

ment by a toll upon the goods that pass over it from one foreign country to another.

9th. It will make republics of the Islands midway of the Pacific, and revolutionize the despotisms of China, Tartary and Japan.

10th. It will concentrate the commerce of the world upon our shores, and pour the wealth of other nations into the lap of our country.

11th. It will enable a magnetic Telegraph to be safely extended along its line and make a chain of instantaneous communication between Boston and Oregon City.



## THE SPECTATOR.

J. FLEMING, PR.

Oregon City, September 3, 1846.

### ARRIVAL OF OREGON EMIGRANTS. NEWS FROM THE U. STATES. Passage of the Notice Bill.

Some of the Oregon emigrants of 1846, arrived at Oregon City on the 25th of August—also a naval officer, Lieut. Woodworth, who is connected with the U. S. Navy, crossed over the Rocky Mountains in company with three other gentlemen destined to Oregon, having letters for the squadron, which were left on the U. S. Sch'r Shark, lying in the Columbia river. Lieut. Woodworth brought us files of papers from various parts of the United States of dates up to the 23d of April, and says he brought papers of dates up to the 1st of May, as far as Fort Hall, but by accident they were unfortunately left at Fort Hall. He declares that one newspaper left by accident at Fort Hall, contained the news of the final passage of the bill through the Senate, giving Great Britain the required year's notice of the termination of the joint occupancy of Oregon. We notice in the files of papers received through the kindness of Lieut. Woodworth, that the bill requiring notice to be given to Great Britain, passed through the House of Representatives by a vote of three to one. When the news of the passage of the notice bill through the House reached England, great consternation and excitement prevailed throughout the whole kingdom. The prices of foreign exchanges immediately fell in the market from 1 to 1½ per cent., and the war feeling arose and spread quickly in the various departments of commercial enterprise. The opinion universally expressed by the British press appears to have been, that if the Senate of the United States should also pass the notice bill, no alternative would be left to England, but successful negotiation in relation to a satisfactory settlement of the boundary line, or, if no successful negotiation could be entered into satisfactory to both parties, war must be the unavoidable consequence. Intelligence with regard to the settlement of the northern boundary line, either by successful negotiation, or by a direct expression of Congress in defining on what parallel our northern line shall run, has not yet reached us; but our doubts are now sufficiently expelled to convince us that the 49th degree of parallel will be the definite line ultimately agreed upon both by Great Britain and the United States. Thomas H. Benton, universally known as the champion and defender of the United States' claim to Oregon for the last twenty-five years, in connection with Calhoun, Webster, Crittenden and many other distinguished statesmen in the Senate, advocate strongly and forcibly the final settlement of the boundary line on the 49th degree of parallel. Gen. Cass and Mr. Atchison advocate as strongly for 54 degrees 40 minutes.

What course Mr. Polk will pursue upon the Oregon question in relation to the boundary line, is yet unknown to us. Some of the papers allege, that he will be swayed by Col. Benton and others to negotiate and compromise with Great Britain for the 49th degree. Others suppose that he will countenance no further negotiation on the subject. The present aspect of things indicate that the question will be, if it has not already been, finally and amicably settled by negotiation between the two governments at the parallel of 49.

**SALE OF THE LAUNCH.**—By order of Capt. Howison, the Launch which was left at the mouth of the Columbia by Com. Wilkes, was sold on Thursday, the 20th ult., to Mr. Shelly, who designs to have her repaired and employed for a pilot boat at the mouth of the Columbia. Mr. Shelly paid 150 dollars in cash for her.

**JAIL BURNED.**—Some person unknown, on the night of the 18th ult., set on fire the jail in Oregon City, and it was burned to the ground. The Governor has offered \$100 reward for any information given which shall result in the conviction of the person or persons concerned in setting fire to the jail.

### ARRIVAL OF EMIGRANTS.

Some fifteen or sixteen emigrants have arrived, having performed the last part of their journey with pack-horses. They state that between 300 and 400 waggons must be near the Dalls at this time, and nothing extraordinary preventing, they will probably arrive at Oregon City about the 25th instant. Mr. Barlow has gone to meet them in order to conduct them safely over his road. They state that between 500 and 600 waggons that were bound to Oregon and California, were counted after leaving the states. They think that between 50 and 100 waggons followed Mr. Hastings to California. Gov. Boggs, (formerly Governor of Missouri) and family, are in the company coming to Oregon. It is reported that one family in the company is bringing a hive and swarm of bees to Oregon.

These emigrants state that between 500 and 600 waggons accompanied with Mormons crossed over the river at St. Joseph, bound for Oregon. But it is presumed that they will not arrive here this season.

### Military Posts between Oregon and the United States.

A bill has passed through both houses of Congress, authorizing and requiring the President of the United States to establish military posts between Oregon and the States, at proper distances from each other, and to raise an army of mounted riflemen to be distributed and stationed at these different posts for the security and safety of future emigrants.

**PERSPECTS OF WAR.**—The general tone of the British press, after the arrival of the intelligence that the Notice Bill had passed through the House of Representatives, was exceedingly warlike. The general opinion expressed in the newspapers was, that if the U. S. Senate should also pass the Notice Bill, and no satisfactory compromise upon the subject of the northern boundary line of Oregon, could be effected, war between the two nations would be the inevitable result. But the succeeding arrival of news from the U. States considerably abated the belligerent and warlike feeling engendered by the former intelligence, by assuring them that neither the Senate nor Mr. Polk would be inflexibly determined upon claiming the whole of Oregon, but on the contrary, would undoubtedly be inclined to negotiate for a final and amicable settlement of the controversy, and determine on the 49th degree of parallel, as the line of mutual compromise. The English government have been silently, yet actively engaged in refitting their navy and war steamers, and preparing for open hostilities, provided the United States should not sufficiently concede to her arrogant requisitions. She has also stimulated Mexico to acts of open aggression upon the State and people of Texas. Recent intelligence brought us by the arrival of the late emigrants, confirms us in this belief and position. Before the departure of the coming emigration from the States last spring, actual hostile engagements in war between the United States and Mexico had really commenced. Gen. Taylor, the American general for Texas, with 2500 men, had been surrounded and hemmed in by 10,000 men of the Mexican troops, and some few American spies had been taken prisoners. Gen. Taylor and his army, had been commanded by the Mexican General, to surrender their arms. This intelligence spread rapidly throughout the southern and western states, and previously to the departure of the coming emigration from the States, it was supposed that 10,000 volunteers would immediately enlist themselves in the service of the United States, to march against the Mexican army. The number of 1200 volunteers was raised in the city of St. Louis. Enlistments from the States of Missouri, Arkansas and Louisiana were very numerous. It is not to be presumed that Mexico would thus wantonly hazard a destructive war between her own government and the United States, without the direct instigation and countenance of England. France also, in consequence of the admission of Texas into the Union, and the unprecedented peaceful extension of the territory and government of the United States, is becoming jealous of her power, and being desirous to establish the balance of power system on this continent, may possibly unite with England, in the event of a war, to check the growing prosperity of our happy republic. But let our government maintain its rights whatever may be the consequences.

**OREGON.**—Oregon is the principal topic of inquiry and conversation throughout Europe and America. No political subject has involved and elicited so much public interest and discussion within the last twenty years, both in Europe and America, as the settlement of the Oregon question. Let none of our fellow citizens deceive themselves by imagining that the United States' people and government have forgotten them. The democracy of the States is sensitively and constantly awake, sounding their voices in the public streets, in public meetings, and in the legislative halls, advocating warmly the public and private interests of the citizens of Oregon. The public newspapers are literally filled with discussions on the Oregon question. Oregon is destined to become one of the central points of trade and commercial intercourse between Asia and

Europe. We shall soon have a monthly mail route established between Oregon and the States, for the speedy conveyance of intelligence from one portion of the continent to the other. If any persons in our community have been dissatisfied with Oregon because the country is new, let them now banish discontent and be encouraged with our happy and cheering prospects.

**RAIL ROAD TO OREGON.**—Chimerical and improbable as the ultimate accomplishment of a work so desirable may appear to some individuals in our community, yet we are of the unequivocal belief, that this now remote and isolated country, will, not many years hence, be intimately connected with the flourishing and populous states and territories lying east of the Rocky Mountains, by a railroad extending from the navigable waters on the Pacific, to some commercial and business point in the fertile Valley of the Mississippi. It is mainly on account of its commercial advantages, that Oregon is attracting the attention of the great commercial nations of the earth, and especially of England. Our enlightened statesmen are beginning to foresee and realize, that the mouth of the Columbia river or Puget Sound is ultimately to become the center of trade between the United States and China, and the entire East India islands. The United States now stands the second commercial and trading nation on the globe. Only a few years more will elapse, before she will rank foremost and mightiest of the nations whose ships and steamboats ride upon the boisterous waves of the ocean. The reciprocity of trade between the United States and foreign nations, will be conducted upon the most economical and expeditious plan. The economy and utility of railroads have been abundantly and successfully attested by the enterprising and enlightened citizens of the eastern states, within the last ten years. New England alone has profitably expended upwards of thirty millions of dollars in the construction of more than six hundred miles of railroad, all of which expenditure is affording an unexpected advance of per centage in yearly profit. New York has expended nearly as much capital in the construction of railroads, and has nearly as many miles completed, as the whole of New England. And yet her march is onward, and an increased spirit of liberality and earnestness in this species of enterprise, is daily augmented among the enlightened capitalists of those states, upon this important subject. Pennsylvania, Ohio, and many other middle and western states, have expended within the last few years, many millions of dollars in making hundreds of miles of railroad within their own limits. There is at this moment a greater and more irrepressible thirst to invest capital in railroad stocks within the states, than was ever previously exhibited. Our nation's rapidly increasing trade with China and the East Indies, is causing the statesman, the capitalist and the political economist, to begin intensely to look for some shorter, more economical and expeditious route upon which to exercise a reciprocity of trade between these different points of commercial intercourse, than the tedious process of doubling Cape Horn, and making a voyage of five months which might be readily accomplished in the space of two or two and a half months.

We believe in the practicability and utility of the construction of a railroad, running from some commercial and business place on the Missouri river, westward through the South Pass, to terminate either at the Dalls, or otherwise, running contiguous to Dr. Whitman's Mission, to terminate at Puget sound. Its termination at the Dalls would require the construction of a short canal and one or two locks at the Cascade Falls for steamboat navigation. According to the best reliable reports, no formidable obstructions present themselves, preventing the construction of a railroad between Dr. Whitman's Mission and Puget Sound. We predict, that within less than ten years, a work so magnificent and stupendous in its nature, and so important and useful in its results, will be commenced either by the United States' government, or by some competent capitalists adequate to its accomplishment. In the mean time, let us progress steadily and perseveringly with our own internal improvements.

P. S. Since the above was in type, we have received through the kindness of Lieut. Woodworth, a pamphlet printed in New York, in which the practicability of such a project is clearly discussed.

**SOCIETY IN OREGON.**—Gratified with the peace, tranquility and prosperity with which our infant country is blessed, we feel unfeigned pleasure in announcing to the world, that the social, moral, political and religious state of society in Oregon, is at least as elevated and enlightened as can be witnessed in any of the territorial or frontier settlements east of the Rocky Mountains. True it is, that we cannot triumphantly boast of an equal possession of external refinement in gaudy apparel and fashionable formalities of etiquette which is exhibited in the Atlantic states and cities, but we can successfully vie with them in habits of industry, temperance, friendly and social intercourse. We have but few real loafers in Oregon—they, choosing rather to tarry in the more populous settlements in the states, where a livelihood can be ob-

tained by craft, cunning and dishonesty, than to endure the fatigues, privations and laborious enterprise of coming to Oregon. A strict and uniform attention to some business of profit and general or individual benefit, in connection with cheerfulness and civility of manners, peculiarly characterizes the people of Oregon. Although gathered from the various portions of the Union, the Americans in Oregon are one people. A prevailing desire to educate, to refine, to moralize and ennoble the rising offspring of these hardy and industrious pioneers of the "far west," is every where conspicuously manifested. English schools are established and warmly supported in the different settlements in the Willamette Valley, and education and a thirst for the general diffusion of useful knowledge, is on the advance. Oregon is rapidly rising in intellectual, moral, political and commercial importance.

**NEWS OF THE PASSAGE OF THE NOTICE BILL.**—When Lieut. Woodworth arrived here with the intelligence that the notice bill had passed both houses of Congress, a general and enthusiastic feeling of rejoicing pervaded the entire community. The former gloom that had shrouded the minds of many through the apprehension that Congress would take no decisive action upon important measures vitally affecting the present and future interests of this infant colony, was completely dispelled. The citizens expressed a wish publicly to manifest their ebullitions of joy on the occasion. Accordingly our worthy Mayor (A. L. Lovejoy,) gave orders to have a salute of seven guns fired from a nine pounder cannon belonging to the city corporation, which was promptly performed. The United States flag was hoisted upon a tall liberty pole standing on the banks of the Willamette river, and a general expression of animated cheerfulness and satisfaction pervaded the entire community.

**TAXES.**—We understand that there are some of the settlers in Oregon who have refused to pay their taxes; and we learn also that some of these persons are men of standing and influence in our community. To say the least, this is unkind, unmanly, and unwelcome in any individual who wishes the welfare and prosperity of this colony. Such conduct, in the infant state of our government, is as dilatory and injurious in its tendency, as it would be for a person to cripple and maim an infant in its first endeavors to walk. We can hardly believe that any well meaning citizen will, on mature reflection, oppose the fulfillment of those laws which have been enacted for the benefit and welfare of all; and especially, when these same individuals may, by doing, need the protection of those very laws which they now encourage to have violated. They will find that taking the law into their own hands will prove to be a poor mode of seeking redress among a law abiding people—for such we may call the majority of the citizens of Oregon. We can safely say, that no territory ever settled by the United States, ever presented as peaceable a community, as the settlements in the Willamette valley, from their commencement up to the present day. Opposition to the laws, when it comes from men of influence, is highly injurious in all countries. It gives a pretext and a plea to the unprincipled, which leads to anarchy, riots, prison burning, &c.

From the New York Courier and Enquirer, March 31.

### Mail Route to Oregon.

A MAIL ROUTE to Oregon is recommended by the Senate Committee on Post Offices. In their report they estimate the American population of Oregon at 10,000, and they think it no more than just that these people should enjoy the means of communication with their friends in the United States.

Another reason on which the recommendation is urged, relates to the trading interests of our people in the Pacific. Our whaling vessels in that ocean number 600, and employ 40,000 men, and if an overland route were established, these vessels would touch at the mouth of the Columbia and receive advices from the East. It is also thought that the great mass of European correspondence with the Pacific, China and the East Indies would pass by that route.

And the greatest advantage of such an arrangement, it is represented, is to be in the strengthening of the bonds of union between the people of the East and the West—the diffusion of information concerning the country, the promotion of emigration thither and the ultimate control of the vast trade of the Pacific. Upon this subject the report uses this forcible language:—

"As an agricultural country, when compared with the valley of the Mississippi, it is probable that the Oregon may be considered of minor importance. As a manufacturing country, with its unlimited water power, it will, when the population becomes dense, be of more importance; but both these together are of but little importance to the United States when compared with the gigantic maritime and commercial power that must, in the nature of things, soon grow up on the shores of the north Pacific, should it be inhabited by the enterprising people of this country.

The trade and commerce of six hundred millions of people, about three-fourths of the whole population of the globe, is nearly as convenient to the mouth of the Columbia as the trade of Europe is to New York. The center of the valley of the Mississippi is nearly as convenient to the trade of the Pacific as it is to that of the Atlantic. The vast commerce that now exists, and must grow much greater, will nurture and support many hundreds of thousands of seamen, who, while they spread over the Pacific with the commerce of three-fourths of the world, will have their homes among the high mountains of Oregon, and their affections