

The Oregonian has been guilty of publishing the Land Law without the important word "and" placed in the "had ought" to have made the requirement on your own responsibility. It is the only right way of proceeding you received no such notice from head quarters. The only paper in the Territory—the one that is—says it is nothing less than "unjustified" to publish it without the "and."

The California State Socialist is guilty of an equally bad act, in representing us as a "Socialist" in the paper containing its misrepresentation. The fact is, the Spectator has no control over it, contained a sentence derogatory to Gen. Lane, and before he becomes a candidate for Congress, nor since. The Spectator copies the article, knowing it to be false. The author of the above article has died since he issued it. Thus being the case, we will let him answer for it to the "higher law" authority. It is contemptible mean to utter it in the first place, and is but little less so in recall it.

It has been said by the Statesman that the administration are determined that the people shall draw party lines in Oregon—that they shall have politics and politicians. All the important offices within its gift are filled with ultra politicians, who were appointed because they were such. We believe the surmounting of the port at Portland is an ultra political, and the postal agent who has been sent out of office, is one of the same class. They were both represented as Whigs—the best Whigs in Portland, and the only men among the Whigs who were in the three stations. The Oregonian should see to it that such Whigs as the above do not exert too commanding an influence over the Whigs of that section.

The grass is represented to have been much more forward this than last season on the plains. The St. Joseph Advertiser says it is at least two weeks earlier. This will enable the immigrants for Oregon to arrive in season to avoid the early falls of snow and rain in the mountains. A large number of stock perished in the Cascade mountains that fall in consequence of having been overtaken by the snow. To lose one's stock at this end of the route, after undergoing the fatigue and hardships of almost the entire journey, is truly hard. They are usually so much reduced by the time they arrive here that a very little will overcome them.

A party from the Salt Lake, of which we have made mention before, succeeded in bringing their stock through the mountains safely. They arrived at this place one day last week. The stock were in fine order and looked well. The party think they never saw bad roads until they got into the Cascade mountains. The other part of the journey bears no comparison. They all appear in good spirits and have gone into the country in quest of claims.

The Culloma brought as part of her cargo, four large church bells. They are for the use of the M. E. Church; one for this place, one for Portland, one for Salem, and one for the Clackamas Female Seminary. The one for the church in this place weighs, we were told, 520 lbs. They were purchased by Mr. Abernethy in New York.

The Times wants to know who is right respecting the amount of gold dug by Dr. McBride. We have learned from a person who worked with him, that he made some \$1900, all told.

We learn from the Times that the Willamette steamer was employed one week in extracting snags from the head of navigation in low water.

The Lot Whitcomb made a pleasant trip on the fourth, to the mouth of the Columbia—and strange to say, the voyage was without a representation.

It is to be noted in Marion county, present, a small tree, with an "O" in the shape of a leaf.

Should Oregon be Unimproved?
People are now reaping the fruit resulting from the opening of the Mouth of the Willamette to another district of the country where they are much less needed. Not a week passes by but new reports reach us from the Rogus River country, all showing the implacable hostility the Indians have conceived against the whites, and their manifest relentlessness towards persons passing through their country. It has been our painful duty to have recorded the deaths of some of our citizens for the past month. One conspicuous among the number was Capt. Stewart, whose loss is deeply deplored by all who knew him. He was one of the first officers of his rank, and had few superiors in point of discipline, judgment, and bravery, and was with all truly a gentleman. We venture again the assertion, that no part of the United States or its Territories is so inefficiently protected as this section of Oregon. Yet we have met among us men here, during the past year, who have returned from the coast, and who stand ready to justify the movement—who say that they were an idle, lazy, and corrupt set of men—unfit to dwell in so lovely a place as Oregon.

They forget the great services rendered the last year's immigration by the Dalles post—many of whom had consumed their last biscuit, and had not as much as a bacon rind to grease their wagons, for some three weeks or a month previous to gaining that point—but who were, by the government man stationed there, restored to their accustomed vigor and manhood, and enabled to reach the settlements in the Willamette valley by their timely aid. This is not all; the road across the Cascade mountains was made passable through the same means. This year its management appears to be left to no one. If anything is done it will have to be done by private charity. In consequence of the troops having been sent out of the country, the post at the Dalles has been abolished—no more men being left there than a sufficiency to take care of the public property left there to the mercy of the elements and the savages of the forest.

We never could see any wisdom or justice in sending the soldiery out of the country. Government has them to support, no matter where situated; and as to the difference in the cost of supporting them here and in New Mexico, it is not worth talking about—it is all in the eye and Betty Martin.

We think it altogether probable that the immigrants will experience trouble among the Snake Indians, who are little better, as to intellect, than the bears and wolves of the forest. They are lawless, pilfering and treacherous, and imprudent beyond measure,—subsisting many times upon the carcasses of their own dead.—Small parties stand no kind of chance among them—their only thought is to overpower the weak, pilfer whenever they can and escape detection. They risk but little where life is endangered—relying principally upon thieving in a secret way.

SHIP'S CREW DESERTING.—We learned, a few days since, that the ship Pekin, which arrived at Vancouver week before last, was almost entirely deserted by her crew. The wages allowed the sailors was about \$11 per month. The prospect of making from \$40 to \$60 per month on shore, it seems, was too tempting for them to forego. The Culloma, lying about two miles below this city, was partially deserted by her crew. We hope that the next Legislature will pass a law requiring a compliance with contracts entered into by parties previous to coming into the country, and that no person will be permitted to employ persons who are under obligations to perform services for another, although the wages allowed for such services may not be more than one fourth of that commonly allowed to the laborers of the country. We are in favor of granting to laborers all they can get, where they come into the country at their own expense; but we cannot wish, to the vessels engaged in the commerce of the country, such "bad luck" as to be deserted by men that they have regularly employed, and brought into the country; nor for them to be subjected to an extraordinary expense of again getting to sea, by being compelled to pay the wages of this country to get a crew. If such treatment to ship owners is tolerated, it will prove, when it becomes fully known, destructive to the trading interests of the country.—There is neither reason nor justice in allowing a crew to desert a vessel when they are bound or hired to perform service during the voyage. The propriety of enacting some such law for the protection of ship owners, is too apparent to need further showing.

Reading aloud is conducive to health.

By-River Navigation.
Feeling as we do the deepest sympathy for the rapid and permanent advancement of all the great agricultural and commercial interests of this young and growing Territory, we have hailed with the liveliest interest the dawning of a new era which is about commencing in the mode of transportation, and the means of communication throughout the fairest and the richest portion of this fertile and productive region, by the means of steam navigation.—Two small steamers are now running upon the river above, and there are now two fine side-wheel steamers preparing to affect a rapid, safe and convenient communication with all the towns and landing on the river above, as far as the Willamette can be navigated by a light draft steamer, possessing great power and speed. We allude to the Multnomah, which is now being put together under the direction of her proprietors at Canemah. Her length is 100 feet, breadth of beam 17 feet, beam breadth 28 feet; diameter of wheel 15 1/2, a double engine of 100 horse power; draft 18 inches, and speed 14 miles per hour. Her peculiar construction gives her a buoyancy, lightness and strength, admirably adapted for shallow and swift water, and we confidently look forward to see her running throughout the entire season from this to Marysville, as we have always been assured by every one who has had any experience in the navigation of the river, that there is never less than 18 or 20 inches of water upon the shoalest bars. We therefore most sincerely congratulate our friends at Salem, and throughout the valley, upon this most desirable mode of communication, which will be opened to them by the 25th of July.

Since writing the above, we have been sadly disappointed by the report brought back by the little propeller, Washington, of the depth of water upon Matheny's bar 1/2 miles below Salem. If it is true that her pilot found the deepest channel there, and the river has got to fall 12 or 15 inches, the bar must be nearly dry at low water.

The enterprising people of Salem could, by a small expenditure, so improve the river that boats of light draft could reach their flourishing place at any season of the year. They must depend upon raising the means at home to do it. There were some \$30,000 spent here on the Clackamas rapids. This sum was raised here among our own people. Although the obstruction is not entirely removed, it has been improved; the mere straightening of the channel; if nothing more, has been of great benefit. Now the people Salem, we think, should, and we are confident they do feel a deep interest in the advancement of their town, and the growth of the country. The fact is, the entire upper country is interested in it, and we have the utmost confidence in the success of the project of navigating the Willamette above at all times, if a judicious movement is made, and a properly directed effort is made to render it so. The matter is worthy of the highest consideration on the part of our up-river friends.

On Tuesday afternoon, quite a number of persons assembled at Canemah, to witness the launching of the Multnomah. The interest of the occasion was enhanced by the presence of the ladies, some five or six of whom were on the boat when she glided into the water, and seemed to enjoy the ride with the most pleasing satisfaction. The representation, on the part of the fair ones, would have done credit to even the old settled States. Oregon is improving rapidly in this particular; we have now some of the fairest of the fair to look upon.

The whole affair of launching passed off under the management of Capt. Blaisell and Dr. Maxwell, in perfect order, and to the evident satisfaction of all present. They are gentlemen of polished manners, and appear to understand their business. The workmen, too, had everything so well arranged, and each seemed to perform his part so well, that we were unable to discriminate; suffice it to say, however, that they all understand well what they profess—they are good workmen.

M. HANNAH, near Dayton, Yamhill county, sent us several stocks of oats that measured 8 feet and one inch.

Mr. JOHN TAYLOR, of Marion county, has sent us oats 8 feet 1 inch in length, and one head of oats that measured just 31 inches. It seems that Yamhill county is not the only county that can raise tall oats.

The Statesman received some large raddishes last week; the largest of which measured 19 inches in circumference, and was 19 inches in length. At this season of the year they may be considered large.

We are assured by Capt. Blaisell that he can run his boat in 18 inches of water, for he has tried her and knows exactly what she will do; all he wants, then, to make his visits regular above, is to have guaranteed to him 18 or 20 inches of water on the bars. The Multnomah will be an ornament to the river and a credit to the country. She is well calculated to carry both freight and passengers, and the confidence the proprietors have in the people doing all they can to forward the experiment, at this early period, when remuneration appears doubtful, should enlist not only the favor of the people above, but should cause them to spend of this substance an amount sufficient to prosecute the enterprise to certain success.

The propriety of it cannot but be manifest to all who have any experience in traveling up and down the river, or who have been engaged in business as merchants, or shipping in any way. Experience has taught us that as facilities improve for transportation and traveling, business and travel will increase. It is the reliance upon this fact alone, that could induce any person to incur the expense of putting upon our river so capacities and costly a boat at this time. We recognize in the proprietors the capacity and willingness to accommodate the wants of the country, and would be glad to see a hearty co-operation on the part of the people more immediately interested.

A trial trip of the Multnomah, will be made on or about the 25th of this month. She will proceed as far as Salem, nothing occurring to prevent it. We shall be on hand about that time to witness the enthusiasm that the occasion will elicit—to "take notes and print them."

NULLIFICATION REVIVED.—The citizens of South Carolina, under the lead of R. Barnwell Rhett, have revived the old spirit of Calhounism, which was "voiced, horse, foot, and dragon," by the iron will of Old Hickory, who proved himself the man for the occasion. The old State's rights doctrine is being agitated, public meetings are being held and resolutions adopted. Northern aggression is depicted in strong terms, disunion and secession is talked of as the only means of preserving the rights of South Carolina. It is to be regretted that she has been so sorely abused by the Northern States, her rights trampled upon, and her liberty to do as she pleases, restricted. Not being able to produce disunion—a project harbored and nurtured for years—she threatens secession as the last resort. Finding no sufficient sympathy on the part of the other Southern States, she has resolved to walk out *sola cum solo*, relying upon the strength within herself to accomplish the design.

We have not, at any time, felt like treating this revolutionary spirit in a serious way, nor do we think it anything more than the rantings of a few Southern Hotspurs, who Eurastrotates-like, wish to gain notoriety by having their names coupled with an act of wickedness, that posterity may know who were the chivalry of 1831. It is to be hoped that such steps will be taken as will quiet this lawlessness and disregard for the Constitution of the United States. We greatly mistake the man who presides over the nation at this time, if he does not prove himself competent for the emergency of the times.

The "Main Street House" has been re-opened under the charge of Messrs. THROPHILUS MAGRUDER and G. HARRISON. They promise to render comfortable all who may patronize them; and will strive to deserve the name of keeping a house second to none in the Territory. Mr. MAGRUDER has had experience in hotel keeping, and Mr. HARRISON, though comparatively young, is obliging and attentive, will no doubt make their house what they promise. The house is of convenient structure, and by the improvements lately made, it can be made one of the most comfortable houses in the Territory.

Since our residence in Oregon, this House has been characterized by good order, and the former proprietor has since that time made such improvements as warrant us in saying that it is one of the most convenient houses in the Territory, and under his charge general satisfaction has been rendered. We hail with pleasure these improvements on former times, and hope the new proprietors will be liberally sustained.

A TALL PIE TREE.—Mr. A. S. ABERNETHY, of Oak Point, on the Columbia river, and some distance above Astoria, gave us the following account of a yellow fir tree that he cut and sawed into lumber. It made 15 saw-logs—the shortest 12 feet long, and four of them were 16 feet long; the largest was 23 inches in diameter, and the smallest 16 inches. The tree was not injured in the least in falling, and every log "turned out" well and made good sound lumber.

For the Spectator.
OREGON CITY, July 10, 1881.
FRANK SHERRELL:

Just one year ago to-day the little steamer Columbia made her first trip to this place. She was the first steamboat on these rivers. Gladly was the pioneer hailed, and well pleased were we all to exchange the slow moving and tedious canoe, for the more comfortable and certain, though miniature steamer.

But another year has brought further improvements; and those of us who have just returned from a trip to the mouth of the Columbia with Capt. Ainsworth and his fine boat, will adopt the best means of praising both, as soon as possible, by taking another voyage, to testify how much they enjoyed this.

We left here at 9 o'clock, A. M., on the third inst. That great bugbear, the rapids, which the good people of the Willamette are so much frightened about, was passed with scarcely a thought of danger, and the boat sped on her way as swiftly and surely as a well trained animal, traveling the smooth beaten path to its own home.

The day was pleasant, the boat was crowded, and all were bound to enjoy themselves. Some walked the deck and looked at the shore, or talked of the pleasure that we were to receive; whilst others played backgammon or chess, in the cabin; and a third party, more pensive than the others, leaned over the bulwarks, and watched the eddying waters as we glided along, leaving them to foam and whirl in our wake, until they died away and were lost in the common current of the river; or perhaps their attention was attracted to the lone canoe of the Indian, as they slowly toiled on their way, appearing scarcely to move on the surface of the water; whilst our gallant boat dashed the spray aside in the majesty of her strength, leaving them far astern, to follow on their tedious course.

We spent about three hours at Milwaukie, and two more at Portland, where those who had acquaintances, had sufficient time to make them a passing visit, whilst those who were not so fortunate, strolled about town, examining the numerous improvements of the last few months. Immediately after leaving the latter place, dinner was announced, but on repairing to the cabin we found that the table was entirely occupied by the ladies. This was what might be termed a pleasant disappointment, for while we were obliged to stay our own appetite for another hour, we had the prospect of being compensated in a fourfold degree by the pleasant smiles which we all had hopes of enjoying thereafter. We remained at Vancouver about an hour, then sped on our way down the mighty Columbia. As we left the shore, some of the gayest of the party started a dance on deck, which was renewed again in the cabin after supper and continued until near midnight; when the god Morpheus was called to take charge of the company. The cabin being entirely occupied by the ladies, the men disposed themselves as best they might, some on deck, and some below, while others kept watch all night, starting the drowsy sleepers every now and then by joyous laugh or jovial song.

At Burial's we came to anchor until day light, when getting under way, we ran over to lower Astoria, and came to anchor by half-past five.

It is useless to speak of the scenery on the rivers, as it has been often and well described; though no description can convey anything like an accurate idea of its sublimity, beauty and grandeur. We remained at Astoria about an hour and a half, when we were boarded by General Adair and family, on their way to attend the celebration on Clatsop.

It being the wish of the majority of the passengers to visit those beautiful plains, the Captain acceded to their request and run down to, and came to anchor off the mouth of the Skippernown.

Gen. Adair took as many as his boat would hold, and as soon as he arrived at Lexington, which is two miles up the Skippernown, the citizens of that place manned their boats and came off, to take on shore all who wished to go. Arriving at Lexington, mule teams were in readiness to take us three miles further to the place of celebration, where we arrived in time for the ceremonies. After reading the Declaration of Independence, a patriotic song was most admirably sung, then an address was delivered by Gen. Lovejoy, upon the conclusion of which we all marched to the dinner table, where we had most ample testimonies of the fertility of the Plains, in the bountiful supply of good things, with which the table was loaded.

As old father time was hurrying on towards sunset, we were obliged to leave ere the ceremonies were finished, but the same kind spirit that met us, and took us

up shore, accompanied us to the boat again. And it was with much regret that we bid adieu to those beautiful plains, and the kind-hearted people who welcomed us there. Short as was our stay, we shall long remember it as one of the bright spots of life, and should we never visit Clatsop again, our wish will always be, that it may increase in beauty and fertility, and an onward its most generous beamed inhabitants.

The trip up the river, was very much the same as the one down, although rather slower, on account of swift current in the Columbia. But we arrived safely at home last evening, all very tired, but all pleased with their trip, the boat, and her officers.

And now, let me close with the wish that those who afforded us this pleasure, may have some amount of enjoyment extended to them every day in the year.

Yours, &c., II.

For the Spectator.

Internal Improvements.

Dear Sir—I saw some time last winter in the Oregon Spectator, a piece purporting to correct a statement made in one of the California papers, which stated that the people of Oregon talked of making plank roads, rail roads, and canals, in various parts of the country. The Spectator stated that the people here talked of making roads, &c., but that no one the't of making a canal at this time in Oregon. Now, sir, this is a mistake, for the energetic, enterprising citizens of Cincinnati have already dug a canal out of the La Creole, about a mile above its mouth opposite the town, into the Willamette river, large enough for steam boats to navigate with perfect safety, and the splendid iron steamer Washington actually passed thro' it the other day without the least difficulty. The citizens of the Willamette valley are also talking about getting a charter to make a canal around the falls at Oregon City. This, too, in time can and will be done. The commerce of this valley not only requires a canal around the falls, but that the obstructions in the river should be speedily removed. The Willamette valley is one of the richest and best farming countries on the Pacific coast, producing a great surplus of wheat, oats, and vegetables, of almost all kinds, and the improvement of the river is of vital importance to the farming interests of the valley, as it is impossible to navigate it successfully at all seasons unless it is improved. This river neither "dries up in summer" nor "frees up in winter," and is one of the best navigable streams in the world, with the exception of a few natural obstructions in two or three places, which could be easily improved and made navigable for large class steam boats at all seasons of the year, by an appropriation from Congress for that purpose; or by the Legislative Assembly, granting a liberal charter to some of the enterprising citizens of Oregon. The people of this valley know this, and the time is not far distant when they will not support any man for Delegate to Congress, or for the Legislative Assembly, who is not in favor of the speedy removal of those obstructions by either means. It is however, not likely that Congress could ever be induced to make an appropriation large enough to clean out the river and to make a canal around the falls at Oregon City. The canal then can and must be made by the enterprising citizens of Oregon at some time. Then will not the people require of the Legislative Assembly a liberal charter to a company for that purpose, so soon as any of the enterprising capitalists of Oregon could be induced to engage in the great and important enterprise? We know that a few stupid, ignorant, narrow contracted, or base designing politicians contend that it is unconstitutional to dig a canal, construct a plank road, or build a bridge, by a charter in Oregon; but the intelligent enterprising citizens of Oregon have commenced the great work of internal improvement, and, in our humble judgment, they will continue to improve and to "remove" such politicians "from of face," until large class steam boats ascend the Willamette river from its mouth to the three great forks, and until the country is checked with macadamized roads, plank roads, or rail roads, to all the great and important points in the country.

LA CAROLE.

A Prolific Cow.—Mr. C. L. Walter, of Linn county, has a cow that brought forth a calf in the spring of '49, '50, and another in '51; her calf of '49 brought forth a calf in '50; this year she has two, making an increase of six in two years from one cow. Where is the country that can beat this?

LA CAROLE.

The river below the falls has fallen some 24 feet, in the last two weeks; but navigation is as yet unimpeded. There is scarcely 18 inches on the bars above the falls. The Washington scraped in several places during her last trip, below Salem. The Hooper continues her regular trips to Dayton.

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