

# THE SPECTATOR.

OREGON CITY:

THURSDAY, JANUARY 23, 1851.

D. J. SCHNEELY, EDITOR.

Our thanks are due Mr. ANDERSON for commercial intelligence.

Our friend, DANIEL O'NEAL, has taken charge of the steamer Columbia. The public will find him a clever and obliging skipper. He is just the man for the post, and "nothing shorter." The Columbia is expected to return to Milwaukie about Saturday next from Astoria.

A correspondent of the Oregonian, writing from Astoria, furnishes a list of the arrivals and departures of vessels by the two routes—the northern and southern channels—since the close of February last. According to his estimate, there were 144 through the south channel, and during the same period, there were 16 through the north channel. It will be remembered that it is not quite a year since the south channel was opened to navigation.

We have succeeded in waking up the sub-editor of the Oregonian. He gave his readers quite a "readable" paper last week, and promises better for the future. He is not without spunk; which was manifestly exhibited in the last number. He has probably more spunk than manners. We fear he has taken a little too much upon himself—when he undertakes to reform and regulate all the passions, prejudices and shortcomings of the entire country. These revolutions, in sentiment and public opinion, cannot be effected by storm. Unless we mistake the caliber of the person, now at the head of the Oregonian, we think he has before him a Herculean task to perform—the Augean stable is both wide and deep. The Napoleon of the Oregon press will doubtless be back in time for next week—he has just gone to California to "gather a head." When he returns, we expect every baby in the territory to be wakened up. We may safely calculate there is a "better time a coming." We shall not stop our ears, however, until that period arrives.

A writer in the Oregonian pays a well-deserved compliment to the gentleman who are entrusted with, and are paid for, forwarding the mails to Oregon. To expect the people of Oregon to submit to such negligence, without murmuring, is giving them credit for possessing a greater degree of philosophical forbearance than they are willing, at the sacrifice of their business interests, to have awarded to them. We shall do our duty towards correcting this evil. We hope our brethren of the press will assist in bringing them to a sense of their duty.

One of our principal business men had important letters on board the Sea Gull when she made her last trip to Portland, from San Francisco; those letters were mailed at Portland for Oregon City; they reached here about ten days after they were mailed. The letters required immediate answers, but before they reached their destination the Sea Gull was passing out at the mouth of the Columbia river, bound for San Francisco. That might be called accommodating the public with a vengeance. If it was not for the name of the thing we might as well not have any mail at all. The postal agent has almost forgotten that there is such a place as Oregon City. What seems most strange in the mail regulations, is, that to the Plains there is a weekly mail, and between two of the most important points in the Territory, Oregon City and Portland, there is a semi-monthly mail. Verily the times are improving.—We shall soon make a move to have a leather medal voted to the man who labors so zealously to meet the wants of the people. It is strange what a firm self-interest will cast over some men's eyes!

The proceedings of the Legislature for the past week have not been of very general public interest. Our report in consequence is small. Last week both Houses adjourned on Friday over to Monday. On Monday the Council was engaged in killing off the bills that passed the House. The Plank Road bill, connecting Willamette and the head of the Falls, was killed by the Council and was denied the benefit of clergy. The House in turn killed one of two of the Council's bills. Such work in the chit chat, of boys' play, may be termed "tit for tat—you kill my dog I'll kill your cat."

ACCUMULATION OF SPECIE.—The balance in the Boston, New York and Philadelphia Sub-Treasuries, is \$11,350,000.

### The Present Council.

It is rather unusual to see, in legislative bodies, so many aged men as compose the present Council of Oregon Territory. They are truly a venerable looking set of men. Some of them too, would be credited, in point of sense and intelligence, to any country. The following comprises the age and birthplace of each respectively:

Samuel T. McKean was born Feb. 13, 1794, in the town of Southfield, Suffolk county, N. Y. Now a resident of Clatsop county, O. T.

A. L. Humphrey was born 1796, in Litchfield county, Connecticut. Now a resident of Benton county.—A Farmer by occupation.

Lawrence Hall was born March 10, 1800, in Bourbon county, Ky.—A Farmer by occupation; now a resident of Washington county.

James McBride was born 1802, in White county, Tennessee,—by profession a Physician, and a resident of Yam Hill county.

W. W. Buck was born 1804, N. Y.—Occupation, a Mechanic, and a resident of Clackamas county.

Frederick Waymire was born March 15, 1807, in Montgomery county, Ohio. Occupation, a Millwright and a resident of Polk county.

Richard Miller was born, Nov. 9, 1800, in Queen Anne county, Md.—by occupation, a Farmer, and a resident of Marion county.

W. B. Mealey was born, Nov. 14, 1809, in Cumberland county, Pa. Emigrated to Oregon in 1845, from the State of Illinois,—now a resident of Linn county.—By profession a Physician—but a Farmer at present.

Samuel Parker was born Jan. 27, 1805, in Pendleton county, Va. Emigrated from Iowa Territory in 1845. By occupation a Carpenter and Farmer, and now a resident of Marion county.

It will be seen by the above that Mr. McKean is the oldest member, he being in his fifty-seventh year; and Dr. Mealey is the youngest, he being in his forty-second year.

### OLD BULLION AND THE OMBUS.

The following anecdote, sketched, it is said, by John Wentworth, a member from Illinois, is characteristic and amusing:

Said an old Jackson democrat to Colonel Benton, after the smash of the omnibus,— "Well, Colonel, the old thing was pretty well cut up!"

"Worse than Dr. Parkman! Worse than Dr. Parkman, sir! They can't identify the body, sir!" ejaculated the Col.

"Well, how does Clay feel?" "Clay feel! He feels, sir, as he did when he upset the great coalition omnibus between him and John Quincy Adams, under the lead of General Jackson. He feels as he did when he upset his bank omnibus, his tariff omnibus, his distribution omnibus, and his presidential omnibus!—Sir, he knows how to feel! The democrats have taught him to feel! How do you suppose he felt when we expunged—when we, sir, drew the black mark of popular damnation over his resolutions censuring General Jackson? Clay has always been getting up omnibuses. Always, sir! And he never got up one yet that he did not catch some democrats, sir! Never, sir! And they always got killed, sir! That's the case with all his omnibuses! They always kill the passengers and save the driver! No democrat should ever get into an omnibus when Clay is driver, and especially if Webster is an outside passenger! Look out for a break down, then! An open carriage, a single carriage, and straight ahead, sir, is always the best in legislation."

### AMERICAN MANUFACTURERS IN CANADA.

—We learn from the Montreal Herald of the 12th inst., that on the day previous, an extensive sale of dry goods, directly imported from the manufacturing districts of New England, took place at that city. They were sold at auction, and one of the largest companies ever assembled there, including purchasers from the towns and country, and even Upper Canada, competed for the articles. The bidding is represented as having been very spirited, and upwards of 600 packages, realizing from \$10,000 to £11,000 were disposed of. It is the first sale of the kind ever made in that market, and the prospect is said to be, that large quantities of American fabrics of the same kind will continue to be sent thither.

### IMPROVED MILLING.

—According to the Detroit Daily Advertiser, "Experiments show that through the proper application and use of Bonnell's improved process of Flouring, whatever may be the quantity now used, it is no longer a conjecture, but an established fact, that there is a barrel of excellent superfine flour in 210 pounds of good dry wheat, weighing 60 pounds to the bushel—i. e. 3 1/2 bushels.—Another evidence of the beneficial effects of the application of the principles of true science to agriculture and manufactures."

### NATIONAL CURRENCY.

—10 Loaves make 1 Grog Shop; 1 Grog Shop makes 50 Drunkards; 50 Drunkards ruin 50 Families; 50 Ruined Families fill 1 Poor House and Jail; 1 Poor House and Jail make 1 Great Bill of Costs; 1 Great Bill of Costs make 1 Poor Town; 1 Poor Town drains the County Treasury; 1 Bankrupt County is a Great State Tax; 1 Great State Tax drains the National Funds.

—Nearly 150 tons of steel are annually employed in England in making pens.

### Klamath Gold Mines.

Some of our citizens have fitted out and started for the Klamath Gold Mines; and we are sorry to say that others are preparing for an early start, as soon as the weather and waters will permit in the spring. We had hoped that the gold fever had subsided in this Territory—that the losses and gains that befel and accrued to former adventurers, from this Territory, had taught our people a lesson they would not soon have forgotten. But nothing short of a wreck of hope or loss of present gain, it seems, will gratify the desires of the uninitiated. Past experience cannot counterpoise the glittering prospect that awaits the hard adventurer. There are many here, old residents who are free to acknowledge that it would have been much better, not only in point of comfort, but as an actual gain of fortune, had they remained upon and improved their farms. But persons appear unwilling to take the experience of others as a criterion, and a personal endeavor, hit or miss, is made; in many instances too, without counting the cost.

It should be borne in mind that there are many, very many, disappointed in California, who are eager and ready to embark in any enterprise that has greater temptations, or possesses more flattering inducements to work out a fortune. Our friends here must not expect to go there and find the country unoccupied.

There are many now on the ground and hundreds in readiness and only waiting the first opportunity to get off from California. They have given up all idea of digging out a fortune in the placers; hence their readiness to go whither they think the chances of success are more certain. That place, it is pretty generally believed, is the Klamath. This belief is being strengthened by the weekly reports received, it is said, direct from the diggings, from persons who have unmistakable proofs, in the way of large specimens, to back up their assertions. It is in the power of interested persons, although they may not possess much shrewdness, to greatly deceive persons by false representations. To guard against such impositions we shall ever be on the look-out—"a bird in the hand is worth two in the bush," any time. It would have been well for hundreds, now in California, if they had thought as much previous to starting from the States. It behooves them though to make the best of a bad bargain; to set themselves to work to enable them to return to their homes and firesides; where comfort and comparative ease, once having dwelling place, if they should have to labor, in future, to make both ends meet.—They are satisfied with the experiments they have made, many of them; they have purchased their experience, some of them, and have paid dearly for it; all such are satisfied to quit even; whilst not a few would be glad to get off considerably, if not more, worried.

We could name persons who are pursuing a course that will be followed by like results. If we were permitted we would whisper in their ears something that would be of benefit to them, provided they would heed it. But if they will not listen to us, they may go and be disappointed, like a great many others.

### For the Spectator.

Mr. Editor—Permit me, through the columns of your paper, to return thanks, in behalf of myself and the citizens of Astoria, to the gentleman who entertained us on the evening of the 17th inst., at the Masonic Hall, for the information then given in respect to the situation and capacity of Astoria and its Bay for commercial purposes.

We had, therefore, been vain enough to suppose that a Bay three miles in length, with an average breadth of half a mile, with good anchorage, and no complaint of holding—no vessel ever having drawn her anchor, except foul, in all the commerce that has been carried on at that place, together with a complete shelter from southerly winds, the only winds to be dreaded on the Pacific coast, (as so much he said of Pacific City?)—was something in favor of Astoria as a commercial port.

But it would seem that we have all been wrong; that Astoria has no pretensions, and Pacific City is the place where a commercial place can be built up, at the mouth of the Columbia river! This, at least, we are told by a gentleman, who, if he ever was in Astoria, never spent more than a few hours at that place; and this, too, we are to believe in preference to the opinion of Capt. McArthur of the Surveying Expedition, to whose published letters we would (more seriously) refer the interested public. Some notice, I have thought, ought to be taken of the gentleman's effort, but could not find it in my heart to treat the subject more seriously, as there were many in attendance to hear the address, who are well acquainted with the situation of the mouth of the Columbia river, and understood the object of the speaker. The reasons offered why the Pilot brought most vessels through the South channel, are too futile to require a passing notice.

OREGON CITY, JANUARY 18, 1851.

—A man may talk like a wise man, yet act like a fool.

### The Tariff.

From the Boston Post.

The Tariff, the able organ of the New England democracy, we select the following article. We concur in its truly American sentiments. Great questions of national importance are too often used for mere party purposes. The Tariff is a question directly affecting the industry of the country, and ought to be discussed as such; and not merely as a party measure. It has been at times advocated by the party which, at another period, has opposed it. And so it has been opposed by the party who afterwards defended it.

In the early history of the confederacy, during the administration of Washington, its constitutionality and expediency of protection was recognized in the messages, as they were then called, the speeches of the President, and in the addresses of the House and Senate. The first duty levied with the direct and avowed object of protection, was that of three cents a pound on India cotton. The system was opposed by the Northern States, whose interests being exclusively maritime, did not wish to encourage home industry, to the diminution of the carrying trade.

A full and impartial history of the Tariff controversy would furnish much information in regard to the progress of the country in manufactures, and the consequent changes in public opinion. Just think, fifty years ago South Carolina carried through the law for the protection of its cotton, and Massachusetts almost nullified in consequence!

The Tariff.—We perceive that certain alterations in our present Tariff are urged, and we have no doubt, that in some respects, the interests of the country require them. Now is a favorable period to give this important subject consideration. The late exciting questions before Congress having been disposed of, the acrimony they occasioned has in a great measure subsided, and left happily, a spirit of candor and kindness in the place of acerbity and jealousy. The Tariff question is one which should be withdrawn from the political arena—it is too momentous to be made a foot-ball of for trading politicians—the business interests of our citizens should not be controlled to effect mere party purposes, but should, at all times, receive that prompt attention, impartial and careful examination by Congress which the pecuniary well being of the people demands. If certain features in the present Tariff require amendment, we hope Congress will approach and perform the duty with a liberal and conciliatory disposition—a disposition to ascertain the imperfections of the system, and a determination to do all in its power to remedy the evils without regard to local or party prejudices. Let our revenue system be adjusted upon sound and judicious principles—principles which experience has pointed out as best, and then let it remain as permanent as any thing subject to mutation can remain.

The manufacturers ask that the valuation of goods shall be made on the prices of 1846, and not made dependent on the fluctuating prices of the European markets. This would give something like stability and regularity to the duties; and manufacturers would know, with a reasonable degree of certainty, the amount of protection which a revenue Tariff would yield. So far as we can judge, there seems to be a willingness on the part of Congress to establish that construction of the law. At a meeting of the whig members of Congress, they agreed to have a proposition offered, so constructing the proviso inserted in the Civil and Diplomatic Appropriation bill of '46, that appraisers must adopt the average market value of goods, wares and merchandise during the year 1846, ending in June, under such general regulations, to be prescribed by the Secretary of the Treasury, as may secure uniform valuation, provided that no duties shall be assessed upon a valuation of articles less than the market value of the articles in the principal ports at the time of entry. Although this modification does not satisfy the manufacturing interests, yet they regard it as an improvement on the present system, and consequently view it with favor. Being the construction of a proviso, if offered in the Senate, it probably will be—it cannot fairly be objected to as originating a revenue measure. It will be proposed as an amendment to the Civil and Diplomatic bill, and if defeated in the Senate, will be offered in the House, as it is determined that Democracy shall go on record in regard to this question, when presented in the least objectionable form.

### Important Treasury Circular.

CIRCULAR INSTRUCTIONS TO COLLECTORS AND OTHER OFFICERS OF THE CUSTOMS.

TREASURY DEPARTMENT, September 29, 1850.

In consequence of a provision in the act "to create additional Collection Districts in the State of California," &c., approved 25th September, 1850, the expenses of collecting the revenue from customs in California and Oregon will not be chargeable upon the appropriation contained in the joint resolution of the 14th February, 1850; and this Department is thereby relieved of the necessity of continuing the regulations in regard to the payment of the expenses of weighing, measuring, and gauging, in the particular cases mentioned in the instructions of the 31st December, 1849, February 24, 1850, and July 5th, 1850, and they are hereby suspended.

In future you will, in this respect, be governed by the Circular Instructions of the 25th November, 1846, observing that, in all cases of unclaimed goods, and when entries are permitted upon appraisement, without invoices, the expenses of weighing, measuring, and gauging will be duly noted, and collected with the duties.

Signed, THOS. CORWIN, Secretary of the Treasury.

### The Bounty Land Bill.

DEPARTMENT OF THE INTERIOR, October 3, 1850.

The Congress of the United States, at its late session, having, in a spirit of justice and liberality, passed an act "granting bounty land to certain officers and soldiers who have been engaged in the military service of the United States," the President has esteemed it no less a privilege than a duty to adopt all the means in his power to give prompt and efficient operation to this beneficent measure.

I deem it proper, therefore, to announce to those entitled to the benefits of the law, that, with his sanction, I have caused all the necessary forms and instructions to guide claimants in applying for and obtaining their rights to be prepared, and they are now in the hands of the printer. At the earliest practicable moment copies of these papers will be forwarded to each member of Congress, and to the clerk of the court in every county in the United States.

It will be his purpose to administer the law in such a manner as to make it what Congress designed it to be, a bounty to the soldier, and not to agents and speculators.

The forms and the modes of proof have therefore been made as simple as possible, and every facility will be afforded to applicants to establish their just demands. Clerks are now engaged in preparing, on the rolls on file, certificates of service, in order that those who have not received discharges, or have accidentally lost them, may not be disappointed in obtaining their just reward.

The policy of this law in all its provisions is to discourage speculation in the claims of soldiers. The act provides that all sales, mortgages, letters of attorney, or other instruments of writing going to affect the title or claim to any warrant hereinafter provided for, made or executed prior to the issue, shall be null and void to all intents and purposes whatsoever, nor shall such certificate or warrant, or the land obtained thereby, be in any wise affected by, or charged with, or subject to the payment of any debt or claim incurred by such officer or soldier prior to the issuing of the patent.

In his judgment the issue contemplated in the body of the above recited clause of the law is the issue of the patent. Consequently all sales, transfers, assignments, and encumbrances of soldiers' land claims, made before the emanation of the patents, are void, and will be disregarded by the government. Speculators are therefore admonished that they can acquire no rights by purchase which will be recognized by this Department.

I feel it to be my duty also to warn the frank and candid soldier against the acts and devices of agents who will seek to exaggerate difficulties of obtaining the land in order to enhance their own charges. The evidence of service exists among the archives of the country. In nine cases out of ten, the only proof required will be of the identity of the applicant, or of marriage and widowhood, or heirship. These are facts readily proved, and therefore the difficulties will, in most cases, be merely nominal. And to remove even these slight obstacles, and to give more full and complete effect to the munificence of the government, I beg leave, respectfully, to recommend to the proper authorities of each county and township to employ a suitable agent, at the expense of the county, to supervise the preparation of the application, and proofs of claimants. The ignorant and unwary would thus be protected from imposition, the poor soldiers from burdens they are not able to bear, and the government from many embarrassments which may result from the awkwardness of incompetent agents.

In conclusion, I desire to say, that great care will be used to guard against undue preferences of one class of applicants over others. With this view, at the proper time, a sufficient number of clerks will be employed to issue the certificates with the least possible delay, so that all may have an equal chance of making advantageous locations.

ALEX. H. STUART, Secretary of the Interior.

### Notice to the Public.

ANDERSON & COMPANY, STEAMSHIP AGENTS.

The departure of the steam packet Franklin from New York not having been made on the 10th of September, public notice is hereby given that said packet ship will make her first departure from New York on the 5th of October, and that mails will be sent by said packet from New York to Great Britain, and to countries beyond, via Southampton (England) and to France, direct, via Havre.

All mails on hand at the New York Post Office for Great Britain and the countries beyond, (France excepted,) are to be made up and dispatched by the above named packet, agreeably to the provisions of the postal treaty between Great Britain and the United States.

Mails for France will be made up separately, to be sent to Havre direct. Correspondence to countries beyond France will be mailed via Havre, if directed upon the address to be so sent.

Postage on letters to France is twenty-four cents the single rate, with American inland postage to be added, which must be pre-paid in all cases. A like postage is to be pre-paid on letters to countries beyond France, if sent via Havre. Newspapers three cents each, with American inland postage added.

Postage on letters to Great Britain is twenty-four cents the single rate, which can be pre-paid or sent unpaid, at the option of the sender. Letters and papers for Great Britain, and for countries beyond it, can be sent by the Franklin in the same manner as by the Collins line of steamers, via Liverpool. N. K. HALL, P. M. Gen. Post Office Department, Sept. 30, 1850.

### THE COOLIES.

—How much better than the African Slave Trade is the English Coolie system, of which the following from the "Mail" is a specimen? It is six very under another name, and in our opinions but little better than that practiced on the Atlantic.—*Alta*.

Of late years there has been a considerable and growing demand for Chinese Coolies, chiefly for Peru and the French and Spanish settlements. The Coolies have hitherto been readily engaged at Amoy and Canningmoon for a term of years, on fixed wages, with provisions and clothing, and an advance of about eight dollars. The trade is understood to have been profitable; and this with the facilities presented for carrying it on, seems to have induced a neglect of those precautions which prudence, if not humanity, should have dictated. Such at least is the inference suggested by two recent instances. Two months ago it was stated that the Lady Mangan, bound for Lima, had put into Hobart Town, having lost through disease and suicide no less than 170, or 40 per cent of its Chinese Coolies. The cause assigned was the bad and insufficient supply of food and water.

But another case of even a more horrifying description has just occurred, as to the facts of which we are not likely to be kept long in suspense. The French ship Albert, 292 tons, Captain Pain, sailed a month ago from Canningmoon for Peru, with 190 Coolies and cargo chiefly of silks. Yesterday she returned to this harbor, with the intelligence that on the 7th Sept. in lat. 30 N. long. 180 E. the captain his chief and third mate, the cook, and Mr. John Elias, a supercargo, had been killed by the Chinese. A brother of Mr. Elias was saved at the intercession of one of the Chinese, and the crew and second mate, who had taken refuge in the rigging, were invited down, and directed to steer for Hongkong. The day before she arrived, about 140 of the Chinese left her in fishing boats, carrying with them it is said, much valuable cargo. The rest were taken in charge by the police, and are now undergoing an examination before a magistrate.

We have received two very different accounts of the causes which led to the tragedy—one asserting that "Capt. Pain insisted on the Chinese keeping themselves clean, which they would not do. This was constantly a source of annoyance; but although Captain Pain sometimes used a switch, he never maltreated the Coolies, nor was there any complaint regarding food," and at the time the Coolies "suddenly rose," he had a "small rattan, endeavoring to make the Coolies wash themselves. But according to another authority, it would appear that "the Coolies were treated in the most inhuman manner, as the backs of many of them testify." They say that they were flogged without reason—flogged if they did not eat quick enough, when their allowance was thrown overboard—flogged if standing in the way, as could not be avoided when they were so hampered for room—always flogged. The men were to be seen paddling to take the step they did—at the time probably in revenge for the tyranny exercised upon them; the subsequent plundering of the vessel being the natural sequence of the spontaneous act of a number of men who, seeing no other resource, slew the oppressor with the rest in his hand, whilst their own backs were smarting from his unmerciful flagellations."

### AMERICAN TEA.

—The tea grown here turns out far more highly and deliciously flavored than that imported, being in all respects like that drunk by the wealthy in China. The grand difference between the American grown and the imported, being in the loss of flavor occasioned by the sea voyage. Latitude thirty-four N. in Alabama, Georgia, and North Carolina, proves better suited for the cultivation of the plant than any other region. Dr. Davis of South Carolina, who originated the experiment, is already realizing handsomely by the sale of his young trees, which are eagerly bought up at any price by Southern Agriculturalists.

There are persons yet living who can recollect when a cotton plant was only sown in flower pots, in which it was cultivated on account of its lovely blossom; one of the prettiest flowers in the calendar of Horticulture. Observing men in the South who know the history of the cotton raising business of this country, are generally of opinion that the tea growing is about to become quite as important to us, in even less time than it has taken us to become the great cotton-producing country of the world. The character of soil and climate adapted to the growth of the tea plant, are not such as to make it interfere at all with the production of cotton; tea lands and cotton lands—those which produce these plants best, being as different in all their attributes as they well can be.—[N. Y. Tribune.]

### AMERICAN STEAMERS ABROAD.

—So great was the anxiety of the Liverpool people to visit the American steamer Atlantic while lying at the wharf, that a charge of one shilling sterling was freely given for permission. The funds arising therefrom were generously appropriated to one of the Liverpool hospitals.

A person who tries to raise himself by scandalizing others, might just as well sit down on a wheelbarrow, and undertake to wheel himself.

Maj. Crittenden, of the Dalles, was knocked down with a slung shot and robbed of six dollars, on Monday evening last. He was followed from an auction store by a man dressed in a red flannel shirt. He was senseless from the time he received the blow until he was picked up and carried into a house and his necessities administered to.—[Oregonian.]