

FRIDAY, OCTOBER 25, 1859.

NEWS OF THE MORNING.

James Archey, sentenced to the State Prison from Yuba county, on charges of robbery, attempted robbery and grand larceny, for ten years, has signified his intention of applying to the Governor for pardon.

In the appointment of H. P. Hann for United States Senator, it was signified that in case of his acceptance it would be necessary that he should leave by the steamer of November 5th. From inquiry at the State Office we do not learn that he has as yet signified his acceptance.

The Governor has appointed S. C. Tompkins, Jonas Wescott and G. M. Odell, Notaries Public for Yuba county.

The Supreme Court has rendered a decision in the case of Hockey vs. Kelley et al. In this case the only error assigned is the refusal of the Court below to allow the appellant to intervene in the action to which he was not made a party. The Court say no injury can result to the appellant by this refusal; for if he has any valid claim, it is still in his power, by the appropriate proceeding, to assert it, and this proceeding and the result of it would in no wise affect him. The decree would, of course, only bind the parties to it, and would not affect a claim when the holder of it was not made a party to the proceeding. The judgment is therefore affirmed.

Among the matters of interest in our pages to-day will be noticed an interesting letter from our special correspondent at the Washoe Silver Mines; agricultural intelligence; some remarkable proceedings of the Board of Supervisors, in which it is stated, in substance, that the Clerk of the Board of Supervisors is incompetent to perform his duties, and that an assistant is needed—a contingency which neither the Consolidation Bill or the voters of the county have anticipated or provided for—and where, also, may be learned the final result of the legislation on the new Pigeon Ordinance; and likewise a report of the Executive Committee of the Pacific Railroad Convention.

SUPERVISORS.—That was a strange move in the Board of Supervisors yesterday which had for its object the appointment of an Assistant Clerk. The new Clerk has been in office but a short time before a Supervisor introduces an ordinance to authorize him to appoint a Deputy Clerk, an officer not known to the Consolidation Act. It is an unpromising beginning. Had the people of the county elected N. A. H. Ball, Clerk, we undertake to say that he would not have asked for an assistant. How many hours a day does the present Clerk devote to the discharge of his duties? We are aware that there is a very considerable amount of labor necessary in discharging the duties of that office, but the present Clerk doubtless fully understood the responsibilities of the position when he asked the people to elect him to fill it.

We very much fear that the Consolidation Bill is to be swamped by the ignorance or design of those entrusted with the administration of its provisions. For months the funds have all, as we are informed, been deeply involved—so much so that audited accounts on some of them have been sold as low as forty cents on the dollar. The Consolidation Bill forbids warrants to be issued unless there is money in the treasury to pay them, but it is construed not to prohibit the auditing of accounts presented. The result is that scrip speculators now buy audited accounts instead of warrants. The Hospital Fund, notwithstanding the acknowledged economy of its administration under its present officers, is deeply in debt. There is, we suppose, about money enough, or will be when the taxes are all collected, to meet outstanding liabilities, which will leave the Fund without a dollar for the year ensuing. The Consolidation Bill contemplated a cash system for the county, but the present mode of doing business is as far from a cash basis as the county was in 1857. At this rate taxes must be raised.

WON'T SUPPORT THEM.—Quite a number of the leading Fire Eaters in the South are declaring in advance that they will not vote for Douglas, even if nominated by the Charleston Convention. They profess to be Democrats, and unless they can dictate the man who is to be nominated, they boldly aver their determination not to support him. This class of politicians in 1851 denounced the Compromise Measures of 1850, and declared they would as soon vote for Seward as for any man who supported them. They denounced those Southern men who voted for them as traitors to the South and her interests; but after all their fuming and threats they became as meek as lambs, in 1852, and voted for Pierce, who was nominated on a Compromise platform, and pledged if elected to sustain those measures. The same class are no more dangerous now than in 1851; they bluster now as they did then, but if Douglas is nominated they will vote for him just as meekly as they did in 1852 for Pierce and the Democratic ticket. If they did not spout, blow hard, and threaten what they would do under certain circumstances, they would soon subside into insignificance. It is the only plan they can devise to keep themselves before the country.

THE WASHOE SILVER MINES.—The attention of the people of this State is now very generally directed to the new silver mines which have been recently discovered in the Washoe country, in Nevada Territory. We have published from various sources much information in relation to the topography of these mines, their original discovery, the various leads and their manner of being worked. But there has been a want of definiteness and accuracy in the accounts, which our readers will find supplied in the letter, which will be noticed elsewhere, of our special correspondent who is now on the ground. He has been in that country for several weeks, has had full opportunities of becoming conversant with the diggings and the operations now in progress, and can therefore speak authentically. We have also dispatched another correspondent to the same locality, and the readers of the Union may therefore calculate upon getting early and full information upon the interesting scenes which are now transpiring in this hitherto comparatively unknown region.

"STUCK A HOME TICKET."—We referred yesterday to the case of an elderly man named Hammock, who recently sold his interest in the Washoe silver mines to B. Davidson, banker, of San Francisco, for the sum of \$21,000. He is now getting ready to leave for the East, where he has a wife, and who will doubtless be rejoiced at his good fortune. Speaking of his favorable luck a few days since at Virginia City, and of his intended journey, he remarked to a friend: "I have been six years in California, but it is the first time that I have struck a home ticket."

FOR STOCKTON.—John Tillman, a well known and competent jeweler of this city, who has been interperate for years, and frequently subject to attacks of delirium, was arrested some time since as a lunatic, and upon examination yesterday by Drs. Simmons and Brown, so pronounced. He will probably be transported to Stockton without unnecessary delay.

LARGE FISH.—A sturgeon weighing two hundred and fifty pounds, and another weighing two hundred and fifty-five pounds, were caught a few days since in the Sacramento river, near Red Bluff.

COLORADO MAN SHOT DEAD.—Thomas H. Lucas, commonly known as the "Star nigger of Sierra county," was shot dead on Tuesday morning, October 25th, says the Marysville Democrat, at La Porte, by Peter Lombard, a darky from Poker Flat.

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EXECUTIVE COMMITTEE.

The Executive Committee appointed by the Railroad Convention have made a move towards forming a company to build a road from San Francisco to Stockton. The plan suggested appears judicious, and well calculated to secure the end in view, if energetically acted upon. The counties of San Francisco, San Mateo, Contra Costa, Alameda, Santa Clara and San Joaquin are abundantly able to build the road, and will do it if they follow out the suggestions of the committee. The increase in the value of property in those counties caused by the building of a railroad in one year after the cars commenced running would more than pay the cost of the road. The wonder is that the road was not built five years ago. Independent of the increase of the value of property along the line, the business of the road will cause it to pay from the start. It would prove a trunk railroad that would command not only the trade and travel of the San Joaquin and San Joaquin valleys, but in time would prove one of the sections of the great interoceanic railway. It will, under the most favorable circumstances, take several years to build it, and, therefore, it should be commenced at the earliest possible moment. As an illustration of the effect produced in a single county in Alabama through which the railroad from Montgomery to Pensacola in Florida passes, the following statement is copied from an Alabama paper:

As an instance of the property depending influence of railroads, we will cite the enhanced value of real estate in Butler county for the years from the first projecting of the Montgomery and Pensacola road to its completion to Greenville. The following figures are an eloquent commentary. We give the year and the corresponding total value of real estate:

Year.	Value of Real Estate.
1855 (survey commenced).....	\$25,000
1856 (survey completed).....	\$25,000
1857 (grading commenced).....	\$25,000
1858 (road completed).....	\$25,000
1859 (road completed).....	\$25,000
1860 (road completed).....	\$25,000
1861 (road completed).....	\$25,000
1862 (road completed).....	\$25,000
1863 (road completed).....	\$25,000
1864 (road completed).....	\$25,000
1865 (road completed).....	\$25,000
1866 (road completed).....	\$25,000
1867 (road completed).....	\$25,000
1868 (road completed).....	\$25,000
1869 (road completed).....	\$25,000
1870 (road completed).....	\$25,000
1871 (road completed).....	\$25,000
1872 (road completed).....	\$25,000
1873 (road completed).....	\$25,000
1874 (road completed).....	\$25,000
1875 (road completed).....	\$25,000
1876 (road completed).....	\$25,000
1877 (road completed).....	\$25,000
1878 (road completed).....	\$25,000
1879 (road completed).....	\$25,000
1880 (road completed).....	\$25,000
1881 (road completed).....	\$25,000
1882 (road completed).....	\$25,000
1883 (road completed).....	\$25,000
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1893 (road completed).....	\$25,000
1894 (road completed).....	\$25,000
1895 (road completed).....	\$25,000
1896 (road completed).....	\$25,000
1897 (road completed).....	\$25,000
1898 (road completed).....	\$25,000
1899 (road completed).....	\$25,000
1900 (road completed).....	\$25,000

Ten years ago Butler county, on the stage route, about half-way between Mobile and Montgomery, was classed as one of the poor counties of the State; it is now made one of the wealthiest by the operation of a railroad. The counties through which it is proposed to run this line of road from San Francisco to Stockton may reasonably calculate upon an increase of wealth equal, if not superior, to that in the Alabama county so soon as the road is put in running order. Indeed, San Francisco county might build this road and make millions upon the same principle by the operation. Though if we were to build it probably it would be advisable for her to run it up by way of the Straits of Carquines, and thus turn the Coast Range mountains, and shorten the distance. On the San Joaquin route that range of mountains must be crossed. But by adopting the Carquines route the aid of the counties of San Mateo, Santa Clara and San Joaquin would probably be lost. It is, however, the route we have always supposed the more practicable of the two for reaching the Sacramento valley, and is the one strongly urged by a writer in the *Bulletin*. But we leave the route to those interested; that which we most wish to see is a commencement.

In railroad enterprise San Francisco has fallen far behind Marysville. The latter city has actually begun to build a railroad, which, if completed, will largely interfere with the interests of real estate holders in the Bay City. It would necessarily build up a city at or near Vallejo, which for landing goods for the up country would offer advantages over San Francisco.

In this connection it may be truthfully remarked that the northern terminus of the Marysville and San Francisco railroad would not, if completed, remain at Marysville. It would pass on in search of custom and customers. A company has already been formed in Butte, calling itself the California Northern Railroad Company, to build a railroad from Marysville to Oroville. This company has organized under the State law, obtained the necessary stock for that purpose, and the directors have signed a contract for the grading with the contractors for grading the Central road between Folsom and Marysville. A report of the engineer of the company, W. S. Watson, in pamphlet form, is now before us, in which he gives a full detail of the operations and intentions of the company. A careful estimate of the cost and prospective business of this section of the road is given. The distance is twenty-three and a quarter miles, and the cost is estimated at \$901,071.00. The engineer estimates a clear profit of eight per cent per annum upon the capital invested.

REVOLUTIONS.—In his speech at Ebenezer, in South Carolina, Congressman Boyce takes the following philosophic view of the causes of popular revolutions, and the difficulty of successfully managing them. He says:

Popular revolutions are not created, but born. They are not invented, but necessitated. The people generally, from obvious causes, desire peace and avoid convulsions. It requires usually the violence of oppression to startle them from their dreams of peace. The theory of successful revolution is, that a revolution is to be the result of the errors of the oppressor; to present, in contrast to their arrogant aggression, the most masterly discretion; so that the antagonism of the two causes may be the most startling and thus incline the popular mind to the patriot cause. Thus it has always required the most consummate statesmanship to conduct a successful revolution. The problem has been to win the popular mind, either by gentle means, or by the force of arms, and to prevent the zeal, producing errors and consequent reactions, have been the hidden shoals upon which they have generally foundered.

The political lesson taught by the above to the South is that a prosperous people financially never engage in popular revolutions. The people of the South are now more prosperous in this world's goods than they ever have been since the Constitution of the United States was adopted, and it will require something more than the election of a Republican President to provoke them into a revolution to bring about disunion. Men who are rapidly making wealth are not disposed to peril it in a popular revolution upon abstractions. They are practical men, not politicians. They see that maddening cotton brings twelve and a half cents, and negro fellows twelve hundred and fifty dollars, and they do not ask for better times. Negro property has never sold so high since the invention of the cotton gin, except for a short time in 1836, when everything in the country was so inflated. These facts are recognized by all classes in the South, save the ultra State Rights Democratic politicians, who, like the Abolitionists of the North, live and have their being in agitation and the slavery question. But time will demonstrate that they are not the South, although they with a good deal of pomposity assume that they are.

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LIBERIA A SUCCESSION.

The subject of African colonization has so long and so fruitlessly in past times occupied the attention of a portion of the people of the United States that the readers of current newspaper literature have acquired a dislike to the bare mention of the topic. Among the mass, who see it in print without ever reading what follows, it has come to be classed among the impracticable schemes of the age, ranking only second to those proposing to relieve the African of the disabilities imposed in white communities on account of his color, or the more obnoxious one still of admitting him to equal privileges with the white race. This distaste of the subject springs, as we have intimated, from the failure of past experiments in colonization to attain the results looked for. At great expense, both British and American societies have founded colonies of Africans, provided them with the means of self-government and culture, sent shiploads of emancipated slaves to take up their residence among them as freemen, and set spiritual teachers over their flocks, but all without eliciting the sympathy of the negroes cordially in the work or creating any general desire among the black race to exchange the lands of their oppression for an independent State. But the chief trouble appears to have been that those who engaged in these plans, or lent them their sympathy and countenance, have been too impatient at their slow progress. The desirability of colonization not having presented itself to the negroes in America as readily or with the peculiar force with which it has struck those statesmen and philanthropists who have favored the idea, our people have become discouraged, and there have not been wanting persons, who, from wishing ill to it, have gone on to speak disparagingly of colonization. If we can judge from what we see in some of the most respectable newspapers of America, the disappointment resulting from early labors in the field is rapidly changing to the hope and assurance of ultimate success. Great Britain has never for a moment abandoned her trust in the excellence and final triumph of the cause, and upon her benevolent statesmen and political economists has fallen the burden frequently of maintaining the germ of these colonial enterprises in their dark hours, when Americans have faltered in the work. Instead of encouraging, our Government has proved only hostile to plans of colonization. Last Winter, however, a Republican Senator introduced resolutions in Congress, looking to the establishment of African colonies in different parts of Central and South America. Representative men in the West and South have taken up similar ideas, and our Government will not long be allowed to remain indifferent to measures which are promising to eventually relieve the nation of the dilemma into which slavery has brought it.

A few years ago the colony of Liberia was regarded as a total failure, and a conclusive example of the impracticableness of doing anything in the way of separating and transplanting the negro race from among the whites. It was pronounced a failure in the organs and by the persons most interested in building it up. It has languished from year to year, scarcely advanced enough in the estimation of the people of America to draw forth opposing ridicule or call down their contempt. But a change is coming over the prospects of the colony. Against a series of trying adversities it has continued to gain friends and strength, and to demonstrate, under circumstances of ordinary good fortune, its powers of self maintenance. The *National Intelligencer*, at Washington, has taken up its cause, in which it meets with cooperation from such respectable journals as the *Philadelphia North American* and the *New York Commercial Advertiser*. Recent files of the latter papers contain many friendly notices and favorable accounts of matters in Liberia. Among other testimony a letter is published from Augustus Washington, "an unimpaired representative of the colored race," who emigrated to Liberia with his family in 1835. The letter derives interest not alone from the intelligence of the author, but from the fact that soon after his arrival in Africa he wrote to the *New York Tribune* a lengthy statement to prove that "Liberia was a failure." After a residence of six years, he gives a very different state of things in that country. We extract portions of his letter:

You will find inclosed a bill of lading for four packages of our produce, consisting of 371 lbs. net, Liberian-made sugar; one barrel of 45 gallon syrup; one small barrel, 35 lbs. cotton; also, a specimen of pepper or manilla, called by the kroon, and a small barrel of coffee. I could not get more than 35¢ for the coffee, either in Liberia or in your place. You will please excuse me from what they promise. Whatever their value may be, you may pass to my credit, together with the amount of inclosed small draft, and remit me the amount in 30 days, either in gold or money. In your future mail in England, I do not expect our sugars will pay anything like the prices I am selling at in this city. These are reasons of our trade, either in gold or money, and we of course expect you to be charitable in your judgment.

Like other civilized communities on this coast, the colony of Liberia at first engaged in trade with the natives; but finding from experience that trade in itself was precarious, and that the only means of securing permanent and increasing prosperity was to develop the agricultural resources of the country, they have, for the past three or four years, have engaged in farming, and their success has begun to realize the hopes of the friends of the cause. The national fair of 1857 and 1858 gave a new impetus to agricultural industry, and the farmers now vie with each other in the production of such crops as find ready and accessible markets. Last year, 1858, of only one barrel of sugar being exported from the republic to the United States. This year our farmers on the St. Paul's river, I think, have raised more than 100,000 pounds of sugar, and we are now exporting to the United States, and I have disposed of about 6,000 pounds in this market instead of American for our sugar next year, and this is the subject of my inquiries at the present time. These people have been plodding along slowly on their own little means, but they have not failed. I am personally acquainted with every man, woman and child, and I can assure you, believe there is more than one of them who had \$100 capital to commence with; and I am quite content that there is not one who has received to the amount of \$100, either in gold or money, from America, England, or anywhere else, to invest in his farming operations. I except, of course, the two parties who have steam sugar mills from benevolent gentlemen in New York. Liberia has not yet any foreign debt. If she fails, she will fail from nothing. Her citizens were all poor, seeking in Liberia what they could not obtain in America, and they have, and the pursuit of happiness. If they had only the amount of capital equal to that expended on St. George's Cathedral, in this city, or the amount expended on the army and defenses of Sierra Leone for one year, they would turn the tables on the growing of sugar and cotton; and if they did not turn out some thousand hogsheads of sugar, and as much more, they would bear with shame the imputation of having failed.

Comment is unnecessary on this plain showing of facts in relation to the celebrated Volunteer War.

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BY TELEGRAPH TO THE UNION.

BY THE STATE TELEGRAPH LINE.

San Francisco News—Trial of Albert Lee—the Fillibusters.

SAN FRANCISCO, Oct. 27th.

The trial of Albert Lee, for murder, is not yet concluded.

The *Atlas*'s correspondent states that Niagara will be protected from the fillibusters by the British Government.

The *Times* correspondent states that the expedition of the fillibusters is a failure, and that the vessel could not get a clearance. [We apprehend that nothing further has been received than what was stated in the *Union* yesterday.—Eus. Union.]

PROSPECTS AHEAD.

In the *Marysville Democrat*, of yesterday, we find the following announcement. We do not, however, see the statement in the *Express*, and hence suggest that it may be some mistake in the matter. If G. G. Briggs has subscribed twenty-five thousand dollars, and paid down eight thousand in cash, he has done more than any other Californian ever has for railroads in the State, and should be credited accordingly. A few such subscribers as Briggs would soon build a railroad from Marysville to the Sacramento river. The *Democrat* is altogether too hopeful when it relies upon the statement that the cars will be running to Suisun by August next. Railroads grow slowly in any country, but more particularly in a country where money is worth from two to three percent per month. But we confess surprise at the pertinacity with which Marysville insists upon going on with her railroad enterprise to the Sacramento river, and thence to the Bay at Vallejo, when there is one rapidly approaching her from this city. Were she to unite her efforts to those of the California Central Railroad Company before the first of August next the cars would be running between the two cities. It seems to us that the latter would be the rational course for Marysville to pursue in railroad matters. But a majority of her people reason otherwise, as appears by their acts. Of the prospects of the road, the *Democrat* says:

Notwithstanding the prodigious efforts which have been made of late to throw a damper upon the prospects of the San Francisco and Marysville Railroad, public opinion in the entire State is in no degree diminished. So far from it, it is in fact daily manifesting that confidence in the most substantial manner. A signal in the form of a public subscription towards the road was exhibited yesterday. Our well-known fellow-citizen, G. G. Briggs, came up and subscribed twenty-five thousand dollars, paying down in cash eight thousand of the amount. He expressed his gratification at the same time to subscribe twenty-five thousand dollars more, at a convenient time. Mr. Briggs has the good sense to know that, while it is universally conceded that it is to the interest of all this section to build the road, it will never be done by talking, but that men of means must come up to the work and keep the wheels in motion. If other business men in this region would follow his example, the road would be built with a degree of selfishness truly surprising, would follow Mr. Briggs' example, they would greatly expedite the affairs of the Company. They will, in favor of the road, be all very well, but let them come down with the cash. The Company are of the opinion now that they will have the cars running from this place to Suisun by the first of August next. Mr. Briggs, aged 61 years, 6 months and 10 days.

On South Fork of Cottonwood, Tehama county, Oct. 18th, Mrs. L. M. HARRIS, formerly Mary Ann Parker, of Chelsea, Vermont.

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