SPECTATOR.

C. L. Goodrich, Editor.

OREGON CITY, OREGON TERRITORY:

Friday Evening, April 14, 1854.

Sunday the 9th.

What an awful melancholy there is resting over the mind of all to-day. Persons of all classes are promenading the streets, some in groups, some alone. The bustling and thoughtful business man carries seriousness in his very gait, and painful anxiety is delineated on his every feature; the playful youth has ceased his merry laughter, and the very birds seem but to warble mournful notes. Friends who but a few hours ago were happy in the enjoyment of the society of kind acquaintances, relatives, companions, to-day are burthened with grief and sorrow. Young men stroll from one corner to another. Sadness is depicted on the countenance of everybody. The unfurled colors, which wave gracefully out over the beautiful river, are at half-mast. Yesterday was excited—to-day is hushed and solemn. Here goes a funeral procession.—Each has its followers. And must there be so many new graves made to-day? O! death, thou hast been ruthless! Thou hast snatched them cruelly from us. Why is it, that the blank in the sparsely occupied grave-yard must be thus suddenly filled! Truly "In the midst of life we are in death." And yet, "whomsoever God loveth he chasteneth." and he "rejoiceth not in the death of any." (The spiritual death.)

We know not when death may reach us; perhaps when least we look for it. Yesterday life animated the spirits of a score of human beings here, who to day are beneath the sod. Let us all hold ourselves in readiness to depart when death comes.

☞Since the account on our first page of the explosion was in type, three of the unfortunate sufferers have died, viz:—Michael M'Gee, Mr. Piant and Mr. Prevaut. The last-mentioned name is given in the list as Blanchet which is a mistake.

Mr. Crawford Dobbins is in rather a critical situation yet, but will probably survive.

There are known to be six or seven others gone, who were on the boat at the time the accident occurred. If accuracy could be arrived at, the number lost will fall very little short of thirty, and some confidently assert that it would exceed even that.

☞Too much praise can hardly be bestowed on the citizens of Canemah, and especially of the "Canemah Steamboat Company" for their untiring efforts to assist and procure comforts for the wounded at the late explosion. They done *well* their part, and more, in the performance of the last sad duties to the many dead; and friends far and near, have cause to kindly recollect them.

☞The coroners jury have been in session every day since the fatal explosion, but have not finished their labors yet. We expect a full report for publication next week.

☞The remains of David Page, Supt. of W. F. M. & T. Co., were taken to California on Steamer Peytona.

To Correspondents.

"Sol" is informed that we are frequently receiving such effusions of the mind in the (intended) shape of poetry. We are sorry to tell him, what is true, that there is no use of publishing things now-a-days merely for the benefit or amusement of one individual only.

"Raseus" cuts and slashes at our pulpit like fury. Cannot publish it under any consideration.

Miss "Ellen" is right with regard to the subject of "Simon's" remarks; but recollect we enjoin secrecy.

"Farmer," against the "State Government," scheme, shall be heard next week.

☞The Steamship Peytona arrived at Portland on Monday evening last, and left for San Francisco Tuesday at 5 P. M.

☞The steamship America arrived on Tuesday evening last, bringing the U. S. Mail, and left for San Francisco Wednesday at 5 P. M.

☞The reports of the city finances have been received and will be published next week. Unavoidably crowded out.

☞We are told that the steamer Wallamet took about seventy-five tons of freight, and near a hundred passengers on her upward trip yesterday.

☞The editor of the Warren, R. I. Star announces that, owing to the high price of flour, original notices of marriages will be charged 25 cents.

☞"Mallprop & Co., Turnbridge & Co., Bentley & C., &c." exclaimed Mrs. Partington; "La me! that Mr. Co must be a very rich man. I b'leve he's in pardonship with almost everybody;" and the old lady told Ike to "turn over to the pusilanimous columns, and quit reading the advertisement."

The Ladies.

We feel somewhat timid when speaking of the ladies, because we dislike to mar the harmony of their thoughts, while pursuing the "even tenor of their way" in the path marked out by those who have preceeded them, or shock their nerves by proposing something new; and therefore, sometimes think that possibly it would be better for us to twist our pen in such a manner as to avoid any particular reference to them, except at such times when the nature of the case really demands notice. This may be because we are young and do not comprehend the true feelings and desires of the ladies.

But we will venture to whisper a word in their ears. Now if they would only write for our paper, they would not only be conferring a lasting favor upon us, which would be gratefully treasured in memory to the latest period of our life, but would also introduce a new and very pleasing feature into the literary life of the Territory. Well, why not, ladies? There are, undoubtedly, many among you who can wield a pen with force and grace, equal to some of those world-renowned female authors of the Atlantic States, whose effusions grace the pages of the most elegant periodicals and magazines. Then why not submit your influence, and let its weight rest where it should? It has been demonstrated that woman *can* be useful in this department as well as in others. You will be heard, and with pleasure, by the majority of the readers in Oregon.

The announcement that there are females in this country that can and will exercise their minds and use their pens in raising the standard of scientific and polite literature in our rising Territory, would show to the inhabitants of far-off countries that we are a highly civilized and cultivated people, and that we live in an enlightened locality.

Why leave it all for men to do? You are as capable and as favorably situated as they, to spend leisure hours in putting thoughts on paper. Ah! we see. And you are only to criticise the writings of men, hey? without giving them any chance to see what you can do towards climbing the heights of literary fame. Well, there may be a degree of philosophy in this, but we are a little inclined to protest against such a course of [in]-action.

But some one responds: "We have not been invited." Exactly—just as we had imagined. How neglectful we have been! But we are happy in removing this last objection, and giving you a fair view of the honored temple; and shall be equally happy in lending you a helping hand in the arduous ascent.

Favors.

Wells, Fargo & Co. furnished us with a *large* file of papers from California and the Atlantic States, twenty-four hours in advance of all others; and Adams & Co., to whom we are also under obligations, gave us a good supply, on the arrival of the steamer America.

J. W. Sullivan has our kind acknowledgments for Harper's Magazine, Gleason's Pictorial, and a large supply of other interesting literary and news Journals.

The gentlemenly agent of Wells, Fargo & Co., in this city, James O'Neill, Esq., is entitled to almost anything he may ask of us, in consideration for the nice things which he treated us to, immediately after the arrival of the late steamships.

The enterprising proprietor of the Franklin Book Store, Portland, sent us a bundle of very nice literary news. He is entiled to our sincere thanks.

Our thanks are due the officers of steamers "Portland," "Wallamet," and "Multnomah," for recent favors.

FROM THE STATES.

☞Hon. Lewis Cass, the distinguished statesman, is 72 years of age; a hale and hearty man and incessantly devotes his time and study to politics. He lives in Michigan.

☞Charles Dickens, the celebrated English novelist, is 42 years of age; slight in figure, healthy, and marvelously industrious with the pen. He is the present editor of "Household Words."

☞George Bancroft, the historian, is 54 years of age, a thin, spare, nervous man, but a constant student. He lives in New York, and is engaged on his history of the U. S.

☞Alexander Dumas, the famous French novelist and dramatist, is 51 years old, and lives in Paris. It is a fact that he employs a corps of writers to work up his ideas.

☞Ole Bull, the eminent Norwegian violinist, is 44 years of age, tall, slim, and finely formed. He has just completed a professional tour of the Western cities.

☞Edward Everett, the American orator, scholar and diplomatist, is 60 years of age. His leisure hours are employed upon a work on the Law of nations. He resides in Boston.

☞Elihu Burritt, known as the learned blacksmith, is but 43 years of age. He has lately returned from England, and is devoted to the interests of ocean penny postage.

☞The Nebraska bill passed the Senate on the 3d of March—California Senators voting aye.

☞Edwin Forrest, the eminent American tragedian, is 48 years of age, and in the full vigor of life. He lately performed a highly successful engagement in Boston.

☞Joseph T. Buckingham, so many years editor of the Boston Courier, is now 75 years of age, and resides in the suburbs of Boston, where he farms it on a small scale.

☞Horace Greeley, the well known editor of the New York Tribune, is 43 years of age, and devotes himself very closely to the conduct of his daily paper.

☞James Lane, of New York, who has been engaged in the surveys for a ship canal across the Isthmus of Darien, states that he has discovered a new route for a canal across the isthmus, which will require only ten miles of cutting. A large lake hitherto unknown, composes a part of this interoceanic communication.

☞We see it stated that of the one thousand men who formed the New York regiment in the Mexican war, only 60 are now alive, and of those but about 40 are able to earn a living.

☞One of the bridges built by the Nicaragua Transit Company, on the road leading from Lake Nicaragua to San Juan del Sud, is made entirely of mahogany.

☞The effigy of Senator Douglas was burnt on Boston Common, immediately after the receipt of the intelligence of the passage of the Nebraska bill.

☞Politics run high just now at Washington, and all over the country. The fact is, that the cliques and wire-pullers are looking out for the next Presidency, and this is the polar-star that guides so many apparently strange measures brought before Congress. The most prominent candidate for the next Presidency, that has qeen generally named by either party, seems to be the Hon. Edward Everett, one of the ablest and soundest minds in the country, and a servant well-tried by the people. Of course, we speak without party bias, being entirely neutral in these matters of party politics.—*Gleason's Pictorial.*

Old Fort Kearney City.

Once the embargo removed which now restrains settlement of Nebraska by whites, there will be such a rush to Nebraska, that emigrants will have to be counted hundreds and thousands, if any one expects to gain an insight into the number who will make that beautiful country their home. It appears to be conceded on all hands that the present site of the "Old Fort" will be selected for the city, and thither all eyes are directed at the present time. We prophesy that within three years after the organization of Nebraska Territory, where now stands only a few out-buildings, will be reared a city which will contain five thousand inhabitants. Nature has been most prodigal in her lavishments upon the section of country immediately adjacent to the post now known by the name of Old Fort Kearney, and if man does not take advantage of such prodigality, we will think this is not the age of progression, or else that his senses have become extremely blunted. But he will, and in a short period of time, where naught now is heard but the savage war-whoop, will be seen and felt the presence of the white man. All hail the future of Old Fort Kearney!—*Nebraska Democrat.*

Jenny Lind.

Jenny Lind was possessed, as the editor of the N. Y. Musical World has been reliably informed, of about $250,000 before leaving this country; $100,000 of this sum went to establish public schools in sweden, and $50,000 more went to various charities. The $100,000 remaining are so invested as to yield her now but about $4000 a year. She is living in Dresden, and has a town house and country house, with equipage, plenty of servants, etc., all of which $4000 in Germany can well furnish. But the generous Swede has given away too much. Some young nightingales are in musical future; they must be cared for. The parent singer, therefore, appears again before the public in concerts, and will shortly sing in England. Her advent in this country, before long, is not at all improbable.

☞ We cut the following letter from the Western (Centreville, Mich.) Chronicle:

OREGON CITY, O. T., }
January 9, 1854. }

MR. EDITOR:—The rainy season of Oregon is probably far less disagreeable than your icy winters in Michigan; yet one has to become acclimated before *any country* will suit him in every sense of the word. It is, indeed, a *damper* on our enterprising people for several months in the year; still I think it does not materially hinder or obstruct the general improvement and cultivation of the Territory. Through December and January, it is said, we usually have more fair days than rainy ones, and in those months business of all kinds is unusually brisk.

During the principal winter months the lumber trade is carried on quite extensively; much is shipped to California and other ports, and a thorough preparation for building during spring and summer is made. It is a highly remunerative operation. In order to do a lumber business many saw mills have to be built, and these with many other establishments requiring machinery, bring into requisition machine shops, &c. All these things are being done as fast as possible, and with an eye to the good of the country, as well as for individual emolument. The engines for our steamboats can be manufactured in this city, or the gearing and machinery of a flouring mill, or other works.

Our commercial intercourse is carried on with steamers, ships, &c., the Willamette river affording conveniences for the farmer to send his produce out of the country, or *vice versa.* The Willamette Falls, opposite this city, entirely obstruct navigation, and therefore freight has to be reshipped at this point, requiring a land transit of about half a mile. A heavy company have undertaken, however, (and nearly completed their designs) to so improve these falls as to form a recepticle for steamboats down near the very brink, and thus render it practicable to discharge freight and passengers from boats on either the upper or lower trade, immediately into those of the other. It is a stupendous and praise-deserving work, and would occupy too much space to be particularly described here, and be too tedious for your readers.

Eight fine steamers are now employed on the Lower Willamette river, and five are in operation (and the sixth nearly completed) for the upper trade. A brisk business is kept up between this city and Portland, a large town twelve miles below; but the Clackamas rapids near here do not admit of steamships passing over, therefore sea boats come no higher than Milwaukie, a small place six miles below, and steamships stop altogether at St. Helens and Portland.

Oregon City bids fair to become a populous and wealthy place, and already affords the farmer a good market for whatever produce he may wish to dispose of. It has the name of being the healthiest town in the Territory, although situated in a country wholly unsurpassed for health by any in the world. To invalids Oregon offers the best medicine, and if they are not too low to start, a trip over land and a residence in Oregon will most assuredly make them healthy. At least I have yet to find a case to the contrary.

Fruit will be plenty here in a few years, as the prospects are good for such a result, and the enterprise with which its interests are being carried on is commendable. Nursery-men, during the last fall, although, as they supposed, well stocked, could not entirely supply the demand for trees.

With regard to wheat nothing need be said, it being a well-known fact that Oregon has as great advantages and does produce some of the finest wheat, and in as large quantities to the acre, as any country in the world. And such potatoes, turnips, and vegetables generally as this country is capable of bringing forth, is really encouraging to a farmer; and such melons! better than I have usually eaten in St. Joseph county. It is said that oats have a spontaneous growth here, and yield more and superior, than produced by farmers in the States, where the usual quantity of seed is sown.

A "perfume tree" (not yet named, I believe) has been discovered here, which is destined to make some enterprising Yankee a fortune, whoever strikes first; but there are so many plans and schemes being carried along now-a-days that no one seems disposed to commence it. The "tree" is an evergreen, and the leaf so full of oil that it burns readily on applying a blaze. It is one of the sweetest perfumes in existence, and the probability of its use will quite likely be tested before long.

The shell and other fisheries on this coast are not inconsiderable, and are entitled to thought. Clams and oysters are plenty in many places on the shore, and could be cultivated with success. Salmon are caught in immense quantities, and quite a trade therein carried on. As the advantages are good, the prospect is bright that the fisheries may become one of the best branches of commerce in Oregon, and rival perhaps those in the east.

The U. S. Mail arrives and departs semi-monthly, being brought from San Francisco by the Pacific steamship line. The mail facilities throughout the Territory are as yet rather limited, but bids fair to become convenient and well arranged before long.

Our Democratic Legislature is in session at Salem, where it is supposed those laws are being made which will prove most beneficial to this new and beautiful country.

Oregon suits me better than any country I have ever seen, and I expect to make a permanent residence here.

Yours Truly, BENJ. F. NOBLE.

California.

A Koh-i-noor in the bright coronal of hope whose name is ours! A Bethlehem star to the life-toilers of less favored lands! Notwithstanding the evil foreboding of the doubting—when the fame of the golden sands of her rivers and rivulets, and of her auriferous hills and gulches was heard over the Continent and across the two oceans—how well has she fulfilled the startling promises she then gave! Thousands who visited her shores merely on speculation, have returned to their homes enriched by her bounty; thousands who were content to make this their abiding place, have built up princely fortunes among her gold-bearing hills, upon her prolific plains and valleys, and in her flourishing cities; while tens of thousands have already laid the foundation, and are looking foward with confidence to the goal of the moderately ambitious—a competency. The pioneers of the emigration were not over sanguine in regard to her agricultural resources and capacity; but the result of five years trial (notwithstanding the rates of labor-wages) is seen in the blooming gardens that border our rivers, and the extensive ranchos of heavy, waving grain stretching back to the foot hills of the Sierra. Yet all this is but the "beginning of the end."

The shadow that has rested for a brief space upon our monetary affairs is but the effect of a passing cloud—and, like the cloud, took its rise beyond the sea, and not from the exhalations of our own snow-crested mountains. As in the case of a patient with a vigorous constitution, suffering under a malady produced by overt[illegible], a [illegible] is all that is necessary to a speedy recovery. And California *is* recovering. Already the pulse of commerce beats more regularly; the great Heart is in healthy action. The [illegible] future of our golden State is foreshadowed by [illegible] power; and, though her [illegible] may [illegible] her with food, and almost smother her with ship-loads of clothing, all she requires is—plenty of rain! Her cure, on this hydropathic system, is as certain as any case Priessnitz ever undertook.

There can be no stronger argument in favor of California, than the speedy return of those who have [illegible] their original home in the Atlantic States and other portions of the world. Many have left our shores with no intention of returning hither, and yet, within a few months, their familiar faces are seen upon our steamers as they moor alongside the wharves, happy in once more greeting the land where gold is reckoned by ounces and industry meets with its richest reward. They usually come back with the intention of making California their future abiding place; many bring wives and children. Thus the population of the State is fast becoming less transient than it has hitherto been, and the presence and humanizing influence of Woman more generally felt throughout the country. Lovely, happy children greet us and gladden our hearts with their pleasant smiles and playful gambols wherever we go. Our schools are well attended, and more extended educational privileges are loudly called for.—*Wide West.*

For the Spectator.

The Explosion.

TO THE EDITOR OF THE OREGON SPECTATOR:—The late awful catastrophe at Canemah, by which a score of human beings were, without [illegible] and without fear, too sudden was the [illegible] hurled into the presence of the great "Judge of quick and dead," cannot fail to make every one feel how numerous are the ways by which man may be taken out of this world, and how uncertain, always, is the continuance of his present life. It is a matter of sincere grief when a neighbor or friend, after a painful and wasting sickness, pays the "debt due to nature," and passes from our midst; but when, in an instant, so many scores are bereaved and so many hearths made desolate, the shock which our sensibilities suffer, and the intensity of our emotions well nigh amount to [illegible].

When we consider the occasion of this mournful event, while we admire the skill of man in using the agencies of nature for the easy and speedy attainment of his ends, we are deeply impressed with the fact that the greater the skill exhibited by his inventions and the greater the power gained thereby, the greater instruments of destruction they will become if misdirected or uncontrolled.

We do not attach any blame in this case to any person; we do not know but the explosion was [illegible]; still we cannot forbear saying that [illegible] are more frequent than they need be, and more frequent than they would be if those engaged in navigating steam vessels felt as they should, their [illegible], or if the provisions of law upon this subject were complied with.

[illegible] to make [illegible] the many [illegible] and the absence of any such State [illegible] has been a general [illegible] Congress, which [illegible] an adequate law can [illegible]. It may not be amiss to bring to the recollection of your readers some of its provisions. It is a long and carefully [illegible] forty [illegible]. We can only glance at a few.

SEC. 1 prescribes against the license or *running* of steamboats which do not comply with the [illegible].

SEC. 2 makes [illegible] for [illegible] that [illegible] are made throughout the boat to guard against fire, and forbids any combustible material liable to take fire from heated iron being placed at less than 18 inches from such heated metal, &c.

SEC. 3 requires all steamers less than 200 tons measurement to carry one forcing pump, with suitable well fitted hose of at least two thirds the length of the vessel, to be kept at all times in perfect order, and ready for immediate use; said pump to be supplied with water by a pipe passing through the side of the boat so low as to be at all times in the water when she is afloat.

SEC. 4 and 5 make provision respecting boats and life preservers.

SEC. 9, makes provision for dividing the United States into districts and the appointment of two inspectors in each, one of whom to have a partial knowledge of shipbuilding, and to be called an Inspector of Hulls, and the other a practical knowledge of engineering in navigating vessels by steam, to be called the Inspector of Boilers. These Inspectors are required annually to inspect the steam vessels belonging to their respective districts upon the application of the masters of the same, and to satisfy themselves that such vessel so submitted to their inspection is of a structure suitable for the service in which he is to be employed, has suitable accommodations for her crew and passengers, and is in a condition to warrant the belief that she may be used in navigation [illegible] with safety to life, and that all the requirements of law in regard to fires, boats, pumps, hose, life-preservers, floats, and other things, are faithfully complied with; and if they deem it expedient they may direct the vessel to be put in motion, and may adopt any other suitable means to test her sufficiency and that of her equipment. They shall also inspect the boilers of such steamers before the same shall be used, and once at least in every year thereafter, subjecting them to a hydrostatic pressure, the limit of which not exceeding one hundred and ten pounds to the square inch for high pressure boilers, may be prescribed by the owner or the master, and shall satisfy themselves by examination and [illegible] that the boilers are well made of good and suitable materials; that the openings for the passage of water and steam respectively and all pipes and tubes exposed to heat are of proper dimensions, and free from obstructions; that the spaces between the flues are sufficient, and that the fire line of the furnace is below the prescribed water line of the boilers; and that such boilers and the machinery and the appurtenances may be safely employed in the service proposed in the written application, without peril to life; and shall also satisfy themselves that the safety valves are of suitable dimensions, sufficient in number, well arranged and in good working order, one of which may, if necessary in the opinion of the inspectors, to secure safety, be taken wholly from the control of all persons engaged in navigating such vessel; [illegible] that there is a suitable number of gauge cocks properly inserted, and a suitable water gauge and steam gauge indicating the height of the water and the pressure of the steam. They are likewise required, after such trial, to determine the pressure to be allowed in each case, and [illegible] that a fusible metal is inserted in the boiler so that it will melt when the pressure [illegible] the maximum allowed. A form of certificate is given in which all the [illegible] are [illegible].

[illegible]

We will not [illegible] at boasting, but simply enquire, Has any inspector been appointed upon this coast? If so, who are they in Oregon? Had the ill fated Gazelle complied with the provisions of this law? Have the rest of the boats that daily run upon our rivers freighted with the precious cargo of human lives, been licensed?

VOXPA POPULI.

☞Never despise a girl because she is poor. If her face is pretty, her form graceful, her heart pure, her head well filled, her affections fresh, and she dresses passably well, regard her as favorably as you would Queen Victoria, or the wealthy Miss Gildflower. In fact, we think better of poor girls than of most others. They are most always sure to make you a good wife, bake good bread, sleep on the north side of the bed in winter, and have things [illegible] important to do at home about the time you feel like calling on the pretty Misses Smith, Brown, Baldwin. Poor girls and rich comforts, like country meeting houses and bad singing, go together.

LEATHER ENVELOPES.—These are [illegible] useful articles for carrying documents, &c safely, but fair to be popular, and meet with a ready sale.

☞The Washington Star says: It is reported that within the next three weeks, three weddings in the "upper circles," will be celebrated here, the grooms in each case counting over 50 years, the brides scarcely out of their teens.

☞The man who was driven to des[illegible]