

THE OREGONIAN.

WEDNESDAY, DECEMBER 4, 1850.

Ma. E. M. GEIGER is authorized to receive and receipt subscriptions for this paper.

To the People of Oregon.

We are, at length, after many vexatious delays, and unlooked for disappointments beyond our control, enabled to present to the people of Oregon the first number of the "Oregonian."

Politically the "Oregonian," will sustain the present Administration and advocate all the principles of the great Whig party of the United States, so long as they tend to produce results beneficial to the interests of the country at large, and to foster and protect the agricultural and Commercial interests of Oregon.

Believing, as we do, that all countries where civil and religious liberty is tolerated, the rights of the people guarded, and the interests of the commonwealth protected, political parties must exist. That the ballot box is the safe valve of all Republics, Public Officers the servants of the people, responsible alone to their constituents, who are in fact and truth the Sovereigns of the Land.

We believe, also, the "RIGHT OF FRANCHISE" as guaranteed to all men by the constitutions of our country, to be the most sacred and important of any other, and should be exercised in its fullest and broadest extent. That in the discharge of this important trust men should understand fully the doctrine and principles of the political parties of the day. That the only way to arrive at correct and proper conclusions, is to "judge men by their acts."

The past history of the two great political parties are before the world, susceptible of investigation and censure, to which we invoke the attention of the people of Oregon. It shall be our aim at all times to do justice to all; to approve that which in our opinion is worthy of approbation; and condemn what we conceive to be wrong, let it emanate from whatever source it may.

We hold it to be not only a right, but a duty, as public journalists to investigate the public acts of our rulers, and their claims to positions of responsibility and trust; this right we shall freely exercise without fear or favor from any.

Under no circumstances will we be drawn into individual controversies, or local and rival interests; our aim and end shall be at all times to "render unto Caesar the things that are Caesar's." "Oregon" being our "bark," to her we shall cling as long as there is a plank left.

The agricultural developments and commercial resources of Oregon, which is the anchor of its safety, and the true source of its future greatness, will claim a large share of our attention, that those at a distance may understand the true and impartial state of affairs, and thereby be enabled to arrive at just and proper conclusions in reference to this territory.

The emigrant and laborer will always find us ready and willing to render all the assistance which God and nature has given us, to defend their rights, and protect their interests from invasion. Knowing, as we do, that without emigration and labor, no all other countries must wither and decay; and that the commercial and mechanical interests are dependent upon, and subservient to this.

MORALLY.—We shall be found the advocates of sound morals, without reference to denominations or sects. It being a cardinal principle with us, that ALL MEN HAVE THE INALIENABLE RIGHT "to worship God under their own vine and fig tree," in their own way; and if matters not by what name they be known, or to what sect they belong; so that they "cease to do evil and learn to do well."

Our columns will always be open for the development of moral and religious truths, and the propagation of principles which tend to elevate the standard of humanity, and benefit our race.

To our contemporaries we would say, we desire that a peaceful and friendly feeling may prevail in all time to come. We have not come here to wage war against those who may differ with us in opinion, or whose political complexion, or geographical location may differ from ours.—But holding to the doctrine that every man is the governor of his own acts—the keeper of his own conscience—the arbiter of his own rights, and the defender of his own course; we shall abide the issue, and defend the premises with all the ability and energy which we possess.

Our ground being thus marked out—our course plainly defined, we take this field. If the people of Oregon will sustain us, well; if not, when the last cartridge is fired, and not one shot left in the locker, we may yield, but will never retreat.

By the last mail, we received Official Notice from the Department at Washington City, that this paper has been selected, and the proprietor duly appointed Publisher of the Laws of the United States.

Oregon Land Bill.

We present to our readers, to-day, the "Oregon Land Bill," as passed at a late hour of the Session of Congress, just closed. Whether it is, in all respects, what the people of this Territory desired, we are not prepared to say; but that it will give general satisfaction, we believe to be true. Now every one can rely with a certainty upon his calculations, and work with his eyes open. We trust none will feel, their confidence get the better of their judgment, and lead them into broils and difficulties, in which they may have trouble to extricate themselves. The main features of the Law appear perfectly clear and well defined, although there seems to be some ambiguity in some parts of it, which will, no doubt, receive a variety of constructions from those whose individual interests, may be affected thereby. We hope all will recognize this fact, that it is the law of the land, that its effects will be a source of benefit to this country of incalculable magnitude, in which all can partake. And that we shall all settle down harmoniously under it, and become a happy country, in all that constitutes true greatness.

Public Roads.

Nothing is more important to a new country, than the early attention of the people, to the laying out and improving of Public Roads, and thereby making access to and from the rivers, which will always be the great highway by which the products of the country will seek a market, as well as the receipt of supplies.

We therefore respectfully call the attention of the people of Oregon to this all-important subject, as they are directly and deeply interested in it, and should act with efficiency, energy, and in concert to the accomplishment of the ends desired.

Justice is on our side, as well as to our readers, require at our hands some explanation for the late appearance of the "Oregonian." The facts are these: We shipped our materials and hands on the bark "Keoka," at San Francisco on the 8th of October, with the assurance from the agents there, and Capt. Hall, that she would be in the Columbia river in 12 days, at farthest, and that when in the river, no detention could possibly occur, as vessels belonging to this line were towed up the river by steam. Upon our arrival here, we found the vessel had not yet arrived, although much more time had elapsed than was represented to us as requisite for the passage. After waiting nearly two weeks, we heard that the "Keoka" was in the river, and was hourly expected; although we learned to our astonishment that the Steam Boat was building, which was to be employed, when completed, in towing vessels up the river; conditioned, we suppose, that those having vessels in charge saw fit to employ her for that purpose.

Some week or more after the "Keoka" was reported as having left Astoria, and when forbearance had ceased to be a virtue almost, with us, Capt. Hall of the Ocean Bird, the father of Capt. Hall of the "Keoka," and one of the owners, who had just come up the river, was pointed out to us in the street; we approached him and with a gentlemanly demeanor as we were capable of using, enquired of him when we might expect the "Keoka" to arrive; at the same time telling him we had some freight on board of her, and that we were extremely anxious to receive it. He very briefly, and with apparent indignity, told us "he didn't know, neither did he care," and said "we don't agree to deliver freight at any particular time;" we then remarked to this worthy Capt. that it had been represented to us that this vessel was to be towed up the river by a Steamer, and that it was so advertised in the newspapers at San Francisco. He then replied that the advertisement did not say what they were to use steam, and abruptly left us, remarking that the amount of our freight was of little consequence to him. In reply to an enquiry made afterwards by a gentleman who heard the conversation, as to who we were, and what was the freight in question, Capt. Hall said "a fellow who has come out here to print a little d—n whig paper in Portland, &c."

Our limits will not admit of commenting on the many advantages to be secured by this work, this week. At a future time we design to canvass this matter, and present to our readers the reasons why all should favor the project without reference to local or rival interests.

We are glad to see that a class of vessels, hitherto rare in our waters, are entering the trade; we mean iron and steel cutters. The advantages of these over square rigged vessels, is evident, for all purposes of coastwise and river navigation. They are more easily handled, require fewer men, and would make, probably, three voyages between here and San Francisco, to the same time.

We had always supposed when HONORABLE MEN would represent a thing to be true, that it was true; and that no HONORABLE MAN would make false representations for the purpose of securing "this small amount of freight we had." And further, we have been accustomed to receive that kind of treatment from those we approached upon business matters, that would comport with the common civilities of life. As to the personal reflection upon us, or to "the little d—n whig paper," we care nothing, at the same time we will receive it as a special favor if Capt. H. will not entirely annihilate us, but will let the little paper live long enough to give publicity to that line of tacklers from San Francisco, "which are towed up by steam," (without saying when.)

Another week elapsed, and we were compelled to charter the "Skukum Chuck," Capt. James Coburn, with whom we took passage in search of the "Keoka," which we found quietly reposing at her anchor some fifty miles below. After receiving the "small amount of freight," which was of so little consequence to Capt. Hall of the Ocean Bird, but of considerable to us, we commenced ascending the river. Capt. Coburn accomplished the trip of one hundred miles, in two and a half days, (not with steam,) but with power equal to six Indians. We presume she will remain, where we left her, (until the steamer is completed,) and then be "towed up by steam," agreeable to her advertisement.—When she arrives, we will duly and formally announce the fact.

TUESDAY MORNING.

Since the above was in type, to the utter astonishment of every body, the "Keoka," was seen this morning in the river opposite our office, FORTY EIGHT DAYS from San Francisco. The "Flying Dutchman," or some other demon of the tempest must have had a hand in the matter, or she was "towed up by steam." Why don't the authorities fire the big gun—hoist the flag, and play the—

Steamer Gold Hunter.

Through the indefatigable energy of Capt. JAMES L. LONG, we have a prospect of securing the Gold Hunter as a regular Packet, to run between this place and San Francisco. There is, perhaps, no steamer on the Pacific better adapted to this trade than the G. H. She combines speed, strength, safety and comfort, and all the desirable requisites to make her a popular and important acquisition to the growing commerce between California and Oregon.

Capt. Loring in connection with some other gentlemen are about purchasing the above vessel for the purpose named. Go ahead gentlemen—may your most sanguine hopes be more than realized. We have been personally acquainted with Capt. Loring for years, and know him to be just the man for such an enterprise, having been long engaged in Steam Boat navigation upon the Ohio and Mississippi rivers.

We are under obligations to F. J. B. PEACOCK, Esq., publisher of the "Gold Hunter," for late papers and other favors.

PORTLAND AND VALLEY RAILROAD.

We would respectfully call the attention of our readers to the communication of W. W. CHAPMAN, Esq., in reference to the prospects and progress of a Rail Road from Portland to Lafayette, in Yam Hill county. From the substantial evidence manifested by those upon whom we can rely (viz. farmers, mechanics and merchants, whose names, with the several amounts of stock subscribed for we have seen. We are confident that the work can and will be speedily consummated. And that it will prove a profitable investment to the stockholders as well as an improvement to the interest of Oregon, which is only the beginning of a system of INTERNAL IMPROVEMENTS on the Pacific shores that will eventually place Oregon where the God of nature designed.

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The question now, is not "will Saltpetre explode?" but when will we have plank side walks in Portland? Our neighbors in Oregon City enjoy a luxury in this respect, to which we, here, are strangers.

We call the attention of our readers to the advertisement of S. H. Holderness and others, in reference to "Williamette," situated at the foot of Clarkmas Rapids. It is said to possess advantages equal, if not superior to many Towns of more notoriety. A map executed by S. D. Snowden, Esq., can be seen at our office.

We have received the first number of the "Western Star," published at Milwaukie, by E. Whitcomb; John Orvis Waterman, Editor. Its size matter and general appearance, will compare favorably with the best country papers in the States. We had understood that it was to be neutral in politics, but we see it is Democratic. Aside from its merits, we wish it abundant success.

Those of our readers who desire to purchase goods cheap, will do well to look over our advertising columns, as it is proverbial, that those who advertise liberally always sell more goods, consequently can sell at a smaller profit.

The Steamer "Gold Hunter, Lieut. Blunt, U. S. N., commanding, took all by surprise, on Sunday last, by his unexpected arrival in our port.

The G. H. is one of the finest Steamers on the Pacific, and commanded by an able efficient, and gentlemanly officer of our navy, which will make any Steamer, of even ordinary qualifications popular.

We learn the Gold Hunter will sail, in a day or two for San Francisco direct, thus affording an excellent opportunity for those who desire to visit California or who are returning to the States, a pleasant, safe and speedy passage.

We present to our readers to-day, the first annual Message of Gov. Gaines. It will be seen that in consequence of the tardy movement of the mails; his Excellency, had not received information of the final passage of the "Oregon Land Bill," at the time of writing the Message, which will fully explain the reference made to that important measure in it.

This Message needs no eulogy from us. It is a plain, straight forward, manly production; just such a document as the interests of the country demand; and creditable alike to the author and the people of Oregon. We commend a careful perusal of it from all.

We learn from private and other sources, from California, that James M. CRAIG, Esq., Editor of the "California Courier," will probably be elected to the U. S. Senate, from that new State, in place of Col. Fremont, whose term of office expires on the 4th of March next. We have long been connected with Judge Crane, an associate Editor of a public Journal, therefore we know him well, and thus knowing him, we are prepared to say that the interest of California could be trusted to no better man. His character for integrity is unimpeachable, his ability unquestioned, and his patriotism undoubted. With such a man in the Senate of the U. S., California will be well guarded in all her varied interests, and represented in a manner creditable to herself as a state.

We learn that a Ball is to be given to the Officers of the Steamer Gold Hunter, this Wednesday evening, at the City Hotel.

PRICES CURRENT.—We design, in future to compile in the same column, a Price Current of the markets in Portland and San Francisco, corrected weekly, so that our readers may see at a glance, the difference in the price of articles between the two places, all quotations are at the wholesale price. It is our intention to make this paper a commercial as well as an agricultural journal, we ask the indulgence of our readers, as we are pressed both for time and space in the present number.

Our paper will be enlarged about the first of March. We have, on the way from New York, a new Washington Press of large size, together with an extensive assortment of type and other printing materials, which were shipped in September, direct for Portland.

TO CORRESPONDENTS.

The Correspondent, under the signature of "Franklin," is informed that course, regularity, and constant attention, can have no place in our columns; neither can we be induced, by word or deed, to enter the arena of personal pique that may exist between neighbors. Your weapons are such as towards always are. SIGNATURE.

Correspondence of the Oregonian.

SAN FRANCISCO, CAL. Nov. 24, 1850.

Nothing of importance has transpired since I last wrote by the "Sea Gull." This vessel, unfortunately put to sea in an unwholesome condition, and came near being lost, and had finally to return to this port.—The Captain, several passengers and crew were taken sick with the cholera. The Captain is in a very dangerous condition, but there are some hopes of his recovery. She will not be up for Oregon for some ten days.

The news by the last Steamer brings us the adjournment of Congress—a scuffle in the Senate between Col. Fremont and Foot, in which it is said the former was the second best. Col. Fremont and wife arrived here in the steamer yesterday; this arrival creates no interest. Every paper and almost every man is down on him for his Gold Mining and Land Title bills. There is not a drayman in the streets who does not stand a better chance for election to the United States Senate than Col. Fremont. In fact he is too dead to talk about. I think your friend Crane of the Courier will be the man who will fill Mr. F's place. If energy, fidelity and capacity and pre-requisites to this office, he is the man. If devotion and hard service to the whig party constitutes good cause for the election of a Senator, Crane is entitled to it over all others. When the result is known, you shall be informed of it.

The appointments made by the Administration for California are not popular here, but there is this defence of the courts of the President; he had not the names of properly qualified readers to select from. The most of these appointments, the California Courier says, may be considered as only temporary, which I have no doubt is the case. It is unfair that the appointments for office in California and Oregon should be made from persons living in the Atlantic States. The Press here is out against it to a man. I hope you will speak out a determined resentment to the practice. The press and people of California and Oregon would remedy this evil.

The whigs have drawn the line in Sacramento, and in the first contest for Aldermen made a clean sweep. They have an election for a member of the Legislature to fill the place made vacant by the death of Mr. Dunlap, and I have no doubt that they will triumphantly succeed. Again the battle is waging hot here. The Independents will never make another struggle. They have fought their last battle. "No sound can awake them to glory again."

You will see by the paper that Mr. Decker, previously connected with the Courier office, is about commencing a paper in San Jose, and that a Mr. James W. Simonton will soon commence a Whig Journal in Sacramento. You see that the war movement is progressing, and if principles are about to be published, what kind of a fight are you going to make in Oregon? I shall look for your paper with deep interest.

The cholera is fast disappearing from the State, and the Indian troubles in the north are quiet. Our city is rapidly progressing in the planking of streets and building up of hotels, stores, &c. The rains have set in and for the few past days we have had a full flow of it, accompanied with violent winds. The election in the states between the two parties have resulted in a defeat to neither—it is about an even up. The California brought us a large list of passengers.—'Tis but time—good night—all's well. S.

PORTLAND & VALLEY RAILROAD.

Mr. Estlin.—Allow me through the medium of your paper to thank the people of Washington and Yam Hill counties for their liberal encouragement to the Portland and Valley Railroad Company.

A little more than two weeks since the articles of association were drawn up, contemplating a capital of \$500,000; since which time, about one hundred thousand dollars of stock has been taken in the town of Portland.

On last Monday I proceeded direct to Lafayette, in Yam Hill county, intending to visit the Valley generally, but the rains falling incessantly, rendering it inconvenient to do so. Unobscured and unexpected on my part, a meeting was held at the court house in Lafayette, on Thursday at 2 o'clock P. M.; W. J. Martin was called to the chair, and M. P. Dealy, Esq. appointed Secretary. At this meeting (few persons attending from the country owing to the limited notice) about two hundred and eighty thousand dollars of stock was taken.—from Lafayette I returned home pretty much on the route of the proposed road only stopping to see those immediately on my way, and through several of the substantial farmers were absent from home, nine out of twelve persons called on, subscribed liberally, so that there is now stock taken to the amount of nearly four hundred thousand dollars.

An apology is due to the many farmers, both in Yam Hill and Washington counties in the neighborhood of whom I passed with out calling. The inclemency of the weather and being compelled to be at home at the close of the week would not admit of further delay. An opportunity, however, will yet be offered for subscription.

The earnest already given is an assurance that the farmers, mechanics and merchants of Oregon can take the stock without applying to foreign capital. I would not be understood that foreign capital might not be properly received, but that the fact that it can be taken at home tells much in favor of the project and the enterprise and ability of our people. Yours, &c. W. W. CHAPMAN.

GOVERNOR'S MESSAGE.

EXECUTIVE DEPARTMENT, Oregon City, Dec. 2d, 1850.

GOVERNOR OF THE LEGISLATIVE ASSEMBLY I congratulate you that we have been permitted by Divine Providence, to assemble together, to deliberate upon questions that immediately concern the welfare of the people of Oregon.

The duty is not imposed on me by law, is recommended, to your consideration any measure; nor am I clothed with power to approve or disapprove any of your acts but in accordance with previous usage, and believing that some suggestions from me, will not be unacceptable to you; I have taken some pains to ascertain the wants and necessities of our common constituents, and with great deference submit a few observations to your consideration.

Previous to my leaving Washington city in December last, I endeavored to collect all the information in my power, concerning the affairs of Oregon, and addressed a letter in relation thereto, to General Taylor, with whom I had a long conversation, who I am happy to say, concurred with me in all the views taken; I transmit to you herewith a copy of the letter and ask you to consider it a part of this communication. You will observe that I urge upon Congress the propriety of confirming the act of the Provisional Government donating a section of land to all persons over the age of eighteen years, who had emigrated to the country. And I add, and further, to extend the same to all heretofore who may emigrate to the Territory within a reasonable term of years or until all the land in the Territory may be selected, provided said citizens shall settle upon and cultivate the same.

Experience has convinced me of the correctness of these views; and that whoever emigrates to Oregon, has fully earned a section of land, and should have it, provided he settles upon and cultivates it. With the trials and difficulties to be encountered in emigrating hither, you are all familiar. I am not in favor of discriminating in regard to grants to actual settlers; the trials and difficulties are not less irksome now, at least they are sufficient to entice the emigrant to more than ordinary recompense. And although the earlier emigrant suffered many hardships and deprivations in the Territory, to which those now arriving are but partially subjected, yet, they have had the advantage of choosing the most desirable situations, and are now deeply interested that others should be encouraged to make this their future home.

It is the true policy of the General Government to be liberal in donations of land to those who are willing to carry on the perfect improvements, that have for their object the development of our country's resources, and I would recommend Congress to be respectfully and earnestly memorialized in accordance with these views.

Past experience has demonstrated the importance of having and maintaining a military defence, such as may be afforded by the proper training and disciplining of the hardy yeomanry, the country's strong arm when danger presents itself. I therefore submit the propriety of an immediate organization of the militia.

For the better accommodation of the great and increasing interests of the Territory, it is of the utmost importance that roads be established so to connect the different sections of the country, that they may be of easier and more convenient access to each other. The want of proper means of conveying intelligence through the Territory, and of transporting the products of the soil to market, has been severely felt, particularly by those occupying the more remote part of the country. I would direct more particularly your attention to the immediate establishment of roads for the purpose of affording some relief to those who may emigrate hereafter, and not only to improve the roads in that direction, but to establish posts for the greater security of life and property; by intimidating the hostile bands of Indians that infest the road, and also, to alleviate the famishing wants of the future emigrant.

The great suffering endured this season, should not fail to impress you with its importance, and not leave it as heretofore, to private charity. To connect Pogo's Sound with the Columbia river, some point on the Willamette with the mouth of the Columbia, and the Willamette valley with that of the Umpqua, are among those I would name for the present. Commissioners should be appointed to view, locate, and mark out the principal roads at the expense of the Territory, and the counties through which they pass, required to open, and keep them in good order.

To the Federal Government properly belongs the improvement of our rivers and harbors. There has already been an accurate survey made of the mouth of the Columbia, and it is found to be safe for vessels to enter by those well acquainted with the two channels, as the port of New York. I learn from the Collector's office that out of one hundred and seventeen vessels that have entered the mouth of the Columbia within the eighteen months intervening, from April 1849, to September 1850 there has been but two vessels that have met with accidents, only one of which was lost.—Both accidents happening before the arrival of Captain White, the able and indefatigable Pilot at the mouth of the Columbia. The numbers of vessels entering and trading on the Columbia and the Willamette is rapidly increasing each month. And although I have been unable to obtain an accurate account of the number of vessels that have arrived in the last two months, I have been informed by those living near the mouth of the river, and others, that the increase in