

CALIFORNIA AND OREGON.

DIFFUSION OF THE ANGLO-SAXON RACE-AND NEW ROUTE FROM
CHINA TO BOSTON.

THE Anglo-Saxon race is about to advance one step further in the acquisition of the entire continent of North America. A few short years ago some of the *uneasy classes* of the Union occupied a province of the Mexican state ; it is now the republic of Texas, recognized by all the great powers of the earth. The movement now about to be **made** is the occupation of the California and Oregon shores of the Pacific. This step will be one of universal importance. Steam navigation is about to be established between England and her West Indian colonies -thence, probably, to be continued to Chagres on the Isthmus of Darien*; the preliminary **difficulties** to the improvement of communication across the Isthmus are now removed, and a railroad and a canal are about to be commenced under the direction of M. Morel ; a British steam-vessel is already coasting the South American shores of the Pacific ; the agricultural and commercial resources of Upper California and Oregon will, therefore, be soon capable of easy **developement**. The occupation and settlement of these territories may hereafter altogether divert the stream of China and Australian commerce. **In** addition to the accomplishment of these possible events, they must bring into immediate importance another boundary question between England and the United States beyond the Rocky mountains.

On the 1st of February, 1841, a public meeting was held in **Independence**, a frontier town of Missouri, at which fifty-eight persons volunteered to leave that state for Upper California, nineteen of whom **will** take their families with them. Among other resolutions, the meeting passed the following remarkable ones :-

66 **Resolved, That** our object in going there is that of peace and good will towards the people and **government** of California, and our principal inducement for emigrating to that country, is, that we believe it, from the best information we have been able to procure, to be more congenial to our interests and enjoyment than that of our present location.

“ Further Resolved, That as this company wishes to co-operate with **all** others that may design to emigrate to California the ensuing spring, it is recommended that all companies and individuals intending to so emigrate, rendezvous at the Sappling Grove on the old Sante **Fé** route, about nine miles west of the **Missouri** State line, against the **10th** of **May** next, in which time and place they request the concurrence of all other companies and individuals.

“ Further Resolved, That inasmuch as other companies are expected to join them, the election of the officers to conduct the expedition be deferred till the general rendezvous.

“ Further Resolved, **That** all persons, either single or having families, shall be provided with a sufficiency of provisions and other necessaries to **insure them**

against want, till they reach the Buffalo region at least, which shall be determined at the general rendezvous.

“ Further Resolved, That no person shall be permitted to take any spirituous liquors, except for medical purposes? and this shall be determined by the company at the general rendezvous.

“ Further Resolved, That a cannon having been presented to the company and thankfully accepted, Mr. A. Overton be selected to have it properly equipped, and amply supplied with ammunition, at the expense of the company.

“ Further Resolved, That Marsh’s route is believed to be the best by which to Cross the mountains.”

Both California and Oregon are comparatively unknown to the civilized world ; the increasing importance of their position, consequent on this intended movement, and the introduction of steam-navigation into the Pacific, renders it most desirable that additional information should be diffused. We, therefore, lay before our readers a most interesting narrative, just drawn up by a United States’ citizen, Mr. Warner, who has for many years resided in Upper California, and thence made excursions into Oregon. Some of his views, it has been remarked, will, perhaps, be deemed extravagant, but extravagance itself can scarcely equal the onward march of civilization and improvement on this continent within the last fifty years ; and in indulging his anticipations of the future, he is liable to no graver charge than at the commencement of that period would have been laid at the door of any man who had predicted what has since become matter of history.

We proceed at once to the narrative, on which we shall hereafter remark somewhat in detail.

From Boston to the mouth of the Columbia river by an air line, is not far from 2 150 miles. From Boston to the frontier towns of Missouri, viz. Lexington and Independence, is by the same line 1280 miles ; from Independence to mouth of Columbia river, about 1375 miles. From Boston to the Pacific Ocean at the mouth of Columbia river by St. Louis we have 2650 miles.

The most recent exploration of the country from Missouri to the Pacific, does not admit of a doubt of the practicability of locating a railroad through the Rocky Mountain ridge. (See Parker’s Tour across the Rocky Mountains.) A settlement has been commenced by American citizens and others, on the navigable waters of the Columbia ; and whether protected by the government of the United States, or forced to protect themselves, they must succeed ; for when has the enterprise of Americans in settling or colonizing been unsuccessful ?

Steam-boats now annually ascend the Missouri river until they arrive at within less than 1000 miles of the mouth of the Columbia. The climate of the west coast of Aterica is not only more evenly tempered, but far more salubrious than that of the east. The Columbia river is a magnificent stream, watering an extensive country, navigable for 100 miles for ships of the first class, and constituting the outlet of 8 fertile region.

I am aware that Capt. Farnham, of Illinois, has circulated an opinion respecting the Oregon territory after having visited and passed through it, which is any thing but flattering. I do not wish to infer that his opinion is not given in all sincerity, or that he had not an opportunity to become acquainted with that Territory.

How many instances have we, within the compass of our own memory, of persons having returned from Western New York, Ohio, and Indiana, with more unfavourable accounts of the country than that of Oregon by Capt. Farham?

What were the first written accounts of the country bordering on the **Ohio river**, and what now is the **appearance** of those respective **sections** ? What is the **character** of the **State** of Illinois ? and yet if you wilt visit Kentucky, and Tennessee, you may find dozens of families who in the winter or spring of 183 I fled from Illinois, and returned to their native State, giving a more horrid **account** of that State to which Mr. Farnham looked back, even from the **Isles** of the Pacific, than he has given of the Oregon Territory. I was witness to the **retreat** of **numerous families** from the State of Illinois during the period previously mentioned; who from their inmost souls poured out maledictions not only upon the State of Illinois, but upon those who had given such favourable accounts of that state, as to induce them to leave their (to them) more comfortable homes.

Let us look forward to the commencement of the next century, we have to anticipate only sixty years, and where will be the limits of the population of the fertile **regions** of the Mississippi and its tributaries ? Will it not arrive at the base of the Rocky Mountains ? Will not the Oregon Territory be the centre of a **valuable** commerce on the Pacific ? It cannot be doubted, The current of emigration is setting West with a force that no human power can arrest. And who can doubt that ere the close of the present century, we shall receive the Teas, Silks, and Spices of India and China from the Oregon Territory ? From the port of Canton to the mouth of the Columbia river is about **7,500** miles; from Canton to Panama, about **11,200** miles ; from Panama to **Boston**, about **2,700** miles, and in one of the most dangerous seas of the ocean. From the mouth of the Columbia river to Boston is about **2,450** miles, while from **Boston** to Canton, via Cape of Good Hope, is more than **13,000** miles-making a difference of more than **5,000** miles in **favour** of the route by the Columbia river over that by Cape of Good Hope, and about **4,000** over that of Panama.

Let us suppose a railroad in operation from the Columbia to Boston. The distance, allowing for sinuosities, cannot exceed **3,600** miles. Allowing the rate of travel to be **15** miles per hour, it will require 10 days to travel from **Boston** to Columbia river ; and allowing **60** days (or 29 by steam) for passage from Canton to Columbia river, we have **70** days from Boston to Canton, and we can have not merely the news, but a cargo from the port of Canton to Boston, **in** less than **80** days; which is sooner than the ship could arrive at Panama from Canton, allowing the same rate of sailing which I allowed the ship to arrive at the Columbia in 60 days. Can there be a doubt but that this will be the route of communication in less than 60 years ?

Admitting a ship canal to be made across the Isthmus of Panama, can it compete with the Columbia route, when a large proportion of the **products** of China which arrive at Boston, **find** a market of consumption West of Boston, and that this market is daily increasing ?

Will it be urged by any person that I anticipate too largely ? If so, permit me to carry you back 60 years, to the situation and extent of the inhabited territory of the United States, **while** as confederate provinces they were struggling in their endeavours to establish an independent government. **Here** let me request you to pause and examine their then situation, even after their independence was acknowledged : what was the number of inhabitants; the amount of commerce; the facilities of internal communication ? What would then have been the time requisite to travel from Boston to the Mississippi at New Orleans ? and would the then inhabitants have imagined that in less than **60** years this journey would be **regularly** performed in less than ten days : yet such is the **fact**. Let it not be said that this ratio of increase of the facilities of intercourse **will not continue**. It is **only 13** years since the first railroad in **the** United States was opened, and this was **only** four miles in length. There are now in actual operation, or rapidly approaching completion, **2270** miles of railroad, and in the course of construction a further extent of **2300** miles ; making, in all, more than **4500** miles of railroad now in operation, or in actual progress of construction. All this has been the work of but about 13 years ; whereas, at the commencement of that period, the practicability of railroads was **doubted by many**. How long since is it, it was not only doubted, but by persons of no inferior order of talents attempted to be demonstrated, that it was impossible to navigate the ocean by steam ? The sound of their **voices** had hardly died away, or the sheet which contained their arguments

become dry, before steam **ships-were** successfully navigating the Atlantic. **And** some of the steam-ships destined to navigate the **Pacific** Ocean from **Chili** to the Columbia river, are now on that ocean, while **others** are in progress of completion.

If such has been the increase of population, of capital, of the facilities of intercourse in the United States within the past sixty years, and if the **ratio** of improvement, instead of decreasing, is advancing, have I anticipated too much for the remaining sixty years of this century to accomplish? May **we** not look forward to no distant day, when, under the auspices of this government, cities, towns, and villages will be scattered along the **Pacific** coast; farms and hamlets cover the **face** of the Oregon Territory; and the star-spangled banner float **over** numerous ships along that coast. Is not the Oregon Territory (a country **abundant** in forests, of a genial climate, a soil suitable for the production of all the staple commodities of life, abounding in naval stores, and possessing advantages over all South America for a valuable commerce,) of importance to the government and people of the United States? And should it be urged by any person that the territory of the United States east of the **Rocky** Mountains is for all the purposes and advantages of government of sufficient extent, without passing that natural barrier, let me inquire how is the Oregon Territory to be disposed of? **Will** it be abandoned? Will this government relinquish its claim? Will any administration of this government dare sell it, or permit an independent government to exist on that territory? I conclude not. Such then being its situation, should not the government keep a watchful eye over it; and if for the security or protection of that Territory, the acquisition of more should be necessary, is it not the duty and interest of this government to acquire the title of so much as shall be necessary for that purpose, without delay.

It will be seen by reference to the maps and charts of that coast, that from the Isthmus of Darien to the head of the Gulf of California, a distance of **2300** miles, there are but about **six** harbours where ships **may** remain with safety during the stormy season, and that five of these are to be found in the vicinity of Central America, confined within the limits of **700** miles of coast, and the sixth is to be found at the head of the Gulf of California, surrounded by an uninhabitable and waste country. Of these harbours there is not one that possesses those natural resources absolutely necessary to its becoming a place of importance. **They** are invariably surrounded by a mountainous or barren and desolate country, and in most cases have an unhealthy climate. Acapulco, one of the best harbours of the Pacific, and, until the overthrow of the Spanish power, the most important place on the **Pacific** shores of Mexico, has fallen into insignificance. **San Blas**, the **next** point of importance at that time, has become **almost** depopulated; while, with the exception of Mazatlan, (and this has no safe harbour,) no places on that coast have increased either in **population** or commerce. The cause has been simply, that since the departure of Spanish fleets and commerce, it has been left to its own resources, which are not sufficient to support a commercial community, **and** the country on the coast does not admit of a dense agricultural population. What commerce they have is almost entirely done in foreign bottoms.

From the extremity of the peninsula of Lower California to Gray's Harbour, in lat. **47°** north, a distance of nearly **2000** miles, we find but five harbours and the river Columbia, three of which are Santa **Margarita** in lat. **24°** north, San Francisco in **30°** north, and the bay of Todos **Santos** in lat. **31°** north. These harbours are all to be found on the rocky and mountainous coast of the Peninsula, which affords no resources whatever, not even a supply of good water. **We** then arrive at San Diego, in lat. **22° 20'** north, situated in Upper California. **This** is a safe, but **small** harbour. Here we find a country capable of affording some of the necessaries of commerce, head-stuffs, provisions, oil, wine, and fruits. From this to San Francisco in lat. **38°**, a distance of about **500** miles, the coast, although affording **numerous** roadsteads suitable for anchorage during the summer months, there is no safe harbour. North of San Francisco there is no good harbour until you pass the Columbia river; for this river, although navigable for a considerable distance, cannot be described as a good or **safe** harbour. Like most navigable rivers, it must be secure from storms and gales when once the ship is safely within its mouth; but the obstruction to easy access, by a dangerous shoal and bar, **must**

ever render it a hazardous point of ingress, and more especially in heavy or dark weather.

The mouth of the Columbia river, from the extremity of Cape Disappointment to that of Point Adorez, agreeably to the chart accompanying Senate Document, No. 470 of the 2d session 25th Congress, is seven and a half miles wide. From Cape Disappointment to the outer line of the shoal is five and a half miles ; from the outer line of the shoal to either point is six miles : and from either point the minimum breadth of the shoal is $2\frac{1}{2}$ miles. The shoal continues within the two points or capes, and occupies six miles of the whole breadth of the river. There are two channels through this shoal ; the one on the south side at Point Adams is narrow, obstructed by a bar, and the depth of water not given. The north channel, passing along by Cape Disappointment, is about one mile wide, and has about six fathom of water. At the distance of two and three-fourths miles from the Point, commences a bar having about four fathoms of water, and extending out about two miles, nearly to the outer line of the shoal. The length of the bar from shoal to shoal is about two miles. Another feature of this shoal is, that from its projection, out and beyond the points of the Capes, the channel is subject to frequent alterations, so much so, that at the close of a storm, the channel is seldom to be found in the same place at which it was previous to the storm ; thus rendering the access to the river difficult and dangerous. Parker, who examined it, says, in his tour across the Rocky Mountains, " a difficulty of such a nature as is not easily overcome, exists in regard to the navigation of this river, which is the sand bar at its entrance. It is about five miles across the bar from Cape Disappointment out to sea. The channel is only about half a mile wide, and in points having but five fathoms of water. And so wide and open' is the Ocean, that there is always a heavy swell, and when the wind is about a gentle breeze, there are breakers quite across the bar, and there is no passing it except when the wind and tide are both very favourable. Without the bar there is no anchorage, and there have been instances in the winter season of ships lying off and on thirty days, waiting for an opportunity to pass ; and a good pilot is always needed. Perhaps there have been more lives lost here in proportion to the number of those who have entered the river, than in entering almost any other harbour in the world. The number of vessels that enter this river is very limited, yet in 1811, the Tonquin, from New York, lost eight men in crossing the bar ; in 1827, the ship William and Anne was cast away a little within the Capes, and lost. In 1833, a Japanese junk was cast away, and fourteen out of seventeen men were lost. About thirty miles south of Point Adams, not far from the shore, is the wreck of an unknown ship ; it is not known by whom she was owned, or where from. Making five disasters at the mouth of this river, and the total loss of four of the ships. Of late the calamities have been less frequent than formerly, and when business shall require or be sufficient to authorize steam-boats for the purpose of towing ships over the bar, the delays and dangers would be greatly diminished." ,

The country bordering on the river for some distance from the mouth is mountainous, and possesses but few of those qualities necessary to render it a desirable location, until the interior or upper country shall become populated, and afford the means for an active commerce. Ascending the river to fort Vancouver, and the mouth of the Multenoma, we find a country suitable for agricultural purposes. The winters are mild, the summers agreeable, and the soil productive. Even the mountains will become of value for their abundant supply of timber and naval stores, there being a ready market for these articles in the more southern ports of the Pacific. Even now a large quantity of lumber is shipped to the island of Yahu, together with salmon, flour, butter, and cheese.

A large portion of this territory is well calculated for grazing ; the winter, being mild, and requiring but little forage. The forests are magnificent and the timber of various qualities suitable for naval or civil architecture. The country is well watered, with abundant streams, some of which I shall notice. The Nultenoma from its' source runs for more than 130 miles, and. joins the Columbia about 85 miles from the sea. The Falls river from its source runs north more than 175 miles, and empties into the Columbia about 85 miles above the Nultenoma. The Umga and McLeod's rivers have their sources on the west of the Nultenoma, and run west to the ocean, There are numerous other branches of the Columbia,

beside a number of smaller rivers emptying into the ocean south of McLeod's river. The Sacramento river has its source in the Oregon Territory, and after running south and south-west for more than 450 miles, empties into the Bay of San Francisco, in Upper California. This river is navigable for about 150 miles, running through a most delightful valley, in many places stretching out its wide plains, and covered with luxuriant grass. The climate is most evenly temperate and healthy. This river has numerous tributaries, which take their rise in, and flow from the mountains, affording facilities for all the valuable purposes to which water-power may be applied. Large quantities of live oak are to be found in various sections of the valley ; while the mountains afford pine, cedar, spruce, and fir, of most magnificent size. From the source of the Nultenoma, south to the navigable waters of the Sacramento, is only 175 miles, and from the source of Falls river to the same point on the Sacramento, is but 150 miles. From the source of Falls river to that of the Sacramento is but 90 miles, and from the source of the Sacramento to Lewis or Great Snake river is about 140 miles, while to some of the branches of Snake river is but about 73 miles. Thus presenting a country abounding in streams, and affording means of communication of no minor importance.

The situation of the Oregon Territory, and its resources to constitute it pre-eminently a commercial State, would seem to require some harbour on the coast other than the Columbia river ; one easy of access as well as of defence if necessary ; one where its ships might enter at any and at all times, and where those articles necessary for the support of commerce may be obtained without the delay of ascending a river nearly one hundred miles. But especially would it be of importance to the inhabitants of that Territory that no other situation possessing greater advantages than the Columbia river, should, if in their immediate vicinity, be in possession of some foreign and, perhaps, unfriendly power. That such a point does exist, is easily demonstrated.

The Bay of San Francisco, in Upper California, possesses advantages to which the Columbia river can never aspire. Capt. John Hall, R. N. after having visited California, in 1822, says, 'The harbour of San Francisco is one of the best and most interesting, from its security and magnitude, in the world.' In conclusion he says, 'I would remark that California viewed as a maritime station is unrivalled by any other section of the west coast of America. The port of San Francisco affords the most secure anchorage for numerous fleets, with facilities for establishing wharfs, docks, and arsenals of all descriptions ; the climate is one of the best and most healthy I have ever visited, and the country is one of the most fertile.' He further states that Upper California is capable of supporting a population of 21 millions, and from its geographical position, it possesses very great advantages on account of the expeditious and easy intercourse which it can maintain with Japan, China, the Philippine Islands, India, Australia, and all the islands of the Pacific.

A late English writer who has resided in Mexico, and had visited California, while remarking upon the proposed ship-canal across the Isthmus of Darien, observes, - 'If ever this route shall be opened, California will then be one of the most interesting commercial situations in the world. It would in that case be the point of rendezvous for all vessels engaged in the trade between Europe and Asia by that route. It is nearly mid-voyage between these two countries, and would furnish provisions and all naval supplies in the most ample abundance ; and most probably would become a mart for the interchange of the three Continents. No other station in the course of the route would be in any way equal to California. The parts of America through which the proposed Canal would pass must be low, and in a tropical climate ; consequently unhealthy. They are also unproductive of provisions or naval stores ; whereas California presents a healthy climate, good harbours, provisions and naval stores of all descriptions, and is calculated in an eminent degree to become a maritime power. Its coasts are healthy, its harbours excellent, and its capacity to produce materials for ship-building and marine stores is almost without limits. If, therefore, there should ever exist a sufficient population to maintain a separate sovereignty, or the occupiers of the country be of a quality and character capable of taking advantage of those resources, Mexico, instead of being able to reduce California, would be obliged to succumb to it. Taking every circumstance into account, perhaps no country whatever can excel

or hardly vie **with** California in natural **advantages**. **Its geographical situation is such as one would point out if he was desired to select the most favorable situation in the world. Its topographical relations are also most favourable. It stretches** along the shore of the **Pacific Ocean**, and thereby enjoys all the manifold advantages of a maritime country. **By** its great extension from **north to south**, settlers have also the option of selecting a climate suitable to their health or views. And I think it safely may be asserted that there is no country Of the same extent which possesses so many natural and local advantages. **California** enjoys natural and local advantages equal to its geographical situation. **Its soil is** of the most fertile description, capable of producing the choicest fruits **and grains** in the greatest perfection and abundance. Its coasts are bold and free of danger, washed by the placid Pacific Ocean, and possessed of ports. of the first **order**. **It** is also watered by abundant rivers ; and there is nothing in the configuration of the surface to forbid the eternal Spring which its situation promises. There, is found a temperature equally removed from extreme heat or cold ; and the range of hills which bound the maritime portion of California **on the** north-east, shelter it from the only winds which might be apprehended seriously to **injure** the fruits of its soil. The situation of California for intercourse with other countries, and its capabilities for commerce, should it ever be possessed by a numerous and industrious population, is most favourable. The port of **San Francisco** for size and safety, is hardly surpassed by any in the world, **it** is so situated as **to** be made the **centre** of the commercial **relations which may take place** between Asia and the Western coast of America. The-route by which the voyage from India, China, **Manilla**, and other Asiatic **countries**, is performed to the American coast, especially to that of Mexico, Guatemala, **&c.**, obliges vessels to **pass** very near the coast of California, because, in order to **avoid** the easterly trade-winds, it is necessary@ stand to the north, to get into the variable and prevailing westerly winds. The vessels of the Spanish Philippine **Company on their passage** from Manilla to San Blas and Acapulco, usually called at **Monterey** for refreshments and orders. Thus, it appears as if **California was designed by nature to** be the medium of connecting commercially Asia with **America**, and as **the depôt** of trade between these two vast Continents, which possess the elements of unbounded commercial interchange ; the one overflowing **with all** the rich and luxurious commodities always characteristic of the East ; the other possessing a superabundance of the precious metals and other valuable productions to give in exchange. California is also admirably calculated **for carrying on a** trade with all the republics bordering on the Pacific ; and as its productions are of different descriptions from those of the countries chiefly situated **within** the tropics, it is capable of furnishing them with articles of indispensable necessity, which hitherto they have been obliged to procure from Europe at an enormous expense, and which often, from the length of the voyage, are rendered useless by the damaged state in which they arrive. California could furnish abundantly all those countries with flour, potatoes, salted provisions, hides, tallow, butter, cheese, wine, brandy, oil, olives, raisins, apples, and other fruits ; as also with **hemp** or cordage, ffax, wood, pitch, tar, **&c. &c.**, all of which would arrive by a short voyage and in perfect condition, and be furnished at reasonable **prices**. The vine thrives in California in an extraordinary degree ; it is cultivated already to a considerable extent, and might be extended almost without limits ; wine is **now made of tolerable** good quality, and some even very excellent. Nothing is now wanting but intelligent persons, to make wine of superior quality, and which would find a ready market in Mexico and the neighbouring countries where the vine does not grow. The quantity of wine and brandy **consumed in these countries** is immense ; all of which could be supplied from California at a price infinitely less than what is now paid for that brought **from** Europe. Raisins, also the produce of the vine, are articles of considerable consumption ; so that this branch of industry would be a source of great riches to an enterprising and industrious people. The olive is also produced. in great perfection, and the oil would be an article of exportation, as it is one of great consumption among a Spanish population." The same writer observes, " It has been proposed to the Mexican Government, that it should endeavour to cancel the English debt, which exceeds **50,000,000** dollars, by a transfer of California to the creditors. The cession of such a disjointed part of the republic would be an advantage to **Mexico**,

and in no case can it ever be profitable to the government, as it cannot possibly remain united to it for any length of time. If California was ceded for the English debt, the creditors might be formed into a company, with the difference that they should have a sort of sovereignty over the territory, somewhat in the manner of the East India Company. This would certainly bring a revenue in time, which might be equal to the interest of the debt, and under good management, and with an English population, would most certainly realize all that has been predicted of this fine country.'

I have quoted from these English writers for three objects : 1. To corroborate my own remarks respecting the value of this territory (Upper California.) 2. To show that the English reading community and the government have more information respecting a country which is entirely separated from any of their possessions, than the people or the government of the United States have, although it borders on their own territory for more than 800 miles, and from its position and advantages, must ever possess a commanding influence over it. 3. To confirm the opinion advanced, that England is now disposed to negotiate with Mexico for the acquisition of the Bay of San Francisco and the territory of Upper California. There cannot be, in the mind of any person intimately acquainted with the Bay of San Francisco, a doubt but that it will become the most commanding point of all Pacific America, whether we take into consideration the productions of its soil, its commerce, or its maritime power. There is no point of all Pacific America that unites a moiety of advantages that are to be found in the Bay ; and it is free from all objections. It combines the most salubrious climate, productive soil, capacious and safe harbours, and fine rivers, with the best geographical situation of any point on the Pacific Ocean, and I might add (without fear of error) in the known world.

They who have read the remarks of Mr Parker, or paid the least attention to the geographical situation of the Oregon Territory, must be convinced of the important station which it will maintain on the Pacific, even when examined alone and without reference to any addition. Of how much greater value would it be, if the territory of Upper California, was united with it ! and unless a union takes place, will not the superior advantages which Upper California possesses over the Oregon Territory, render it comparatively of little value, and secondary in all its affairs to the Bay of San Francisco ? The natural union which exists between the country south of the Columbia River, and the Bay of San Francisco and surrounding country, is such, that although governments may for a time be able to separate them, the day is not far distant when they, drawn together by their oneness of interest, will bid defiance to foreign powers. If a union does not take place amicably, it will by force. The one must be conquered by the other in process of time.

If the proposition made to the Mexican government to cede California to the English should be accomplished, -placing the all-important harbour of San Francisco in possession of the most powerful naval and commercial kingdom, -one which has now almost exclusive power on the opposite shore of the Pacific Ocean, -would it not ruin the prospects of the Oregon Territory ? Is it not that point which England would be most anxious to acquire ? a port to which her numerous ships on the India station might repair, to recover from the effect of the climate of India, and where she might look over the broad Pacific, and see that all obeyed her command. Is it not important, then, that instead of permitting it to fall into the hands of our most dangerous rivals, it should be united to our own territory ? And although I may be accused of presumption, I cannot refrain from saying that the present appears a favourable opportunity for the accomplishment of this desirable object, when a negotiation is pending which must leave Mexico a debtor to this government ; when she is not in the most favourable situation to cancel the claim, and would probably, be glad to transfer California on account of it. If of more value than the amount of the debt, the balance would undoubtedly be very acceptable to the Mexican government at this time. I am confident that unless Upper California is purchased of Mexico, it will cost the United States a greater sum to defend the Oregon Territory from the rivalry of California, than the purchase would now amount to. For we must not suppose that California is to remain stationary or under the control of the Mexican government, while all the parts of the earth are in movement, if not advancing. It must soon fall to some more enterprising nation than the Mexicans.

HONOURABLE EAST INDIA COMPANY'S SURVEYS.*

MEMOIR OF CODUGU, NOW CALLED COORG, ON THE MALABAR COAST.

RIVERS .-The waters of Codugu, divided by the ridge of Ghauts, fall into the sea, washing both coasts of the Peninsula ; those of the upper country flowing into the bay of Bengal, while those of the lower districts are lost in the Indian Ocean.

Codugu proper gives birth to the Cauvery, and two principal streams tributary' to it—the Soormawutty on the north, and Letchmun Tirut on the south ; the former running for its whole extent within the country, joining it, at the village of Coodigay, on the boundary ; the latter, continuing its course to the centre of Mysoor, and fertilizing the districts on its borders, re-unites with the parent stream.

The rivers of Hindostan, doubtless from their beneficial effects, are supposed the offspring of some divinity, and their rise and confluence held in religious veneration by the Hindoos. Each river has its **parent-deity** ; and a wild and fanciful polytheism makes them the scene of some remarkable events connected with their theological history.

The source of the Cauvery does not **fail** to attract the devotion of the pious : it issues from amidst the recesses of the Western Ghauts, and the **spring from** which it takes its rise **is** fabled to have been a nymph of exquisite beauty, the daughter of one of the seven Rishees, who, while performing **tupysa**, or penitential devotion, dissolved into the little fountain which now “ yields its modest and distant tribute to the ocean.” Immediately on passing **Bagamundla**, it is joined by the Kunnikay , the **naïad** of whose stream is, like her sister-goddess, the subject of a romantic fiction.

Ishwara is worshipped at the source of this river ; his temple, however, is exceedingly small and mean : indeed, the place altogether owes its celebrity to its sanctity, and must rest its claim to distinction on its intrinsic excellence, entirely devoid of architectural grandeur. If the weary devotee forms his expectations from the splendid **edifices of Benares**, or Jagurnaut, or the numberless other holy places, in **making** the pilgrimage of which this forms a stage, he will be disappointed.

No remnants of antiquity decorate this interesting spot, The sacred spring is in the form of a reservoir, of about ten feet square and two feet deep. It is **inclosed** amidst mountains, (those in its immediate vicinity

* Continued from vol. ii. page 186.—The Manuscripts of these Surveys, with which we have been favoured by the East India Company, are valuable and voluminous ; we regret that the pressure of other matter has interrupted our proceeding with their publication.

are dedicated to the seven patriarchs,) and is surrounded by a wild and picturesque scenery. The road from Bagamundla is nearly three miles, winding gently amongst the heights, but has none of those monuments on it that frequently adorn the avenues leading to any remarkable place of worship. There are three temples immediately at the junction of the Cauvery and Kunnikay ; they are dedicated to the Hindoo Triad. Those edifices, though considerably more elegant than that above, merit but little attention. The Surgam, or point of confluence, is reckoned holy, although of greatly inferior efficacy to the source.

Tulla Cauvery ranking high amongst the places of religious sanctity, devotees of all descriptions constantly resort to it, either in the fulfilment of some vow to propitiate the deity, or in the ordinary course of their pilgrimage ; but at the jatra, or annual festival, which takes place in September, the concourse is said to be from five to six thousand, and from all parts. The superstition is stated to be of a profitable nature—each pilgrim, as he bathes in the holy fountain, places a piece of money in it, and those votive offerings are carefully transferred from the treasury of the deity to that of the Circar government. A great liberality, however, is shown to all whom purposes of devotion may have brought to the celebrated fane, as they are fed for the whole, or a large part of the period they may remain.

The Cauvery * may be considered from its length, and the volume of waters which it carries to the sea, as one of the principal rivers of the peninsula. It pursues a course of nearly 400 miles ; and, after fertilizing Tanjore, disembogues between Negapatam and Tranyuebar, mingling its waters with those of the Bay of Bengal. The course of this fine river through Codugu is very tortuous, and its banks are overgrown mostly with a stately forest, which for the greatest part of its whole extent overhangs its borders. They are universally of a rich clay or mould, and everywhere sufficiently high (on an average about fifteen or twenty feet) and steep, if not precipitous, as to render their ascent difficult. The general breadth of the river is liable to some varieties, but it imperceptibly increases from its source—its extreme width, at the point of departure being about one-eighth of a mile. The bed over which it flows differs in various places, being occasionally sandy, pebbly, and rocky ; the latter feature may, however, be considered as the most predominant, and consequently it is subject to great irregularities of surface.

The established passages over the Cauvery are exceedingly limited ; during the dry months, there is only about three and a half feet of water,

* The space of country whose waters contribute immediately to the Cauvery, is 426¼ square miles.