

Upon the receipt of the news by the steamer Oregon, we made a few remarks upon Mr. Fremont's Post Route resolution, in which he made some awkward blunders. At the same time we were willing, and are now, to give Mr. Fremont the credit of having been industrious since reaching the Capital.— The drawing up and revising of the various bills he projected, and the emendations he was no doubt induced to make before they were in so finished a state as he desired them for presentation in the Senate, was no light task. But we must know, before we can praise his efforts, what the provisions of those eighteen bills are, and whether they are really and truly, "bills for the benefit of California." A part of the bill which stands as number five in the enumeration, we are decidedly of the opinion, is not of this character. It is entitled "A Bill to grant donations of land to settlers in California before the cession of this country to the United States, and to allow pre-emption rights to all subsequent, and to all future settlers." We cannot see what benefit is to accrue to the State of California, nor in what consists the justice of making donations of land to settlers before the cession of this country to the United States. We cannot see the propriety of giving titles of public land here to any persons but American citizens, and think they should be given to them only under the pre-emption law.

Mr. Fremont is a gentleman of unquestionable ability, and we respect him for his talents, but no further. We do not think it quite becoming to laud him to the skies for what he has done for us in the Senate, until we, at least, know precisely what he has done.

We cannot at all acquiesce in the tone of fulsome praise which the *Alta California* has bestowed upon Mr. Fremont since the arrival of the Steamer. That paper, however, has spoken of him solely with a view of making political capital upon which to re-elect him in our Legislature this winter. After a series

of laudations of his brilliant services in behalf of this State, and of the sacrifices he has made for her, the *Alta* goes on to say:

"The principle of rotation may be very good, but to be so, it must be just, and we submit whether it be just to suffer him to be defeated by cabals here during his absence attending to the business of the State."

Mr. Fremont will be here, all in good time, gentlemen, never fear, to put forward his claims. He is not so careless of "the chances" as you may think.

We do not blame the *Alta* for advocating the cause of Mr. Fremont, but we find fault with it for doing so in the begging way it does in its article of Oct. 24th. Had that paper come out in a bold and manly appeal to the people of California in behalf of Mr. Fremont, we would not have had a word to say against it, though we should still have held, and expressed our own opinion of Mr. Fremont, at the proper time. But they have taken upon themselves to ad-

vocate a *party* view of the claims of Mr. Fremont, and made a long talk about democrats and democracy, a talk they might much better have left to the *Pacific News*, or failing there, to a caucus meeting of the democratic members of the next Senate and Assembly.

By the way, we consider it rather ominous, that the *Pacific News* has not commenced its fire upon the same subject. This hanging fire on the part of the General looks mightily as if he had his eye upon some rival to "the son-in-law of Mr. Benton," whose cause he intends to espouse.

Seriously, we think Mr. Fremont's abilities have been very much overrated by many of his admirers; and we think, further, that there are in this State men who are just as much entitled to our consideration as he is, and who have just as much claim to be sent to the Senate of the United States.

TERRIBLE DISASTER AT SAN FRANCISCO.—The boilers of the Steamer Sagamore exploded on Tuesday afternoon at about five o'clock, as she was leaving Central Wharf. The explosion was tremendous, leaving her a complete wreck. The Sagamore was running on the Stockton route. There were a large number of passengers on board, including several females. It is estimated that there was a loss of nearly fifty lives, though it cannot be exactly ascertained, as the passengers had not yet purchased their tickets, and there was, consequently, no register of the names, or of the number of persons on board. Many of the survivors are very badly injured.

We believe this is the first steamboat explosion that has occurred in California.

THE CHOLERA.—We admit into our columns to-day, two communications upon the almost exclusive topic of the hour. But we are somewhat in doubt as to any positive utility to arise from the publication of like articles, and trust