

Oregon Spectator.

"Westward the Star of Empire takes its way."

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At the time of the arrival of some of the late emigrants from the U. States, it was currently reported that Lieut. Woodworth was sent as an "express messenger" from the United States government to Oregon, having despatches of great importance to the Governor of this territory. This rumor was altogether incorrect and unfounded. Mr. Woodworth does not claim to have received or brought any official documents or papers of any kind from the U. States' government to this, but having concluded to take a pleasure trip to this country, he brought files of the latest papers from the States, and also the following Memorial of George Wilkes to the Speaker and Representatives of the Legislature of Oregon, which was prefixed to a printed pamphlet containing Wilkes' memorial to Congress, praying for the construction of a Railroad from the Atlantic to the Pacific ocean. It is an important and interesting document and will be read with much attention.—Ed. Spec.

MEMORIAL OF GEORGE WILKES,
PRAYING FOR AN EXPRESSION FROM THE Legislature of Oregon TO THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF NORTH AMERICA IN CONGRESS ASSEMBLED, ON THE SUBJECT OF HIS PROJECT FOR A NATIONAL RAIL ROAD FROM THE ATLANTIC TO THE PACIFIC OCEAN, PRESENTED TO CONGRESS IN DECEMBER 1845, AND REFERRED TO THE COMMITTEE ON "ROADS AND CANALS" IN THE HOUSE.

To the Speaker and Representatives of the People of Oregon, in congress assembled:

Your memorialist begs respectfully to represent to your honorable body, that in the month of December, A. D. 1845, he presented to the Senate and House of Representatives of the United States of North America in Congress assembled, a proposal for a NATIONAL RAIL ROAD from the Atlantic to the Pacific Ocean, of which the printed matter following is a copy.* That said memorial upon its presentation by Hon. William B. Maclay of the city of New York, to the House of Representatives aforesaid, was referred to the committee of said House on "Roads and Canals." That shortly subsequent to such reference, the chairman of said committee, (the Hon. Robert Smith of Illinois) opened a correspondence with your memorialist in which he communicated the fact, that his committee would report favorably upon said memorial:—

Wherefore, your memorialist, with a view of eliciting the sense of the people of Oregon upon a project of such paramount importance to themselves, respectfully herewith submits his said memorial to your consideration; praying that if it should receive the same approbation from your honorable body, that it has already met with in the incipient steps of its progress in the popular branch of the national legislature at Washington, that your honorable body will express such approbation, in form, to the Senators and Representatives of the United States in Congress assembled, and despatch the same to the capitol at Washington, to exercise its influence on the fate of the Bill (embracing the views of said memorial,) in the next Congress, should the said Bill not be affirmatively decided during the present session. And your memorialist will ever pray.

GEORGE WILKES,
of New York.

* This memorial to the Speaker and House of Representatives of the People of Oregon, is prefixed to a pamphlet which contains Mr. Wilkes' memorial to the Congress of the United States, proposing the construction of the rail road under consideration.—Ed.

We extract the following from the "Ohio Repository," of February 12th, published at Canton, Stark county, Ohio:—

OREGON
Rail Road Meeting.

In accordance with previous public notice, a large and respectable meeting of the citizens of Canton, Stark county, Ohio, and the surrounding country, convened at the Town Hall, in Canton, on Wednesday evening,

February 4th, 1846. Daniel Raffensperger, Esq., by a unanimous call, took the chair, and Dr. L. M. Whiting was, on motion, appointed secretary.

S. C. Frey, Esq. having stated the object of the meeting to be a consultation as to the propriety of memorializing Congress in relation to the construction of a Railroad from some eligible point on the Missouri river to the Pacific Ocean, urged some important reasons for the adoption of such a measure by our government. He furthermore suggested that a committee be appointed to draft a memorial, and closed by offering the following resolution, drawn up by Jacob Hostetter, Esq., which was unanimously adopted by the meeting.

Resolved, That in the opinion of this meeting, a NATIONAL RAILROAD to the Pacific Ocean is of such immense importance to the great mass of the people of the United States, that its construction should be commenced by the general government with the least possible delay, consistent with a judicious execution of the project.

On motion of P. Hugus, Esq., it was *Resolved*, That a committee of three, to consist of J. D. Brown, S. C. Frey, and Jonathan G. Lester, be appointed to draft a memorial to Congress expressive of the views of this meeting upon the subject of its deliberations, and in proper form for the attachment of signatures.

This committee having retired for a short period, presented by S. C. Frey, the following draft of a memorial, which was unanimously received and adopted by the meeting.

To the Senate and House of Representatives of the United States, in Congress assembled.

The undersigned, citizens of — county and State of —, do respectfully request, that your honorable body will, before the end of your present session, take the necessary steps for commencing the construction of a great NATIONAL RAILROAD, from the most eligible point on the Missouri river to the Pacific Ocean, having the western terminus as far south as is practicable, where a good harbor can be found. The said Railroad to be built with a double track, in the most substantial manner, and free to the use of the citizens of the United States, reserving only such tolls as will keep the Road in repair, and pay for superintendence. That said Railroad shall be a NATIONAL work, and by no means a corporate monopoly, as proposed by Mr. Whitney.

We beg to add, that in our opinion, every year this great work is put off or procrastinated, is a year of serious national loss. Owing to our new and peculiar relations with China, and all the countries bounded by the Pacific Ocean, this great work appears to us as indispensable, and the sooner we set about it the better. The arguments in its favor have been ably set forth in a pamphlet by GEORGE WILKES, Esq., of the city of New York, with which we presume you are familiar, and hence we need not here reiterate them. We would remind you, that Peter the Great, struggled through a twenty year's war, with the loss of 200,000 men, and more than a thousand million of rubles, for the sake of gaining an insignificant swamp, which would afford his subjects an outlet to the Baltic Sea. Compared with that, an outlet for the great Mississippi Valley to the Pacific Ocean, is gigantic and stupendous—and the other insignificant—and yet the civilized world accords to Peter the Great far seeing and statesman-like policy, for lasting benefits conferred on his country and people, among the greatest of which was his founding of St. Petersburg. How much more inviting is this great National work which we propose—a bloodless work!—a work which we believe will not exceed \$70,000,000 in its cost, and a work which will bring into market, lands, the sale of which will go far towards defraying the expense of its construction—and which otherwise

would remain in a state of nature for one hundred years to come. We would also remind your honorable body, that the benefits arising from this work will not be sectional—it will benefit every inch of our vast territory, and make us at once the most powerful, and most truly wealthy nation on the globe. And as in duty bound, the undersigned will most fervently pray, and will continue to pray, until this great and glorious work is accomplished.

February, 1846.

The following resolutions were then successively presented and adopted:

1. *Resolved*, That a committee to consist of S. C. Frey, John Black and James Sloan, be a committee of correspondence. That said committee procure blank memorials to be printed and circulated far and wide for signature.

2. *Resolved*, That we invite our fellow citizens of the United States every where to examine this subject thoroughly, and if they approve of it, we ask them to co-operate with us in urging this measure forward.

3. *Resolved*, That copying the pamphlet of George Wilkes, Esq. by publishers of newspapers, would throw much light on this subject; and we recommend such publishers, every where, to copy said pamphlet for public information.

4. *Resolved*, That the proceedings of this meeting signed by its officers, be presented for publication in the papers of this country, and all others favorable to the project throughout the United States, be requested to copy the same.

On motion, the meeting adjourned sine die.
DANIEL RAFFENSPERGER,
Chairman.

L. M. WHITING, Secretary.

U. S. CONGRESS.

Washington, April 9.

House of Representatives.—The House then went into committee of the whole, and resumed the consideration of the Senate bill for raising a regiment of mounted Riflemen, and for establishing posts for the protection of emigrants on the route to Oregon.

After debate, the amendment of Mr. Levin, providing that the officers and men shall be American born, was rejected, as were several other amendments.

The committee then rose and reported the bill, with one amendment, which provides that all the officers of the said regiment shall be taken from the regular line of the Army of the U. States. This was agreed to by the House—yeas 89, nays 82. A motion to reconsider the vote was made, but without acting upon it, the House adjourned.

House of Representatives, April 11.—The bill to raise a regiment of mounted Riflemen was then taken up and passed, as amended, by a vote of 138 to 38. The amendment requires the President to officer the regiment with men already bearing commissions in the U. S. army.

Washington, April, 14.

House of Representatives.—Mr. Lynn Boyd introduced a resolution that all debate on the bill extending our jurisdiction over the American citizens in the territory of Oregon, should terminate on Thursday of this week, at 2 P. M. Various amendments were offered, some shortening and others extending the time at which the debate should close, all of which were voted down, and the original resolution adopted.

The House then went into committee of the whole, when Mr. Tibbatts took the floor and expressed his decided preference for the substitute offered by Judge Douglas, and made some sensible remarks, showing the necessity as well as the importance of whatever bill did pass the House, clearly defining the extent of our northern boundary. In the absence of this being done, he insisted that the passage of the bill as well as acts to

our part under it, would lead, without delay, to hostile collision.

Mr. Vinton opposed the bill in toto, because it was, in his judgment, a palpable violation of the treaty stipulations of 1827, and that it could not be regarded in any other light by Great Britain, and was consequently the strongest war measure that Congress could pass. He thought it far more prudent to give Great Britain the notice, and to terminate the Convention of 1827, previously to passing any law extending our jurisdiction over all our territorial rights in Oregon.

Mr. Holmes insisted that the establishment of a line of posts to, and in the territory of Oregon, as also the appointment of Indian agents and sub-agents, to regulate the trade with the Indians, &c., was a clear violation of the Convention of 1827, and would be regarded and treated by Great Britain, as an act of aggression on our part, in addition to being an unwarrantable violation of treaty stipulations. He raised many other objections to the bill; all of which may be summed up in a few words. He saw no chance for slaves and cotton in Oregon; therefore, the acquisition of that section of country must be unconstitutional, and dangerous to the peace of the country.

From the Missouri Reporter, April 21.

The President's Position.

The Washington Union of the 7th inst. insists that the Executive stands ready to make any fair or honorable adjustment. It remarks:

"What one chance of suitable accommodation of the controversy does that platform exclude? What one solitary offer, just and fair, consonant to our rights, and compatible with our honor, does the position taken by the Executive in the message bar the Executive from accepting? The platform of the Oregon policy laid down in the message was framed in wisdom. It is broad—it is broad enough. It admits every thing, and it excludes nothing which this country can ever sanction. Nor is this all. At what time and by what statesman was the question ever placed in better prospect of adjustment than within the past year by Mr. Polk? Was it in 1818? Was it in 1842, when Mr. Webster and Lord Ashburton thought the question too difficult—mark the fact! mark the fact!—too difficult, not to settle, but even to discuss? It is history now, that with one accord, and swiftly, the British statesman put back upon Mr. Gallatin's hands his immense concession—and that, too, when the navigation of the Columbia, which he offered, was universally considered to be of far greater value than it is now proved to possess."

The intimation in the closing sentence of the foregoing extract, that the navigation of the Columbia is far less valuable than it was regarded when Mr. Gallatin's offer was made, is worthy of consideration, connected as it is with the assurance that the President's Message does not exclude the adjustment of the controversy on any terms compatible with our honor—"it admits of every thing, and it excludes nothing which the country can ever sanction"—including, of course, the offer of 40—and that offer, as made in 1818 and 1826, is referred to thus:

"Mr. Polk, in view of this fruitless and hopeless past, took a new stand. In his first official act he proclaimed to the country and to the world, what had before been locked up in the archives of diplomacy, the unwavering confidence of the executive branch of this government in the validity and soundness of our title to the 'whole of Oregon.'" In so taking his position, he announced by implication that any compromise whatever on our part was just so much concession—concession to be guarded and limited—concession to be met fairly—concession in view of illustrious precedent, of high public policy and of large established interests—and, most of all, concession in the spirit and in the sacred cause of public peace. This was truth, and new truth. It placed our whole diplomacy on new ground, and the very highest ground. From that ground Mr. Polk made his proposal of compromise. And what was its effect? True, it was refused at once by the British minister here; but the British prime minister at home faltered, or seemed to falter, before it. He "could not say" it should have been refused. He "would say" it would have been better to send it to England for consideration."

"And this language of new respect and new moderation, in reply to Mr. Polk's new profferment of our title, is uttered by a Brit-