[illegible]

[illegible]
To get a [illegible]
Except the [illegible] of "shining [illegible]"
Portions of beauty and some other [illegible]

No Finish's now will "congregate the [illegible]"
Empty's the "gentle" and "the stage" is [illegible],
Enough's been done upon the [illegible] that you
Keen in the chase have been, 'tis true,
Sharp-sighted too, for you have caught a "spur-a-a."

Now follow my counsel o'er it is too late,
E'en now the "running game" beat of date,
Draw out the "jaline" e'er you leave this port,
G——e will match them out and storm his "fort,"
Once 'gainst same will be fast rule sport.

Anonymous.

For the Oregon Spectator.

ROAD TO OREGON.—No. 4.

From the crossing of the Siera Nevada to the entrance of the most direct immigrant route into Bear river valley (called Greenwood's cut off.) is on a straight line according to Mitchell's late map, about 445 miles. The immigrant route is south of a right line to about the head of the Cajeux or Raft river, where it crosses to the north and remains on that side the remainder of the distance. To the head of the Raft river, it is on a straight line 330 miles—and by the way bills of the road 460 miles. The road from the pass of the Siera runs in a southeasterly direction to Ogden's river about 140 miles; the first 70 miles of this distance, which reaches a large grassy plain, is a good road, and well supplied with grass and water the remainder of the distance to Ogden's river, which includes all the long camps on the route, is as follows.

From the grassy plain above alluded to, it is 3 miles to a fine spring with sufficient grass for a camp. From this it is 17 miles over a level, but in places a heavy road to the hot springs at the foot of the Black Rock; these springs extend along the foot of the mountain about 5 miles and the extensive fields of grass produced by the spreading of their waters over the plain makes this a good recruiting place after the privations suffered in arriving here from Ogden's river. From the Black Rock to Ogden's river, it is about 45 miles; there are along the road two springs at convenient distances for camps, but owing to the extreme drouth of the last season, but one of these afforded sufficient grass and water for a camp, and at the other some of the immigrants could only get a small supply of water for their teams, making the distance of 35 miles over a level, but in places a heavy road without camping. To avoid this long stretch, the country north of Ogden's river, was examined for about 50 miles above the leaving point, but no grass or water could be found to supply the necessary camps.

The remainder of the road to the head of Raft river, a distance of about 320 miles, is in a northeasterly direction. The grass and water is plenty and at convenient distances, and the road is good, lying most of the distance in the level green valleys along the streams. As this part of the country is broken into detached mountains and level sandy plains, in the season of floods, the waters collect in larger or smaller basins, but dry up as the summer advances: the little brooks which collect in the mountains, mostly sink in a short distance form their sources. It is doubtful whether an immigrant route can be made much shorter than the present, as Ogden's river alone affords a connected chain of verdant plains supplied with water through this arid region: but a trail road may be taken over level plains on nearly a straight line.

From where Greenwood's cut off enters the Bear river valley, it is about a N. W. course to the Soda Springs, 80 miles; thence nearly in the same direction to Fort Hall, 60 miles. Here the road turns down Snake river, in a southwest course, to raft river, 50 miles, and up Raft river, on a course nearly south, 30 miles, to a point nearly due west, and on a straight line, 95 miles from the descent into Bear river valley. Before the scientific tour of Capt. Fremont, to the Salt Lake in 1843, the true position of this country was not known, and the reason the road has not been improved in this part heretofore, has been mainly owing to the ignorance of the relative position of the different points on Bear river, of those who have attempted it. The Soda Springs, instead of being on the 42d parallel, and Fort Hall a few minutes north of it, as laid down on the old map, be found this first camp in Bear river valley three miles south of Smith's fork to be lat. 42 degrees 02 minutes 47 seconds, and of the Soda Springs to be 42 degrees 29 minutes 57 seconds, and Fort Hall in lat. 43 degrees 01 minute 20 seconds.

Capt. F. also found an excellent pass through the range of mountains west of Bear river directly on the 42d parallel (see journal page 60) and from the broad grassy valley of the Rompaux or Reed river, a country nearly level and well supplied with grass and water extends over to the forks of the Cajeux; there is also a good road from Bear river valley to the head of the little lake known to the trappers, as Snake lake, which leaves a distance of *less than 25 miles to explore*. That a road running nearly on the 42d parallel may be found uniting these two points, now scarcely admits of a doubt, and that it will be well supplied with the important requisites for animals is certain; and allowing 25 miles to cover the crooks of the road, there will yet be a saving in distance of 100 miles.

It is a remarkable fact, that through all the ranges of mountains west of the United States, there are good passes at or near the the 42d parallel; though no examination has been made expressly for that purpose, it has nevertheless been fully proved by Capt. Fremont to be the case in respect to the Rocky mountains, the Bear river mountains, and the Siera Nevada or Blue mountains, and the recent expedition proves the same to be the case in the Cascade range; and as the Rogue river valley extends down the river to the Pacific, the coast range is also open on this parallel.

As these natural passes, falling upon a right line across the continent, must ultimately have an influence in fixing the great thoroughfare from the United States to the shores of the Pacific, it may be of interest to the public to know how far the southern route to Oregon departs from this parallel.

As I before remarked, Capt. F. crossed the Siera north of the wagon pass, and directed his course for Ogden's river, but becoming discouraged with the appearance of the country to the eastward, he lost all hope of reaching that river and bore off to the southward: and as his description of the country along the route he travelled is most accurate, it is easy to determine the point at which the two routes come together and separate.

The wagon road comes upon his route on a remarkable little stream, which from the high walls of basalt which inclose its narrow valley, is called the kanyon—the routes pass the same noted points to the Hot Springs at the foot of the Black Rock. Here Capt. F. bore off to the southward, and the wagon road keeps its easterly course. The *second night* after passing the Black Rock, Capt. F. finds the latitude of his camp to be 40 degrees 48 minutes 15 seconds, being 11 minutes 45 seconds south of the 41st parallel. And as he had traveled a day and a half south from Black Rock, it is evident that where the road leaves Ogden's river, which is but little south of the Rock, cannot be far from the 41st parallel, those who wish further to satisfy themselves will see Capt. Fremont's journal, from the 30th Dec. to the 3d January inclusive.

The curve made in the road by following down Ogden's river to the 41st parallel, as it necessarily increases its length but 25 or 30 miles, is more than compensated by the fine traveling and pasturage on that stream, and a good camp being at any time to be had, is of great advantage to caravans.

Though the southern route to Oregon, so far as traveling is concerned, is much superior to the northern route, yet under present circumstances, I should hesitate to advise immigrants to travel it, particularly if their destination be to the northern portions of the territory. The Indians along the route not being dependent upon any trading establishment, have nothing to restrain them from the exercise of their natural disposition to plunder, and as they are at present, from causes which it is unnecessary to mention, but illy disposed towards us, it requires vigilance to prevent their depredations.

Though so far from being formidable that parties of 5 and even 4 men have traversed their country in its whole extent in safety and without the loss of a single article, and have remained stationary for weeks in the midst of them without being molested, yet large parties of immigrants were not equally successful.

Immigrants may embody for the protection of their property—but from the natural repugnance with which a free people submit to any kind of discipline or control, the duty of guarding it, which is its only security, will be negligently performed or wholly neglected. And besides failing in the object for which they unite, they will be subjected to all the tardiness and dissensions of a large undisciplined and discordant mass. The diligent will be withheld from prosecuting the journey, by the slothful and indolent, more inert from the knowledge that they will not be left behind. Z.

Oregon Spectator.

"Westward the Star of Empire takes its way."

Vol. II. Oregon City, (Oregon Ter.) Thursday, April 15, 1847. No. 6.

For the Oregon Spectator.

Ms. Editor—In the Spectator of March 4th, I noticed a communication over the signature of 'Observer,' which the writer assures us is the result of researches made with the express object of testing the accuracy of statements which appeared in the Spectator of the 4th of February last, and the information given on every *point*, he assures us may be "*regarded as unquestionably authentic.*" One of my earliest lessons, Mr. Editor, was to receive with suspicion the statements of the individual who was the harbinger of his honesty or correct statements, and I confess that observation and experience has had no tendency to lessen my confidence in these early precepts; he assures us that he "speaks the truth and may be unquestionably relied upon." Very well, we have his testimony and that of other individuals which we intend to furnish the public with, and leave them for their impartial consideration. In the first place, to have the public believe the H. B. Company had not received 40,000 bushels of wheat in 1846, a statement is given of the amount taken in at three of their granaries, only carefully avoiding two important receiving points as well as that grown on their own farmes, to wit—that of Vancouver and Cowlitz: at the latter place, I understand that between eight and nine thousand bushels was received on the previous year—but sums up in receipts at the three granaries at 30,256 bushels. We now believe the amount grown by them and purchased would be nearer 50,000 than 40,000 bushels. But enough upon suppositions. Again, our "unquestionable authority" says, "I found the H. B. Company have bought all their wheat at the rate of 60 cents per imperial bushel of just 63 lbs. and continue to pay the same price; but it costs them $1 15 cents per bushel before it can be prepared for shipment. During my absence, some of my friends furnished me with certificates with permission to use them, which will give some light on this subject, and I shall make a few extracts from some of them, reserving them all for the inspection of 'Observer,' if he wishes them. Henry Buxton, jun. testifies that "he delivered to the H. B. Company's granary at Linton, last fall, 63 bushels imperial measure, for which the Company paid in merchandise 60 cents per bushel, he owing them nothing at the time—signed "H. Buxton, jun." Mr. Hall, member of our last legislature, says, "I delivered 45 bushels imperial measure to the H. B. Co's granary at Linton, for which I received 60 cents per bushel in goods in the fall of 1846"—signed "L. Hall, 12th March, 1847." Another, and I will stop on this subject. D. Clark testifies, "that in 1846 he received per imperial bushel at Linton, 60 cents in merchandise"—signed "D. Clark." It will be recollected that Linton is near the mouth of the Willamette river, and about 7 or 8 miles from Vancouver, and equally as accessible to shipping as that of the latter place. At this place 'Observer' says, they have received over 3,000 bushels; and if they deal out evenhanded justice to all their customers, it would be but fair to suppose that 60 cents in goods is their maximum price, not only for their wheat delivered at Linton, but for all wheat delivered in a like condition for shipment. But 'Observer' says "they paid 60 cents for nine-tenths of the wheat purchased at Champoeg," and to show the deception there is practised in this 60 cents, we propose to bring figures to our aid. The H. B. Co. have a store at Oregon City, and as we have frequently heard it said, for the accommodation of the American merchants; they have added at this store 47 per cent on Vancouver prices, for example common corderoy pantaloons are sold at Vancouver, where wheat is paid for at the rates of 60 cents in merchandise, at $3 40 cents; but if sold at Oregon City, 30 or 40 miles nearer the farming community, where it is said 60 cents is given for wheat, they are sold for $5 00, being an advance as before stated, of just 47 per cent. upon Vancouver prices, and leaving a balance against the farmer who sells his grain in Oregon City, at 60 cents for goods, of just 14 per cent; or in other words, if paid for at Vancouver prices, where 60 cents is given for wheat, 5¼ bushels of wheat will pay for them; but if sold at their store at Oregon City, where it is said they pay 60 cents, it then requires 6¼ bushels to pay for them, making as is plain to be seen, less than 60 cents per bushel for nine-tenths of the wheat received at the Champoeg granary. That the imperial bushel weighs just 63 pounds, we give the Rev. Mr. Griffin's testimony upon the subject. J. S. Griffin testifies, that he "has a sealed American measure which has been used frequently by his neighbors for the last 3 or 4 years in measuring wheat to deliver to the H. B. Company, and on inquiring how it held out with the Company's measure, was told that in a few instances ten bushels made nine, but in most cases, not so favorably. I have frequently weighed on a good pair of English steelyards and on scales, a bushel of wheat from my measure and found it to weigh from 60 to 63 pounds; to which add one-ninth of a bushel to make it equal to the imperial, and it would weigh 70 pounds." The sale price of flour at Vancouver, says Observer, "is 3 cents per pound, or $6 50 cents per barrel." But Oregon City is the place where they sell their flour to the citizens of Oregon, and the first intimation the public had, that flour would be sold at 3 cents was contained in the Spectator which published the communication 'Observer' is responding to, and the paper had hardly reached its subscribers in the valley before the public were informed that it had again risen to 4 cents; but we have some testimony on the Vancouver prices for flour. Daniel Clark certifies "that in the fall of 1845, he purchased at Vancouver at least 9,000 pounds of flour, receiving part in barrels at $10 per barrel, the balance at 4 cents per pound, paid for at the time in gold and silver"—signed, "D. Clark." Mr. Mouney testifies that in November and December, 1845, he purchased a quantity of flour, for which he paid $4 per hundred at the time in gold and silver, or if in barrels at $10 per barrel. I was also told that the last flour shipped by the H. B. Company, was in the month of Feb. 1846—since which time, 'Observer' says none has been shipped. But we find in the 'Polynesian,' of Honolulu, 16th January, 1847, a statement that the "Vancouver, one of the H. B. Company's ships brings 50 barrels of flour, an article much needed here." We have never heard that their rules were violated by shipping for persons not connected with the Company. 'Observer' says "the wheat delivered at New Archangel, a dangerous voyage of from 3 to 5 months, is sold by them there for $1 20 cents per bushel." I received a letter from a friend of ours in California, by the late arrival of the Toulon, which may give some light on this subject: I quote his language.—"Several thousand bushels of wheat have been shipped from here (California) to Sitka, this winter, 1846 and '47, at a dollar and a quarter per bushel." Why should these Russians incur this risk and expense and pay more for wheat? We are also told