

The Weekly Gazette.

OFFICE IN HENDERSON'S BUILDING, NEXT DOOR WEST SO. JEFFERSON HOUSE.

SCOTTSBURG, SATURDAY, JAN. 27, 1855.

G. D. R. BOYD, EDITOR.

Henry Hale, esq. is our authorized agent to receive subscriptions and advertising in San Francisco. He will be found at his office, 26 Battery street, corner Clay.

Keep it before the People.

As previously predicted by all who are acquainted with the ports between this place and San Francisco, all are now deprived of any communication with the northern mines. But while this is the case—while neither Crescent City nor Shasta can show that they have even a practicable route to build a road upon to those mining districts, we would call the attention of our readers, and especially the residents of Yreka and Jacksonville, to the fact that the road to Scottsburg is still open—that with the exception of a few days during the snow storm of '52 and '53, there has during the past four years, been no combination of circumstances rendering the road hence to the mining country impassable. While our road to the interior and to the mines is constructed almost entirely through a valley, roads from the ports on the coast below this place will have to be built (as shown by recent surveys) over "sharp and lofty peaks" of mountains, "rising from four to seven thousand feet above the level of the sea," and over a country that never can be inhabited. This being the case, we would propose that the south make common cause with us in bringing before Congress our claims for a mail route between this place and San Francisco. Government will not overlook the interests nor turn a deaf ear to the petitions of so large a population, to gratify the whims of that leviathan monopoly the P. M. S. S. Co., who will use every means that can be brought into requisition to prevent any alteration in the present service. Were we to unite in this demand our mutual interests being so important, there is no doubt but that a contract would be entered into with some other company, who would be willing to perform the stipulations of their agreement as well as filling their own pockets: the latter consideration being paramount with the present contractors. Our mails would arrive more regularly—at least we should not be subjected to the inconvenience of awaiting the arrival of intelligence for seven or eight weeks beyond their due dates; and the Umpqua River would then show itself to be what it eventually must become, the nucleus and seaport for all the interior of Southern Oregon. By reference to an extract from Mr. Gibbs' letter, which we publish in another column, it will be seen that the enterprising merchants of Jacksonville are already turning their attention towards this place. They find that they cannot afford to pay from 12 to 15 cents for damaged goods (by way of Crescent City) when by transporting them through this place they can have them delivered in good order at greatly reduced rates.

And again, not only is this trade of great importance to the business men, but the farmers would reap incalculable benefits from the successful operation of this trade; they would then find a market for their surplus produce, with which they are so bountifully supplied. The prospects of Scottsburg are truly flattering, and we know of no place that will better repay the investment of large capital in all kinds of trade than this. Our merchants are enterprising business men; but it is impossible for such a limited number to supply the increasing demand for articles for our home and mining trade; therefore we want a few more of the same character.

To CORRESPONDENTS.—Writers, who wish their communications published in our paper, will please understand from this, OUR LAST NOTICE, that no communication will be published unless accompanied with the author's real name. They can adopt any fictitious signature they wish for their productions, but we want their real names for our especial benefit; and we can assure them that their names will never be betrayed to any person unless with their consent. We have received several communications of late which we would like to publish, were it not for breaking one of the fundamental rules of the "craft." Please take notice this time, and act accordingly.

WORSE AND WORSE.—It is now more than two months since we have had a States' or California mail; and last Saturday the mail again failed to arrive from the Willamette. The news by that mail is, we learn highly important to every person in Scottsburg, for it is said that it brought the intelligence of the wreck of the steamer Southerner, between the Columbia river and Puget's Sound, upon which vessel it is supposed were large amounts of goods for merchants in this place; and it was of the utmost importance that they should receive this intelligence at the earliest possible moment. The cause of this detainure remains yet unexplained, but if caused by design, negligence or inefficiency in the mail service, the parties privy to such an outrageous transaction should receive the censure and maledictions of an injured and indignant people, without a murmur, complimenting themselves if they get off this easy. There is a statutory provision which provides a remedy for such conduct, when an evident design is proven against the malefactors.—We hope that a reasonable excuse may be given, but we are at a loss to see how it can be done.

The petition which we publish to-day we are confident speaks the sentiments of every person in the Umpqua valley, all who have seen it have signed it. Nothing but facts are set forth—earnestly, yet respectfully.

The following is an extract from a letter received from the Hon. A. C. Gibbs, dated Jacksonville, 10th Jan., 1855:

"The merchants here are generally 'down on' Crescent City, and will ship all their goods to Gardiner next spring. They say they will contract for their freight from San Francisco, if to be done at reasonable rates. At all events they will send their goods by the Umpqua in the spring; and we must make it so easy for them as to keep the trade, which can be done.

I think plenty of teams can be got to haul at low rates. I heard of a large number wishing to go on the road, both in this county and in Douglas. The farmer must do something; and the days of big prices are passing away."

Great excitement in Scottsburg!! Arrival of the Willamette mail. No States' mail nor no prospect of any.

Tremendous sensation!!! Just as we were going to press the mail carrier arrived from Yonahla, bringing late news from the Willamette valley, only.

The people of this place and vicinity, who have been kept in "blissful ignorance" of the doings of the "rest of mankind" for the last three months, were thrown into a state of the most intense excitement by this unexpected arrival. The carrier was met before entering town by large crowds of anxious persons of every grade; and the streets were so blocked up with spectators and seekers after news, that it was almost impossible for Mr. Mossman to get the mails to their place of destination. By the timely interposition of the City Marshal and some few others, order was at last restored, and the anxious crowd "fell back" in good order, and waited patiently the opening of the mail.

We take the following items of news from the papers received:

The steamer Southerner, supposed to have freight for this place, in trying to enter the Columbia river on the 10th inst. struck on the bar, putting again to sea she attempted to reach Puget's Sound; but the leak gaining on them so fast they were forced to beach her on Cape Flattery. It is supposed that her freight will all be saved. She had two States' mails on board.

The Statesman (Oregon) says "the mail for the whole country south is lying in the post office at this place, not having been called for by the contractor. There was no difficulty in getting over the route."

A young man by the name of McCracken, who has been about Salem for about one year, has been appointed Marshal of this Territory.

LEGISLATIVE.—Mr. Ladd has introduced a bill to provide for the people of Umpqua County to locate their county seat at the next June election.

A bill has passed the House locating the seat of government at Corvallis.

The President's message has come to hand, it is quite lengthy, but we shall probably publish it next week.

At latest dates Congress had done nothing more than to temporarily organize.

Senator Atcheson has resigned the Presidency of the Senate, and it was thought that Mr. Bright would be elected.

A terrible battle was fought on the 5th Nov. between the allies and the Russians. 10,000 men were lost.

Correspondence of the Weekly Gazette.

MR. EDITOR:—Permit me of your subscribers, who is "in pursuit of knowledge under difficulties," to inquire, through the columns of your paper, where Crescent City now is? During the last summer, certain articles, purporting to have been written for the Crescent City Herald, found their way into the California papers. The description of the town and neighboring country was very glowing. The harbor was secure from all winds, and always accessible; the mountains mere molehills, whence perpetual summer drove all snow, and over which a net-work of turnpike and railroad was soon to connect this modern Tyre with the productive valleys and rich mines of the interior. Were we to credit the florid imaginings of the aforesaid Herald, the conclusion must force itself upon us that its birth place is some where near the portals of "Ophir," and on the direct and nearest line of rail for the "Gardens of the Hesperides." Only think, Mr. Editor, how much the writer of the essays in question must have enjoyed over the dream of living in a country that may have been trodden by the agents of Solomon when in pursuit of gold; and then, again, the vision of the gardens with their golden fruit. The bare contemplation must have been "too beautiful to last." It is with difficulty we can realize that, after indulging in such a flight, he can be safely back to the "dull realities of life." If he has accomplished the perilous descent, what description of parables can he have used to prevent being dashed into ten thousand "smithereens." So severe a disappointment was a hard substance to come in collision with. His pockets, instead of being filled with golden fruit, occupied by rocks—not of a "convertible" description, but of the adamant character of the coast range. The harbor! steamers could not be prevailed upon to enter; winter erected a barricade of snow, rendering the mountains impassable; and the Columbia and Umpqua rivers and Humboldt Bay continued to be entered when vessels tried to gain those ports. In its imagined prosperity Crescent City ignored, almost, the existence of those places, and appeared, especially, to consider this Umpqua river as being "no what." But we would now remind the gentlemen of that region, that our wagon road is not like theirs—a mere speculation, but a "fixed fact"; and one that, next spring, will be brought into competition with the rugged pack trail from Crescent City. And as the editor of the Herald was once so uncourteous towards us, we may now take leave of him by calling his attention to the old "saw," "a live jackass being always better than a dead lion." If the lion be really dead, we should regret to say anything but what is good of him, and if it be the ghost of fabulous memory that hath descended through the over anxiety of her proprietors to possess themselves, too hastily, of her hidden wealth, we should be sorry to hear reflection upon her character; but, in the meanwhile, until we hear further, where and Oh, where has Crescent City gone!

Yours, SCOTTSBURG.

Correspondence of the Weekly Gazette.

UMPUQA CITY, Jan. 15, '55. MR. EDITOR:—This eve the City of Umpqua was enlivened by the arrival of the steamer "Excelsior." She having been absent for several weeks fears were entertained for her safety. She reported the "Washington" at the head of navigation, undergoing repairs. The arrival of the "Excelsior" was very opportune, as several Indians was waiting for a "tow" to Scottsburg. The United States Mail Steamship passed up the coast, some four weeks since; therefore you may expect news from the States, via San Francisco, in advance of the Salt Lake route.

I would suggest a change in the mail service. A contract could be perfected, I have no doubt, up the coast from San Francisco to this place, to be taken by the different tribes of Indians along the coast, letting each band become accountable for the expeditious performance of their several contracts. The Umpqua taking the contract as far as Coos, the Coos band as far as Rogue River, the Rogue Rivers as far as Klamath, the Klamath as far as to the Diggers, the Diggers to the end of the contract.

And then, should some "near and dear relative" die in the East, we might hear of it in this world, whereas under the present arrangement it is very uncertain. The four last copies of the Gazette came to hand last evening. In hast,

MORPHINE.

P. S. Since writing the above, I learn by the Gazette, that the Coyote and mule stock in the mail service is now stalled; also, that the Oregon Legislature is in session at Salem. M.

SCOTTSBURG, O. T., Jan. 25, 1854. TO HON. J. C. AVERY, SPECIAL POSTAL AGENT, &c., &c., CORVALLIS, O. T.

SIR:—The undersigned, residents of Scottsburg and vicinity, believing that it is within the jurisdiction of your office to afford us partial relief from our present disabilities, beg to call your attention to the present condition of the mail communication with this place.

You are aware that the Department, influenced by the interested misrepresentations of some of the members of the Pacific Mail Co.'s "staff," absolved the said corporation from their contract to deliver the mail matter at the mouth of this river—

You are also acquainted with the efforts made by other parties to convey the mails between San Francisco and the various way ports on the coast, now neglected by the present contractors.

These offers were submitted to Congress, who deemed it inexpedient to increase the expenses of the Northern mail service, and therefore, we have now to depend, for intelligence, solely upon the overland route to Portland.

Under such circumstances, we most respectfully urge upon you an enquiry into the condition of the service between this place and Corvallis. During the present month, the carrier between this place and Yonahla has made two failures; the excuse for said failures being that the road is impassable.

This excuse, the undersigned are ready to prove, is without foundation; the previous contractors on this route having delivered the mails every week, except one, for the last two years, and there are two roads passing through the points at which the mail has to be left, and one of these roads is always practicable.

We would, therefore, respectfully suggest that the present contractors be called upon, by you, to fulfill the terms of their agreement; and if their remuneration be not sufficient to enable them to employ better animals than those now used, that you would be pleased, either to increase the pay of the present incumbents, or transfer the service into the hands of some other person, so that, in either case, the people of this neighborhood may have some guarantee that this fraction of a branch of the public service, in which we are so deeply interested, will not henceforward be so cruelly neglected. Respectfully,

J. W. DREW, A. C. GIBBS, Merritt, Oppenheimer & Co., E. R. FISKE, Brown, Drum & Co., J. R. PETERS, D. Maetavish, R. H. LORD, Alexander Whippy, H. G. BROWN, C. E. WOODMAN, D. W. STEARNS, L. L. WILLIAMS, JAMES FRAIN, G. F. BUNKER, JOHN LANG, G. D. R. BOYD, JOB HATHFIELD, L. L. BRADBURY, E. P. DREW, Thomas Wright, M. W. GIBBS, Robert Trevett, J. R. RODNEY, John Nicholson, Wm. BARR, Jos. E. CLARK, A. F. STERNS, John A. Fryer, R. F. MAURY, Gard Clism, P. STEARNS, D. M. THOMPSON, JAMES LEVENS, J. B. COWLES, DANIEL COOK, M. F. HOLBROOK, J. A. GRUBB, Alex. Blakely, W. JOHNSON, Benj. Brattain, HENRY CASEY, Cyrus Hadden, PETER JOHNSON, A. H. LANGDON, J. PEEL.

Democratic Resolutions. Adopted by the Legislative Assembly of Oregon Territory, Jan., 1855.

WHEREAS, since the close of the last session of the Legislative Assembly of this Territory, a bill has passed the Congress of the United States, received the signature of the President, and become a law of the land, organizing the Territories of Nebraska and Kansas, which has caused much excitement in the public mind, and which contains, in the opinion of this General Assembly, not only a vital principle of republicanism, but one which is of the first importance to the people of the Territories and of the whole Union, as tending to remove from the Halls of Congress purely local and domestic questions, the discussion of which in that arena tends only to the excitement, agitation, and disorganization of the country—"alienating one portion of this people from another," and threatening the stability of the Union:

AND WHEREAS, notwithstanding the fact that the act which organized the country which we now represent embraced what is familiarly known as the "Wilmot Proviso," the members of this Legislative Assembly, as freemen, representing the people of a free Territory, deem it prominently fit and proper that we should express our convictions, wishes and determinations:

AND WHEREAS, since the adjournment of the last General Assembly of this Territory, other measures of great public concernment have either been enacted, proposed, or agitated—measures and questions which affect, for weal or woe, the people whom we represent, and the nation at large; therefore,

1st. Resolved, That this Legislative Assembly highly approve of the late act of Congress organizing the Territories of Nebraska and Kansas; that we had its several provisions as straight-forward and manly as soundly republican, and as an advance step towards a full, complete and satisfactory return to first principles and to constitutional law.

2d. Resolved, That we greet with especial satisfaction that feature in the bill above referred to, which interdicts the interference of Congress in the domestic affairs of the States, and which establishes its inability to legislate slavery into or out of the organized Territories of the nation, but which leaves THE PEOPLE of the Territories free to choose and to control their own domestic institutions.

3d. Resolved, That, in the judgment of this General Assembly, the people of this, or any other Territory of this nation, would stultify themselves if they were not to acquiesce in the doctrine of "squatter sovereignty," and that, proclaiming the same judgment, the present inhabitants of this Territory, have lost none of their love

of country, or of their capacity for self government, in emigrating from the States to this coast, and are, therefore, as capable of, and vastly more interested in, choosing the laws and institutions which they need and will have for their government, than are the people of the States.

4th. Resolved, That the people of the Territories "ask for nothing that is not clearly right, and they submit to nothing wrong," that we claim for ourselves what we freely concede to our brethren in the States, the right to decide for ourselves what we will adopt, and what we will not adopt, in the government of our local affairs; and, though organized under the Wilmot Proviso, we look upon that portion of our organic act as superseded and null and void by the later provisions of the Nebraska Kansas bill.

5th. Resolved, That notwithstanding the perfect constitutional right of the people of the Territories to establish or adopt the institution of domestic slavery, yet in our opinion the laws of nature, climate, soil, production, immigration, interest, and the convictions and will of a large majority of the people of this Territory, and of all the other organized Territories of the Union, are against such an establishment, and will conspire to prevent its adoption; and that therefore the repeal of what has been called the "Missouri Compromise" will ultimately prove a boon to the cause of freedom.

6th. Resolved, That, entertaining the foregoing views, this Assembly has no sympathy for, or confidence in, the many-headed fanaticism of the north and east, but rather look upon it as

"A monster of such hideous mien, That to be hated needs but to be seen."

7th. Resolved, That the late act of the President of the United States, in vetoing the River and Harbor Bill, is pre-eminently worthy the Chief Executive of this nation, and justly merits the approbation of this Legislative Assembly, and of the country.

8th. Resolved, That the River and Harbor bill, referred to in the foregoing resolution, was, and would have been had it been approved by the President exceedingly obnoxious to the country—because it contained amongst other objectionable items, the following, to wit: "For completing the custom-house at San Francisco, \$168,386 for the construction of an appraisers store, on a portion of the custom-house square, at San Francisco, \$100,000; for surveying the public lands and private land claims in California, \$850,000; for running the north-western line between the United States and Great Britain, from Lake of the Woods to the Pacific Ocean, and marking the fortieth parallel, \$342,180; for continuing the work supplying the cities of Washington and Germantown with water \$500,000; for completing the bridge over the Potomac, near the Little Falls, \$74,000; for altering the streets, and repairing in front of the east wing of the Patent Office, \$14,259; and \$300,000 to the State of California, for the expenses of the government of said State, from its organization to its admission into the Union." In the opinion of this Assembly, such appropriations ought not to have been embodied in a bill of this character, and that such appropriations are thrown in by a corrupt system of log-rolling, because they cannot stand on their own merits.

9th. Resolved, That the true policy for the government of Congress, in granting appropriations for harbors and rivers, or for other improvements, is to make separate bills for each appropriation. And that, until this course is adopted, neither the individual members of Congress nor the President of the United States can have a proper opportunity of discriminating between the good and bad, and the former could not be lost by an unnatural association with the latter. Until this policy is adopted, we shall conceive it our duty to sustain all Legislative and Executive officers, who interpose their votes or vetoes to preserve the constitution and national treasury, from the greedy and ruthless hands of the latitudinarian constructing and grasping exclusives, of any and every portion of the country.

10th. Resolved, That the great national and world-wide importance of a railroad, from the valley of the Mississippi to the Pacific coast, demands that the Executive and Congress of the United States should use all the constitutional means within their power, to secure the building of said road at as early a day as practicable.

11th. Resolved, That this Legislative Assembly have learned, with astonishment and regret, of the existence of a secret organization, in the midst of the people of this Territory, composed of men styling themselves, or generally styled, "knownothingers," whose professed object, through the force of their covert organization, and the power and effect of their secret machinations, to overthrow one of the religious sects of the country, and to curtail the privileges, proscrib and persecute the adopted or naturalized citizens of the Territory and of the nation.

12th. Resolved, That we look upon such an organization, as above alluded to, as not only tending to subvert the laws and policy of the government under which we have grown to be a great, powerful, wealthy and prosperous nation, but as impolitic and dangerous in the extreme—and that unless timely checked, by "the sober second thought of the people," will lead to anarchy, to civil war, the overthrow of the government and the destruction of liberty.

13th. Resolved, That whilst we would