



# THE SPECTATOR.

Oregon City, December 10, 1846.

GEO. L. CURRY, EDITOR—N. W. COLWELL, PRINTER.

## RESOLUTIONS

Passed by the Board of Directors at their meeting on Tuesday evening, Dec. 2d, and ordered to be inserted in the "Spectator," till the end of the present volume.

Resolved, That the paper will be continued to all subscribers who have paid, unless they signify to the contrary.

Resolved, That the names of all subscribers to the "Oregon Spectator" who, by the close of this volume, shall not have paid their subscriptions, be stricken from the list and the sending of the paper discontinued.

JNO. P. BROOKS,  
Sec'y Board Directors.

Oregon City, Dec. 2d, 1846.

The Hudson's Bay Co's bark Vancouver, Captain Mott, has arrived at Victoria, from the Sandwich Islands. We are much indebted for late papers.

RIOTS AT HONOLULU.—There have been some serious disturbances at Honolulu, between the natives and sailors, in which several men belonging to H. B. M. ship Juno were severely injured.

OREGON PRINTING ASSOCIATION.—The stock holders of this association, met on Tuesday evening week, and elected the following officers, for the year ensuing: Geo. Abernethy, President; James R. Robb, Vice President; S. M. Holderness, Treasurer; J. P. Brooks, Secretary; R. Newell, John H. Couch, and Geo. L. Curry, Directors.

GOVERNOR'S MESSAGE.—This document may be found upon our first page, and will be read with interest by all. We regard the message as an excellent one; in all respects it is what might have been expected from such a man as Governor Abernethy. It is plain and comprehensive in its style, without any of that circumlocution which is so intolerable in governor's messages generally; its recommendations are urged with commendable fervor, and yet in that spirit of calmness and moderation which excites thought and induces reflection. Although we may not agree with the Governor as to the equity and expediency of all the measures which he proposes, yet we are free to confess that the manner in which he expresses his views is calculated to diminish prejudice and soften the asperity of opposition.

The neat and trim bark Toulon, Captain N. Crosby Jr., is now safely moored along side the wharf at Portland, receiving cargo. She arrived there on Saturday morning last, and will soon take her departure for California. The Toulon is a "crack" ship, and her officers gentlemanly and efficient.

We would call the attention of our subscribers, to the Resolutions passed by the Board of Directors of the Printing Association, which may be found at the head of the first editorial column of this day's paper.

The county of Yamhill is but partially represented in the Legislature, as Thomas Jeffreys, one of the members elect for that county, has not yet taken his seat.

APOLOGETIC.—Our readers should know that the late appearance of this number of the "Spectator," was occasioned by a press of legislative printing. It is the first apology that we have ever made, for a want of punctuality in publication, and we most heartily assure our readers, it shall be the last from such a cause.

THE EMIGRANTS—SOUTHERN ROUTE.—We have no further information to give concerning the emigrants on the Southern route, excepting that which is contained in the following letter, received a few days since:

Settlement of the Rickreall,  
November 30, 1846.

Editor of the Spectator:—I have just arrived in the settlements of this valley from the Kenyon in the Umpqua mountains. I left the people suffering beyond any thing you have ever known. They must perish with hunger unless the people of the settlements go to their relief with pack horses and provisions, and bring them in. They will have property with which to pay for such services. If they are not brought away they must perish. Before I left, they had already commenced eating the cattle that had died in the Kenyon. At least one hundred head of pack horses should be taken out immediately. I implore the people of this valley, in the name of humanity, and in behalf of my starving and perishing fellow travellers to hasten to their relief.

In haste, I am sir, yours &c.  
J. QUINN THORNTON.

We have understood that a considerable band of horses have been sent out from Champoog county, sufficient, probably to bring in all or most of the emigrants.

## MOUTH OF COLUMBIA RIVER.

So much has been said prejudicial to the entrance of our great river—the necessary labor magnified into dangers, and every accident that happens in its vicinity taken as proof positive of its difficult and hazardous character, that we are at length compelled to say something upon the subject—to tell the truth, to speak it plainly, boldly, and in a manner that will silence opposition; and more particularly are we induced to this course, by seeing in the marine news of the Polynesian of Oct. 10th, a report by Capt. Parsons of the ship Mariposa, that "the Mariposa struck several times on the bar, in coming out of the Columbia river." We must very bluntly tell Captain Parsons that his ship was not in the channel if she "struck several times on the bar," or if she was she must draw an immense quantity of water, as there is at any stage of the tide full five fathoms of water in the channel.

Two U. S. vessels of war have been wrecked at the mouth of the Columbia, and many years ago a ship belonging to the Hudson's Bay Company. This is the foundation of the prejudices against the entrance of this river. It is taken for granted that the entrance must be a bad one, and the falsehood has been spread abroad to the terror of numerous sea captains, and to such an extent that a whaleman would rather be wrecked outside than venture in. Now we say that the mouth of the Columbia is as good a mouth as any river can boast, and the entrance as convenient and safe if proper prudence is only exercised in undertaking it. The channel may at first appear intricate, but it is broad and plain if the necessary means are taken to become acquainted with it. In proof of this, we have but to state the fact, that Captain Crosby of the bark Toulon, readily acquainted himself with this channel; that upon the strength of this acquaintance, he piloted the Mariposa at night and anchored her safely in Baker's Bay—that as commander of the Toulon, he went out of the river on his last trip to the Islands, with the wind dead ahead—beating out—making tack for tack, and in four tacks from the bay was at sea. We would likewise state the fact that the Toulon came in this last time by the lead, without her commander seeing the land until he had made the cape at the mouth, as there was a heavy fog prevailing at the time.

Let no one say, much less believe, after this, that the Columbia is a bad and dangerous river to enter; facts, and the master spirit of experience, declare to the contrary. We may safely assert, that our river affords a better harbor than most others, and this harbor may be found at the head of Tongue point. Our great channel of inland communication, the magnificent Columbia, which year upon year, must become better appreciated and infinitely more valuable, we cannot calmly hear underrated and abused, much less its advantages denied and its availability called in question, and upon this ground we take issue and pledge ourselves at all times to stand up for the utility and glory of nature's grand design, in cutting through stupendous mountains a course for this mighty river, that opens us a communication with the valley of the Mississippi, and the enterprising marts of the Atlantic sea board.

THE LEGISLATURE.—The House of Representatives convened on last Tuesday week, and organized by the election of A. L. Lovejoy Esq. as speaker, and Mr. N. Huber as clerk. The Governor's Message was received on Wednesday, and appropriately referred. A bill creating the office of Territorial Recorder was passed and Mr. Theophilus McGruder elected on the third ballot, to perform the duties of said officer. We can truly say that the election of Mr. McGruder to fill this responsible situation, affords general satisfaction.

After the adjournment of the House, which we trust is near at hand, we shall give the results of their deliberations. It is important, in our humble judgment, that the session should soon end, it has been protracted already to the extent of ten days, including to-day, at an expense to the Territory of five hundred dollars. Bear in mind that the Territory pays at the rate of fifty dollars per day for its legislation, and the benefits of that legislation may never be received, as the jurisdiction of the United States may be extended over us, perhaps to-morrow.

The indebtedness of the Territory, amounted to something like five thousand dollars, previous to the meeting of the House; that indebtedness is daily increasing; would it not be most prudent and honest to put a stop to this increase, as far as possible and consistent with the dignity and welfare of the country?

We regret to state, that Mr. Robinson, a worthy and respected gentleman, second mate of the bark Toulon, was severely stabbed in the shoulder, on Sunday evening last, on board the bark, by one of the crew whose name we have not learned. The offender was a deserter from the Toulon, and had been sent on board only the day previous to the unfortunate occurrence named. He was immediately apprehended and placed in irons, and we presume will be sent to the States for trial.

COMPLIMENTARY RESOLUTIONS.—The following resolutions were unanimously adopted at the last annual meeting of the stockholders of the Printing Association.

WHEREAS, This being the first meeting of the Stockholders of the Oregon Printing Association, since the Printing Press was received and put in operation, and as the Press, Type, Paper, &c., have all proved to be of the best quality, and to have been selected with great care, therefore

RESOLVED, That the thanks of this meeting be forwarded to Francis Hall, Esq. of New York, for his kindness in forwarding the Press, &c. for this Association, and for his generosity in giving his valuable time in selecting the articles without making any charge for his services.

RESOLVED, That the name of Francis Hall Esq. be placed on the subscription list of the Oregon Spectator and the paper forwarded to him regularly as long as published by the association.

THE PILOT LAW.—We are happy to state, for the information of our friends abroad, that, agreeably to a recommendation in the Governor's Message, Dr. Tolmie of Lewis county, has introduced a bill in the Legislature for the purpose of establishing a pilotage at the mouth of the Columbia river. The bill has passed to a third reading and will without doubt become a law.

## Later from Europe and the U. States.

By the arrival at the Sandwich Islands, of the Am. ship Angelo, captain Hastings, 42 days from Valparaiso, the "Polynesian" received a file of "El Mercurio" to August 26th, from which is gleaned the following news from the United States to the 23d June, and from England to the 20th.

According to an extract from the Jamaica Times of 6th June, General Smith had enlisted 10,000 volunteers at New Orleans for the Mexican war, with a bounty of \$20 and a monthly pay of \$16. It was the policy of President Polk to capture the city of Mexico if possible before the intervention of European powers could take place.

The Jamaica Times of 12th June, states that the English Admiralty had ordered to the Gulf of Mexico the following vessels, to protect British interests:—The Endymion, 44; Alarm, 26; Daring, 12; Rosa, 18; steamer Vesuvius, 6; and that without doubt a strong English squadron would unite with a French force within a few weeks for their common interests.

The steamer Terrible, the most powerful now in commission in the English navy, was to have sailed the last of May, with three hundred miners, artillery, and munitions of war of all kinds, for the Oregon.

The treaty, if the news arrived in time may have diverted her destination.

ENGLAND.—According to the Times the days of the Peel Ministry were numbered; the question of coercion for Ireland, and the legislative enactments respecting sugar, threaten the cabinet with speedy dissolution. It is supposed that Lord John Russell, when the case arrives, will form the new cabinet.

Prince Louis Napoleon had escaped from France, and was in England.

In the House of Lords the Corn Law Bill was read for the first time on the 19th of May; the same bill was further discussed on the 25th, 26th and 28th, and passed the second reading by 211 votes against 164.

On the 26th of May, the Chancellor of the Exchequer brought forward his Budget. His estimate of the revenue for the ensuing year was £32,090,000, and of expenditure £49,400,000.

The war against Mexico, had created much disgust in England, and much sympathy for the Mexicans was shown. It was believed as certain that the real object of the Americans, in this war, is to seize and appropriate to themselves California.

Ibrahim Pacha, after having received great honors in France, arrived in England on the 5th of June, and had a cordial and splendid reception.

UNITED STATES.—The war with Mexico was considered in the U. States as at an end, by the offer of Great Britain to mediate between the two nations.

In General Taylor's official despatch of the 19th of May, from his head quarters of Remaca de Palmo, three miles from Matamoras, to the Adjutant General of the army of the United States, he communicates the result of the two engagements with the Mexicans—the first against a force of 6000 men, 7 pieces of artillery, and 800 horse, in which they lost 100 killed, and he only 4 soldiers killed with three officers, and 37 soldiers wounded. He states that his own force was only 2300 men—that the action lasted nearly five hours, and that his success was mainly owing to two pieces of artillery, 18 pounders.

In the second, which appears to have taken place next day, near the Rio Grande, close to Matamoras, he represents his success as more complete, his forces having quickly occupied the enemies' positions, captured 8 pieces of artillery, with their munitions, 3 flags and 100 prisoners, amongst whom was General La Vega and some officers. In a subsequent despatch of the 12th of May, he mentions that his loss was 3 officers and 40 soldiers wounded, and that the loss of the enemy probably exceeded 300, of whom they (the Americans) had buried more than 200 after the battle.

General Taylor's army had closely invested Matamoras, and he was concerting further measures with Commodore Connor.

The blockade of the Mexican ports (of the Atlantic) was extremely rigid. No commissions had been issued for privateers. The Cumberland, of 56 guns; the Potomac, 56; the Raritan, 56; the Falmouth, 24; the John Adams, 24; and the Somers, 16, were ordered off the island of Sacrificion, blockading Vera Cruz.

FRANCE.—The Chamber of Peers assembled as a Court of Justice on the 5th of June, to try Lecompte, for his attempt on the King's life at Fontainebleau. After two days debate, he was condemned; and on the 9th of June, at half past five in the morning, he was executed. The king wished to commute the penalty, but the Council of his Ministers opposed it.

Abd-el-Kader had ceased to be out the throats of the three hundred French prisoners which were in his hands. The Minister of War had received an official account of that atrocious butchery.

## I WILL LOVE HER NO MORE.

I will love her no more—'tis a waste of the heart,  
This lavish of feeling a prodigal's part,  
Who heedless the treasure a life could not own,  
Squanders forth where he vainly may look for return.

I will love her no more—it is folly to give  
Our best years to care, when for many we live;  
And he who the world will thus hater for one,  
I ween by such traffic, will soon be undone.

I will love her no more—it is heathenish thus  
To bow to an idol who bends not to us—  
Which heeds not, which hears not, which rocks not  
for aught,  
That the worship of years to its altar hath brought.

I will love her no more—for no love is without  
Its limit in measure, and mine hath run out—  
She engrosseth it all, and till some she restore,  
Than this moment I love her—how can I love more?  
J. H. P.

For the Spectator.

## TO MARY.

Lovely, kind, and almost fair,  
Thy features show thy virtues rare,  
So many that they make me stare,  
My Mary!

Thine eyes so gentle and so sweet,  
Thy nose retrousse and so neat,  
Thy heel behind sticks out a foot,  
My Mary!

Oh let me gaze until I die,  
Then gently slip, without a sigh,  
My love for thee was "all my eye,"  
My Mary!

Puget's Sound, Nov. 25th, 1846.

EXPRESS ARRIVED.—The annual overland express of the Hudson's Bay Company arrived at Fort Vancouver, on Wednesday last. The intelligence it brings has been anticipated by other arrivals.

## VESSELS OF WAR IN THE PACIFIC.

### English.

Rate.	Name.	Guns.	Commander.
Ship of the line	Collingwood,	80	Sir G. F. Seymour.
Frigate	Grampus,	50	Martin, C. B.
"	Figuera,	42	J. A. Dunt.
"	Junco,	26	P. J. Blake.
"	Talbot,	26	Sir T. Thompson.
"	Carysfort,	26	Seymour.
"	Herald,	26	Henry Kellet.
Sloop	Modeste,	18	Thomas Ballie.
"	Daphne,	18	Ondow.
Steamer	Sampson,	6	Henderson.
"	Comorant,	6	George T. Gordon.
"	Salamander,	6	A. S. Hammond.
Brig	Frolic,	6	C. B. Hamilton.
"	Pandora,	6	S. Wood.
Brigantine	Spy,	3	O. Woodbridge.

Total number of guns, 355

### American.

Rate.	Name.	Guns.	Commander.
Ship of the line	Columbus,	86	Com. Biddle.
Frigate	Congress,	60	" Sedgwick.
"	Savannah,	60	Capt. —
Sloop	Portsmouth,	24	" Montgomery.
"	Levant,	24	" Page.
"	Warren,	24	" Hull.
"	Cyane,	24	" Mervine.
Store ship	Erie,	8	" Turner.

Total number of guns, 310

We have received the following communication addressed to the "Farmers and Mechanics of Oregon." We have not a word to say; the article speaks for itself:—

You are all fully aware of our situation as it regards the state of our commerce. The most of us have left the interior or western part of the United States, in hope to find a better price for the reward of our labor. The soil yields a rich reward to the cultivator, and the merchant's coffers groan with the profit thereof; whilst we are groaning under the consequences. Men of capital dare not venture to engage in merchandising whilst the monster Hudson's Bay Company reigns over the land. And now fellow citizens, while the petty merchants and lawyers and would be politicians, are trying to mend the matter by memorializing Congress, let us help ourselves. We have the power in our own hands. Congress has given us the land, [will doubtless,—Ed. SPECTATOR.] and promises protection. What more do we want? We do not ask the government to drive the Hudson's Bay Company from the country, for we can do this ourselves, by organizing a joint stock company and transacting our own commerce; then the monster will leave, or come to fair trading. But says one, where is your money? Permit me here to suggest a plan to do without money. First obtain a charter for an exporting company; let the capital stock be six or eight hundred thousand bushels of wheat, divided into shares of one hundred bushels each. After the stock is taken and the necessary officers elected, execute bonds