

Oregon Spectator.

"Westward the Star of Empire takes its way."

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TO THE SENATE OF THE UNITED STATES:
In accordance with the resolution of the Senate, of the 12th inst., that "the President of the United States be and is hereby advised to accept the proposal of the British Government, accompanying his message to the Senate, dated 10th June, 1846, for a Convention to settle boundaries, &c., between the United States and Great Britain, west of the Rocky or Stony Mountains," a Convention was concluded and signed on the 15th inst., by the Secretary of State, on the part of the United States, and the Envoy Extraordinary and Minister Plenipotentiary of her Britannic Majesty, on the part of Great Britain.

This Convention I now lay before the Senate for their consideration, with a view to its ratification.

JAMES K. POLK.

Washington, June 10th, 1846.

OREGON TREATY.

[CONFIDENTIAL.]

Convention between the United States of America and her Majesty the Queen of the United Kingdom of Great Britain and Ireland, concluded at Washington, the 15th of June, 1846.

June 16, 1846—read a first time.

June 17, 1846—Read a second time and ordered to be printed in confidence for the use of the Senate.

The United States of America and Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, deeming it to be desirable, for the future welfare of both countries, that the state of doubt and uncertainty which has hitherto prevailed respecting the sovereignty and government of the territory on the northwest coast of America, lying westward of the Rocky or Stony Mountains, should be finally terminated by an amicable compromise of the rights mutually asserted by the two parties over said territory, have respectfully named a plenipotentiary to treat and agree concerning the terms of such settlements; that is to say, the President of the United States of America has, on his part, furnished with full powers, James Buchanan, Secretary of State of the United States, and her Majesty, the Queen of the United Kingdom of Great Britain and Ireland, has, on his part, appointed the Right Honorable Richard Paakenham, a member of her Majesty's most honorable Privy Council, and her Majesty's Envoy Extraordinary and Minister Plenipotentiary to the United States, who, after having communicated to each other their respective full powers, formed in good and due form, have agreed upon and concluded the following articles:

ARTICLE I.

"From the point on the 49th parallel of north latitude, where the boundary laid down in existing treaties and conventions between Great Britain and the United States terminates, the line of boundary between the Territories of Her Britannic Majesty and those of the United States shall be continued westward along the 49th parallel of north latitude to the middle of the channel which separates the continent from Vancouver's Island, and thence southerly through the middle of the said channel, and of Fuca's Straits, to the Pacific ocean: provided, however, that the navigation of the said channel and straits, south of the 49th parallel of north latitude, remain free and open to both parties."

ARTICLE II.

"From the point at which the 49th parallel of north latitude shall be found to intersect the great northern branch of the Columbia river, the navigation of said branch shall be free and open to the Hudson's Bay Company, and to all British subjects trading with the same, to the point where the said branch meets the main stream of the Columbia, and thence down the main stream to the ocean, with free access into and through the said river or rivers, it being understood that all the usual portages along the line thus described, shall in like manner be free and open. In navigating the said river or rivers, British subjects, with their goods and produce, shall be treated on the same footing as citizens of the United States; it being, however, always understood that nothing in this article shall be construed as preventing the government of the United States from making any regulations respecting the navigation of the said river or rivers, not inconsistent with the present treaty."

ARTICLE III.

In the future appropriations of the territory south of the 49th parallel of north latitude, as provided in the first article of this treaty, the possessory rights of the Hudson's Bay Company and of all British subjects who may be already in the occupation of land or other property lawfully acquired within said territory, shall be respected.

ARTICLE IV.

The farms, lands, and other property of every description, belonging to the Puget's Sound Agricultural Company, on the north side of the Columbia river, shall be confirmed to the said company. In case, however, the situation of those farms and lands should be considered by the United States to be of public and political importance, and the United States Government should signify a desire to obtain possession of the whole or any part thereof, the property so required shall be transferred to the said Government at a proper valuation to be agreed upon between the parties.

ARTICLE V.

The present treaty shall be ratified by the President of the United States by and with the advice of the Senate thereof, and by her Britannic Majesty; and the ratification shall be exchanged at London at the expiration of six months from the date hereof, or sooner if possible.

In witness whereof, the respective Plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Dated at Washington, the 15th day of June, in the year of our Lord one thousand eight hundred and forty-six.

JAMES BUCHANAN,
RICHARD PAKENHAM.

From the California Star of Feb. 13th, 1847.

Distressing News.

By Capt. J. A. Sutter's Launch which arrived here a few days since from Fort Sacramento, we received a letter from a friend at that place, containing a most distressing account of the situation of the immigrants in the mountains, who were prevented from crossing them by the snow—and of a party of eleven who attempted to come into the valley on foot. The writer who is well qualified to judge, is of the opinion that the whole party might have reached the California valley before the first fall of snow, if the men had exerted themselves as they should have done.

The following particulars we extract from the letter:—

The company is composed of twenty-three wagons, and is a part of Col. Russell's company, that left the rendezvous on Indian Creek near the Missouri line on the 13th day of May last. They arrived at Fort Bridger in good time, some two weeks earlier than the last company on the road. From that point they took the new road by the south end of the Great Salt Lake, which was then being marked out by some seventy-five wagons with Messrs. Hastings and Headspeth as pilots. They followed on in the trail until they were near the "Weber River canon," and within some 4 or 5 days travel of the leading wagons, when they stopped and sent on three men, (Messrs. Reed, Stanton and Pike) to the company, (with which I was then traveling in company,) to request Mr. Hastings to go back and show them the pack trail from the Red Fork of the Weber River to the Lake. Mr. H. went back and showed them the trail, and then returned to our company, all of which time we remained in camp, waiting for Mr. Hastings to show us the route. They then commenced making the new road over to the Lake on the pack trail, so as to avoid the Weber river canon; and Mr. Reed and others who left the company, and who came in for assistance, informed me that they were sixteen days making the road, as the men would not work one

quarter of their time. Had they gone on the road that we had made for them, they would have easily overtaken us before we reached the old road on Mary's river. They were then but some 4 or 5 days' travel behind the first wagons, which were traveling slowly, on account of being obliged to make an entirely new route for several hundred miles through heavy sage and over mountains, and delayed four days by the guides hunting out passes in the mountains; and these wagons arrived at the settlements about the first of October. Had they gone around the old road, the north end of the Great Salt Lake, they would have been in the first of September. After crossing the long drive of 75 miles without water or grass, and suffering much from loss of oxen, they sent on two men, (Messrs. Stanton and McCutcher.) They left the company recruiting on the second long drive of 35 miles, and came in to Capt. J. A. Sutter's Fort, and asked for assistance. Capt. Sutter in his usual prompt and generous manner, furnished them with 7 of his best mules and two of his favorite Indian baqueros, and all of the flour and beef that they wanted. Mr. C. S. Stanton, a young gentleman from Syracuse, New York, although he had no interest in the country, took charge of the baqueros and provisions, and returned to the company. Afterwards Mr. Reed was almost exhausted from starvation; he was supplied with a still larger number of horses and mules and all the mules he could take. He returned as far as the Bear river valley, and found the snow so deep, that he could not get to the company. He cached the provisions at that place and returned. Since that time (the middle of November,) we heard nothing of the company, until last week, when a messenger was sent down from Capt. Wm. Johnson's settlement, with the astounding information, that five women and two men had arrived at that point entirely naked, their feet frost bitten—and informed them that the company arrived within three miles of the small log cabin near Trucky's Lake on the east side of the mountains, and found the snow so deep that they could not travel, and fearing starvation, sixteen of the strongest, (11 males and 5 females,) agreed to start for the settlement on foot. Scarcely clothed and provided with provisions, they commenced that horrid journey over the mountains, Napoleon's fete on the Alps was child's play compared with it. After wandering about a number of days, bewildered in the snow, their provisions gave out, and long hunger made it necessary to resort to that horrid recourse, casting lots to see who should give up life, that their bodies might be used for food for the remainder. But at this time the weaker began to die, which rendered it unnecessary to take life, and as they died, the company went into camp and made meat of the dead bodies of their companions. After traveling thirty days, 7 out of the 16 arrived within 15 miles of Capt. Johnson's, the first house of the California settlements; and most singular to relate, all the females that started, 5 women came in safe, and but two of the men, and one of them was brought in on the back of an Indian. Nine of the men died and seven of them were eaten by their companions. The first person that died was Mr. C. S. Stanton, the young man who so generously returned to the company with Capt. Sutter's Baqueros and provisions; his body was left on the snow. The last two that died was Capt. Sutter's two Indian baqueros, and their bodies were used for food by the seven that came in. The company left behind, numbers sixty odd souls; ten men, the balance women and children. They are in camp about 100 miles from Johnson's, the first house after leaving the mountains, or 150 from Fort Sacramento. Those who have come in say that Capt. Sutter's seven mules were stolen by the Indians a few days after they reached

the company, and that when they left, the company had provisions sufficient to last them until the middle of February. The party that came in, were at one time 36 hours in a snow storm without fire; they had but three quilts in the company. I could state several most horrid circumstances connected with this affair: such as one of the women being obliged to eat parts of the body of her father and brother—another saw her husband's heart cooked, &c.; which would be more suitable for a magazine's journal, than the columns of a family newspaper. I have not had the satisfaction of seeing any one of the party that has arrived; but when I do, I will get more of the particulars and send them to you. As soon as we received the information, we drew up the appeal, of which I inclose you a copy: called a meeting in the armory of the Fort, explained the object of the meeting and solicited the names of all that would go. We were only able to raise seven here—they started this morning for Johnson's to join the party raised there. Capt. J. A. Sutter in his usual generous manner, ordered his overseer to give this little brave band of men, all the provisions they could carry. They took as much beef, bread, and sugar, as they thought they could carry and started in good spirits on their long and perilous trip. Capt. Kern, the commander of the Sacramento District, will go up as far as Johnson's to-morrow, to assist in starting the party, and may go as far as the Bear river valley.

For the Oregon Spectator.

Mr. EDITOR—As there appears to be a good deal said in your paper about the merchant, and the price of wheat and goods in this country, and much discussion whether the merchants are not taking great advantages of the farmers, let us try and view the matter in its proper light. It is a notorious fact, that the agriculturists in every new country, think that they are imposed upon by the merchants. They do not, and cannot take into consideration the cost and risk of the merchant's business; this the merchant has to calculate, as the farmer has how much produce he must retain for seed and to feed his family and stock during the winter. Oregon being a new country cannot escape the fate of its predecessors, and consequently much fault must be found; but we are so differently situated from other new countries, so entirely isolated, so dependent upon each other, that we ought not to give way to discontent and fault-finding without good and sufficient cause. The merchant in Oregon has many difficulties to contend with, he knows not but that the first shipment he makes from the Columbia may be lost, and the toil of years swallowed in a moment; he knows that if he attempts to insure without he has a standing insurance, (and that cannot be unless he has his own vessels) that the news of the vessels loss (if she is lost) would arrive at the insurance office as soon as his instructions. If he deals only for specie, the risk is the same, as he cannot procure bills to any amount in Oregon; but if he deals for wheat, the uncertainty is very great, as he not only has the cost and risk of the article, while on hand, but he does not know a saving price to purchase at, or where to find a market. True, owing to unlooked for circumstances, by the last advices, both a good market and price can be found, but he cannot depend upon that for any length of time—as by the same advices flour was selling in the United States at \$5, 25 per barrel, and the demand small at that. Two dollars per barrel will pay very good freight from New York to the Sandwich Islands, and the whalers would be satisfied with saving exchange alone. I speak knowingly when I say, that a contract was offered to one of the American merchants at the Sandwich Islands, to supply him Columbia flour at \$7,50 per barrel, and not taken. But still we hear that wheat is too low; let any person ride over the settlements and call at the houses of the known industrious farmers upon his road—he will find most of them with plenty, and comfort around them; let him ask them at what price they will sell their stock and farms—from \$3,000 to \$8,000 is generally the answer, and most of them have only been from two to four years in the country, and came in with very little means; but, by industry and perseverance, have accumulated this wealth in a space of time that would astonish the farmers on the Atlantic board, where, for the first two or three years, they are obliged to work hard