

for the march next morning—the presiding officer still refusing to give us our proper number. We now came to the determination, at all hazards, to return home, as we would not command a company laboring under so much unjust treatment.

A captain would feel himself awfully DISGRACED to command a company under such circumstances, and we had no reasons to believe that our subsequent treatment would be any better—as we are in the habit of judging men's future conduct by the past.

Now we are at home, and are pleased to learn that our neighbors justify us in returning. We regard ourselves as patriotic as any other men, and are ever ready to defend our country's RIGHTS and HONOR, as some of us have done, in the field, before we came to Oregon. But we are unwilling to be a foot-ball for any set of tyrannical demagogues, who will either gratify their ambition, or court popularity at the expense of justice.

Fifteen men of the company came home: the Captain, the 1st and 2d Lieutenants, and twelve privates.

WM. J. MARTIN,  
ELISHA BEDWELL,  
H. D. MARTIN.

FOR THE FREE PRESS.

#### TO THE PEOPLE OF YAMHILL COUNTY.

It is important that the public acts of public men should be investigated, particularly the acts of our Representatives when acting in the capacity of Representatives. I hold the doctrine to be both good and true, that when a Representative votes for or against any measure, that that vote is for the public, and more particularly when it is to tax the resident constituents of the representative, or those who may hereafter migrate to the country. I do not wish to interfere in the election of representatives at the ensuing election, but believe it to be my duty, as well as the duty of every other voter in Yamhill county, to inquire into the votes of our representatives at the last session of the Legislature. I therefore wish, through the columns of the INDEPENDENT "FREE PRESS," to publish the vote on the bill granting to Levi Scott the privilege of raising a party and conducting the immigrants, the present year, by way of the southern route to Oregon, and then taxing them for that privilege, but, much to the credit of Mr. Scott, he declined accepting the privileges extended in said law. The vote on the final passage of said law, by reference to the journals, stands thus: ayes, Crawford, Chamberlain, Cox, HEMBREE, Nesmith, Rector, Reece, Plemondo, Robinson, and Mr. Speaker—10.—Nays, Ford, RICE, ROGERS, Hill, Wair, and White—6.

There is no doubt but, from our present difficulties with the Indians, and our embarrassed situation, and the doubts with regard to our mother country extending her jurisdiction the present year, that we need those to represent us who will be the most certain to adopt such measures as will be best calculated to promote our interests, preserve our honor, and maintain our character as a people capable of self-government, in doing which, can it be possible that it ever was, or ever will be, necessary to pass a law taxing those who may wish to migrate to Oregon by way of roads already opened by the perseverance and industry of the immigrants to this country?

It is the duty of every man, in casting his vote, to do it understandingly; hence it is that as some of the members who voted on the law to improve the Southern route are again candidates, it cannot be amiss to let the people investigate their votes while representatives.

A CITIZEN.

TELEGRAPH UNDER WATER.—The electric telegraph, from Portsmouth, England, to the Isle of Wight, has been found to succeed admirably, on a trial, with even one wire only, laid down under water.

The following capital toast was given at a public dinner in Richmond: "The States of the Union! distinct like the billow, but ONE like the sea."

## OREGON FREE PRESS.

GEO. L. CURRY, Editor and Proprietor.

OREGON CITY, SATURDAY MAY 20, 1848.

#### WRECK OF THE VANCOUVER.

Since our last issue we have positive intelligence from the mouth of the river of the total loss of the H. B. Co.'s bark Vancouver. Perhaps one thousand dollars worth only of her cargo was saved in a damaged condition, of which, when the salvage money is paid, there will be but a trifling amount left. It will be remembered that the Vancouver was from England, with the annual supplies of the company, and although she touched at Victoria and there discharged the greater portion of her cargo, still there were articles aboard that are much needed, and the absence of which will be sensibly felt. She also had consignments of goods for various individuals in the community, and we do not know that the company's insurance covers the entire cargo of the vessel; the individual losses, therefore, will be more severely felt, perhaps, than all the other.

Upon receipt of the first intelligence of the disaster, the "Board of Commissioners on Pilots and Pilotage," instructed the Governor to commission and despatch Capt. Crosby to investigate the causes of the lamentable occurrence, and to render all the assistance in his power to any vessels crossing the bar, as we had a current report last week that there were at least three vessels outside, awaiting opportunity to enter. The captain has returned to Portland, as we are informed, having received sufficient information concerning the objects of his mission, which made it unnecessary for him to proceed any farther on his way down. This report, we presume, will shortly be forthcoming, when, undoubtedly, we shall have all the facts and particulars. We learn that the officers of the Hudson's Bay Company exculpate our pilot, Mr. Reeve, from all imputation of blame, and commend him for the presence of mind and ability he displayed in his efforts to retrieve the misfortune. The substance of what we hear is that the Vancouver was "beating in," "missed stays," in nautical parlance, and the wind suddenly veering, before she could be recovered, she struck upon the bar; the anchors were immediately "let go" but did not hold her. Every possible effort was made to get her again into the channel. The wind having increased, all sail was put upon her and she was actually forced to within her length of the channel, and would, it is thought, have reached it, had she not have been "brought up" by striking upon some hard substance in the sands—supposed to have been the remains of the wreck of the U. S. Sch. Shark, as it was in the vicinity of where that vessel was lost. The engulfing sands closed upon the wreck so rapidly, that no vestige of it was visible a few days after. We have heard no estimate of the value of the ship and cargo, but presume the loss will exceed one hundred thousand dollars.

The wreck of the Vancouver may be considered one of the most unfortunate events that could have befallen this country at this time. Although we sincerely regret the pecuniary loss occasioned by this disaster, still we must more deeply deplore the injurious effect it will have upon the interests of the country at large, in again creating another cause for decrying and prejudicing