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"Here shall the Press the people's rights maintain, Unawed by influence, and unbribed by gain."

EXTRACT FROM THE PRESIDENT'S MESSAGE.

The following extract from the Message will be found extremely interesting:

The accompanying report of the Secretary of the Navy presents a satisfactory and gratifying account of the condition and operations of the naval service during the past year. Our commerce has been pursued with increased activity, and with safety and success, in every quarter of the globe under the protection of our flag, which the navy has caused to be respected in the most distant seas.

In the Gulf of Mexico and in the Pacific, the officers and men of our squadrons have displayed distinguished gallantry, and performed valuable services. In the early stages of the war with Mexico, her ports on both sides were blockaded, and more recently many of them have been captured and held by the navy. When acting in co-operation with the land forces, the naval officers and men have performed gallant and distinguished services on land as well as on water, and deserve the high commendation of the country.

While other maritime powers are adding to their navies large numbers of war steamers, it was a wise policy on our part to make similar additions to our navy. The four war steamers authorized by the act of the third of March, 1847, are in course of construction.

In addition to the four war steamers authorized by this act, the Secretary of the Navy has, in pursuance of its provisions, entered into contracts for the construction of five steamers, to be employed in the transportation of the U. S. mail "from New York to New Orleans, touching at Charleston, Savannah, and Havana, and from Havana to Chagres; for three steamers to be employed in like manner from Panama to Oregon, "so as to connect with the mail from Havana to Chagres, across the Isthmus;" and for five steamers to be employed in like manner from New York to Liverpool.—These steamers will be the property of the contractors, but are to be built "under the superintendence and direction of a naval constructor in the employ of the Navy Department, and to be so constructed as to render them convertible, at the least possible expense, into war steamers of the first class."

A prescribed number of naval officers, as well as a post office agent, are to be on board of them; and authority is reserved to the Navy Department at all times to "exercise control over said steam-ships," and "to have the right" "to take them for the exclusive use and service of the United States," "upon making proper compensation to the contractors therefor."

Whilst these steam-ships will be employed in transporting the mails of the United States eastward, and to foreign countries, upon an annual expensation to be paid to the owners, they will be always ready, upon any emergency requiring it, to be converted into war steamers; and the right reserved to take them for public use will add greatly to the efficiency and strength of this description of our naval force. To the steamers thus authorized under contracts made by the Secretary of the Navy, should be added five other steamers authorized under contracts made in pursuance of law by the Postmaster General, making an addition, in the whole, of eighteen war steamers, subject to be taken for public use. As further contracts for the transportation of the mail to foreign countries may be authorized by Congress, this number may be enlarged indefinitely.

The enlightened policy by which a rapid communication with the various parts of the globe is established, by means of American-built sea steamers, would find

an ample reward in the increase of our commerce, and in making our country and its resources more favorably known abroad; but the national advantage is still greater, of having our naval officers made familiar with steam navigation; and of having the privilege of taking the ships already equipped for immediate service at a moment's notice; and will be cheaply purchased by the compensation to be paid for the transportation of the mail in them, over and above the postage received.

A just national pride, no less than our commercial interests, would seem to favor the policy of augmenting the number of this description of vessels. They can be built in our country cheaper and in greater numbers than any other in the world.

JOHN QUINCY ADAMS.—Mr. Adams was born on the 31st of July, 1767, attaining his 80th year in July last, and has been for 67 years, almost without an interval, in the public service—always an intent student and observer of national affairs. In 1781, when but fourteen years of age, he commenced his career as Private Secretary to Francis Dana, Ambassador to Russia. The range of his public duties has since been of the most exalted character, including the station of Minister Plenipotentiary, Resident Minister, Secretary of State and President of the United States, in all of which he has commanded the admiration and esteem of his countrymen.

As a cotemporary of the illustrious Washington, and almost a co-worker in laying the foundation of his country's freedom and greatness, the name of John Quincy Adams will be remembered in all future times as one of the most illustrious sons of the American Republic.

In the year 1830, shortly after he retired from the Presidency, he descended, neither ungracefully nor without advantage to the nation, to a seat in the House of Representatives, and had, up to the moment of his death, wielded an influence unequalled by any other member of that body, securing also, for himself, a greater share of attention and respect.—Polynesian.

ITEMS OF FOREIGN NEWS.—Lines of steamers are expected to be so arranged this summer that one will sail every three days between Europe and the United States.

H. B. M. ship *Modeste* had arrived at Portsmouth, after a very short passage.

The tranquility of the continent of Europe continues to be still distracted by alarms of insurrectionary movements in the Italian States. In addition to the late excess at Milan, in Pavia, there seems to have been considerable blood shed, 50 persons being killed and wounded.

The debates in the French Chambers of Peers closed with a signal victory of 121 in favor of Guizot's Ministry. The Government have transferred their prisoner, Abdel-Kader, to Forte Lamalgue, near Toulon, his future destination being yet undecided.

A large war steamer has been suddenly despatched to Naples, where the king's situation seems a little critical. The affairs of Italy are becoming more and more complicated.

The enthusiastic reception of Espartero, in Spain, by all ranks of people after his protracted exile, furnishes a singular example of the versatility of the Spaniards, and the intriguing character of the politicians. His first interview with the queen is represented as highly interesting and affecting.