FIRST REPORT ON OREGON

WAS SUBMITTED TO CONGRESS ON JANUARY 25, 1821.

American Occupation of the Columbia River and Immigration From China Proposed.

To Representative John Floyd, of Virginia, belongs the honor of starting the agitation in Congress for the occupation of Oregon. On December 19, 1820, he introduced a resolution for the appointment of a committee to inquire into the situation of the settlement upon the Pacific Ocean and the expediency of occupying the Columbia River. The committee reported through Mr. Floyd on January 25, 1821, that it had carefully examined the subject, and "from every consideration which they have been able to bestow upon it, believe, from the usage of all nations previous and subsequent to the discovery of America, the title of the United States to a very large portion of the coast of the Pacific Ocean to be well founded." The position was taken that France succeeded to the rights of Spain in this region and the United States to those of France. The report continues:

"Under this view of the case, the United States, being possessed of the title of France, and by a just application of the law of nations, that of Spain, too, if she ever had any, leaves them the undisputed sovereignty of that coast from the sixtieth degree of north latitude down to 36, which is believed to be the situation of the mountains of Mexico. If, however, there should remain a doubt, that doubt is relieved by a reference to the subordinate principle recognized by the treaties of Utrecht and Paris in 1763. When we know that all the formalities deemed necessary in the possession of a newly discovered country have been complied with on the part of the United States; that in the year 1775-6 an establishment was made at the mouth of the Columbia River by Mr. Hendricks, the full and entire benefit of whose courage, enterprise and success results to this Union; and that at a later day, in 1805, Messrs. Lewis and Clark, in executing the desires of this Government, again visited the Columbia and the Western Ocean, 12 miles from which they built Fort Clatsop, yet to be seen—these establishments made by the United States, not so near the settlements of California as manifestly to encroach upon them, entitle them to the whole country north of the Columbia River. And, in applying the principle known to govern such cases, the point equidistant from the Spanish actual settlements and the mouth of the river is the true point at which a line drawn separating the two countries should commence. The actual settlements of Spain are believed to have been, at that time, upon the Colorado of California, in latitude 32 degrees north; but, even supposing the point to be the extreme south of the claim of the United States, which is believed to be 36 degrees, then the line of separation would fall at 41 degrees. And, if any doubt arose as to the claim of the United States to the full extent of the Spanish title to the north of Fort Clatsop so high as 60 degrees of latitude, there could remain no doubt as far as the equidistant point, which would be at the completion of the fifty-third degree of latitude, leaving us 12 degrees of coast on that ocean.

American Enterprise in the Pacific.

"From every information that can be obtained worthy to be relied upon, our coast on the Pacific for years past has been the theater of much individual enterprise, stimulated by the rich returns of numerous whale ships and the great profit of the fur trade, together with the flattering accounts of Messrs. Lewis and Clark relative to the resources of the interior, though no regular trade or well-organized system of commerce existed until the year 1810, in the course of which year a vessel was fitted out in the City of New York, well supplied with provisions and seed of every description necessary in a permanent occupation of the Coast, which this contemplated. This little colony consisted of 120 men when it arrived in the Columbia, and after ascertaining its soundings, they removed some miles above Fort Clatsop and built the town of Astoria, where a portion of them cultivated the soil, while the others engaged in the fur trade with the natives. The soil was found to be rich and well adapted to the culture of the useful vegetables found in any part of the United States; as turnips, potatoes, onions, rye, wheat, melons of various kinds, cucumbers and every species of peas. In the course of a year or two, it was believed their interest would be promoted by cultivating and securing the friendship and confidence of the tribes inhabiting the waters of that great river; to which end the town of Astoria was maintained by about 30 men, while the rest established themselves at five other points, to become fixed stations, to raise their own vegetables, trade with the natives, and receive supplies of merchandise from the general depot at Astoria and to return to it the fruits of their labor. One of these subordinate establishments appears to have been at the mouth of Lewis River; one at Lantou; a third on the Columbia 600 miles from the ocean, at the confluence of the Wantana River; a fourth on the east fork of Lewis River; and the fifth on the Multnomah. Thus situated, this enterprising little colony succeeded well in all their undertakings, nor met with but one misfortune, which seemed to partake largely of that kind which had, for a long time, so certainly and so unseen, been inflicted upon our Western inhabitants. This was the loss of the Tonquin, a vessel that they had taken from New York, while trading down the coast, where, in time past, she had been, in common with the ships of some European powers, enjoying the confidence and friendship of the natives. This confidence had by some means been destroyed, and while they induced many of the ship's company to go on shore, many of their own number went on board the ship, and suddenly attacking the crew, the whole were destroyed, as well as the vessel. This, though a great affliction to the survivors on the Columbia, did not dishearten them, as other vessels were expected soon to arrive, and, with these expectations, they continued their trade, which, becoming profitable, they were the less inclined to abandon. But the operations of the War of 1812, which took place between the United States and Great Britain, were destined to mar their prosperity. That government, it appears, dispatched a vessel of war called the Raccoon to destroy or possess Astoria, which by the assistance of the Indians, influenced by the Northwest and Hudson's Bay Companies of fur traders, they were easily enabled to do; and have from that period to the present time, continued to reside at it, as well as on the river above, though a messenger or agent was sent by the authority of the United States to receive and did receive that post from them at the close of the war.

Importance of the Columbia.

"From every reflection which the committee have been able to bestow upon the facts connected with this subject, they are inclined to believe the Columbia, in a commercial point of view, a position of the utmost importance; the fisheries on that coast, its open sea, and its position in regard to China, which offers the best market for the vast quantities of furs taken in those regions, and our increasing trade throughout that ocean, seems to demand immediate attention.

"The committee, from carefully examining all the facts connected with the subject referred to them, are well persuaded that the situation of the United States is such as to enable it to possess all the benefits derived from this trade, which, in the hands of others, amounts to millions, many of whose trading establishments east of the Rocky Mountains are within the acknowledged limits of this Republic, as fixed by the Convention of London, October 20, 1818; and it is believed that no power, with the exception of Spain, has any just claim to territory west of them, or on the Pacific. The dependence for subsistence of many of these establishments is upon the buffalo beef hunted by the Assiniboin Indians, who inhabit the country between the river of that name and the Missouri; their hunting ground is far within our boundary. To succeed in procuring to the people of the United States all the wealth flowing from this source, it is only necessary to occupy with a small trading guard the most northeastern point upon the Missouri River, and confine the foreigners to their own territory; at the same time occupying, with a similar guard, the mouth of the Columbia. The great profit derived from this trade by the Canadian companies, when we know the distance and obstructions in their rivers, and in the various streams they ascend in carrying it on, the advance of price consequent upon it becomes rather a matter of amazement than otherwise, and inclines us to examine our own rivers with a view to the same object. Instead, however, of those formidable obstructions, we find a smooth and deep river running through a boundless extent of the most fertile soil on this continent, containing within its limits all those valuable furs which have greatly enriched others; a certain, safe and easy navigation, with a portage of only 200 miles uniting it with another river, equally smooth, deep and certain, running to the great Western Ocean. Thus are those two great oceans separated by a single portage of 200 miles. The practicability of a speedy, safe and easy communication with the Pacific is no longer a matter of doubt or conjecture. From information not to be doubted, the Rocky Mountains at this time, in several places, are so smooth that the labor of 10 men for 20 days would enable a wagon with its usual freight to pass with great facility from the navigable water of the Missouri to that of the Columbia. The actual distance from river to river, several hundred miles from their source, that is, from the great falls of the Missouri to the fork of Clark's River, is 149 miles. The distance, therefore, of 200 miles, is to good navigation on the Columbia, which is the only river of any magnitude upon that whole coast, north of the Colorado of California, though there are several good harbors, secure and safe for vessels of any size.

Resources of the Coast Country.

"The region of country from the ocean to the head of tidewater, which is about 200 miles, is heavily timbered, with a great variety of wood, well calculated for shipbuilding, and every species of cabinet or carpenter's work. Thought there is a heavily-timbered country thence for 200 miles farther, yet it is of a lesser growth, and quality not so durable. At that point commences the plain country, when the soil becomes more thin, and almost without wood, until it arrives at the table lands below the mountain. Though the soil of this region is not so good as in any other part of this great valley, yet it produces grass of the finest quality and is emphatically called the region favorable to the production of the horse. This noble animal, so far surpassing all others in usefulness, courage and swiftness, is here produced in greater perfection than even in Andalusia or Virginia. But, independent of all the wealth which may be derived from the fur trade of that river and the Missouri, the security, too, which the peace of this country would find in the influence which the American traders would obtain over the native, is the increasing commerce in the Western Ocean. There is no employment so well calculated to make good seamen as the whale fisheries, which are known to be more profitable on this coast than any other. At the same time the oil is far preferable to that taken on any coast, being clear and transparent as rock water. While so many of our citizens are industriously engaged in the various branches of trade in those seas, more valuable to this country, it is believed, than any other; while all nations who have claims upon that coast, and some who have none, are anxious to occupy some position upon it, even at a vast expense, to enable them to participate in its benefits, we have neglected to extend to it any portion of our care, though it appears, from the best information, there is at this time $8,000,000 worth of property owned by citizens of the Republic on the Pacific Ocean.

"Your committee well persuaded that by a little care and small expense, the citizens of this Republic might reap all the benefits of this trade, not only profitable now, but from every view of the subject there is a strong probability that it will increase for many years.

Settlement by Women Advised.

"Were an establishment made at the mouth of the Columbia, which should be allowed to take with them their women and children, there can be no doubt of success, as so many years' experience of the English fur companies have amply shown this mode has the most powerful effect in separating the minds of the men from pursuits which often in frontier countries lead to strife, as it gives them a local interest and feeling, and makes them even more vigilant and prudent in the discharge of all their duties. It is believed that population could easily be acquired from China, by which the arts of peace would at once acquire strength and influence, and make visible to the aborigines the manner in which their wants could be supplied. The coast of the Pacific is in its climate more mild than any part of the continent in the same parallel, and many vegetables on that shore grow in great abundance in the native forests which are likewise natives of China.

"It is known that when the Spanish Government, in 1789, sent their ships of war up the coast to capture the British vessels which were intruding, they found 70 Chinese, whom the English had procured to emigrate, that they might be employed in the mechanic arts; and, though the people of that country evince no disposition to emigrate to the territory of adjoining princes, it is believed they would willingly, nay, gladly, embrace the opportunity of a home in America, where they have no prejudices, no fears, no restraint in opinion, labor or religion.

"The committee cannot doubt that an establishment made on the Pacific would essentially benefit the natives, while it would give this country the advantage of all its own treasures, which otherwise must be lost forever, or rather never enjoyed; and from all that can be ascertained relative to its present and increasing value, of more profit to this country than the mines of Potosi.

"From the best information which can be had, it appears that the Indian trade on the Missouri, below the Mandan villages, is worth about $120,000, and that on the Mississippi is valued at $250,000, making the sum of $370,000 annually. They have reflected upon this trade, and that prosecuted by the whalers on that coast, and are irresistibly drawn to the conclusion that they are the most valuable to this Nation, and demand its care and attention in a high degree. This trade, unlike any other, originates its own capital, may fairly be said to bring into the United States $370,000 every year, where not one dollar previously existed, and adds that much to the wealth of the community as decidedly as though it had been fished from the bottom of rivers in gold and silver, as it is in the markets of China or any other market capable of purchasing as much; and, if, with that amount in furs, a vessel should sail from the mouth of the Columbia to Canton, which is a voyage of from 50 to 70 days, she would return with that in exchange which would sell for perhaps double that amount, thereby contributing to the comfort, enjoyment and accommodation of the community $740,000, which is the result, not of a profitable voyage, but a creative trade.

"It is believed that a shipment of tobacco, flour or cotton bears no comparison in point of profit with this, as they are properly the rough manufactures of the country, and the result of considerable capital, and the cargo brought back in return for them, in European or other fabrics, is only an increased value they receive by being exported and returned to us in that shape. Hence, the exportation of $370,000 worth of tobacco or cotton, should it return to us $740,000 in European silk and cloth, is still the original cargo of tobacco or cotton, as nothing but these have been paid for them; but in the first instance, he who manufactures either the tobacco, flour or cotton is compelled to take into consideration the capital employed and then the balance is his gain; but in the fur trade and the whale fisheries, there is in the one little capital, in the other none.

"Under the strongest belief that by a new organization of the system of Indian trade, comprehending a settlement on the Columbia River, great benefits would result to the citizens of the Republic, while the aborigines would be better protected and provided for by instructing them in agriculture and the minor branches of the mechanic arts, the committee asks leave to report a bill."

German Syndicate's "Pipe Dream."

Chicago Times-Herald.

Some confusion seems to have crept into the calculations of the German syndicate which is about to colonize Brazil and annex her southern states to the Fatherland. The figures which have been given out on the Germans at present in that country can hardly be correct, and the same thing may be said of the estimate concerning the Italians. The former came to 500,000, the latter to 1,300,000. But none of this immigration has been going on any great length of time, and the official record for the year 1898 is: Italians, 33,273; Portuguese, 11,669; Spaniards, 5943; Austrians, 669; Germans, 477; French, 247; Russians, 137; Swiss, 129.

That would indicate that the German immigration is both relatively and absolutely small, and we may dispose of the 1,600,000 German-Italian combination very easily. The total immigration into Brazil from 1871 to 1898 inclusive was 1,583,577.

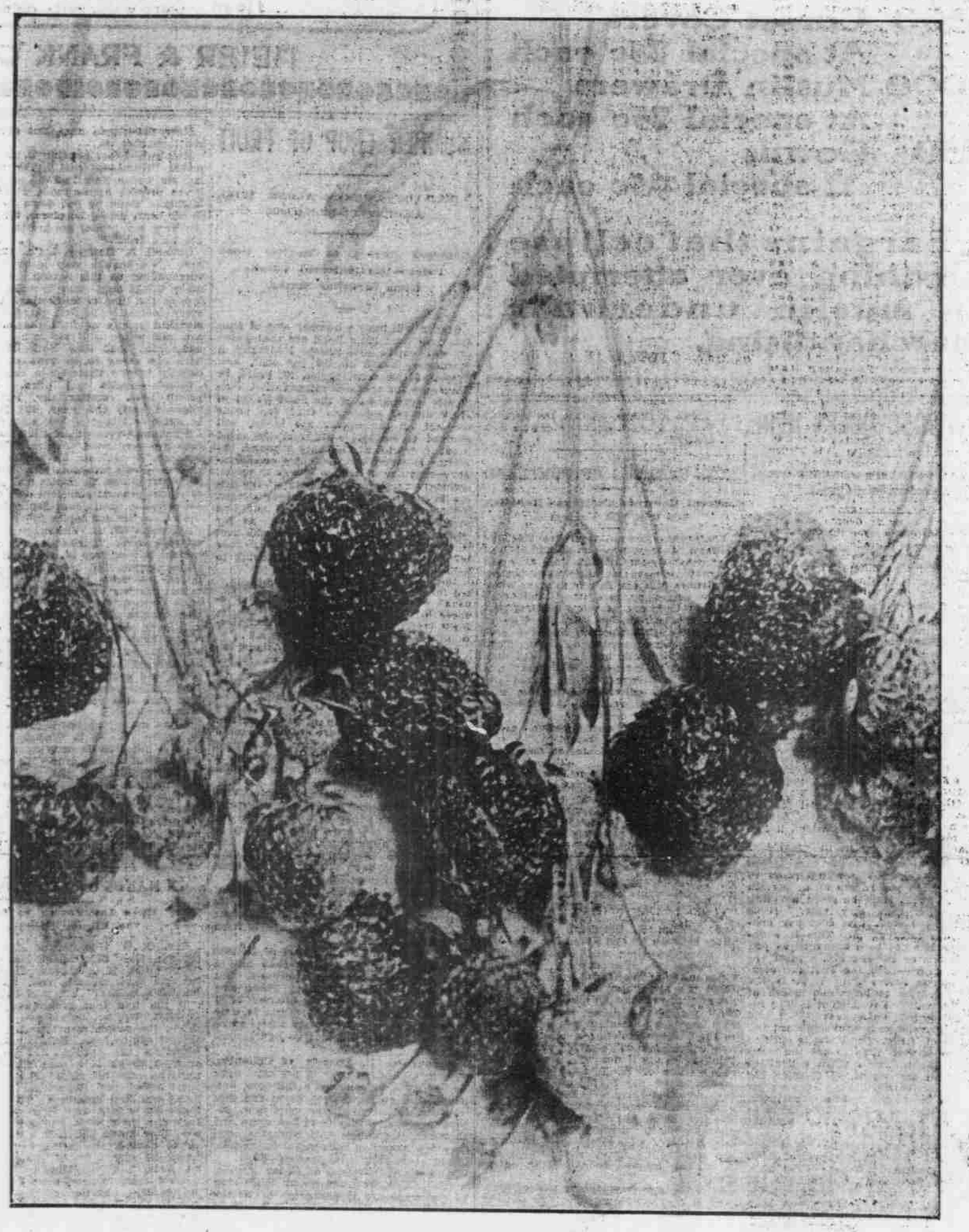
That seems to settle the question and leave something to spare, but to throw a side light on the value of the estimate concerning the Italian "residents" we may add that the total number of Italian immigrants who entered the United States from 1881 to 1899 inclusive was only 914,657. It is suggestive also of the swollen condition of the Italo-German combination that the entire white population of Brazil, according to the census of 1890, was only 6,302,198.

In the natural course the Germans who have gone to Brazil would be assimilated with their Latin neighbors and become Brazilians, just as they have become Americans in this country. They would love the old land, but be perfectly loyal to the new.

And if the natural course were not followed they would not divide Brazil for Germany, because all America, headed by the United States, forbids any apportionment of American territory to any European power.

The German syndicate is indulging in a pipe dream.

BEST STRAWBERRY IN THE WORLD.



OREGON'S FAVORITE, THE MAGOON.

The berries shown in the foregoing picture are of the Magoon variety. They were grown by W. S. Failing, on a five-acre patch, which has been harvested for five years, though the productive life of strawberry patches generally is no more than three years. The Magoon is now generally conceded to be the finest strawberry raised in Oregon, and consequently the finest in the world, for nowhere else are raised such fine strawberries as in Oregon. It originated as a sport, and was for some years not able to force its way into public favor against the Wilson and Clarke seedling, but is now preferred to either. Of course, there are some localities on sandy or gravelly soil, where other berries do better, but in rich soil the Magoon surpasses all others in average size, and, as is now generally conceded, in flavor and other points of excellence. Canners prefer other varieties, as they say the Magoons are so large that they do not pack closely enough in the cans, but this objection, it is said, is more imaginary than real. A patch of Magoon plants two feet in height, bearing 200 of these magnificent strawberries, is a sight to gladden the eye of any berry-grower. Some of the berries should be sent to the Buffalo exposition.

FOR THE SEA COAST.

O. R. & N. Co.'s new steamer Hassalo leaves Ash-street dock, Portland, daily except Sunday at 8 P. M. (Saturday 10 P. M.), connecting following morning at Astoria for all beach points. Tickets and berth reservations at city ticket office, Third and Washington, or at Ash-street dock.

Fire-Proof Logging Camp.

OLYMPIA, Wash., June 23.—The Mason County Logging Company, whose camp and equipment were destroyed by a forest fire a week ago, will at once replace the camp, though in a new location. The new camp will be constructed two miles west of the old one. It is intended to cover all the buildings of the new camp with sheetiron in order to obviate the danger from sparks, which caused the destruction of the former buildings. While the new camp buildings are being constructed the camp will be operated, the men residing meanwhile and business being conducted in tents.

Postmaster at Unga.

WASHINGTON, June 23.—Frederick C. Diffield has been appointed postmaster at Unga, Alaska, vice P. K. Guild, resigned.

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The company reserves the right to change steamers, sailing dates and hours of sailing without previous notice.

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PORTLAND to LIVERPOOL via QUEENSTOWN

Vancouver....June 22 Cambroman ..July 13

Dominion .....July 6 Vancouver.....July 27

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FOR SAN FRANCISCO. Str. Columbia sails June 6, 16, 26; str. Elder sails June 11, 21.	8:00 P. M. From Ainsworth Dock.	4:00 P. M.
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FOR SALEM, INDEPENDENCE and way points, str. Elmore. Ash-St. Dock.	6:45 A. M. Mon., Wed., Fri.	3:00 P. M. Tues., Thurs., Sat.
FOR CORVALLIS, Salem, Independence, Albany and way points, str. Ruth, Ash-St Dock.	6:45 A. M. Tues., Thurs., Sat.	4:00 P. M. Mon., Wed., Fri.
FOR DAYTON, Oregon City and Yamhill River points, str. Modoc. Ash-st. Dock.	7:00 A. M. Tues., Thurs., Sat.	3:00 P. M. Mon., Wed., Fri.

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*8:30 A. M.	At Woodburn daily except Sunday, Morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield and Natron, and Albany Local for Mt. Angel and Silverton.	*7:20 P. M.
*4:00 P. M	Albany passenger....	*10:10 A. M.
‖7:30 A. M.	Corvallis passenger	‖3:50 P. M.
‖4:50 P. M	Sheridan passenger.	‖8:25 A. M.

*Daily. ‖Daily except Sunday.

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