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Santa Fe Weekly Gazette, 03-11-1854

William E. Jones

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Santa Fe Weekly Gazette.

VOLUME III.

SANTA FE, NEW MEXICO, MARCH 11, 1854.

NUMBER 39

Santa Fe Weekly Gazette

LEGAL NOTICE.

W. W. H. DAVIS,

(DISTRICT ATTORNEY OF THE UNITED STATES FOR
NEW MEXICO)

ATTORNEY AND COUNSELLOR AT LAW,

SANTA FE, NEW MEXICO,

WILL practice in all the courts of the Territory.

Office in the same room occupied by the Secretary of the Territory.

REFERENCES.

Hon. C. Cushing, Att. Gen. U. S.
Hon. Geo. M. Dallas, Philadelphia.
Hon. R. Broome, U. S. Senate.
Hon. Simon Cameron, Pennsylvania.
Col. Thomas J. Whipple, New York.
Haddock, Reed & Co., Philadelphia.
James, Kent & Santos, " "
Wood, Bacon & Co., "

OFFICE OF COM. OF SUB.
ALBUQUERQUE, N. M.
JAN. 14, 1854.

SEALED PROPOSALS will be received at this office till 12 o'clock, M., on Wednesday, the 15th day of March, 1854, for furnishing flour and salt to the United States Troops at the points and in the quantities mentioned as follows:

Near El Paso	160,000 pounds of flour 175 bushels of salt
At Fort Fillmore	160,000 pounds of flour 125 bushels of salt
Fort Thorn, Santa Barbara	80,000 pounds of flour 100 bushels of salt
Peralta	120,000 pounds of flour
Albuquerque	250,000 pounds of flour 600 bushels of salt
Fort Union	50,000 pounds of flour

The flour and salt must be of superfine quality, and delivered in strong cotton "drilling" double sacks of 100 pounds each.

Proposals are invited for the whole amount, or that required at several points, or for that required at any particular point.

The contract or contracts to be made for one year, and the faithfulness thereto to be guaranteed by two responsible securities, whose names must be entered in the proposals.

One fourth of the amount required at each point must be delivered quarterly, commencing on the 1st day of August, 1854.

The principal commissioners stationed in New Mexico, will reserve the right of "increasing" or "diminishing" the amount to be delivered at each and every point, "by one third," by giving six months' notice to that effect.

The undersigned reserves the right of rejecting all bids that he considers unreasonable.

ISAAC BOWEN,
Capt. A. C. S.

JAN. 28, 1854—7133

PROPOSALS FOR CARRYING THE MAILED.

PROPOSALS for carrying the Mails of the United States, from the 1st day of July, 1854, to the 1st day of July, 1855, in the State of California, and in the Territories of Oregon, Utah, and New Mexico, will be received at the Contract Office of the Post Office Department, in the City of Washington, until 9 A. M. of the 3d April, 1854, (to be decided by the 23d of April, 1854,) on the routes and in the times herein specified, viz:

IN NEW MEXICO.

12900 From Santa Fe, by Atchuarque, Socorro, Doña Ana, Fort Fillmore, Frontiers (Tas), El Paso, San Elizario, Magdalena, and Leona, to San Antonio, 610 miles, and back, once a month.

Leave Santa Fe on the 1st of each month; Arrive in San Antonio in 20 days.

Leave San Antonio on the 1st of each month;

Arrive at Santa Fe in 25 days.

Bids to carry twice a month are invited; also bids to make the trip in 20 days.

12901 From Santa Fe, by La Caja de Fernando de Taos, 70 miles, and back, twice a month. Leave Santa Fe on the 1st and 15th of each month, 8 A. M.

Arrive at Fernando de Taos by the 3d and 17th of 12 M.

Leave Fernando de Taos on the 12th and 26th of each month, at 8 A. M.

Arrive at Santa Fe by the 14th and 30th of 12 M.

Bids for weekly trips are invited.

12902 From Dona Ana, by Fort Berthold, to Gainesville in Texas, and back, once in two weeks.

Bidders to state distance and schedule of arrivals and departures.

Bids for weekly trips are invited.

FORM FOR A BID.

Where an charge from advertisement is contemplated by the bidder.

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

Dated. [Signed.]

Form of a Guarantee.

The undersigned undertake that, if the foregoing bid for carrying the mail on route No. — be accepted by the Postmaster General, the bidder shall, prior to the 1st day of July next, enter into the required obligation to perform the service proposed, with good and sufficient securities.

Dated. [Signed by two guarantors.]

Form of Certificate.

The undersigned (postmaster, judge, or a clerk of a court of record, as the case may be) certifies that he is well acquainted with the above guarantors and their property, and that they are men of property and able to make good their guarantee.

Dated. [Signed.]

INSTRUCTIONS.

Embracing conditions to be incorporated in the contracts to the extent the Department may deem proper.

1. Seven minutes are allowed to each intermediate office, when not otherwise specified, for assorting the mails.

When the mails are of such size and weight as to render it necessary, in reference to them

2. On routes where the mode of conveyance admits of it, the special agent of the Department, also post office blanks, mail bags, tools and keys, are to be conveyed without extra charge.

3. No pay will be made for trips not performed; and for each month omission not explained three times the pay of the trip may be deducted. For arrivals so far behind schedule as to break connection with depending mail, and not sufficiently excuse, one-fourth of the compensation for the trip is subject to forfeiture. Deductions may also be ordered for a grade of performance inferior to that specified in the contract. For repeated disengagements of the kind herein specified enhanced penalties, proportional to the nature thereof and the importance of the mail, may be made.

4. For leaving behind or arriving late the mails or any portion of them for the admittance of passengers, or for being concerned in setting up or running an express conveying commercial intelligence ahead of the mail, a quarter's pay may be deducted.

5. Fines will be imposed unless the deficiency be promptly and satisfactorily explained by certificates of postmasters or the affidavits of other creditable persons, for failing to arrive contracted time, for neglecting to take the mail from, or deliver it into a post office; for suffering it either owing to the insufficiencies of the plan or manner of carrying it to be injured, destroyed, robbed or lost; and for refusing, after demand, to carry the mail as frequently as the contractor may or is accustomed in running a coach or steamboat on a route.

6. The Postmaster general may cancel the contract for repeated failures to run as agreedly to contract; for destroying the post office laws, or the instructions of the Department; for failing to discharge a carrier when required by the Department to do so for assigning the contract, without the assent of the Postmaster General; for running an express at a lower rate; or for transporting persons or packages conveying valuable marts out of the mail.

7. The Postmaster general may order an increase of service on a route by allowing therefor a proportionate increase on the contract pay. He may also order an increase of pay for the additional stock of carriages if any. The contractor may, however, in the case of increase of speed, relinquish the contract by giving prompt notice to the Department that he prefers doing so to securing the order into effect. The Postmaster General may at a certain date discontinue the service at rates different of pay, if he allows one month's extra compensation on the amount dispensed with, whenever in his opinion the public interest do not require the same, or in case he desires to exchange it by a different grade of transportation. He may also change the times of arrival and departure (provided he does not curtail the running time) without decreasing the pay.

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

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

10. The Postmaster General is prohibited by law from knowingly making a contract for the transportation of the mails with any person who shall have entered into, or proposed to enter into, any combination to prevent the making of any bid for a mail contract by any other person or persons, or who shall have made any agreement, or shall have given or performed, or promised to give or perform any consideration whatever, or to do or not to do anything whatever, in order to induce any other person or persons not to bid for a mail contract. Particular attention is called to the 28th section of the act of 1850, prohibiting combinations to prevent bidding.

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

12. A bidder may offer, where the transportation called for by the advertisement is difficult or impracticable at certain seasons, to substitute an inferior mode of conveyance, or to invent some other mode of carriage, or to invent some other mode of delivery, or to omit a number of days, weeks or months. He may propose to omit an unnecessary office, or carry on the stage or railroad, or at a slower tempo, in the case he may be; or he may offer to substitute an inferior mode of supply in such case. He may propose different times of arrival and departure, provided no more running time is taken, and no mail concession precluded. He may not increase running time for the top during a specified number of days in case of very bad roads; but beyond these charges a proposal for service differing from that called for by the advertisement will not be considered in competition with a regular bid reasonable in amount. Where a bid contains any such alterations, these disavantages will be estimated in comparing it with other proposals.

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

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

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

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

17. Under the act of March 3, 1843, the routes are to be let to the lowest bidder tendering sufficient guarantees, without other reference to the mode of transportation than may be necessary for the delivery of the mail. When the lowest bid proposes a mode of conveyance inadequate to the due delivery, certainty and security of the mails, it will not be accepted.

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

19. Since the passage of the act of March 3, 1843, a new description of bid has been received. It does not specify a mode of conveyance, but engages to take the entire mail each trip with certainty, certainty and security, using the terms of the law. These bids are styled, from the manner in which they are designated on the books of the Department, "star bids." The experience of the Department enables it to lay down the following rules, etc.

When the mail on the route is not so large as to require two-horse coach conveyance, a star bid, if the lowest, will always be preferred to the specific bid.

When the mails are of such size and weight as to render it necessary, in reference to them

alone, to provide two-horse coach conveyance, the specific bid, though the highest, for coach services, if adjudged to be entirely sufficient for the route, will be preferred to the star bid, in case the difference is not such as to interfere with the policy of the law of 1843, which looks to a reduction in the cost of transportation. Exceptions, however, may be allowed where the star bid is made by the owner of the stock now used on the route in the performance of coach services.

On routes of the highest class, where four-horse coach or steamboat transportation is required by the size and importance of the mails, and the specific bid is adjudged sufficient for the route, the preference for the specific bid will be necessary, carried to a greater extent of difference than on the inferior coach routes.

20. A modification of a bid, in any of its essential terms, is tantamount to a new bid, and cannot be received, so as to interfere with regular competition, after the last hour set for receiving bids.

21. Postmasters are to be careful not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; and all bidders, guarantors and sureties are distinctly notified that on failure to enter into or to perform the contract for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

22. The contractors will be substantially in the forms heretofore used in this Department, except in the respects particularly mentioned in these instructions; and on steamboat routes the contractors will be required to deliver the mails into the post offices at the ends of the routes and into all the immediate post offices.

23. Present contractors and persons known at the Department must, equally with others, procure guarantees and certificates of their sufficiency substantially in the forms above prescribed. The certificates of sufficiency must be signed by a post master, or a judge, or clerk of a court of record.

JAMES CAMPBELL,
Post Master General.

POST OFFICE DEPARTMENT, October 13, 1853.
Oct 15—w12x

(From the Louisville Journal.)

EVILS ARE BLESSINGS IN DISGUISE.—There is more truth than many are willing to acknowledge in this respectable saying. Calamities, individual and national, are frequently but stepping-stones to happiness and renown. The evils we apprehend are oftentimes more beneficial than the blessings we desire—so shortsighted is poor human nature. Indeed, if some potent angel should present himself to the world, and bestow upon us all the happiness of heaven, we should be the more miserable for it.

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

10. The Postmaster General is prohibited by law from knowingly making a contract for the transportation of the mails with any person who shall have entered into, or proposed to enter into, any combination to prevent the making of any bid for a mail contract by any other person or persons, or who shall have made any agreement, or shall have given or performed, or promised to give or perform any consideration whatever, or to do or not to do anything whatever, in order to induce any other person or persons not to bid for a mail contract. Particular attention is called to the 28th section of the act of 1850, prohibiting combinations to prevent bidding.

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

12. A bidder may offer, where the transportation called for by the advertisement is difficult or impracticable at certain seasons, to substitute an inferior mode of conveyance, or to invent some other mode of carriage, or to invent some other mode of delivery, or to omit a number of days, weeks or months. He may propose to omit an unnecessary office, or carry on the stage or railroad, or at a slower tempo, in the case he may be; or he may offer to substitute an inferior mode of supply in such case.

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

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19. When the mail on the route is not so large as to require two-horse coach conveyance, a star bid, if the lowest, will always be preferred to the specific bid.

20. When the mails are of such size and weight as to render it necessary, in reference to them

toes of Italy; and the Royal Society in London and the Academy of Sciences in Paris were both instituted after the people were kindled into activity and enterprise by civil war. Who knows, indeed, what might have been the destiny of Democracy, if his guardians had not robbed him—or Wallace, if the judiciary had not wronged him—or Mohammed, if the exigencies of the Islam had not forced him to grasp the sword—of a thousand others, if they had begun at the top of the pile, instead of the bottom? Verily there is no use in moralizing—the turtle must have a coal put on his back, or he won't come out and move off.

Special and Private Legislation.

General laws, like the constitution, apply to all persons and at all times alike. They are supposed to be based

emptioner from the consequences of a mistake in his action, it is equally just to relieve all others who have committed the same mistake. If it is just and proper to extend, by law, a patent for a term of years, it is equally just and proper that all others, under the same circumstances, should have a like extension. If it is the duty of Congress to compensate him whose house was destroyed in time of war, because it was made a deposit for arms or military stores, the same duty requires that it should provide for all like cases. There is no case, where Congress has properly passed a law to relieve an individual but what it was equally proper to declare and enact the principle upon which it was based, and allow all, under the same circumstances, to participate in its advantages. No one will pretend that the five or six thousand private laws are based upon as many different principles. They all stand upon a few principles, and justice requires that these should be imbibed in general public laws, to which all may resort, as cases may arise in all future time. If a case should be presented to Congress where it would be unsafe to make a general law to cover it, that fact would be conclusive evidence that it ought to be rejected. Nothing can be more unsafe than to legislate with reference to persons instead of principles. Congress is not an appropriate tribunal to pass upon the qualities of men, even if it could divest itself of the influence of party affinities and social relations; but it is a suitable body for acting upon, and ingrafting upon our national code, great principles which are applicable to all men irrespective of their political, or social, or other relations. Let Congress provide, by general laws, for all cases that may arise under the same circumstances, and their committees, will be relieved from a needless drudgery, and the members from importunities little short of persecution. Thus the two houses will be enabled to devote their whole time to matters strictly public, and may well shorten their sessions and diminish our legislative expenses. Then members will cease to be assailed by the breath of suspicion, and the "third house," for want of business, will adjourn *sine die*. It may be said they will return to press railroad land speculations. Not so, if proper general laws are passed on the subject. If it is right to grant land for such a purpose to one person or company, it is equally right to grant to all other persons or companies, standing upon the same ground, the same privileges. If it is proper that Congress should patronize and aid any who are building railroads, it is equally proper that it should do so to all under like circumstances. Let the provisions of the laws be general, so as to cover the little and the great, and put all upon an equal footing, and then there will be no just cause of complaint, as the same principle will apply to all. When this becomes the sole rule of action, the constituent will rely upon the member to represent him, and outsiders will cease to attempt to play the school-master for the contingencies that private claims and speculating projects may afford them. The great principles of equality of rights, as well as demands of economy, imperatively require that Congress abandon private and special legislation, and confine their attention to public and general laws. Then create suitable offices and judicicial tribunals for the execution of the laws, and the people will applaud them for their progress in the great work of economy and reform.

RANK IN THE NAVY.

On the 16th of January, 1816, a bill to authorize the appointment of one Admiral and two Vice Admirals was passed by the Senate of the United States, but was not acted upon by the House of Representatives.

The subject has been frequently agitated since that period, but, although the reasons urged in favor of introducing the grade into our service were very strong, prejudice has proved stronger, and the service has continued to be embarrassed by the want of equivalent designations of naval command which common sense never for a moment permitted to be withheld from the army.

MEXICO AND LOWER CALIFORNIA.

The Morning papers of to-day contain extracts from city of Mexico papers to the 17th of December.

The most important item of intelligence is said to be "the acceptance of the act of Guadalajara by Santa Anna?"—the meaning of which is represented to be, "that he will continue invested with his present powers as long as he shall judge necessary, that he shall have power to elect his successor, and that the President shall in future bear the title of Most Serene Highness."

We, however, can see nothing either novel or important in this. Our limited acquaintance with the dignitary has always been sufficient to convince us that he would not refuse such conditions as these; and that, should he demand them in a sufficiently imperious manner, we have never doubted the assent of the Mexican people to the demand.

The *Diario Oficial* contains the announcement that the President, desirous of putting an end to the public curiosity on the subject of the boundary with the United States, has appointed a special commission, composed of Srs. Diaz de Bonilla, Salazar Harreguy, and Gen. Palacio, to treat with our Minister, Mr. Gadsden, and settle this delicate question. Sr. Bonilla is invested for this purpose with full and plenipotentiary powers, and the conferences have already commenced. *National Intelligence.*

The way to be rich is to be industrious; the way to be happy is to be honest.

Santa Fe Weekly Gazette.

"Independent in all things—Neutral in nothing."

W. W. H. DAVIS, Editor

SATURDAY, MARCH, 11 1854.

Rail-road to the Pacific.

The necessity of a rail road, from the United States to the Pacific Ocean, is becoming more evident every day: and we believe the whole country is wakening up to the importance of such a measure. The rapidly increasing interests of the Union upon the shores of the Pacific, call for some more speedy and direct mode of communication, between the Federal Capital and those distant possessions, than that by the way of the Isthmus. The great interests of the country, agricultural, commercial and manufacturing, all demand a completion of this great work.

While there appears great unanimity of sentiment, in relation to the importance, and we may add, the positive necessity of such a work, there exists a wide difference of opinion by whom it should be constructed: some contending private enterprise should carry it forward, while others are in favor of its being built by the General government. For ourselves, we have no doubts on the subject, and the propriety of it being a government measure, has never seriously entered our mind. There are so many reasons why the road should be built by private enterprise, that we cannot conceive how any one should take a different view. The constitutional objection to its being constructed by the national government, is, of itself sufficient, in our opinion, to put at rest all hopes in this direction. We believed the question had been settled years ago, that the Constitution of the United States, conferred no power upon Congress, to grant charters of incorporation; and under no other circumstances could such a work be constructed by the Federal government. But setting aside the constitutional objections, which naturally arise, when the measure is looked to as a national one, there are others equally patent. As a government road, with at least a capital of an hundred millions of dollars, the foundation of the grandest swindling operations, the *versus*, has ever seen, would be established. The government would be defrauded out of millions of money in the construction; and after it shall have been completed the patronage that would naturally belong to it, united with the government influence that would, naturally, lean towards it, would yield a power sufficient to control all the legislation of the country. As a private, individual enterprise, the road could be built for much less money, would be much better managed when finished, and yield a much larger revenue. Who ever heard of a government work being constructed with the same economy as one controlled by private enterprise, and we have the utmost confidence in the entire capability of individual efforts to carry forward and finish this noble work. We see no objection to the national government lending all the aid possible in land and money to this great enterprise, within constitutional limits, and such assistance the whole country would sanction. Leaving out of the question, entirely, the great benefit that would naturally result to the business relations of the country, by such a connection with the Pacific coast, the government is directly interested in a pecuniary point of view. During the past year, nearly a half million of dollars have been expended in transporting supplies to the troops stationed in the country, the road would pass through, after leaving the frontiers of the United States. This is a large item of expense, and would, in a great measure be obviated by the road; and in case of war with a foreign power the government would be enabled to transport supplies for the defense of the Pacific coast, without the danger of being captured by the enemy on the way. In this view of the case the government is deeply interested, and should give every possible assistance to the individual enterprise, that may undertake the road. It would give the United States the control of the commerce of the Pacific: and last, though not least, would be the means of settling, with an industrious population the wide expanse of country that lies between the starting point and terminus.

THE RE-ESTABLISHING OF FORT ATKINSON, ON THE RIVER ARKANSAS.

The Legislative Assembly of New Mexico, at the session just closed, passed a memorial, addressed to the Honorable Secretary of War of the United States, asking for the re-establishing of the military post on the Arkansas, known as Fort Atkinson. We heartily concur in this measure, and are well convinced the wishes of the memorialists should be complied with. This post was on the mail route between Independence, Missouri and Santa Fé, and about midway of the plains. While kept up, it was of essential service, not only in the transportation of the mails, but also to the numerous trains that annually cross these vast prairies that lie between the United States and New Mexico. It was a safe rallying point in case of attack or accident: and also a convenient stopping place to rest and recruit the animals. These plains are roamed over, by thousands of hostile Indians, who seek only the opportunity to murder and rob whom they meet; and the presence of a small force there, had a tendency to keep them in abeyance. Since the removal of Fort Atkinson in a distance of six hundred miles, from Council Grove, Nebraska Territory, to Fort Union, New Mexico, the road lies through a hostile Indian country, without a single point of refuge in case of attack, which leaves the emigrants and all others who travel this route, at the mercy of the savages. We would respectfully call the attention of the War Department at Washington to this subject, and urge upon them the re-establishment of the post that has been removed, or the building of another, somewhere in the same region of the plains. The insecurity of the communication between the States and this Territory, prevent many persons from coming to New Mexico, who would otherwise do so, and hence retards the growth, and is prejudicial to the interest of the country. A small force stationed anywhere in that quarter, and commanded by a judicious officer, would answer the purpose, *versus*, of very essential benefit. Since the removal of the post, the Indians, on the route, have become more impudent than heretofore; and when the mail came across in December, they made an attack upon it, and stole some articles belonging to the carriers: and nothing but the great firmness of the conductor prevented serious consequences.

The last week has been dull, in point of news; from no section of the country have we received anything of importance. In Albuquerque there are a few cases of small-pox, but no fear is apprehended. Further below, things, at last accounts, were quiet; everybody apparently attending to the ploughing up of his land, and preparing for seed-time.

Above, we presume, they are busy holding court, but nothing has reached us of their proceedings.

The weather, so far, in our region has been extremely pleasant; spring is apparently upon us, and we have hardly experienced a winter's day during the season; we have fears, however, that our farmers will suffer by it, as the land will not be near so productive, owing to the drought that will necessarily be occasioned by the absence of snow in the winter months.

In the absence of a more serious subject, we wish to call the attention of the city authorities, or those who take any interest in the appearance of our city, to the condition of our public plaza. As it is now, it is neither one thing nor the other. On two sides of it there are a few trees, (and only one of these few can be called a shade tree,) whose greenness in summer but serves to render the mud-like color of every other object more distinct and disagreeable. We think the idea of planting shade trees on the plaza a good one, and can find no reason why it should not be carried out. The appearance of our city would be enhanced a hundred per cent., if there were trees at regular distances round the plaza, and the centre covered with short grass. And how refreshing would it be to the eye in the hot summer months of July and August.

We learn from the papers that a chemist, a citizen of the United States, has discovered a process by which good paper can be manufactured out of the common wild cane, and is about to take out a patent for it. Nothing new under the sun, eh!

The old gentleman who wove a blanket from the thread of an argument, has since made a fortune by patenting a pair of scales to weigh evidence in.

Among the laws passed by the last Assembly, is one authorizing the revision and reprinting of the volume of laws printed in this office in 1851, and to our mind is one of greater importance to the people and the courts than any other. The only objection to that law,

in our estimation, is the wording of the reason therein given for passing such a law; it implies that the printer was to blame for all the "errors," while it gives room for the ignorant to suppose that he is also to blame for the incorrect translations. No one, although the printers of the said volume, will more readily admit the truth of the reason given for the reprinting of the volume; we say that the book in question is full of errors, and none can better judge of such a fact than ourself. But while we admit the *fact*, we are very far from admitting the *imputation*. On the contrary, we say, although the contrary was stated to be the case by one of our sagacious legislators in the House of Representatives, that the printer is not to blame even for the slightest of the typographical errors. The proof reader is the person to blame, who in the instance before us, was a person appointed, we believe, by the Secretary, and one who was as ignorant of the art of clean proof reading, as a gobbler is of sensitive music. The Spanish part was translated by one man, who was in an extraordinary hurry corrected (?) by another, who displayed an equally praiseworthy hurry and carelessness, simply because he received no compensation for the job, and because he was not the translator and responsible for the work. Hence the discrepancies complained of.

But, however good a proof reader the person may be who reads the matter in general reading, it requires the eye of a practical printer and experienced proof reader to detect the small typographical mistakes, and to turn out a volume of laws as they should be. The evil will not be entirely remedied until this is adopted.

We stop the press to announce a rumor that has this minute reached us, that a party of Jicarilla Apaches, who have been plundering again as usual, were overtaken three or four days ago by Lieut. Beal and a party of dragoons, upon which a fight immediately ensued. The Indians are reported to have left eight men dead on the field, and three dragoons were killed and five or six badly wounded. The above took place in Red river C. Gen.

(For the Gazette.)

REMARKS ON BOOKS, N. 2.

HISTORY OF THE CRUSADES.

This work is written in a very entertaining style by Michaud a Frenchman of some eminence in the history of his country. It is the most complete and satisfactory account of the crusades which we have read. The author is pervaded with the belief that the elements of the present European civilization had their origin in the events which he describes, and is therefore, we think, the more likely to give a full and impartial record of those events. If we are sometimes obliged to find fault with his inferences, we still admire the bold and independent manner in which he lays down his promises.

We shall at present merely glance at the history of the crusades, intending hereafter to give our opinion of their results on the society of Europe.

In the 11th century, when these expectations commenced, superstition had already enfolded Europe in a night whose darkness continued to deepen for 400 years afterward. Christianity had been nominally embraced by nearly all the nations of Europe; but it had been vastly corrupted by a heterogeneous mass of rites, ceremonies and creeds, all foreign to its nature and design. Men has lost sight of its spirit and were content with mere forms. A superstitious veneration for the relics and pictures and graves of saints was substituted for the piety which had illustrated the lives of those saints. A lock of hair, or a tooth, or toe nail belonging to the dead bodies of these good people, was a prize more highly esteemed than honesty, chastity or a good life. Priests instead of watching over the morals of their flocks, and men instead of staying at home to provide for their families were seen wandering over mountains and valleys in toilsome search for some sanctified bone or piece of garment which, when found proved to be the relic of some heathen as often as that of a christian saint.

The religion of the times led men to visit with superstitions regard the graves of the martyrs. But the grave of the Saviour was the Mecca of the christians. Thither large numbers of people flocked annually. At length the Turks, who held possession of the Holy Land, became tired of witnessing these pilgrimages. We are told that these followers of Mahomet treated the pilgrims with insolence and barbarity; but perhaps their historians could put another aspect on the alleged grievances of the christians who visited the sepulchre of Jesus. We have reason to believe that the pilgrims were frequently dependent on the charities of the Turks, and were not always scrupulous in re-

pecting the property of others. Be this as it may the Christians in Palestine were subjected to outrages which prepared the nations of Europe for that mighty uprising which for 200 years rolled its angry waves over the plains of western Asia.

Peter the Hermit had visited Palestine and beheld with sorrow the indignities which christians and sacred places received from the infidels.

He came back to Europe with his imagination heated, and by his fervid eloquence succeeded in awakening universal indignation towards the Turks. The religious sensibilities of Europe from the Adriatic to the Baltic, were aroused as they never had been aroused before. One grand overpowering sentiment persuaded the public mind. The people heard or thought they heard the voice of God calling Israel once more to take possession of Canaan. Preachers are sent by the Popes who espoused this enterprise, to proclaim the great duty of wresting the sepulchre of Christ from the hands of the heretics. Forgiveness here and heaven hereafter.

bark in this project.

The warlike are stimulated by the hope of military renown. The vicious dream of revelling in the pleasures of Oriental banquet halls. The avaricious see nothing but wedges and ingots of gold. The pious wish to pour their tears on the grave of Jesus and criminals hope to expiate their transgressions by bathing their swallows in the blood of the Mussulmen. Vast crowds of men are raised and marched towards the Holy Land. Walter the Penniless leads the first detachment, which was nothing more than a miserable mob of men, women and children, who trusting that God would feed them by a miracle, went unprovided for the march and were compelled to plunder in order to get bread. This mob strewed their dead bodies along the banks of the Danube and never reached Palestine.

Other expeditions were more successful. Palestine for a time was wrested from the Turks, but the dissension of the leaders of the crusades weakened the power of the christian armies, until at last the Saracens regained what they lost and drove the crusaders back to Europe.

Prodigies of valor were achieved in the battles which took place between the christians and the Turks. Each party was stimulated by religious feelings. The cross and crescent were joined in mortal combat, and heaven was spectators of the contest. Among the Crusades were some chiefs whose moral and military virtues shine out conspicuously; nor were the Mahomedans destitute of men of acknowledged valor and ability; among whom none were more distinguished than the magnanimous Saladin.

Disaster and ruin followed the Crusaders till at last it became the general opinion that Popes and priests had been mistaken and that it was the will of heaven that the holy sepulchre should remain in the hands of the infidels.

ELLES.

AS IREN FOR FARMERS.—The United States Commissioner of Patents has addressed a circular to Postmasters, stating that the Bureau will have for distribution, in the course of the current year, many volumes of the Patent Office Record, both agricultural and mechanical as well as a large amount and variety of seeds. The circular accordingly requests postmasters to forward to him the names of twenty or more of the most enterprising and practical residents of each county to whom mechanical or agricultural reports or seeds should be sent. Officers of agricultural societies or mechanical institutes are desired to give like information—*Occidental Messenger.*

SHEEP AMONG THE CROCKERY.—An amusing incident occurred a few days since in Cincinnati, illustrative of the natural instinct of one sheep to follow another. A small drove was coming up the street, and when they arrived opposite the Gibson House the foremost one made a rush to go into an alley, but a man suddenly coming out somewhat frightened the sheep, and it deviated slightly from the true course, darting into a lamp store, followed by the whole flock. The crowd anxious to witness the sport, instantly blockaded the door, so that there was no mode of egress for the uncircumlocution visitors, and as said lamp store was too contracted to suit their peculiar notions, and wishing to regain their liberty as speedily as possible, they saw no other means of escape but through the window. One of them made a break and leaped through the show window upon the pavement, demolishing in its progress glass ware, china, &c., with an alacrity truly praiseworthy. The crowd immediately fell back from the door and allowed a free passage, but every sheep jumped through that hole in the window.

