merchants, since 1834, have not been allowed to participate in the lucrative trade and commerce of the northwest coast. While I was at Vancouver, in that year, the American ship Europa, Captain Allen, of Boston, was on that coast. The Hudson's Bay Company, in pursuance of their regular policy, immediately fitted out the brig Llama, and instructed her captain, McNiel, (as he himself informed me,) to follow the Europa from port to port, and harbor to harbor, and drive her off the coast at any sacrifice, by underselling her, no matter what her prices, whenever she should open a trade. It has been declared by Mr. Simpson, who was at the head of the company's marine, that they were resolved, even at the cost of a hundred thousand pounds, to expel the Americans from traffic on that coast.

I am informed that, in November last, (1838,) the brig Joseph Peabody, of New York, was fitted and sent out to attempt once more the northwest fur trade. The voyage is regarded as an experiment, and her chance of success depends on her finding the company unprepared for her arrival. So long as our Government slumbers on her rights, so long must the enterprise of our citizens, even within our own territorial limits, even within American sovereignty, be rendered abortive by the

force or fraud of foreign monopolists.

In their intercourse with the Indians, the Company are governed by no higher principle than self-interest, and are frequently guilty of the most arbitrary acts. While I was there, the company surgeon at Vancouver deliberately seized an Indian who had been guilty of some indecency, and proceeded to mutilate his person; and, for this wrong, neither the victim nor his friends dared to ask for redress, or even to make any

complaint.

The number of trading posts in Oregon, belonging to this company, in 1834, exceeded twenty. These are called "forts;" but they are mostly regular villages, such as Vancouver, Wallawallah, Oakenagen, Colville, Neperces, &c. At these places are seen houses, stores, workshops, traders, farmers, artisans, herds of cattle, and cultivated farms, waving with abundant harvests; in short, every appearance of permanent and flourishing settlements. Of these farming establishments, full accounts are already supplied by Mr. Slacum. I will only add a few facts in regard to this subject. I saw at Vancouver a large and splendid barn, in which was a thrashing machine that cost \$1,500, and was worked by oxen. Connected with the same farming establishment, I saw also more than 1,000 head of neat cattle, grazing on the ever-verdant prairie, and flocks of sheep, and swine, and horses, and domestic fowls of various kinds, both in and around the village.

The stocks of grain on that farm exceeded any thing of the kind that I had ever seen in the United States. Twelve thousand bushels of wheat, at a very moderate computation, remained in the sheaf at the time of my

leaving Vancouver in the spring.

Six miles above Vancouver, on the same side of the river, was a large saw mill, capable of cutting from 20 to 25 thousand feet of boards per day, throughout the year. It can be readily inferred that, with this and other such mills, vast havoc would soon be made on the timber of this region, and the banks of the rivers and streams be cleared of that which is at once the most valuable and the most accessible.

The town of Vancouver, as I have stated, stands on a high and healthy

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