific duty is some precise sum which any measure of quantity or value is bound to pay.

An ad valorem duty is a certain per centage on the cost of the article in the country from which it is imported. The importing party produces his own invoice, and on making oath thereto, the amount he has to pay is ascertained by his own testimony and by calculation, in conformity with the rule laid down by the act of Congress.

Here—as it must appear to any discerning man—is not only a great chance, but a great temptation for fraud.

But we will try to argue this question as it ought to be argued always—that is, by itself.

There are great and natural objections to the ad valorem system. What are they? In the first place, the amount of duty to be paid is always uncertain and indefinite. It fluctuates from month to month—from year to year, dependent upon the ever-varying state of trade at home and abroad.

Moreover, an ad valorem duty never is and never can be collected in full. This is proved by all experience. The temptation to understate the value or cost of goods imported, in invoices, is too often irresistible.

Under this system the dishonest and fraudulent importer has a great pecuniary advantage over the scrupulous, upright and just. It operates as a premium and a reproach—the former, to others to come and prey upon us, and the latter to ourselves. More than that, it gives undue advantage to foreigners engaged in importing, for these reasons. In the first place, they are more scrupulous; and in the next, they have greater facilities for perpetrating fraud than the American merchant. The foreign houses in this country are usually connected with manufacturers in Europe, and more or less immediately are interested or identified with them.

Generally manufacturer and importer are part and parcel together. The importers make no purchase, but merely have their own property consigned to themselves, and invoice them as they please—swear to their invoices, and many of them dodge the revenue in every way they can, and usually get their goods through at a much lower rate than any American merchant, who had bought the same goods in any market in the world, possibly could.

This ad valorem system also makes a distinction between different ports and different parts of our Union. If, for instance, at one custom-house, the officers be rigid and severe, a higher rate of duty will be paid; if at another they be lax or inattentive, a lower rate.

The temptation to liberal indulgence, on the part of custom-house officers who desire to favor the trade of their own port, will often prove irresistible.

The practical operation of this particular kind of duties, moreover, is in contradiction, and ever will be, to our fundamental law, which stipulates and requires that duties should be uniform throughout the country. They are not, and never can be under such a system.

More than all this, it operates against our own country in another respect, and that is necessarily inevitably to prostrate our own domestic industry for the higher the rate is in a foreign country the less protection is wanted—the lower, the more; so that where a high duty is really required to sustain any branch of our own production, a low one is always collected; and when a low duty will answer the purpose, a high one is gathered. As long as we have this state of things, all who are engaged in mechanical enterprise will be involved in profound uncertainty in relation to the future. They never can know whether their products in the American market will be sustained by a high duty or crushed by a low one. Under this tariff we have to compete with the refuse goods and surplus products of all the workshops of Europe. This is a positive source of evil to our country, and should be hastened to be remedied. The foreign manufacturer, after a profitable season in Europe, will find a surplus of the shape of unsold goods, remaining in his warehouses. He will sell his profits, and his

surplus is reckoned a part of them; at any rate, he regards them as clear gain; therefore he can very well afford to push them into any market. If he can help his next year's business by so doing, all the better—yes, even though he sacrifice the whole. He will not throw them on his own domestic market, for that would deteriorate prices and depress his business for the succeeding twelve months. Sooner than do that, he will ship them, and, as long as the tariff of '46 is in existence, ship them to this country, in preference to all others, get them passed through the customs with his own prices, and sell them for what they will bring in auction houses, or any where else.

There is an immoral tendency in this system, not only as we have endeavored to indicate, but in another respect—it brings the ingenious, intelligent and upright mechanics of the United States into degrading competition with the poor operatives of Europe. The foreigner has the advantages of labor, at starvation prices, cheap capital, and ample resources.

Hence, the effect of ad valorem duties is to enervate, most intimately, young America, in all her freshness and vigor, with superannuated Europe—to make us play the part of mere colonies, and to feel the yoke our forefathers would not—and to fear, in all our productive resources and our firmness, every throb of distress and emasculation that may affect her. We have not, at any time, doubted but that the tariff of '46 would ultimately prove highly injurious to this country.—*Republic.*

FROM THE MOBILE ADVERTISER.

LANGDON ON THE PROVISION.

It is well known that under the administration of Mr. Polk, the Wilnot Provision was attached to the Oregon bill, passed into a law by Southern Democratic votes, and approved by President Polk. The principle of the proviso was first sanctioned by a Democratic Congress and approved by a Southern Democratic President. We have also the authority of the Hon. Barclay Martin, then the representative in Congress from Mr. Polk's district in Tennessee, that the President deemed the proviso constitutional, or, to use his own language: "Mr. Polk could not have signed that bill unless he believed the proviso constitutional." Mr. Van Buren also, as the head of the Free Soil faction, exulted over this act of President Polk, as a concession of the whole principle. Mr. Calhoun, too, in his published reply to Col. Benton's famous speech at Jefferson city, distinctly stated that this act of Mr. Polk's was the first constitutional surrender of the rights of the South. Did the special guardians of Southern rights, who are now so noisy for resistance, sound the alarm on that occasion? Did they talk about resistance and threatened disunion? No—not a word did we hear in denunciation of Mr. Polk. All were as quiet and submissive as lambs. Not a word of censure was heard; not a breath of rebuke was uttered. The act was done by a Democratic Congress and sanctioned by a Southern Democratic President, and of course was "all right!" And it would have continued "all right!" with these superlative patriots had Gen. Cass been elected President instead of Gen. Taylor. But, as soon as it is ascertained that Taylor is elected—a Southern planter and a large slaveholder—these devoted friends of the South become terribly alarmed for the safety of our "peculiar institution!" They fear President Taylor will do what Mr. Polk actually did! They who were quiet submissionists at the absolute enactment of the Wilnot proviso under Mr. Polk, became rampant rebellionists in anticipation of the possibility that such a thing may be done under Gen. Taylor. They are for resistance now at all hazards, because they fear President Taylor will do the very thing which they submitted to and tacitly approved in President Polk! They "swear terribly" and are ready to dissolve the Union in advance. And these are the men who set themselves up as the exclusive friends of the South, the peculiar champions of Southern rights, and the only vigilant sentinels on the Southern watch-tower! If they are sincere in their professions, why did they not sound the alarm when the proviso became a law by the solemn official sanction of President Polk? Why did they not call a Southern Convention and organize the South into united and concerted resistance? Why did they not raise the bloody standard of rebellion and threaten a dissolution of the Union? Tell me, not the Wilnot proviso was nothing but an abstraction when applied to Oregon—that it could have no practical effect, because slavery could never exist there. It is equally an abstraction in the case of California, New Mexico and Utah.—It was contended by Mr. Polk, Mr. Buchanan, Mr. Cass and Mr. Walker, and universally conceded to be true, that slavery could never go there. But admit the reverse—it is principle for which the South is contending, and that was yielded by Mr. Polk. We maintain that the Wilnot proviso is unconstitutional, as well as grossly invading to the South. The constitutionality of the proviso was admitted, and the insult sanctioned by Mr. Polk, when he signed his name to the Oregon bill with the Wilnot proviso therein. And that fatal act—establishing a precedent for future insult and aggression, was submitted to without a murmur of disapprobation by those very peculiar champions of the South who are now engaged in hurling anathemas at Gen. Taylor for fear he will follow the precedent established by Mr. Polk! What inconsistency!

Again, in regard to California. The territory was acquired under the Democratic administration of Mr. Polk, contrary to the wishes and in spite of the opposition of the Whig party. We contended that the acquisition of that territory would be highly detrimental to the interests of the South. We warned the people of the South that the territory would inevitably be free, that slavery would never go there, and that the effect would be, an openly

contended by the Democracy of the North, to surround the South with a cordon of free States," dangerous to our institutions and prejudicial to our rights. But, in spite of our warnings and remonstrances, the territory was acquired, amid the plaudits of the very men who now talk of fighting because slavery, (as we predicted) will not be permitted there. After the acquisition of the territory, the first act of Mr. Polk's administration was, to send a military colony of Democrats from the free States, under the command of a distinguished Democratic politician of New York, on condition, that they should remain there to lay the foundation for a new State. And here let me remark: suppose a Whig administration had taken such special pains to send out a band of Free-soilers to people this new territory, would not these noisy champion of the South have instantly sounded the alarm, and been ready for resistance, rebellion, secession? Rely upon it, we should never have heard the last of the "outrage upon the rights of the South!" But having been done by Mr. Polk, it was "ALL RIGHT!"

Well, the Democratic colony of Free-soilers sent out by Mr. Polk, arrived at California in safety. A military government was formed, and emigration to the land of gold was rapid. A civil government was demanded, and then the slavery question began to present itself. Mr. Polk's policy was, to encourage emigration, and to avoid the proviso, let the people form at once a State government, establishing or prohibiting slavery as the people themselves might choose, and admit California at once into the Union. This was the policy of Mr. Polk, and it was adopted by Gen. Taylor when he came to administer the government. The Democratic policy—the Southern policy—then was non-intervention. The President advocated it, so did Gen. Cass, so did Mr. Calhoun, and it was recommended and sanctioned by Democratic conventions of the people and democratic meetings throughout the entire South. The people of California accordingly formed a State Constitution, and as they thought they had a right to do, and as every body knew they would do—prohibited slavery. The people adopted the constitution, elected two representatives and two Senators to Congress and sent their constitution to Congress praying for admission into the Union.—And now, the very Southern men who encouraged and advised the course she has pursued, who urged the non-intervention policy, are threatening to dissolve the Union if California is admitted! The word never before witnessed a parallel case of inconsistency.

THE ADMINISTRATION.

It is a trite, though not less true remark, that prejudice with its jaundiced eye, ever prevents justice being done those in authority. Power always has its enemies. If exercised for good, it is found among the evil minded. This truth has been strikingly illustrated in the system of tactics adopted by the opponents of President Taylor. Nothing that he has done, recommended, or even expressed a wish should be done, in the administration of the government, appears to have met with their approbation. "Incompetent, incompetent," is echoed from one Democratic paper to another. Idle and ridiculous reports are eagerly caught up and heralded forth to aid in this unrighteous cause. If they cannot reach him personally, he is represented as the tool of his Cabinet, and the full vents of their wrath are poured out on him through them. When the slanders have been deemed worthy of notice, and contradicted, seldom has even a correction found a place in these self righteous Democratic prints; or if noticed, it has been done in any other than a fair and manly spirit. The attempt has been made by those once themselves in power, charged with their present defeat, to destroy, if possible, the confidence the people have in the virtue and integrity of purpose which has ever characterized Gen. Taylor. We have unshaken confidence that the President will heartily co-operate with Congress in the carrying out any Constitutional measure, as he has always said he would, by which peace and good feeling may be restored—conflicting opinions reconciled, and the government administered justly. Washington himself, it will be recollected, had reversers. Still his course was onward, and his sun did not set in darkness. So we hope with Gen. Taylor. The clouds that now obscure the political horizon, will, we trust, pass away, and our Union will realize the benefit of having at the helm of government, one in whom "wisdom, justice and moderation," are combined.—*Southern Recorder.*

ENGLAND, FRANCE, AND RUSSIA.

A serious difficulty has arisen between France, Russia, and England, relative to the Greek quarrel with England, and the Ministers of Russia and France have been recalled on this account from London. Wilmer & Smith's Times says:

"The worst feature of this ugly business relates to the proceedings in the National Assembly on Thursday, where the announcement by the Foreign Secretary that he had recalled Mr. Broun de l'Hay, because of the insult England had put upon France, produced the greatest possible excitement and delight, followed by cries of 'bravo!' and the clapping of hands, and other demonstrations, which showed how palatable the act was to the National Assembly. In this unseemly manifestation, the leading men of all parties in the Assembly are said to have joined.

It is difficult to say, in the present position of Louis Napoleon what part his necessities may compel him to act. The question will be speedily and amicably settled, if the vindication of French honor be his object. But if ulterior ends are to be attempted, a quarrel arising out of circumstances which themselves trivial, may lead to results which are fearful to contemplate. We would do little with hope, and not without fear."

MR. WEBSTER AND THE ABOLITIONISTS.

Mr. Webster is acting up to his motto, "I take no step backwards." In fact, instead of retreating, he resembles Old Zach, who, when advised by the late administration to fall back to Monterey, advanced to Buena Vista. A letter having been written to Mr. Webster by the citizens of Newburyport, Mass., expressing the admiration of its signers of his great speech, in the Senate, Mr. Webster replies in one of his strong and impressive letters, in the course of which, he administers a few telling blows, which knock the very breath out of the body of abolitionists. He walks over Horace Mann as an elephant would walk over a frog, treading upon it with a sort of regret for the necessity which threw so small an animal beneath the weight of his ponderous foot.—*Rich. Republican.*

A PERFECT CALM.

Those who attend the halls of Congress, and hear the passions torn to tatters, would be apt to take up the idea that the whole nation was in a state of agitation and turmoil, and that the Union was every moment in danger of falling to pieces. There never was a greater mistake. The "mighty heart" that beat so valiantly at Washington is not able to make the public pulse in the country quiver in the slightest degree. The people are "calm as a summer morning," and intend to remain so. They are neither agitated nor alarmed at the mimic warfare going on in Congress.—*Winchester (Va.) Republican.*

THE SOUTHERN ORGAN.

Mr. De Leon, of the Columbia (S. C.) Telescope, it is said, has been tendered the position of associate editor of the Southern Organ, to be established at Washington. He is now there making his arrangements.

We do not see that the project of establishing an oracle of this kind meets with very general favor at the South. The Savannah Georgian says of it:

"A very singular movement is contemplated in Washington, by members of Congress who, after losing all the advantages which might a few years since have been secured, had they been true to the South, they are now disposed to make up. This project is the establishment of a purely southern paper in Washington. It is to be conducted irrespective of party, and to advocate the rights of the South simply, in opposition to the encroachments of our northern brethren.

"We have received an address upon the subject, signed by a number of southern members of Congress. We recognize among them some of the very individuals, who, for party purposes, have heretofore done everything in their power to defeat an amicable settlement of the southern question. We will particularize Mr. Clingman, of North Carolina, and Mr. Toombs, of Georgia. The latter, with Mr. Stephens, of our State, by their opposition, defeated Mr. Clayton's compromise bill, which would have effectually and permanently settled the slavery question for all time to come. Mr. Toombs, too, appears as one of the committee who reported the address to the southern people.

"We have no hesitation in saying that we have no confidence whatever in the proposed arrangement. It is worse than idle to expect a union in the South upon the question of slavery, disconnected with politics. The result of the votes polled in the election of Delegates to the Nashville Convention, *et. cetera*, is sufficient evidence of this, and we could easily add other facts which would as clearly prove it.

It is not astonishing to notice this movement on the part of whigs, and we can view it in no other light than a whig movement. We are really surprised that our democratic friends could not see through it, intended as it no doubt is, to divide and distract the democratic party and give to the whigs the ascendancy in the South.

We see no reason for the establishment of a southern paper at Washington to advocate the rights of the South, while there are a number of southern presses, which take every occasion to abuse and ridicule every effort made by our citizens to sustain their rights and interests. These papers too, are well supported by the southern whigs.—Let them grow down all such movements on the part of the southern press in Washington city.—We are not disposed to be invidious in these remarks, but we could name several papers amongst us whose circulation is very extensive to whom they properly apply.

We repeat—Let those members of Congress, and others, who appear so anxious to establish a Southern paper at Washington city, attend to their papers at home. Get them right, and keep them so—doff the garb and action of the demagogue—forget party—attend to the interests of the South—they will do a better business for themselves, their constituents, and their country, than they will ever accomplish by the establishment of a Southern paper at Washington.

Mr. Clingman, the mover of the resolution, comes from the mountains of North Carolina, and has heretofore been considered fishy on the slavery question. Mr. Toombs' recent letter to Gov. Towns, smacks strongly of indisposition to sustain the rights of the South. We say, and we believe it, when we express it as our opinion, that Toombs, Stephens and Clingman, and others, have done as much to impair and injure the rights of the slaveholder, as the veriest free soiler or abolitionists in the country.

WASHINGTON, May 26—6 P. M.

Mr. Letcher has been confirmed as Minister to Mexico. The abolitionists are at work here. Last night three domestic in the family of the Hon. Wm. Caloach, of S. C. were spirited away. About twenty slaves have been seized away from this city and neighborhood.

MISCELLANY.

From the Georgia Journal.

Advantages of Plank Roads over Railroads.

1st. Plank Roads are made easily and cheaply constructed than Railroads.

2d. They are more easily kept in repair, and yield a larger and more certain return to the stockholders.

3d. Produce can be carried over them at least 25 per cent. cheaper than on Railroads.

4th. They are particularly adapted to the Southern States, because of the abundance of timber here, and the character of the power used.

5th. They accommodate a larger number of people, because they can be carried almost to every man's door, while Railroads cannot.

6th. They tend to sustain a local population, and build up a home market in every neighborhood which they penetrate.

To these I may add that Plank Roads are better adapted to an agricultural country, because they can be constructed and kept in repair by the planters themselves; and because the planters can own them and manage them so as to make the transient travel pay the expense of carrying their own cotton to market, and also to return a handsome interest besides.

I know, Messrs. Editors, that many of your country readers particularly, look upon every man who advocates the construction of Plank Roads as a brainless visionary. They contend

That the timber will decay so soon in this climate, that the road will be rendered worthless in a few years at most.

2d. That the Roads will be so narrow as to be perfectly useless for all practical purposes, especially where we have negro drivers.

3d. That the planters will not travel upon them in consequence of the tolls charged, but give preference to common roads.

4th. That the country is not sufficiently densely populated to furnish either trade or travel enough to sustain them.

I will answer these objections in order:

1st. It will take no more timber to build a Plank Road than to lay the superstructure of a Railroad; and it will last one-third longer upon the former than on the latter. The objection in regard to the decay of timber therefore, is much stronger against the Railroad than against Plank Roads. The weight is so immense, that to render the former safe for heavily laden cars, timbers have often to be thrown away before they are half-decayed.—This would not be the case with Plank Roads.—In the Northern States the planks used are of hemlock—a soft sappy wood—and yet they last some ten to twelve years. It is but fair to conclude that yellow pine will last as long as the South as the hemlock will at the North. If this be conceded, the question is settled, because, even in the least settled sections of New York, these roads are paying from 25 to 40 per cent. upon the cost of their construction, after laying up a reserved fund sufficient to rebuild them every ten years.

2d. If eight feet be found to be too narrow for these roads at the South, it will be an easy matter in consequence of the abundance of timber, and the loveliness of the country, to increase the width to twelve or even sixteen feet, and will restrict their cost within the sum paid for their construction at the North. Eight feet at the North, where the population is much more dense, is found to be quite ample. The road is so well graded, so well drained and kept in such thorough order, that wagons can turn out at any point with perfect convenience.

3d. That the planters will not pay the tolls to enjoy the benefits of these roads, no sane man can believe. Let us suppose a good road constructed say 65 miles in length. It now requires a 6 horse team nearly four days to haul eight bales of cotton that distance. At 5 dollars per day, the cost of delivering these eight bales would be \$20. By a Plank Road, the same team would deliver 20 bales in two days, or at a cost of \$10. In one case, the hauling costs \$2 50 per bale; in the other only 50 cents per bale. It is plain that the planter or wagoner could afford to pay \$1 per bale toll, and then save \$1 per bale in addition to the saving in wear and tear of wagons and horses. Nothing is pleiner than that men pursue their interest; and planters are just as quick to discover their interest as any other class of men. Can any man doubt that the planters will not gladly pay the tolls and use the road, in preference to the common roads of the country? I think not.

4th. The idea that the country is not densely enough populated to sustain such a road is equally incorrect. The roads themselves will soon supply the necessary degree of population. T. is has been pre-eminently the case with Railroads and Canals. The increased value of property along the Erie Canal was more than sufficient to pay for its construction; and this increase was occasioned by the demand brought about by the influx of population.

NEW LEGAL AUTHORITIES.

In a case which was tried yesterday in one of our justices' courts some rather novel authorities were brought forward by one of the learned counsel:

"The court will observe," said he, "that in the case of *Shylock vs. Antonio*, though judgment was rendered in favor of the plaintiff, yet circumstances prevented the execution which had issued from being carried into effect."

"What case did the court understand the gentleman to refer to?" asked the magistrate slightly puzzled.

"*Shylock vs. Antonio*, 2d Shaks. p. 235, Johnstone's edition. The court will there find the case reported in full." The next authority is of rather more ancient date. It is the case of the King vs. *Shadrach et al.*, 1st Daniel's Reports, p. 158—

The learned counsel went on to apply the cases to that of his client, but whether the court considered the authority sufficient we have not yet learned.
N. O. Picayune.

From the Alta California, April 19.

BACHE, BROWNING AND PEOPLES.

Yesterday most heartfelt sorrow was vined among a numerous circle of friends and acquaintances, by whom their sudden and tragic demise will be felt with almost as much poignancy as in the bosom of their families, far, far away. Lt. Bache, of the U. S. Navy, has been well known here and of his universal admiration of all who had the happiness to be thrown into his society.

According to the account of Capt. Conner, who was one of the Arabian's boat's crew, he died like a hero. While struggling for life he had hold of Capt. C. and they were dragged under water together; as they rose Capt. Conner, said to him, "we will drown together." With a spirit of intrepidity and utter disregard of self—with death staring him in the face—the gallant sailor released his hold and sunk to rise no more.

Lieut. Browning had not been in the country many months, having accompanied the party of Mr. Anderson, by way of the Rio Grande, Chihuahua, and Gila river. He was a gentleman and stood well as an officer in the Navy. We believe he has left a widow and children to lament the spirit of enterprise and adventure, that induced him to visit the shores of the Pacific and meet a watery grave. Mr. John H. Peoples was born in Raleigh, N. C., and was by trade a printer. In 1837, he left his native State and visited New Orleans, La., where he was connected with the Bee and other sterling sheets, both as compositor and ship news reporter. In the ensuing year he visited the Republic of Texas and served as a soldier in the rank of its little army. Subsequently he resumed his stand and ease and stuck to his calling until the breaking out of the Mexican war, and the call for volunteers from General Taylor. The first tap of the drum called him to the service of his country, and in Capt. Head's Company he marched to the seat of war. Stationed at Matamoros, a newspaper was wanted, and Mr. Peoples having obtained a furlough commenced the publication of the first American Newspaper in Mexico. It was called the *Matamoros Flag*, and was conducted with spirit. He obtained his discharge soon after and continued the publication of his paper until General Scott's division commenced operations at Vera Cruz. Disposing of his interest in the Flag he was present at the invasion when the American Eagle supplanted the Mexican upon the battlements of San Juan d'Ulloa and the citadel he commenced the publication of the American Star in Vera Cruz. As the bridling bayonets and the deadly batteries opened the gates of Puebla, Peoples brought up the rear with his powerful weapon—the Press. When the garitas of the city of Mexico were carried, Peoples entered with the Star and recommenced with renewed spirit the publication of his little sheet, which was continued with energy and ability until the evacuation of the country by our army. He then started the *Corpus Christi Star*, which he conducted until the breaking out of the California gold fever. His adventures spirit could not then rest, and he took charge of one of the earliest overland parties, and started to explore a route to El Paso, and thence by way of the Gila to California. The party abandoned their original intention, branched off from Loreno and crossed *Salton de napam*, a sterile desert, destitute of vegetation and water, where they all endured much suffering. They then struck into the better known route through Chihuahua and Sonora to Santa Rosa. Pushing on with cheerfulness, Mr. Peoples arrived with a small portion of his original party at San Diego in the latter part of June of last year, having suffered much from hunger and thirst and being compelled upon several occasions to subsist upon mule meat. *But what it will be recollected, he was dispatched by General Smith with aid to the emigrants and secured therein a hour of great danger and brought them safely in. He entered upon the Trinidad expedition full of confidence and hope which has been blighted by the inscrutable decrees of Providence. Three more valuable citizens than Bache, Browning and Peoples could scarcely have been selected. The other unfortunate men are likewise entitled to our sympathies.*

A telegraphic despatch from Washington to the New York Evening Post, dated May 26 says:

A Cabinet Council has been held to-day, at which it was resolved to hold the Cuban authorities responsible for any treatment the American residents may receive. A special messenger is to be sent out there forthwith from the State Department, to look after the interests of American citizens.

The Old School Presbyterian Assembly has thus far done nothing of particular moment. The Cincinnati Atlas states that upon the calling of the roll of Presbyteries, not more than one-half the whole number were present, especially from the Southern States. The clerk stated that some new Presbyteries had been formed, and the Atlas adds:

The names of three of these remind us of the rapid progress of our country. These were the Presbytery of Nebraska, west of the present organized State; the Presbytery of California; and the Presbytery of Ningpo, in China. Our delegate was present from a Presbytery in Northern India.

The "Asia," one of the new steamers built for the Cunard line, has fairly won the championship of the seas. It left Liverpool at noon on Saturday week, and has accomplished the trip, from port to port, in eight days and seventeen hours; decidedly the shortest time ever made between the two continents. It is, indeed, even in these days of steam and lightning, a power wholly unparalleled.

The learned counsel went on to apply the cases to that of his client, but whether the court considered the authority sufficient we have not yet learned.
N. O. Picayune.