

The Weekly Gazette.

SCOTTSBURG, FRIDAY, MAY 19, 1854.

State Government for Oregon.

Shall our Territory become a State, or remain in its present position? is a question which will be decided at our coming June election. It is a question of vital interest to the people of this Territory, and they should weigh well the pros and cons before giving their final decision at the polls. We have read many arguments for and against the measure; and as far as our own opinion goes, we give it freely. First, keep the question free from the stain of party influence and intrigue. Then, if the people of Oregon feel able and willing to incur the additional expenses which must inevitably follow in the train of a State Government, let us have a State Government;—let us gain admission into the glorious sisterhood of the Union, add another star to the galaxy of the American flag, and claim as a right, through our Representatives in Congress, that which we are now obliged to solicit from Government as a favor.

“The Umpqua Weekly Gazette” is the title of a new Oregon journal just started at Scottsburg; D. J. Lyons, Editor. It is neutral. Situated, as it is, in a new and flourishing locality, we can but hope it will succeed. If you had only—why didn't you, Bro. Lyons, call it the “Pacific Bugle?”—Oregon Spectator.

For the simple reason, friend Goodrich, that we had not brass enough; and if we had, we doubt if we could have raised a quantum sufficient of the circumambient atmosphere to make anything like a respectable blow.

MORE TROUBLE WITH THE INDIANS ON THE COQUILLE.—From a Randolph City letter, dated May 15th, we learn that the Indians are congregating in great numbers at the forks of the Coquille River. Many consider this movement hostile, and preparatory to an attack on the whites.

The gold claims on the beach are beginning to pay well. A number of them are yielding from \$12 to \$40 per day. Provisions can be had at Randolph City at moderate rates.

EXPRESS FROM ENTIRE CITY TO THE MOUTH OF THE UMPQUA RIVER.—We understand that Geo. T. Allen, Esq., and other gentlemen of Empire City, are about to establish an Express line from Coose Bay to the mouth of this river. This is as it should be; and we trust ere long to see an Express flying between the mouth of the Umpqua and Port Orford. It would be an excellent investment for those who have surplus funds.

Our Wagon Road is fast approaching completion. Several of the bridges are already finished; and Mr. Winchester, who contracted for the Elk Creek bridge, left here on Monday last, accompanied by six hands, with the intention of completing the bridge as soon as possible. From Mr. Winchester's well known skill and energy, we are confident the work will not languish in his hands.

We are indebted to Capt. PEYRESE, of the steamer Washington, for a pleasant jaunt the other day, from the lower to the upper faubourg. The Washington has been repaired, and newly painted, and we understand she intends making a trip to Coose Bay, as soon as the weather will permit.

The Sloop MUCKSHAW, which was launched at Mill Creek on Saturday last, came up to this place on Saturday last, to receive some finishing touches. Capt. JOHN WALKER, her owner, and Messrs. LEWIS and BAKER, who performed the work, deserve great praise for the metamorphosis they have effected on this tiny little craft.

We return thanks to Mr. WADSWORTH for files of late papers, which place us in possession of European dates to the 23d of March, New York to the 5th of April, and San Francisco to the 7th of May.

We are authorized to state that the coming election, in this precinct, will be held at the Scottsburg House, in this place.

By a private letter from Crescent City, we learn that business was never so dull as at present, at that place.

The weather is extremely hot.

For the Umpqua Weekly Gazette.
The Umpqua River.

Much has our river been misrepresented and traduced by inimical interests and prejudices; yet our enemies cannot conceal the fact, that our advantages are daily becoming more apparent, and that the public cannot be much longer kept in ignorance of the real importance of the Umpqua in connection with the future greatness of Southern Oregon. It is a matter of curious wonder, having in view the geographical position of our river upon the map of Oregon, to consider the way in which other places have sprung into existence, and figured quite largely as points where goods and passengers could be landed upon the coast, south of the Columbia; while our river with its harbor facilities superior even to the Columbia, has been overlooked; and the only stream that penetrates the Coast Range with navigable waters, lags behind and remains unnoticed.

It would not be a very difficult task to enumerate the most of the different influences that have been brought to bear from time to time, to retard our growth; but such is not the purpose of this article. We shall confine ourselves simply to a few observations relative to the entrance, bay, and river. Perhaps, at some future period, we may be more prolix upon a subject of such general and vital interest.

Our bar, which has been the great bugbear used to frighten folks away, has become so familiar to our navigators, that its worst danger—*fear of danger*—is removed; and we hope that the time is past when men will “come in and go out, and not know how they did it.” The old humbugs of counter-currents and cork-screw eddies have been exploded. The mariner, if the weather is favorable, now steers his bark as confidently for the entrance as a bold ex-peditioner for a lock. Quill and by quill! Steady, so! and she is safe.

Although we do not claim the depth of water that the Columbia has, yet we should be unwilling to exchange, and take its twenty odd miles of “dangerous navigation” between the “outer bar” and a harbor, for the extra two fathoms. The dangers of the Umpqua lie in the bar alone—a short one-eighth of a mile, and the passenger is safe. We know what bar harbors are, and would not represent them as being free from dangers. The old skeletons along our beach would falsify the statement. From the resting-places of the unfortunate Fire-Fly to Kilamook Head, ribs and knees, and arms of victimized ocean crafts—aye, and human bones, too—lie thickly scattered, swathing among the sands of the beach, or buried beneath the “bar harbors.” But the Umpqua should not be placed by the side of the Columbia in such a melancholy picture; for it is quite exempt from those causes whence result such serious losses of human life. The distance over the bar being so short, and the flat sand beach so near, that if by any mishap a vessel should strike, she would soon heave up beyond the reach of the sea, and the crew walk ashore dry-footed, and in most cases the cargo be taken out undamaged.

As regards the channel, it has been remarked by one of the navigators, that “it is as plainly marked as a pathway through the wood. It certainly has been considered quite unnecessary, by a Board of Commissioners created for that purpose, to establish regular pilots, so few are the obstacles, and so plainly marked.

Much might we say in favor of our harbor, but time and space prevent us, at least for the present, from going into the subject. We are impressed with its importance. We know that the Umpqua is the natural channel of communication between the valleys of Southern Oregon and the world without, and that their interests are ours. A permanent settlement of our Indian difficulties, a completion of the wagon road, which our country neighbors have so nobly begun, and our mails coming direct from San Francisco by regular steamers—when these things have come to pass, our history will begin to brighten, and our onward march to prosperity be rapid and glorious. Sectional differences will wither before the inevitable decision of Commerce, and peace and order be established upon a permanent basis. Unity is Strength.

If we may believe the census, every fifth person in the United States owns a horse, and every tenth a dog.

UMPUQA COUNTY, May 14, 1854.

MR. EDITOR:—I regret to perceive that by some mistake the proceedings of the Whig Convention, held at Elkton on the 10th inst., are not correctly published in your paper.

In one of the resolutions passed on that occasion, the Whigs profess not to be governed in the choice of county officers by party considerations; yet, by the published proceedings, it appears their nominees are all Whigs.

From this it would appear that the Whigs, like their opponents, profess principles they do not practice; but in this instance I assure you it was not the case; for, being present, and an actor in the Convention, I can say with certainty that a part of the nominees were well known Democrats.

The Convention nominated Samuel S. Mann (Dem.) for Judge of Probate, and recommended Stephen F. Chadwick (Dem.) for Prosecuting Attorney; but in the published proceedings, the name of Jesse Applegate is substituted for that of Mr. Mann, and the recommendation of Mr. Chadwick entirely omitted.

These errors not only place the Whigs of the county in a false position, but do injustice to the gentlemen whose names were used in the Convention; for if Democrats are not inclined to accept office from political opponents, to be named by them to places of high responsibility and importance must be a high testimonial of their worth, and the best evidence of the respect in which they are held by their fellow citizens.

As the resolution above referred to declares, the Convention considered that they owed it to themselves as a party to elect the Representative of the county, but in the choice of the minor offices, they would be governed only by the broader principle of citizenship, and in naming a county ticket, they intended offering an alternative to the people, rather than opposition to the Democratic party; and it is sincerely to be hoped that from one or the other ticket officers will be chosen willing to accept, as well as able to discharge the duties of the offices.

A.

SCOTTSBURG, May 19, 1854.

MR. EDITOR:—I was very much surprised on reading the communication of Mr. Applegate, handed to me by you before publication, and feel myself called upon as Secretary of the Convention to explain the error, if there is one. Mr. Mann received the nomination for Probate Judge *causally*; that is, he was the nominee if he would accept the nomination; and in case he did not accept, Jesse Applegate offered to become the candidate for Probate Judge. Mr. Mann did not accept, and Mr. Applegate's name was inserted in his stead. As regards Mr. Chadwick's nomination, he was proposed by Mr. Applegate, and rejected by the Convention, on the ground that he was then the nominee of the Democratic Convention for Probate Judge, and it was understood by myself and others that we would not recommend any one for Prosecuting Attorney, but leave it blank; and that is the reason why Mr. Chadwick's name did not appear in the list of candidates published. Yours, respectfully,

J. B. COWLES.

Scottsburg Boys Ahoy!

To the Editor of the Umpqua Gazette:—MR. EDITOR:—When I was an old sailor, such a cry leads my communication never failed to stir up the blood of any man who had any blood in his veins; but then, perhaps, the cry was not *Scottsburg*. I never, Mr. Editor, believed before, but that an American was some pumpkin; but now I begin to doubt it.

Here is now the Umpqua Weekly Gazette come, out, and at Scottsburg, and certainly, in my humble opinion, it is well worthy of patronage. But out it comes, and so far as I have looked into its columns, got a word from Scottsburg, the place of its nativity. And I even observe in your third number that the Scottsburgers are indebted to their neighbors of Coose Bay to keep them alive. Such lack of energy I never expected to meet with on the Umpqua, and therefore it has taken me, although an old sailor, greatly by surprise. I always expected to meet at Scottsburg a sharp set of fellows, and made up my mind to it before I left Coose, and felt inclined to even keep my hand pretty near my purse!

Well, Mr. Editor, notwithstanding all this talk, I believe that Scottsburg is still bound to go ahead. There is no doubt in my opinion but that the entrance to the Umpqua has been misrepresented, and I would most humbly represent to the Editor of the Gazette, that now or never is the time to go ahead. The Administration of Mr. Pierce I suppose will be liberal, and while they are in power, and feel in the humor, I would just ask the President to send a proper vessel here to examine the harbor. If Mr. Pierce can afford to send a fleet to Japan, he can surely send a single vessel to the Umpqua; and should he not do so, he is not the man I took him for. Americans before Japanese, always.

Probably, Mr. Editor, I have been too severe in my remarks on the Scottsburg gentlemen. If I have been so, I must humbly crave their pardon. I have considered over my remarks on Scottsburg and its supporters. Perhaps the merchants and proprietors are not possessed of my stock of impudence, and do not like to show off in the Gazette; but I can assure you that even with all my brass, I never could have

walked up to the mark, unless I had discovered in your good natured countenance the assurance that anything, however badly written, would be received, so long as it tended to shove Uncle Sam ahead.

Your friend,
A. PASSER BY AT SCOTTSBURG.

YONCALLA, O. T., May 14, 1854.

MR. EDITOR:—I beg leave, through the medium of your paper, to correct an error which I perceive in the publication of the proceedings of the Whig Convention, held at Elkton on the 10th inst. Samuel S. Mann was the nominee of that body for the office of Judge of Probate, and not myself.

By making the correction, you will do an act of justice to both parties.

Very respectfully, yours, &c.,
JESSE APPLIGATE.

Latest News from Europe!

Later from the Atlantic States.

(Via Port Orford, in advance of the Mail.)

LONDON, March 22.

Four French ships of war, under the command of Admiral Deschenes, have sailed from Toulon to join Napier's fleet in the Baltic. The ships sent are the *Austerlitz*, 100 guns; the *Hercule*, Duguesclin, and *Trident*.

Sir Charles Napier, in the steam frigate *Valerous*, arrived at Copenhagen on the 20th.

The Danish ministry remains in office. There are reports of some further difficulties with the Greek insurgents, but they are of no authenticity.

The Times' Paris correspondent writes: “I am assured, on excellent authority that it has been decided that 3,000 British troops, viz: 2,000 cavalry and 1,000 artillery, shall pass through France to embark at Toulon or Marseilles, and that the first detachment is expected in Paris in a week or ten days from the present date.”

Lord Raglan is expected in Paris on the 1st of April or very soon after.

The publication of the secret correspondence has increased the good feeling toward England.

THE BALTIC.

Sir Charles Napier's fleet arrived at Wingo Sound on the 11th of March, all well. It is stated that the frigates and vessels of the second class will enter the Baltic by the sound, and the larger vessels by the Great Belt. The English ships have applied to engage sixty Prussian pilots, at Swinemunde (Stettin).

The Swedish papers report that 30,000 Russians are employed in cutting a channel in the ice, from Cronstadt to Swensborg. On the 2d of March, the Grand Duke Constantine inspected the fleet at Helsingfors. The Gulfs of Bothnia and Finland were still covered with ice.

A force of 27,000 Russians is on the way to strengthen the Garrison at Revel. The commander of the troops at Revel had proclaimed that probably the town would be bombarded by the English and French. Women and children were therefore advised to quit the city.

THE BLACK SEA.

The British steamer *Furious*, and French steamer *Vastour*, had been near enough to Sebastopol to see a boom extended across the harbor, and to count six ships of the line guarding the entrance, with four more in the creek, besides several frigates and brigs. The Russians are preparing to block up the mouths of the Danube, by stretching chains across the river.

The allied fleets were still at Beycos Bay, but would shortly re-enter the Black Sea. Two Austrian ships of war were also at Beycos, and three others were expected.

ON THE DANUBE.

To the present time, the Russians have made no formal attempt to take Kalafat, and so far as appearances indicate, will not at present do so. Their plan of operations now seems to be to throw a force into the mountainous part of Bulgaria, and to endeavor to raise the Rayah population, proceeding on the supposition that Kalafat, being a fixed advanced post, will attract a large proportion of the Turkish force, thus leaving the country behind comparatively undefended.

No action had taken place since previous advances.

A powder-mill at Shumla had blown up. No damage to life.

Gen. Sir J. Burgoyne and Col. Ardant had returned to Constantinople, having traced the plan of an entrenched camp on the European side, at the narrowest point of the Dardanelles. It will be completed ere June. Another camp is being traced on the road to Adrianople.

In future, foreign officers are to be received freely into the Turkish service, but only in their actual military rank, and at the same rates of pay as Turkish officers of equal grade.

A proclamation (*feitrah*) of the Sheikh-ul-Islam, to define the position of the Christians, was daily expected. Frequent conferences had taken place on the subject of granting equality of civil rights to the Christians.

It was reported that the export of gold from Russia was prohibited.

FROM ASIA.

A report of the capture of a Russian convey, with treasure to pay the troops at Kars, was reported at Constantinople.

THE GREEK INSURRECTION.

Faud Effendi had arrived at Janina,

charged with powers to deal with the insurrection. His first act on arrival was to grant a general amnesty, and to remit part of the taxes; his next to send a messenger to Athens to demand an explanation from the Greek Government.

Although some restlessness is still apparent, the insurrection may be considered as over.

GREAT BRITAIN.

Parliament, on Friday, the 17th, had under discussion a motion by Mr. Gibson, to address the Queen, praying her Majesty to give special instructions to the officers or British cruisers, to abstain from interfering with neutral vessels on account of any goods, not contraband of war, that they may have on board; and to direct the Ministry to consider the policy of entering into treaty stipulations with foreign countries on the principle that free ships shall make free goods, and the neutral flag give neutrality to the cargo. Mr. Gibson's object was to define the position of Britain with respect to neutrals. He strongly urged the non-exercise of the power of searching neutral ships for enemy's property. The question of the right of search, had already engaged Britain in war.

Mr. Horsfall, in seconding the motion, called the attention of Government to the kindred subject of privateering and letters of mark.

Lord John Russell replied that it was the intention of the Government to advise the Crown before hostilities took place, and he hoped shortly to issue, in some shape or other, a document declaring their policy in the matter; but it was obvious that a document of this kind, involving questions of policy as well as of law, required very great care in wording. Any inauspicious expression might be attended with very serious consequences.

Mr. Bright observed that Lord John Russell had taken no notice of the latter part of the motion, the importance of which as respected the United States of America, he pressed very strongly upon the Government.

Lord John Russell admitted the great importance of the subject.

Mr. Gibson then withdrew his motion. On the 20th, in the Commons, Mr. Kinaird put the following question.

“In what state the correspondence between the British and United States Governments, with reference to colored seamen, being British subjects, on the vessel to which they belong arriving at a port in any of the Southern States, being imprisoned an account of their color, now is; and whether there would be any objection to lay the correspondence upon the table of the House?”

Lord John Russell, in reply, stated that there had been a great deal of correspondence, and beneficial changes proposed in Georgia and Carolina, which would soon be carried into effect. He thought it was better not to produce the correspondence, as hopes were entertained that there would be a great improvement in the Legislation of the States he had mentioned.

The newspapers are crowded with reports of the preparations going on at the various navy yards and garrisons. The substance of all these is, that several ships-of-war have sailed, and others are on the point of sailing to reinforce the Baltic fleet; that numerous vessels on the stocks are being hurried on towards completion; and that a countless number of small craft are shipping bread, beef, spirits, and other supplies for the force in the Mediterranean. On shore, all the men and horses—especially in the artillery arm—are being assembled at spots convenient for embarkation.

A case, bearing some resemblance to the Gardner case, has occurred in London. Frederick de Molyns, formerly a member of Parliament, was committed to prison on a charge of forging powers of attorney, and obtaining £1,500 from the Bank of England. Being unable to procure bail, he was found dead in his cell. A Coroner's Jury returned a verdict of a natural death. The Earl of Lichfield is dead.

FRANCE.

The first division of the French army, under Gen. Canrobert, left Marseilles on the 19th for the East.

A pamphlet entitled *The Revision of the Map of Europe*, has been suppressed by order of the Government.

ITALY.—SARDINIA.

Prince Lucien Bonaparte had been cordially received by the King of Sardinia. The Prince had gone to Milan.

The Mayor of Genoa has issued a circular, requesting the citizens to forward to him the names of all who fell in 1848-9, fighting for Italian Independence. It is intended to register the names on a monument to be erected in the Civic Palace.

The *Independence Belge* learns from Turin that the King has signed a decree, suppressing the rich religious orders; and their revenues, thus obtained, will be appropriated to pay the clergy of the poorer parishes, hitherto supported by the State. The budget will thus be relieved from a burden of 900,000 francs annually. The suppressed orders will receive compensation.

PRUSSIA.

From Berlin, Sunday 19th, they write: “Baron Manteuffel's speech to the Chambers contained an assurance that the Prussian Government is determined to vindicate the right of Prussia, under all circumstances, to co-operate in the preservation of the peace of Europe, but that Prussia does not feel called upon in the same measure as other nations, from her position or naval resources, to take an active part in protect-