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EDITOR AND PROPRIETOR.

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CONGRESS OF THE U. STATES.

Thirty-Third Congress—First Session.

THURSDAY, JUNE 15, 1854.

SENATE.

CREDENTIALS PRESENTED.

Mr. SUMNER presented the credentials of Hon. JULIUS ROCKWELL, appointed by the governor of the Commonwealth of Massachusetts to fill the vacancy occasioned by the resignation of Hon. EDWARD EVERETT; which were read; and Mr. R. having appeared, the oath prescribed by the constitution was administered to him, and he took his seat in the Senate.

MEMORIALS, PETITIONS, ETC.

Mr. WALKER presented a memorial of residents of the county of Calumet, in Wisconsin, and purchasers of lands lying within the limits of the Stockbridge reservation in that State, praying to be protected in the possession of their lands; which was referred to the Committee on Indian Affairs.

Mr. SEWARD presented a petition of inhabitants of Oneida, New York, praying a reduction of the rates of ocean postage; which was referred to the Committee on the Post Office and Post Roads.

Mr. PEARCE presented the petition of the heirs of John D. Thompson, an officer in the revolutionary army, praying to be allowed the commutation pay and bounty land to which he was entitled for his military services; which was referred to the Committee on Revolutionary Claims.

Mr. DAWSON presented the petition of P. C. Miles, praying to be allowed an increase of pension; which was referred to the Committee on Pensions.

Mr. WELLER presented joint resolutions passed by the legislature of the State of California, in relation to the wreck of the ship Aberdeen; which were referred to the Committee on Commerce.

Mr. W. also presented the memorial of J. Rutherford Worster, and other citizens of San Francisco, California, praying an appropriation for the removal of the wreck of the ship Aberdeen from the harbor of that place; which was referred to the Committee on Commerce.

RESOLUTION ADOPTED.

Mr. SLIDELL submitted the following resolution; which was considered by unanimous consent, and agreed to.

Resolved, That the Committee on the Post Office and Post Roads be instructed to inquire into the expediency of establishing a post-route from Stoney Point to William Allen's, in Livingston parish, Louisiana; from thence, by way of Duncan Blue and Edward Stamp's, to Springfield, in said parish of Livingston; and also a post-route from Baton Rouge, by way of Robert Huston's, in Livingston parish, Coelk post office, the French settlement, and Bayou Barbary post office, to Springfield.

REPORTS FROM COMMITTEES.

Mr. SUMNER, from the Committee on Pensions, submitted adverse reports on the petitions of Josiah Mann and Samuel Crapin; which were ordered to be printed.

Mr. RUSK, from the Committee on the Post Office and Post Roads, reported a joint resolution for the relief of Rebecca J. Burdsall, and asked that it might be immediately put on its passage. It was read the first and second times by unanimous consent, and considered as in committee of the whole; and no amendment being made, it was reported to the Senate, read a third time, and passed.

Mr. SLIDELL, from the Committee on Foreign Relations, reported a bill for the relief of William Duer; which was read a first and second times by unanimous consent, and considered as in committee of the whole.

No amendment being offered, the bill was reported to the Senate, and ordered to be engrossed for its third reading.

By unanimous consent, the bill was subsequently read a third time and passed.

Mr. PEARCE, from the Committee on Finance, to whom was referred the bill to provide for the payment of such creditors of the late republic of Texas as are comprehended in the act of Congress of September 9, 1850, reported back the same with an amendment striking out all after the enacting clause and inserting a substitute.

CHIPPEWA INDIANS.

On motion by Mr. SEBASTIAN, the Senate proceeded to the consideration of the bill from the House of Representatives to provide for the extinguishment of the title of the Chippewa Indians to the lands owned and claimed by them in the Territory of Minnesota and State of Wisconsin, and for their domestication and civilization. Mr. S. gave some explanation of the bill.

Mr. PEARCE regarded the bill as having the effect to introduce the House of Representatives into the treaty-making power.

Mr. WELLER concurred in the view of the senator from Maryland, and did not see how the President of the United States could approve such a bill. In order to afford more time for the examination of the subject, he moved that the further consideration of the bill be postponed until to-morrow.

The motion was agreed to.

RED RIVER RAFT.

Mr. JOHNSON asked and obtained the unanimous consent of the Senate to introduce a joint resolution relating to the raft of Red river; which was read the first and second times by unanimous consent, and considered as in committee of the whole. It repeals the joint resolution "explanatory of the act appropriating money for the removal of the raft of Red river," approved January 7, 1853, and authorizes the Secretary of War to expend the appropriation in reference to that raft in such way and for such purposes as he may approve, having in view the improvement of the navigation of Red river in and around the said raft.

Some debate ensued in relation to the subject; after which, the joint resolution was reported to the Senate without amendment, and ordered to be engrossed for a third reading; and, by unanimous consent, it was read a third time and passed.

LIEUT. MAURY.

On motion by Mr. GWIN, the Senate, as in committee of the whole, resumed the consideration of the joint resolution giving the consent of Congress to the acceptance by Lieut. M. F. Maury, of the navy, of a gold medal from his Majesty the King of Sweden.

Mr. PEARCE moved to amend the joint resolution by striking out all after the resolving clause, and inserting the following:

"That Lieut. M. F. Maury, of the United States navy, be, and he is hereby, authorized to accept a gold medal recently presented to him by his Majesty the King of Sweden."

The question being then taken, the amendment was agreed to.

The joint resolution as amended was then reported to the Senate, the amendment of the committee of the whole concurred in, and the joint resolution was ordered to be engrossed for its third reading; and, by unanimous consent it was then read the third time and passed.

THE INDIGENT INSANE.

The Senate resumed the consideration of the bill making grants of the public lands to the several States of the Union for the benefit of indigent insane persons, which had been returned by the President with his objections.

Mr. CLAYTON spoke at considerable length in support of the bill. He quoted the authority of Presidents Jefferson, Jackson, and Polk in favor of making grants of lands for colleges, &c., and argued that they constituted good precedents for such grants as are proposed by the bill under consideration. He also gave a history of President Jackson's veto of the land bill, and said that if it had been sent in to the Senate at the time when it was expected, when they remained in session all night and until a late hour on Sunday morning waiting for it, the bill would have received a constitutional majority, and would have become a law in spite of the veto. He thought that the bills making grants of lands which President Jackson approved would counterbalance this veto, upon which the present Executive relies in vetoing the bill before the Senate.

He thought the passage of the bill would not lead to corruption. Any one of the clauses in the constitution enumerating the powers of Congress could be carried so far as to make it ridiculous; but the true question was, what should we reasonably expect? May we not reasonably rely upon the honesty and fidelity of those who are delegated by the people with authority to carry out their will in making and executing the laws of the land?

Having concluded his remarks,

Mr. SEWARD obtained the floor, but gave way to a motion for adjournment; whereupon,

The Senate adjourned.

HOUSE OF REPRESENTATIVES.

The House met at 12, m.

Prayer by the chaplain of the House.

The journal of yesterday was read and approved.

THE POSTAL LAWS.

The SPEAKER said the business in order was the consideration of the bill to amend the postage laws increasing the rate of postage.

Mr. SMITH, of New York, offered an amendment to the effect that the postal act shall remain in force two years, and at the expiration of that time the Post Office Department shall be abolished, and that individuals may be the sole carriers of mailable matter throughout the United States.

Mr. S. said he was constrained to oppose both the bill reported from the Committee on the Post Office and Post Roads and the substitute offered by the honorable chairman of that committee. He opposed them because both too much resembled the existing post office laws. They both retain the franking privilege; for, although the substitute proposed to abolish that privilege, being charged to the expense of the Post Office Department, it, nevertheless, made it chargeable upon the public treasury, and that was the same thing. Members of Congress received many more letters than they would if the franking privilege were abolished; and if it were necessary for every person to pay the postage on letters addressed to members, the latter would be relieved of a mass of letters on trivial subjects, whilst persons desirous of obtaining important information would write and enclose stamps for the return, as every gentleman did when requiring information for his own advantage.

With regard to the speeches of honorable gentlemen, he did not suppose the country would suffer much if those speeches were not distributed; but it would be easy to supply to each member a few hundred dollars' worth of stamps for the session of such a distinctive character as would only serve for the purpose specified, and the postage of printed matter.

Mr. S. went on to argue that it was the duty of government to leave to the people the conveyance of their letters, as they were left to the conveyance of their other property. He said the result of this plan would be to reduce the rates of postage on short distances to one cent, two cents, &c., according to their weight and the density of the population.

Mr. CHANDLER agreed with the gentleman from New York in many of his statements, but wholly differed from him in his conclusions. He contended that if the people were left to convey their own letters, the country would be deprived of the security afforded by the present post-office system, and the great West would be heavily taxed to obtain their letters in consequence of great distances. He trusted the honorable chairman of the Committee on the Post Office and Post Roads, after excusing the introduction of the present bill, would agree to the postponement of the subject.

Mr. HAVEN opposed the increase of postage rates, and read statistics to show that to raise the postage would be taxing the northern States, that now amply pay their own postal expenses, in order to pay the postage of southern and western States, where the distances were so great.

After some remarks from Messrs. HOUSTON and VANSANT,

The previous question was seconded—ayes 76, noes not counted. Pending the question on ordering the main question to be put, the morning hour expired.

CIVIL AND DIPLOMATIC BILL.

On motion of Mr. HOUSTON, the House resolved itself into Committee of the Whole, and proceeded (Mr. ORR in the chair) to the consideration of the civil and diplomatic appropriation bill.

Mr. HOUSTON said there was no appropriation in the bill which was not provided for by law, and therefore he should not take up the time of the committee in explaining the numerous items of the bill.

The Clerk proceeded to read the bill, section by section, for amendment.

Mr. HOUSTON offered sundry amendments, which he had been instructed to offer by the Committee of Ways and Means.

Mr. McDOUGALL offered an amendment for completing the survey from the Mississippi to California, for the construction of the Pacific railroad, $50,000.

Mr. McD. said the survey by the South Pass had not been proceeded with, and it should be, in order to have the plans laid before the House in December next, when he supposed it would be the desire of Congress to act intelligibly upon that subject.

The amendment was rejected—ayes 45, noes not counted.

Mr. PHELPS moved to amend the bill to provide appropriations for the salaries of the governors, judges, and other officers of Kansas and Nebraska Territories: adopted.

Mr. TAYLOR, of Ohio, moved to amend the bill by providing an appropriation of $500 for libraries for each of the Territories, including (at the suggestion of Mr. PHELPS) the Territories of Nebraska and Kansas: adopted.

Mr. PRESTON moved to amend the bill by providing appropriations for completing the custom-houses. [Understood to be the same as the items for this purpose rejected from the deficiency bill.]

Mr. HOUSTON opposed the amendment, contending that money had already been appropriated sufficient to complete the custom-houses on the most approved fire-proof principles. Richmond, Virginia, was an exception to this; and the appropriation for the custom-house in that city was the only one he expressed himself willing to vote for.

Mr. DISNEY was surprised that the chairman of the Committee of Ways and Means [Mr. HOUSTON] should oppose these necessary appropriations. He went on to show the importance of completing the custom-houses.

Mr. CASKIE spoke in favor of the appropriation for the custom-house at Richmond, Virginia.

The committee rose without reporting the bill, and,

At three o'clock, the House adjourned.

THE NEBRASKA BILL.—We notice that the whig and abolition press are attempting to make capital out of the passage of this important measure by Congress. Already the whig representative from the 5th (Penobscot) congressional district has abandoned his duties at Washington to get up indignation meetings in Bangor and elsewhere. Mr. Washburd is welcome to all the capital he can make on such an issue. It will never secure his re-election to Congress—mark that!

Below we give an extract from a business letter, just received from one of the most distinguished democrats of Maine, now absent from the State. He was present in Washington during the debate on the Nebraska bill, and also at the final vote in the United States Senate, where every democratic senator, with the exception of *three*, voted in favor of the Nebraska bill. We agree with him, then, that when the people shall have calmly and deliberately examined the question, they will be fully convinced of its expediency as a measure resting upon sound republican principles.—*Maine Advocate.*

"The passage of the Nebraska bill was a great and decisive victory for the administration. It was fought at every inch of its progress, by the most powerful combination of whigs, democrats, and abolitionists I have ever seen—without avail. I was not among those who favored the measure at first, as a matter of *political policy*, although it was founded on a sound republican principle. But I believe now, that, as the question would have to be agitated at some future time, it was better that it has been grappled with and settled at this early day. Before another presidential election, the people will have had opportunity to examine the question calmly and deliberately, and will become convinced that it rests on the first principles upon which all republican governments are based—the *right* and *capacity of the people to govern themselves, independently of any guardianship whatever.*

"Suppose you were to get up an association of a thousand men in Cumberland or in Androscoggin county, for the purpose of going to Nebraska, and settling there, and making a State—and you and your associates were to be asked whether you preferred to put yourselves under the pupilage and guardianship of the American Congress, and be governed by such laws as *they* might deign to give you—or to make *your own* laws, and govern your domestic affairs by *your own* legislature—what would be the unanimous response?

"Would you not be as intelligent, honest, and capable in a Territory as in a State? Do not, in fact, the *most* intelligent and enterprising portions of the citizens of an old State usually emigrate to a new Territory?

"Upon examining this matter, as the people will do when the abolition storm shall have subsided, they will see that the principle of the bill is *right*, and they will applaud the foresight of Douglas in discerning, and his gallantry and firmness in carrying it out. A truer democrat than Senator Douglas is not to be found in the Union.

"Very truly, yours, &c."

The "Eastern Shore" of Maryland (says the Philadelphia North American) has, within a few years past, exhibited a remarkable degree of improvement. Agriculture, in all its branches, has made rapid progress, and the introduction of new methods of cultivation has worked a suprising change in the health of that region, which was at one time so proverbially bad as to depreciate the value of property and drive away a large amount of industrious population. The malarious fever has almost entirely disappeared. Physicians attribute this—and no doubt correctly—to the use of lime, guano, &c., for agricultural purposes, the chemical properties of those powerful agents acting as disinfectants and purifiers of the atmosphere. Of course, as soon as this fact was ascertained, a great impetus was given to the use of these articles, and thus farming operations and the general health have made corresponding advances.

From the San Francisco Herald, April 15.

THE PACIFIC RAILROAD—EXPLORATIONS BY GOV. STEVENS.

On Monday evening, Governor Isaac I. Stevens, of Washington Territory, delivered an address at the Musical Hall, in Bush street, on "his survey and exploration of the northern route for the Pacific railroad." The hall was densely crowded on the occasion, and several persons, unable to procure even standing room, were obliged to go away. Shortly after 8 o'clock, Governor Stevens made his appearance on the platform, and was loudly greeted. He was introduced to the audience by Mayor Garrison, who said:

I take great pleasure in introducing to you Governor Isaac I. Stevens, of Washington Territory, who has kindly consented to give you his views, which are practical, on the all-absorbing question of building a railroad to the Pacific ocean. [Applause.]

Governor Stevens then came forward and said:

LADIES AND GENTLEMEN—FELLOW-CITIZENS OF THE CITY OF SAN FRANCISCO AND OF THE STATE OF CALIFORNIA: I congratulate myself for this opportunity of addressing you. Your city, with its 60,000 people—your State with its 300,000 people—your hundreds of millions of golden dust, and your enterprise, which has given not only an impulse to the commerce of our common country, but the commerce of the world, are the marvel of the modern century; but it is not so much your city, or your State, or your golden dust, or your teeming commerce, that have excited the admiration and attention of philosophical and patriotic hearts, as your constitution and your mode of putting it into operation. You came here as miners, in the eager pursuit of gold; but you paused in mid-career to organize a State, and you have laid here at this early day—on this western coast—the solid foundations of empire; you have given the most significant indication to the world of the progress of our people; you have shown that the western movement of the country to this coast was no ephemeral thing, but a solemn fact, having an influence on the world's history. [Applause.] And I have come here, fellow-citizens, this evening, to endeavor to explain somewhat that great question which has grown out of your past acts. The establishment of internal communications is, I say, a question of the consolidation of an empire. [Applause.]

Fellow-citizens, this subject is too vast to be approached in a sectional point of view. It comprehends the length and breadth of country extending from ocean to ocean, and from the Gulf of Mexico—that vast Mediterranean sea, with its $400,000,000 worth of commerce—to the great lakes, with about the same amount. I propose, therefore, to examine first the general subject, and will endeavor to present the geographical position of the country, and to apply the facts to our past experience in relation to the capacity of the people of this continent to construct not *one* road, but several roads, to the Pacific ocean. [Applause.] The Gulf of Mexico and the great lakes are the two grand geographical facts in the connexion of the shores of the two great oceans by iron bonds. These lakes approach within nineteen hundred miles of the mouth of the Columbia river and the magnificent and capacious Puget's Sound, and the Gulf of Mexico approaches even nearer to San Francisco—San Francisco, whose very name is enough without using superlatives. Any scheme of connecting the western coast with the Atlantic slope without taking into consideration these two great facts would be fatal. Let us look at it carefully by the experience of the past few years. We have a system of railroads—we have a system of canals—we have a system of navigation by ocean, by river, by lake. What are the facts? On the large canals, without expensive locking, we can transport merchandise for two or three mills per ton per mile—on ocean voyages we transport merchandise at one and a half per cent. per mile—on lakes and river courses we transport merchandise at two and a half or three mills per mile, and so through the great lakes. On railroads, with favorable grades, it costs from four to eight mills per ton per mile. Let me give you some facts more to the point. The merchandise from New York, by her Hudson river and system of canals, can be taken to Buffalo for $2 50 to $3 50 per ton, and on the railroads from $6 to $8 50; while merchandise can be carried to New York, on her rivers and on her canals, from the great lakes, and even from St. Louis, for about the same price as you must give for merchandise to Buffalo by the railroads. Not that the canals or lakes are antagonistic to railroads—by no means. There is no antagonism. All go together, and have their appropriate place. Thus, in the great State of New York, we find them running line after line of railroads, and enlarging the Erie canal. Thus, we find Virginia perfecting her great water communication by the James River and Kanawha canal, and also pushing forward her railroads. So much for the bearing of the great water communications. About the great railroad communications let me present some of the facts in relation to their progress. We have at this moment 17,800 miles of railroad in operation. I forgot that this was two months ago; to that we may add 1,000 miles at least. We are adding to our railroads from 400 to 500 miles per month. Why, two months since, there were more roads in operation in this country than in all the rest of the world, and exceeding them by some 300 or 400 miles. [Applause.] The young State of Illinois, where there is only a million of people, during the last year actually put in operation 1,000 miles of railroad, by two lines struck the Mississippi, and these roads are now yielding an income of 10 per cent. They went through an unsettled country in the beginning. The settlements which grew out of the roads gave a travel that supported them. This is the way with Wisconsin. I have seen but a few days since a return that the first road opened in that State was yielding ten per cent. profit. Such is the general experience on all the western roads. Iowa has already one road under construction, extending westward, and soon will have a second road. Wisconsin is stretching forth her arms to the Fond du Lac of Green Bay, the Fond du Lac of Lake Superior, to St. Paul's and Prairie du Chien. Nor has the South been idle. The great State of Georgia had some years since an almost perfect communication, and the States of Alabama, Mississippi, Louisiana, and Texas are not laggards in the race; nor will Arkansas be so by and by. I present these general facts to show that we are building some five thousand miles of railroad each year. We have struck the Mississippi at several points from Galena to New Orleans. We have crossed the Mississippi, and are now running our cars over the western prairies. [Applause.] Now the question is, in this aspect of things, what is this country able to do? With a railroad capital invested of five hundred millions, which will be increased every year by one hundred millions—with many different lines extending across the Mississippi, along a line of twelve hundred miles—with our magnificent Gulf of Mexico and magnificent lakes—what have we yet to do? We have on this coast two great ports of commerce—one developed and the other undeveloped—we have San Francisco and Puget's Sound. [Applause.] We need two ports on this Pacific shore, because, with our giant enterprise, we intend, and God has willed it, that this shall be the highway for the trade of nations, and that over the iron track shall pass a large part of the commerce of the world. [Applause.]

Fellow-citizens, having viewed the subject in a general manner, we will now proceed to an examination of the routes. I have referred to the two great water-lines. The question is now as to the configuration of the country from the Mississippi valley to the Pacific slope. We must have several routes, and not one single road, for all this vast net-work of roads. Gentlemen, it was my fortune, in another branch of the public service, to have given some attention to the question of railroad communication. It was my fortune to have known personally all the gentlemen engaged in the recent explorations. The lamented Gunnison was a brother cadet of mine in the Military Academy; Mr. Whipple was also a brother cadet of mine in the National School; and Mr. Williamson, a citizen of your city, whose name has only to be mentioned to refer your minds to an accomplished and able man. I had the fortune to meet Mr. Williamson in this city. I had not the fortune to meet Mr. Whipple, but I learned this striking fact, that what two years since was believed by the best-informed men in Washington—officers and surveyors, who had collected information in reference to the route—to be the best route, is in one point impracticable. I refer to Walker's Pass. I recollect at this time, with high admiration, the efforts of your energetic and indomitable senator, Dr. Gwin. [Great applause.] Dr. Gwin, in making his report, and in submitting a map, was untiring, as I personally know, in getting information as to all the routes. Why, five years since, a friend of mine, Captain Ord, a man who did good service to your State, collected information from priests and trappers that this was certainly a practicable route. I doubt not that our American progress and American enterprise have simply to encounter difficulties to overcome them. I have no doubt that from San Francisco a good route will be found to Texas and the southern States, and the Gulf of Mexico, with good connexion with the middle and northern States. In the subsequent portion of my remarks I shall refer to this subject again, in reference to what I conceive to be the duty of the government at this juncture.

We have, fellow-citizens, a great continent, and in the heart of this continent is the Great Salt Lake, the colony of the Mormons. This, it seems to me, in view of the great progress of Iowa and Missouri in railroads, must be a point of railroad communication. If the route be found practicable, the roads from Iowa and Missouri ought to be extended to the Great Salt Lake, and from that point we may be able to push a road through Noble's Pass to the Sacramento Valley. Gentlemen, there is a third route, too, in an unknown region, an undeveloped region, rich in resources, and destined to lead to a great port of trade. I refer to the route it was my duty to explore. To gratify what I suppose may be the wishes of the audience, I will give a brief view of that exploration. [Applause.] And when I do so, it is simply to illustrate the general question, and to vindicate the grounds I have taken, that we must not have one, but several routes to the Pacific ocean. Fellow-citizens, through the partiality of the administration and the department, which thought only too highly of my services, I was placed in charge of the exploration of the northern route. That route connects the great St. Lawrence basin and the great roads moving through Canada and the southern shores of the basin, by the northern shore of the Missouri river, to a pass in 47° 30', to the Columbia Valley and Puget's Sound. The plan was to operate in three parties; one starting from the Mississippi river and moving westward; the second was to start from the Columbia river, for the purpose of exploring the Cascade range; and the third party was to move from the Columbia river, make a rapid reconnoissance of the country, and establish a depot in the heart of the mountains, and meet us in the passes of the Rocky mountains. Fellow-citizens, this is, in brief, the plan of operations. I do not intend to weary you with prolix details. We moved from the Mississippi river in three parties. To one was assigned the duty of surveying the Missouri, to ascertain if it was adapted to the purpose of supplies for the building of railroads. The two other parties moved across the plains, and early in August we rendezvoused at Fort Union. From Fort Union we proceeded towards the Rocky mountains, and there surveyed the various approaches for some twenty days. Fort Benton is one hundred miles east of the mountains, and a small party remained there during the winter to make observations in regard to the snow. Having crossed the Rocky mountains, we finally rendezvoused in the beautiful valley of St. Mary's, on the last day of September, and there another party was planted of sixteen men, with orders to turn their faces to the mountain passes, and not leave them till they were driven out by the snow. Gentlemen, this was a very improper order, as I have since found out, and I have sent up to countermand it—*there is no snow to drive them out.* At Fort Benton, east of the mountains, another party was despatched down the Missouri for the purpose of surveying the portion above Fort Union, and then to return, in order that they might cross the mountains with a dog train; and they did cross, starting on the 2d of January; and when they crossed the Rocky mountains, Lieutenant Grover found it necessary to disband his dogs. The party sent back over the mountains returned by a new route, taking a more southerly line to the Columbia. In the mean time, Captain McClellan, having organized a party at Columbia Barracks, made the survey of the Cascade range from the Columbia river to above the 49th parallel. There were two or three coincidents of this surveying party that were somewhat remarkable. My advance party, under Lieutenant Grover, and the party of Lieutenant Saxton, from the Columbia river, met in the very pass in the Rocky mountains that we had fixed for a meeting in the city of Washington. I left Captain McClellan in Philadelphia, at 1, a. m., on the morning of the 10th of May, and we reached Colville, on the Upper Columbia, the appointed place of meeting—I from the Mississippi and he from the Pacific coast—on the 18th October, the very same day, and that without once having heard from or communicated with each other in the mean time.

Gentlemen, we have gained these results from that exploration. We have established the entire practicability of a railroad route from the great lakes to Puget's Sound by the Columbia river. We have no grades over fifty feet to the mile. We have one tunnel of two and a half miles in length. I recollect the exact configuration of the country. It is the route of the two great rivers across the country—the Mississippi and Columbia. Going west, we follow the flowing water—going east we follow flowing water. There it is, all in one brief word. Gentlemen, for the advantages growing out of this exploration, I have to refer you to the facts of the survey. We find the Missouri navigable for steamers within five hundred miles of the head of navigation of the Columbia river. One party, starting from the west, passed the Rocky mountains, and went in a canoe to Columbia Barracks, except some sixty miles, in consequence of being off the railroad line. In reference to snow, I cannot be gratifying to you to state that we learned this subject. It has been to me a source of much reflection, and it is a great gratification that we did not get involved in a great error. We reached Fort Union early in August. My men at that time were inexperienced, and required to be taught. They had submitted patiently and mildly to reproof, and reproof sometimes unjustly; for when a great object is on one's mind we have no time except to give orders and see that they are obeyed. I felt grateful to them, and on reaching Fort Union I called up my men, thanked them for their good services, and gave every man permission to go home. We did not know at Fort Union what was before us. Four hundred and sixty miles east of the Rocky mountains, they told us that we would find snow knee-deep before we could get within one hundred miles, and would have it twenty feet deep in the passes. We had work before us. We were determined to go to the valley of the Columbia and to Puget's Sound. After reaching Fort Benton we had a communication with the American Fur Company, who for twenty years have been in that part of the country, and neither they nor the Blackfeet Indians knew absolutely anything about the snow in the mountain passes. Their best opinion was, that it would be safe for us to go through these passes at an early day. Hence we left there, not knowing how we were to make good our survey to the Pacific slope. On approaching St. Mary's Valley, we came in contact with the honest, simple-hearted, truly religious Flathead Indians—the noblest Indians on this continent, brave as white men, who scorn to tell a lie, and who, in their many conflicts with the Blackfeet, have shown themselves to be brave in battle and merciful in victory. [Applause.] I met these honest and good Flathead Indians, and learned that they never went to Fort Benton, and that they crossed the mountains in winter, and that their favorite time for crossing was between Christmas and New Year. I did not doubt their words. We went to the work, and we will give you the general result. As I told you, Mr. Grover crossed in January. There was one foot of snow there then. Mr. Mullan, between the 28th November and the 10th of January, crossed the mountains four times, and the greatest depth of snow was fifteen inches; and I have a letter from Mr. Mullan, dated 27th January, stating that before spring he would have explored every pass from the South Pass to 49th parallel. Here is the reply to all the talk about snow. We have explored these passes with horses in the winter. It is strange—wondrous strange—but true. I can give you some facts corroborative of these conclusions. Fort Benton is in latitude 47 30, about one hundred miles east of the Rocky mountains. The American Fur Company have occupied that post for twenty years. Recollect, my officers visited this post that winter, and they told them that they never had snow enough to be able to carry their goods on sleighs. The finest cattle I have ever seen were in the beautiful valleys between the Missouri and the St. Mary's river, all browsing on the buffalo grass of the winter prairie. The whole country is broken down into spurs; and with regard to the elevations, let me present you with a few of the facts. The level of the South Pass is 7,500 feet, and on that route one thousand miles have an elevation of between 3,000 and 7,500 feet. On the north route there are only two hundred miles of between 3,000 and 5,000 elevation above the sea, and some two miles and a half are between 5,000 and 6,000 feet. I have carefully made these observations, but I expect that on a closer scientific examination the heights may be reduced some 200 to 300 feet. On that route one party are still at work, waiting orders from the Secretary of War in regard to their disposition, and we hope to be able to establish these facts. We want the route instrumentally surveyed by the spirit-level and the transit in the region of the mountain passes. It will be impossible to get correct estimates without this careful survey. We want to establish a communication between San Francisco, through the valley of the Sacramento, and Willamette. We want to determine the relations of California with the Great Salt Lake, and thence to the western frontier of Iowa and Missouri. It is idle, it is foolish, to talk about a route being practicable which has not been explored. I recollect that Walker's Pass is now known to be utterly impracticable, and yet before the instruments were used every one supposed that it was eminently practicable. In consequence of the survey of Mr. Williamson, the passes at the head-waters of the San Joaquin have been well developed. The coast range from San Diego to Los Angeles ought to be developed, and local interests will probably soon require it. There is a country lying between the Sierra and the Colorado which has still to be developed. We do not know what passes through the Rocky mountains, in the general region of the South Pass, will give the best access to the Salt Lake settlement. There are difficulties in all these explorations, but the difficulties will be surmounted. Gentlemen, the great work the country has to do this year and the next is to continue these explorations till we find out the facts as to the routes.

The country is working out the great Pacific railroad. Let us fold our arms in regard to the Pacific inter-communication, and local interests will bring together the two great oceans. Railroads increase 5,000 miles per year, and who can tell where they are to end? Three months since, in addition to 18,000 miles actually in operation, 13,000 miles were under construction, and a great many more miles of road projected. The $500,000,000 invested in railroads are not laying by idle, but are returning a profit, many of them, of ten per cent. per year. What will be the result of the railroad movement in three or four years? You will run roads up the San Joaquin and the Sacramento valleys; we of Washington will connect Puget's Sound with the Columbia river, and the people of Oregon will run their roads up the Willamette to seek a connexion with your roads from the Sacramento. I think, therefore, with this great impulse from capital—with this great tendency to branch west and east—that it is the duty of the government at once to employ a large force for the exploration of the whole country. In other respects much can be done. Matters can be arranged with regard to the hostile Indian tribes; we can extend the survey of the public lands, and make a geographical exploration of the whole country, and make known every mile that is adapted to settlement; we can make known the resources of the great interior. That is what we want to do. [Applause.] We can pass a general railroad law, giving aid, in land, to all the through roads.

The country can do this now. Fellow-citizens, before I leave this subject, I wish to present a few facts, showing that the building of these railroads is not so great an undertaking as the people of the country seem to think. We can take a striking example of a railroad enterprise from the North, and a still more striking example from the South. When I was stationed in the State of Maine, as a humble subaltern in the army, the city of Portland, with only 15,000 people, with no aid from the State, in conjunction with the city of Montreal, built the Atlantic and St. Lawrence road. The undertaking was pronounced visionary, but they went to work, built the road, and the cars are now running, and a line of steamers plies between Portland and Liverpool. [Applause.] More difficulties were apprehended from snow in the mountain passes and from steep grades on that road than we have found on the northern route. The example from the South is furnished by the Wilmington and Welden road. I happened to be in Wilmington a year and a half ago, and I was astonished at the example of enterprise and energy which Wilmington gave to the whole country. It was then a small place, with only 7,000 people, and its whole taxable property was not one million of dollars, and yet she built a road of one hundred and sixty miles, along which the cars now pass at the rate of forty miles an hour. Thus we see impulse given after impulse. We are prepared to build three roads.

Bear with me one moment whilst I develop slightly another branch of the subject. I refer to the great St. Lawrence basin, where we find American capital and English capital. American hearts and Canadian hearts are engaged in the construction of great roads, and within the past year the progress of the Canadian roads almost rivals those south of the basin. The Canadians have projected roads that will almost rival those of England herself. It is so with Texas. Texas, with her rich soil and large quantities of fertile land, can construct roads that will be remunerative the moment they are put in operation. Texas is a favorite place for immigration. Gentlemen, I say that we are prepared to build three roads now, and these three roads at once will become remunerative. We have a right to apply to this problem our own experience for the last three years, and especially of the last year. We do not know that our western roads yield an income of ten per cent. Most of these roads were run through an unsettled country, and we know that the lands along the line of these roads which had been in the market for forty years, and were worthless, sold for $2 50 per acre. I know, fellow-citizens of the Golden City, that if you were to establish roads along the valleys of your rivers—the Sacramento and the San Joaquin—they would at once become largely remunerative. The whole thing reduces itself down to this—that the two extremes would pay for themselves, bringing down the actual length of the main roads to 1,200 miles, along which there will be way travel to bring that length down to 900. Passengers alone would support two such roads in connexion with San Francisco, and do it now. [Applause.] What is the cost per mile over the best roads? From one quarter of a cent to three-quarters of a cent per mile. We could with propriety charge $75 for the through-trip, and have $43 75 clear profit, to pay the interest on the money invested. We have now, in some months, 8,000 passengers going to and from California, over the isthmus, and it is well known that if the road be put in operation, more money will be spent by the passengers than is now spent on these steamers. It would be a very low estimate that 200,000 people will make the through distance each year in the two directions, and, estimating the two roads at some $75,000 per mile, it would give an interest of over 6 per cent. on the capital invested. The eastern portions would yield some ten per cent. and the valleys some twenty or twenty-five per cent. [Applause.] This great through travel alone is without reference to merchandise—without reference to the trade of Asia. But we have a right to introduce these elements. At Puget's Sound we are a few hundred miles nearer the shores of Asia, and two or three hundred miles nearer the great water communication to the East than San Francisco, and we have a right to expect that from Puget's Sound we shall supply the silks and light wares of Asia to the people of the St. Lawrence basin, especially to the people of Minnesota and Wisconsin, and the northern portions of Ohio, Indiana, Illinois, and Iowa. [Applause.] We expect, however, that San Francisco will keep a little ahead of us. She has greatly the advantage of us now, but we look upon glorious California almost as a parent. Here we get gold dust, and give in return our lumber; here we find a market. We want a line of railroad from San Francisco to Puget's Sound, connecting all the great western routes. [Applause.] San Francisco must be the great distributing point of the trade of Asia, and the imagination of man cannot put bounds or limit to the development of that trade. It must necessarily follow that the great supply of Asiatic goods for the consumption of the people must be distributed over the country by our railroads from San Francisco and Puget's Sound. These explorations ought to be made now, and fully made. Recollect that, when we come to transmit freight, then we must have low grades, and we may put it down, in making a road, that a grade which exceeds fifty feet to the mile will be impracticable for a large freight business. We may have explorations made as they were made this season, only with an increased force. We may have circuitous routes.

Gentlemen, I have prepared some more statistics in this matter, but it does not seem to me that I ought to discuss this matter any further. This, it seems to me, is one of the great questions of the age, into which sectional feelings, into which party feelings, ought not to enter. It is an undertaking worthy of the spirit and the genius of this great age, outdoing all previous experience. [Applause.] What I hope, therefore, is, that the several communities will work out faithfully and carefully their own local routes. I want the government, simply as the proprietor of the soil, in taking care of its lands, its interests, &c., to see that the military posts are so planted, and the relations so perfected with the Indians, that a solitary child can walk over those vast plains unharmed. What ought to be done? Gentlemen, I have had some experience with the Indians; I have been impressed with the fact that, with justice and with mercy, we can do anything with them that we please. [Great applause.] Having spoken in terms of the highest praise of the Blackfeet Indians, Gov. S. said: But, gentlemen, by justice and mercy, these Blackfeet Indians in ten years can be made equal to the Cherokees.

Fellow-citizens, I thank you for the attention with which my remarks have been received. I trust that this subject will not be approached with partisan or sectional feelings. I am so impressed with the importance of these explorations, that my special object in visiting the capital is to impress on the Secretary of War and Congress the importance of extending the explorations to cover the whole country. [Applause.]

England is evidently fearful that the Russian vessels-of-war which are cruising abroad may seriously annoy her commerce; and it is not improbable that we may soon hear of engagements between the Russian and the British in the Pacific or Indian ocean. The London Globe says:

"Prowling about the South seas there are two heavy Russian frigates—the Diana and a consort. A Russian squadron is at Batavia. Lawless California and the mongrel republics of South America are infested with desperadoes to whom piracy would be pleasant pastime; and if the war lasts, clipper privateers from these quarters, under the Russian flag, will soon be at it dogging all gold ships. But to the Diana. Unquestionably it would be possible for this fine frigate and her consort, well handled by dashing commanders, to steal along and successfully destroy our six Australian and New Zealand chief towns—Sydney, Melbourne, Adelia, Hobart Town, Auckland, and Wellington. Most of these places are noble, deep-water ports, where even a seventy-four might anchor within a mile of the buildings. All are utterly defenceless against attack from sea, the few pop-gun batteries possessed by Sydney and another place or two would be swept away by a frigate's first broadside."

General Osten Sacken, in his official report of the bombardment of Odessa, gives the following instance of the zeal of its population:

"The complete devotion of all in behalf of the just cause was clearly evinced. The Tuscan subject, Jiji-Moki, who for thirty years has been employed at the quarantine, a man generally loved and esteemed, constructed at his own expense, with my authority, a battery, armed it with six twenty-four pounders, which served as posts, and which he bought from the municipality, employed his own men at it, and became a Russian subject."

FURTHER FROM JAPAN.

The following extracts from an article in the China Mail, of April 5th, furnish some interesting particulars of Com. Perry's negotiations with the Japanese, in addition to those we have already published:

DEPARTURE OF THE SQUADRON.

Commodore Perry, in the Susquehanna, left the harbor of Hong Kong on the 14th of January, accompanied by the Powhatan and the Mississippi—the sailing vessels Vandalia, Southampton, Supply, and Lexington having some time before proceeded to the rendezvous at Napakiang, in Loo Choo, where the squadron met on the 21st of January. Nothing of importance occurred at Loo Choo, beyond visiting the capital, Shuidi, with the temples and forts, and admiring, as others have done, the picturesque and surpassingly-beautiful scenery of the island.

The sailing-vessels were despatched for Japan on the last day of January, under command of Captain Abbott, the steamships following on the 7th of February, and, along with the sloop-of-war Saratoga, from Shanghai, joining the sailing-vessels in the waters of Japan on the 12th, without accident beyond the temporary grounding of the Macedonian, which was lightened and speedily got off. The whole squadron then proceeded and anchored in the bay of Yedo, passing Uraga, where last year the interview and the delivery of the President's letter took place. A few small forts, mounting ten or twelve guns each, were observed, but made no hostile demonstrations. Boats were not allowed to come alongside until the vessels had taken their stations, and then the government officers were directed to the Powhatan, (to which the commodore's flag had been removed,) where they had an interview on the 13th with the fleet, Captain Adams, to whom, after the exchange of compliments, the Japanese stated that in a few days a high officer would be sent from Yedo to meet the commodore, and arranged everything in a courteous, frank, and friendly manner; but they objected that the vessels had come too far up, and recommended their return to Uraga, where the Emperor desired the meeting should be held, as before; and that point they considered as of more importance than talking about the weather, which subject seemed to be the pis-aller of conversation in Japan, as in all the rest of the world. We believe this was nearly all that passed during the first interview, and the deputation took leave in good humor, which grew to merriment upon Captain Adams suggesting, that, instead of returning to Uraga, perhaps a more favorable anchorage might be found higher up, and nearer the capital, which would also be more convenient for the high officers to be sent from Yedo, as well as in accordance with the customs of other nations.

INTERVIEW ON BOARD THE POWHATAN.

The following day (14th) another interview was held on board the Powhatan, when the Japanese renewed their urgency about the meeting being held at Uraga, where, on the previous occasion, everything had passed in so amicable and pleasant a manner, and to which the commodore had said he would return. Finding that Uraga was still objected to, they then proposed Kamakura, where the Macedonian had got ashore, and which they held to be a much more convenient place than Kanagawa, between the present anchorage and Yedo, as suggested by Dr. S. W. Williams. But, after much talk on the subject, the Japanese at length left it to the commodore to select a place for the interview. Before taking leave, the deputation said if the ships needed water or provisions, boats would be sent with supplies; but they were told that, except water, nothing else was likely to be required.

After mature consideration, Commodore Perry decided to send Capt. Adams in the Vandalia to meet the governor of the province at Uraga. Capt. Adams was there informed by the governor that everything was ready for considering the terms of a treaty between Japan and the United States, and if the commodore (or, as he was termed, the admiral) would come to Uraga, it would be concluded before the going down of the sun. It is supposed, however, that what was here meant by a treaty was a favorable reply from the Emperor to the President's letter on the subject. But Captain Adams reiterated that the commodore would not come to Uraga, where he had found the anchorage to be indifferent, but would meet the Japanese commissioners at Yokohama, off the present anchorage of the flag-ship, ten to twenty miles from Uraga. Capt. Adams rejoined the squadron on the 24th February, and the following day the Japanese officers visited the flag-ship to settle the place of meeting, when the commodore, amongst other things, told them that, having been intrusted with so many ships, which were seventeen thousand miles from home, he was reasonably anxious about their safety, and experience proved to him that Uraga did not offer so secure an anchorage as where they now lay. Some discussion ensued, but finally it was arranged that the meeting should be held at Yokohama.

INTERCHANGE OF COURTESIES.

Eleven days afterwards the meeting took place; and in the interval entertainments were interchanged by the American and Japanese officers. At one of two given by Captain Buchanan, the governor of Uraga, as we have seen in Keying and other high Chinese officials, at once fell in with foreign observances in toasting and speechifying. Captain Buchanan proposed the health of the Emperor of Japan, which was drunk standing "with all the honors," and was acknowledged by the governor of Uraga, who, in return, similarly proposed the health of the President of the United States. The Japanese took their liquor freely, especially champagne and liqueurs, greatly admiring the glass-ware that contained them; and expressed a hope that the time was at hand when they would be at liberty to visit foreign countries in steamers and ships of three masts.

It was during this interval that an officer of the squadron approached Yedo, and if he did not actually enter it, at least was near enough to judge of its appearance, and to ascertain—what, however, we believe a surveying party had done before—that close to the shore there is five fathoms water, so that it can be approached by large ships. The city is in the form of a crescent, and stands on an extensive plain, with a magnificent back-ground of mountains and wooded country; but it seems to possess no striking public buildings, while the dwelling-houses are generally of one story, and therefore present nothing imposing in their appearance, except the vast numbers and the space they occupy. The population of the capital has, however, been greatly exaggerated, for, though it is certainly great, the Japanese officers themselves placed Yedo third among the cities of the world—London, they said, being the first, and Paris the second.

RECEPTION OF THE COMMODORE.

On the 8th, the preparations were completed for the reception of the commodore, who, by the by, insisted on the removal of the screen-work which extended from the shore to the hall, and which shut out the public gaze. Between 11 and 12 o'clock, the marines having been mustered by Major Zeilin, twenty-nine boats belonging to the squadron, manned with armed seamen, and under command of Captain Buchanan, conveyed the cortege to the shore, and waited the arrival of the commodore and suite, consisting of Captain Adams, Dr. Williams, the interpreter, and the secretary, Mr. O. H. Perry, who landed about noon, under a salute of seventeen guns from the Macedonian, the men in the boats standing up, and the officers on shore being uncovered. The procession then moved forward, the band playing "Hail Columbia" and the "President's March."

On entering the hall, the commodore was received by four commissioners appointed for the purpose. They were:

First, Hayashi, with the title of Daigaku no Kama, or Prince Councillor.

Second, Ido, Prince of Tsus-sima, (the group of islands lying between Corea and Japan.)

Third, Idzuma, Prince of Mimasaki, (a principality lying west of Miaco.)

Fourth, Udodo, second assistant of the board of revenue.

SALUTING THE JAPANESE FLAG.

The party being seated, the flag of Japan was run up on board the Powhatan, and saluted with twenty-one guns from the launches; after which another salute of seventeen guns was given to the Japanese High Commissioner, who, through the interpreters, presented his compliments and welcome to the commodore and his officers, and particularly inquired about the health of the former. At a given sign, the servants in attendance brought in lacquered stands with tea and saki, sweetmeats, and other conserves, and placed one beside each officer. The regalement seems to have been much the same as that which in China generally precedes the transaction of business with foreign officials; and while it was going on there was time to take a note of the place of meeting. The hall, which had been run up with great celerity, was about fifty feet long, forty wide, and twelve feet high, and surrounded with magnificent japonicas, some of them thirty feet in height, and in full bloom. Seats and tables about two feet high, covered with red cloth, extended the whole length of the apartment. The floor was covered with white mats, about three feet long by two wide, and the place was heated by highly ornamented braziers placed on beautiful Japan stands. The pillars supporting the erection were ornamented with purple crape, and the walls were richly adorned with paintings of birds and flowers. The hall was situated about five hundred yards from the landing-place, and was commanded by the ships, which lay with their broadsides to it. Several native artists were present taking sketches of the strangers.

INTERVIEW WITH THE COMMISSIONERS.

The refreshments being over, the commodore and his