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THYM OF THE ALAMO.

"Marcella, hymn."
Hymn man the wail of desolation's bane,
When final shall eve see?
The sad, hard, but not to hope farewell?
The trumpet of doom's great alarm's peal,
A mournful sound, and chime of steel?
Welcome the sparrows' death?
We fall—we die—but our departing breath,
Is freedom's breath of life.

Here on the new Thermopyle,
Our monument shall tower on high,
And Alamo's banner fly.
In honor sees the battle cry,
Till Tim's the conqueror comes,
And when his warlike gave the roar,
Like whirling billows move below,
At once each gallant's heart,
Wounds—Smythe's death—
We—no departing strife—

We fall—die—but our departing breath,
Is freedom's breath of life.

They come—like Autumn's leaves they fall—
Yet he rises on, louder, over rushing—
With glory ramp they mount the wall—
All numbers the defenders cry?

The last was—when the ruffian quake to tell
Here Texas and his hundred fell—

"Amid a thousand foemen slain—
They died the Spartan's death—

But not in honor's name—

Like brothers died, and their spring breath

Was freedom's breath of life.

POTTER.

THE MEXICAN BOUNDARY.

We have before alluded to a difficulty that arose last winter between Mr. Bartlett, the Commissioner, and Col. J. D. Graham, the then head of the Surveying and Scientific Corps of the United States and Mexican Boundary Commission. Mr. Bartlett, previous to Col. Graham's arrival at El Paso, had agreed upon the initial point at latitude 32 deg. 20 m. some 42 miles above El Paso. The difference was a tract of country 34 by 172 miles square, being 5,460 square miles, or 3,507,200 acres of land.

From an early examination of the subject we were forced to the inevitable conclusion that Col. Graham was right and Mr. Bartlett wrong. Col. G. refused to sanction a sacrifice of the land, and was unceremoniously snubbed.

The subject has been before Congress and excited much interest, as it is known that the great route for the Pacific Railroad, whether from Memphis, New Orleans or Texas, must pass over that ground, and the farther south the line goes the better for the United States. On a test vote in the House of Representatives, Col. Graham's position was sustained by 123 to 73, a significant expression. In the Senate, the subject was referred to a special committee. On the 20th of August, Mr. Mason, the able Senator from Virginia, made a report on behalf of the Committee, fully sustaining Col. Graham's opinion, and, deciding by resolution, that the true line should begin 8 miles above El Paso instead of 22.

Texas has a peculiar interest in this question, and we sincerely hope the United States Senate will never ratify any other line. The case to any who will examine it is too plain to admit of doubt.

We should publish some of the documents on this subject, but our space will not permit. We append brief extracts from Mr. Mason's report:

The initial point (as it is termed in the report of the Secretary of the Interior) is the point on the treaty map, where the southern boundary of New Mexico is intersected by the Rio Grande, and measurement by the scale shows that this point of intersection is about eight miles north of the town called "Paso." We no where find in the treaty these boundaries referred to parallel of latitude. The only determination given of them is, that they are to be taken as laid down on the map, and that the southern boundary runs north of the town called "Paso."

"Disturnell's map, which is made a part of the treaty, seems to have accurately delineated this northern boundary when it is referred to undoubted monuments on the ground, and to the natural features of the country, yet it may not be correctly placed in reference to the parallel of latitude. The town of "Paso," a monument of two hundred years standing, is placed by this map at the distance of eight miles from the southern boundary of New Mexico, and La Saluera, or the Salina, about six miles. An examination upon the ground, as the committee is informed, shows this saline, (a natural formation of salt by evaporation, covering some acres in extent,) to be at the correct mean distance from the town of "Paso."

That the boundary on Disturnell's map is correctly placed, in reference to the town of "Paso," is now conclusively shown by reference to the decree of the Government of Mexico fixing them, so late as the year 1824.

WRECK ON GALVESTON BAR.—A brig from the State of Maine was wrecked a few days since on Galveston bar, and soon went to pieces, with a total loss of cargo. She had no pilot on board, says the "News," else there would have been no wreck. So it was with the steamship Independence, on our bar, last March. What a pilot on board there would have been no wreck.

(Communicated.)

SHALL TEXAS BE SALVAGED WITH A GIGANTIC SYSTEM OF IRRE-SOSPENS CORPORATIONS???

This is a grave question, which our citizens must soon of late answer. Our Internal Improvement question is the beginning of this inquiry. One of two systems, indispensable to the success of our internal improvements, is to be adopted. Either the State or a State must contract our improvements, allowing *free competition in transportation*, or corporations must construct them, under the certainty of *enduring monopoly*. It is important for us, as well as future generations, to settle this question wisely. The time for settling it cannot be long deferred. It has already become the issue, and the important issue between the advocates of the two systems: Solid argument only, based on principle and past experience should be allowed to prevail.

Actuated either by motive of gain through partial Legislation, or some idea of supposed necessity, some of our citizens are urging the policy of constructing Internal Improvements by corporations, *aided by the State* or, in other words, by the advancement of loans, or bonuses by the State. The same principle is about to be adopted by Louisiana in her struggle against New York for the commerce of the Mississippi valley. Other States in the Union have proposed to do likewise.

Were this the inception of that principle, and were there no past experience to guide our judgment, perhaps we should have little to say, and much less to object. As the case stands, however, we prefer to be guided by the result of experiment.

The proceedings of this contemplated assembly would scarcely be worthy attention, were it not that this delusion is spreading among so large a number of persons, and that the majority of them are probably sincere in their belief, though there is among them a sufficient number of characters to put by the absurd monomaniac practitioner.

It is remarkable how popular delusion runs into another, the latest being a combination of all the previous popular errors, with all the varieties and modifications, to recommend it as a novelty to those marvelously inclined. Spiritualism appears to be a mixture of mesmerism, lately so popular, but now exploded. Witchcraft, which has not been in popular favor since Cotton Mather's days, when it led to deplorable consequences, trances, which were very common in former ages, but has always been looked upon very suspiciously by some people; and various twirtings, contortions, dancing, which have distinguished almost every popular phrenzy instigated by religious lunatics among a peculiar class of mind readily inclined by constitutional infirmities, or diseased condition, to be easily affected by pretended marvels and supernatural operations—the errors and impostures of which require skill and philosophical investigation to detect and expose.

WASHINGTON.—The following Indian legend, relative to the spirit home of Washington, is extracted from Morgan's League of the Iroquois. It is curious as showing the estimation in which he was held by this singular people, and their ideas of future felicity:

Among the modern beliefs engrained upon the ancient faith of the Iroquois, there is one which is worthy of particular notice, it relates to Washington. According to their present belief, no white man ever reached the Indian Heaven. Not having been created by the Great Spirit, no provision was made for him in their scheme of theology. He was excluded both from Heaven and from the place of punishment. But an exception was made in favor of Washington: Because of his justice and benevolence to the Indian he stood pre-eminent above all other white men. When, by the peace of 1783, the Indians were abandoned by their English allies, and left to make their own terms with the American government, the Iroquois were more exposed to severe measures than the other tribes in their alliance. At this critical moment Washington interceded in their behalf, as the protector of Indian rights, and the advocate of a policy towards them of the most enlightened justice and humanity. After his death, he was mourned by all the Iroquois as a character of their race, and his memory was surrounded with reverence and affection. A belief was spread abroad among them that the Great Spirit had received him into a celestial residence upon the plains of Heaven, the only white man whose deeds had entitled him to this heavenly favor. Just by the entrance of Heaven is a wild enclosure, the ample grounds within which are laid out with avenues and shaded walks. Within is a spacious manor constructed in the fashion of a fort. Every object in nature which could please a cultivated taste had been gathered in this blooming Edan to render it a delightful dwelling-place for the immortal Washington. The faithful Indian, as he enters Heaven, passes this enclosure. He sees and recognises the illustrious inmate as he walks to and fro in quiet meditation. But no word ever passes his lips. Dressed in his uniform, and in a state of perfect felicity, he is destined to remain through eternity in the solitary enjoyment of the celestial residence prepared for him by the Great Spirit.

A BOLD PROPOSITION.—A Professor Jaquemart, a French physician, has published a letter in which he avers his firm belief that hydrocephalus is not a specific disease at all, but merely a nervous affection, caused only by the instinct of imagination. His letter is described in the Paris correspondence of the New York press. Thence he rejects the supposition that madness is communicated by a bite, and averred that attacks of rage may be calmed by a vigorous exertion of the will, and that they are communicated in the same way as epileptic fits are known to be communicated from one person to another.

To prove the absurdity of these opinions he offers to allow himself to be bitten by dogs, ravaged by physicians, to be beaten by deep roughs, and to submit to any other form of torture, and to undergo any kind of termination. To this H. G. Jackson, a physician known for the interest he takes in discovering remedies, has replied that an individual who shall be anonymous, has placed him in possession of the necessary means, and now awaits the convenience of Jaquemart to commence the grand experiment.

The Legislature voted to sell, lease, or otherwise dispose of the canals of the State; but the same to remain the property of the State, and under its management forever.

The credit of the State, not in any manner to be given or loaned to, or for aid of, any individual association, or corporation.

The claim of the State against any incorporated public debt exceeding \$1,000,000 (except in cases of insurrection or invasion), unless the law creating the debt be submitted to, and sanctioned by the people also, in every such law a provision to be obtained, requiring annual taxation to pay the interest from year to year, and the principal of such debt within eighteen years from the time of contracting it.

The Legislature voted to allow corporate capital to associate under General Laws, in order to effect beneficial objects, which individuals, as such, are incapable of accomplishing; not even thus however, without proper accountability. We would allow of no association of corporate capital for the purpose of business profit, without attaching to the owners of it the responsibility of business losses. Two or three co-partners, the law says, shall be responsible

for corporations to be formed under General Laws; but not to be created by special act, except for scientific purposes, and also except those, the object of which could not be attained under General Laws.

The Legislature to have no power, directly or indirectly, to sanction the suspension of State Payments by any person, association, or corporation, issuing blank notes of any description, or currency. The Legislature may, by law, fix the maximum amount of notes issued or put in circulation at money, and to require simple security for the redemption of the same in specie.

The stockholders of every corporation or joint stock company for Banking purposes, issuing Bank notes, or any kind of paper credits, to circulate as money, after the first day of January, 1852, to be individually responsible to the amount of their respective share or shares of stock in any such corporation or association, for all its debts of every kind contracted after the date.

Such are some of the provisions incorporated into the fundamental law of New York. They indicate the settled policy of the State as to corporations of all kinds after years of perplexing experience. When it is also recollects, that New York was the first State in the Union to engage in Internal Improvements; that she has engaged most extensively, and had most experience on different plans; it is conceived, that the deliberate judgment of the people of that State ought to have some influence. The foregoing Provisions in the Constitution of New York, imply a designation of what class of Internal Improvements are to be encouraged; what to be established as enduring property of the State, and what to be repudiated as unworthy the aid of the State.

It is not a little surprising that some of our Southern States, and even the Legislature of Texas, have been influenced to encourage a plan of Internal Improvements founded on the principle of *chartering companies destined of capital, or means of obtaining it, and supplying the deficiency by State assistance*; a principle not only wrong in its inception, but the utility of which has also been exploded by experience. In Texas to profit nothing by example! Are our citizens too inexperienced to discriminate as to what is founded on sound principle, and what is not? What has been vindicated by long tried experiment, and what has almost uniformly resulted in disaster. That State has trod on almost every conceivable ground, and the experience of the State has been more than sufficient to teach her.

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The grand drawback is the want of water.

We have fine rivers in America, and there are no running streams as in most mountainous countries. The scenery in this district is really fine, and you can conceive nothing more picturesque than the clusters of tents, every variety in every gully between the mountains; the fine tall gum trees, and the oaks covering about one-half of the hills, others being perfectly bold with fantastic rocks jutting from their sides, the whole in uniform brown, contrasting well with the bright green foliage of their fellow hills. Quite an investigator, our imagination departs from the supply of water.

Water is the digger's best companion, without which he cannot get on. A bushman and digger must depend entirely upon himself; he must be able to pitch his own tent, eat his own meal, light his own fire, cook his own mutton chop, fetch his own water, and do all those needless little things that are never thought of at home, because they never come under our notice. He must also know the severe storms that sometimes occur here, and must smile if a hurricane carries his tent away in the night during a pelting shower, when he is in bed. I have seen men get 7 lbs. weight of water with five or six blows of a pick. The best proof, however, will be the romance afloat for England.

PUTTING THE CASE ON THE MOST FAVORABLE GROUND.—Supposing capital could be influenced to associate to build the Roads, without the promise of bounty from the State. Even supposing the companies composed of our own citizens—what safeguard have we against the extension of those having the exclusive right to transport on the Roads?—we will say, "charter new companies by way of inducing competition." What ails us to start after one has got into successful operation? How immeasurably overgrown must the patronage be to allow of it at all, or even to admit the idea of an opposition route? If capital could not associate in competition to prevent the common outcry of "monopoly" between Galveston and New Orleans, what would it do where it was obliged to construct Railways and equip them? Even Buffalo Bayou navigation has long been accused of monopoly, extortion, and unfair influence, to break down new competition for the public patronage. Besides, who does not know as to the cumbrous policy on which corporations are actuated? If they cannot effectually and readily break down competition by competition, they will combine and consolidate interests, and double teams, the more effectually to extort gains from community. This is but a common custom, and the most notorious and odious monopolies are the result of this practice.

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