

them many friends.

On the 5th inst. Capt. Grant took his departure for Fort Hall, accompanied by Capt. Drake, R. N. and J. G. Campbell, Esq., on their way to St. Louis, we also wish them a safe and expeditious trip, and all a pleasant meeting with their friends.

Vancouver, 7th May, 1847.



## THE SPECTATOR.

GEO. L. CURRY, EDITOR.—W. P. HUDSON, PRINTER.

Oregon City, May 13, 1847.

To CORRESPONDENTS.—A citizen of Clackamas County was received too late for publication in this paper; it shall appear in our next.

We would advise our correspondent "Slick" to try his hand at prose. There are difficulties attending the composition of poetry which he would not experience in the more usual form of literature.

Our correspondents will oblige us much and facilitate the publication of their communications by making them as short as possible. No article to be read with interest ought to be longer than a column and a half or two columns. Our contributing friends will please bear this in mind.

"Sextus" is unavoidably delayed until the next paper.

It seems that Judge Thornton does not like our conception of duty, from the dreadfully satirical fashion in which he assails our poor self. In consideration of the love that is lost, we beg to assure him, that we always perform our duty as we comprehend it and never shun any responsibility attending upon it. If it might not be deemed presumptuous, we would hazard the conjecture that the "Spectator" may possibly survive the issue and be as respectable a sheet as it was before it had sought to do with the effusions of his honor. His attempts to injure us in public estimation—who have never done him harm—we are weak enough to regard with pity rather than any other feeling, and most heartily despising the contemptible course he has taken we leave him to the enjoyment of his fame.

OUR PILOT.—We have received some very flattering letters as to the ability and success of Mr. S. C. Reeves, our recently appointed pilot for the Mouth of Columbia river. Mr. Reeves took out the Brig Henry, on the 1st inst., relative to which Captain Bray says: "I write you a few lines concerning our proceedings upon going to sea. We weighed anchor at 6 A. M. in Baker's Bay, at half past nine hove to outside and discharged pilot—I think Mr. Reeves deserving of praise; for my part I wish no better pilot than he is." One of the firm of Kilburn, Lawton & Co., passenger on the Henry, thus writes of Mr. Reeves: "He came on board of us at Pillar Rock and remained on board until we were safely outside of the Bar. He seemed to have a perfect knowledge of the different channels of the river, and I think he is well qualified to fill his office, and also the best man we can get for this purpose."

Mr. Reeves is now in town, he will receive his commission and return immediately to his post.

EASTWARD BOUND.—On Wednesday last a party of nineteen persons started from the Rickreall valley for the States, by the way of the Southern route; some of our most esteemed friends were members of the company and we most sincerely wish them all a safe, speedy and agreeable journey.

Perhaps a larger party than the above are now rendezvousing in the the Clackamas Valley, who design travelling by the Mount Hood road, and it is expected that in a few weeks they will be able to cross the Cascade Mountains without encountering any serious obstruction from the snow.

OREGON EXPORTS.—The exports from Oregon during the month of April, 1847, has been as follows: H. B. Company's bark Columbia, 900 barrels of flour; American bark Toulon, 386 barrels flour, 94,000 feet of lumber; Am. Brig Commodore Stockton, 450 bbls. flour, 7,000 ft. lumber; Am. brig Henry 70,000 ft. of lumber, and 96,000 shingles—showing a sum total of exports of 1736 barrels of flour, 171,000 feet of lumber, and 96,000 shingles. Independent of this, the Columbia completed her cargo with lumber and shingles, the precise amount of which, we do not know; of lumber, it could not have been much short of 20,000 feet. The foregoing at least shows that there is something to ship from Oregon. In a few months, when harvest time will have passed, we shall have nearly ten thousand barrels of flour for export.

### SKETCHES OF OREGON, No. 1.

#### GLIMPSES AT GOVERNMENTAL ORGANIZATION.

We have been looking over old public documents and endeavoring to decipher various hieroglyphics thereupon, indeed making ourselves particularly inquisitive of late in order to obtain some definite ideas in relation to the organization of government in Oregon. The country has now attained a position that gives peculiar interest to every circumstance concerning its early history. It is our purpose to give in a series of sketches, all the information we can gather in reference to the subject, as concisely and connectedly as possible. In the very commencement of our undertaking however, we are perplexed and discouraged by the imperfect condition in which we find the few records of public meetings that have been preserved, yet disjointed and unsatisfactory as they are, they are the only data at our command and we use them accordingly, although we cannot help grumbling at our hard necessity.

On the 7th of February 1841, "a meeting of some of the inhabitants of Willamette" was held—the record does not state where, but we presume at Champoeg, the principle settlement at that period—for the purpose of consulting upon the steps necessary to be taken for the formation of laws and the election of officers to execute the same." This was the first attempt that had ever been made towards the organization of a civil government in Oregon, and we shall see with what success it was attended. This meeting, of which, the Rev. Jason Lee was chairman, recommended the selection of a committee to "draft a constitution and code of laws, for the government of the settlements South of the Columbia river," and passed a resolution "that all settlers North of the Columbia, not connected with the Hudson's Bay Company, be admitted to the protection of our laws, on making application to that effect." Candidates were nominated by the meeting for Governor, Supreme Judge, Justices of the Peace, Constables, Road Commissioners, Attorney General, Recorder, Treasurer and Overseers of the Poor, which nominations do not appear upon record. At an adjourned meeting, held on the 15th of the same month, Dr. J. L. Babcock was appointed Supreme Judge, with instructions "to act according to the laws of New York, until other laws were adopted." Geo. LeBreton was elected Recorder and William Johnson, High Sheriff, at the same meeting. We presume these gentlemen never entered upon the discharge of the duties of office, as after another meeting held on the 1st of June of the same year, which advised the committee for drafting the constitution and laws, to confer with Commodore Wilkes and Dr. McLaughlin, the whole matter died.

This attempt at an organization of government would have proved successful, undoubtedly, had there been a larger population and more extended settlement of country, as it was, however, there being some diversity of opinion existing as to the necessity of such a step at that time, it was concluded that the moral obligation by which the community was held together, was sufficient for the period.

Affairs remained in this condition until the first Monday in March, 1843, when at a meeting of citizens for the purpose of taking into consideration the propriety of adopting some measures for the protection of the herds of the settlers against the beasts of prey, we find by the records that a committee was appointed to report upon "the propriety of taking measures for the civil and military protection of the colony." This committee reported at a meeting held on the 2d of May, 1843, and we conclude that the report was favorable to the organization of a government from the circumstances that transpired after it was made. The record states that considerable confusion existed in consequence of the motion to accept the report of the committee being negatived. We are left to conjecture that this motion involved the question at issue. A division was had upon the motion which resulted in favor of organization by a large majority, as the record declares. At this meeting, Albert E. Wilson was chosen Supreme Judge, but shortly afterwards resigned; G. W. LeBreton, Recorder; J. L. Meek, Sheriff; W. H. Wilson, Treasurer; other subordinate officers were appointed, among them one Major and one Captain, who were instructed to enlist men to form companies of Mounted Riflemen! We are disposed to regard this latter circumstance as a "practical joke" which some wicked wag enjoyed at the expense of the meeting. Again a committee was appointed to draft a constitution and code of laws and were styled the "Legislative Committee." On the 5th day of July, 1843, this committee reported. The executive power was vested in a committee of three and from this meeting properly dates the organization of government in Oregon. Messrs. David Hill, A. Beers and Jos. Gale constituted the first executive committee. Here we will conclude the subject for the present, and, as we have only taken a few glimpses, we shall probably enjoy a steady look hereafter as we advance.

The Barge Prince of Wales, Captain Johnson, and Callapoiash, Captain Gear, arrived in this port last week, from below.

IMMIGRANTS TO OREGON.—As this is possibly the last paper that will be published before the various parties returning to the States will have started, we deem it a duty to say a few words to the immigrants to this country, who will probably receive this paper in the valley of the Sweetwater, or on Platte river. We would advise the immigrants after recruiting upon Sweetwater to take Greenwood's "cut off" into Bear River valley, by doing which they will save a detour of several days' journey through rocky ravines almost destitute of grass and water. After resting several hours and filling their kegs at the last water, which is called "Big Sandy," they had better commence the "cut off" about four o'clock in the afternoon and they will reach the next water about noon of the next day. Some forty miles this side of fort Hall, they will strike what is termed the Southern Route into the Willamette valley; they will exercise their pleasure about taking this road, or the old one, after a plain narration of facts. The old road to the Dalles of the Columbia and across the Cascade Mountains is difficult, with a scarcity of grass. Nevertheless the first wagons of the last immigration which traveled it, reached this city on the 13th day of September, at least two months earlier than any previous immigration.

It was about the centre of the immigration last year that turned into the new or Southern route to Oregon. Much of the road had to be made and the difficulties and detentions incident thereto were in a great measure the occasion of the unfortunate results that followed. Of perhaps one hundred wagons that were on the road about twenty succeeded in reaching the first settlement before winter set in with such severity as to compel the immigrants to leave the remainder of their wagons, with much valuable property, and push for the settlements in the most expeditious manner possible. From personal knowledge, we know nothing of this road, it is said to be abundantly supplied with grass and water, yet it is but fair to remark that there is a diversity of opinion existing in the minds of those who have traveled it concerning its advantages. Numerous fortuitous circumstances transpired last year to its prejudice. We have no hesitation in saying that we believe there will ultimately be a Southern road that will be traveled into the Willamette valley. Facts however, and the transpiration of events, with your own judgment, we would say to the immigrants, must determine you in the choice of routes. When you have chosen, push steadily on and do not stop to wrangle or dispute about it. Make the most of your time, without taxing your teams beyond their strength or endeavoring to be the first upon the road, for it has so happened that the first starting have been last in getting in. There is plenty of excellent land in our Territory, so much of it indeed that you need not rush yourselves in difficulties in order to obtain the first choice. Let harmony and good feeling prevail among you, and with resolution and perseverance we do not doubt but that you will overcome all difficulties in your way, and safely arrive at the end of your journey.

#### COMPANION.

ABANDON.—To sell your claim for a good price and "jump" another person.

ARRANGEMENT.—The act of jumping 640 acres of land belonging to a widow and her children, 300 acres of which land is improved.

ABBREVIATION.—Surveying your claim so as to take half of your neighbors.

ABDUCTION.—Leaving office on the eve of expulsion.

ABDUCTION.—A species of fracture incident to claim surveying.

ABERRATION.—Recording a desirable claim in the name of your friend, and still retaining your own.

ADVANCE.—Trembling in expectation of your claim being "jumped."

AROMINABLENESS.—The quality or state of being a perfect "claim jumper."

ANSOLVE.—To relieve yourself of pecuniary obligation by "making tracks."

ACTIVITY.—Claim "jumping."

ASSURANCE.—"Jumping" a claim and ordering the owner off of the premises.—[Communicated.]

#### CORRESPONDENCE OF THE OREGON SPECTATOR.

CLATSOP PLAINS, April 2d, 1847.

MR. EDITOR.—I have found among my old papers an account of the route from Wallawalla to Nisqually, I have thought as there appears to be some interest felt as to the practicability of a northern route from Wallawalla through to the sound, that this paper would give the information desired and save the expense of another passage of the same route for the same purpose. The paper is from the pen of the deceased Mr. Cornelius Rogers: he passed the route in company with the deceased Mr. Pambrun, for the express purpose of exploring in view of a road from Wallawalla to Nisqually. They both reported it practicable, with the difficulties mentioned. They estimated that it would take eight men some twenty days to

clear the brush and logs so that cattle and pack animals could pass with ease. A wagon route is practicable, with but little more difficulty than passing the Cascade mountains by Mr. Barlow's road.

W. H. G.

#### ROUTE FROM WALLAWALLA TO NISQUALLY.

August 31st. Left Wallawalla and encamped on the Jankama river, about twenty-eight miles from the Fort.

Sept. 1st. Traveled about forty miles and encamped near the head of a small coulee, which runs towards the Columbia, emptying below the Priests Rapids.

Sept. 2d. Traveled about thirty miles, crossing the north branch of the Jankama, and encamped on a small branch coming in from the west.

Sept. 3d. Traveled about eighteen miles and encamped on the south branch of the Jankama.

Sept. 4th. Made about thirty-six miles, having followed the same branch up, crossing and re-crossing, until about ten A. M. reached the forks, and after following up the northern branch until three P. M., ascended the mountain and encamped on its western declivity.

Sept. 5th. Descended the mountain and about 2 P. M. came to what we called "White water river," running from the region of Mount Ranier towards the N. W. Encamped on its banks after following down it about two hours. Very little grass. Made about twenty miles.

Sept. 6th. Made about eighteen miles and encamped on the same stream with good grass.

Sept. 7th. Following down the river a short time we left it on our right, and traveling southwest, passing three small rich prairies in the early part of the day, and some open timber land in the latter part, we encamped on another river from the southeast, running to the northwest, nearly of the same size as the one which we left. Distance about thirty miles.

Sept. 8th. About ten A. M. entered the plains of Nisqually and arrived at the Fort about three P. M. Distance about thirty miles.

Distance estimated at two hundred and fifty miles.

The first four days of the route, the road is excellent.

The fifth crosses the river often, and has some underwood, but is not bad. A few rods only of steep ascent to the top of the mountain.

Sixth—the descent of the mountain is good, but after that, the forest is very bad.

The 7th and eighth days, very bad from underwood and fallen timber.

The early part of the ninth is bad, having as before fallen timber and thick underwood. Last part of the ninth level plain.

INCIDENTS OF THE BATTLE.—A correspondent of the Baltimore Sun gives some interesting facts connected with the storming of Monterey. He says:—

Col. Watson was killed in the imprudent charge ordered by Gen. Butler. He was at the head of the battalion and had ordered us to go into the charge with three cheers. He received a ball in the breast while in the act of cheering, and fell instantly. I tried to get to him, but was borne on in the rush. The charge was ineffectual. At this moment Gen. Taylor rode up in great anger and ordered us to retire. Old Rough came up under the most tremendous fire. It was here his horse was shot. It is said there were angry words passed between him and Butler.

Captain Stewart now took command and said: "Boys, your Colonel is killed, don't run; show those d—d red skins that although you are tired, you intend to walk."

The Tennessee and Mississippi volunteers were cut up horribly. Kentucky did not stand the fire well, and Ohio got into a hot place, but soon backed out of it. Capt. Barber and Col. McCullough, of Mississippi, also fell mortally wounded, with a number of other officers, whose names I cannot remember. The battle lasted three days and two nights, and we had a hot time of it I assure you. Gen. Worth distinguished himself beyond all praise. He is decidedly a great man for a fight. He took two batteries on the first day, and used them on the Mexicans with great effect.

The Texian Rangers are the most desperate set of men in battle that I have ever heard of. They charged up to the breast-