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From the "State of Maine."

The Northern Pacific Railway.

We republish below a petition recently presented to the Parliament of Canada, and printed by order of the Legislative Assembly, on the motion of Hon. John Young, M. P. P. for Montreal. The Hon. Mr. Young, who takes charge of this measure in Canada, is too well known in Maine, and the United States generally, to require much notice at our hand. His public career as chief commissioner of the Board of works in promoting improvements in the St. Lawrence, and establishing the Canadian line of ocean steamers,—and his successful exertions in behalf of the Montreal and Portland Railway, naturally inspire full confidence in any enterprise to which he devotes his influence.

Among the signers of the memorial, also, is the name of A. T. Galt., M. P. P., the weight of whose influence, both in Canada and England, have been too often referred to by us to need further comment.

The application of this charter is signed by a majority of the present Ministry, and was designed to embrace in its list of 9, the influential names of Canada. Sir Allan McNab, President of the Executive Council, is at the head of the Ministry.

Hon. A. Morrin is Commissioner of Public Lands.

Hon. J. Chabot is Chief Commissioner of Public Works.

Hon. Henry Smith is Solicitor General of Canada West.

Mr. Egan, the member for Pontiac, is a leading merchant of Canada, and Ira Gould, Esq., is the leading flour manufacturer in Montreal. Mr. De Wit has long been in public life, and now is Vice President of the Banque du Peuple.

The signers of this memorial residing in Maine, have been closely identified with the railway system of the State, and a majority of them certainly are deeply interested in its prosperity. We do not refer to them for the purpose of information to our own citizens. In case our readers abroad should inquire as to their standing and responsibility, they will find a ready answer from any one who has known anything as to the past or present, that concerns Portland.

Mr. Greely is President of the Casco Bank,—Mr. Thomas of the Canal, and Mr. Wood (member of Congress elect) of the Atlantic. The Messrs. Clapp and Mr. Massey are among the most wealthy of our capitalists, and to Mr. Smith and Mr. Brown may be assigned the highest position among the active merchants of our city.

Our peculiar relations to the gentleman at the head of the list, will hardly justify any remark from us concerning him.

The undertaking thus entered upon is no mere hasty expression of opinion, but a practical movement toward the greatest public enterprise of the age—a continuous line of railway from the Atlantic to the Pacific Ocean.

It is quite unnecessary to say more on the subject itself. The entire North and North West will enter heartily into the scheme and fully applaud the wisdom of the policy of making the interests of Canada and the United State identical. The influence of Canada, in securing a favorable hearing among the capitalists of England over any purely American project, has been too recently and satisfactorily demonstated to be for a moment questioned.

PETITION.

To the Honorable, the Legislative Assembly of Canada, in Parliament assembled:

The undersigned, citizens of Canada and the United States of America, respectfully ask the grant of a charter, by the name of the *Northern Pacific Railway Company*, with authority to consolidate under one charter and into a single Company, all charters previously granted over or along any portion of the route hereinafter described, with full authority to construct and maintain a continuous line of railway from the city of Montreal, by the way of Bytown and the valley of the Ottawa, to the Western Boundary of Canada, with the further right to construct and maintain for the use of such railway, a bridge across the St. Mary's River at some practicable and convenient point, between the outlet of Lake Superior and Lake Huron, with the further right to enter into engagements with any other railway company or companies in Canada or the United States, for connecting their respective line, in such manner, and on such terms, as may be found most advantageous, and best calculated to accommodate the business of such railway and the public travel.

The plan or project of a continuous railway, from the Atlantic seaboard, across the continent of America, to the shores of the Pacific Ocean, has already engaged to some extent the public attention, and measures have been adopted by the Congress of the United States to ascertain the practicability of such an undertaking, by careful explorations of several routes across the ridge known as the Rocky Mountains, lying between the Mississippi Valley and the Pacific Ocean.

These explorations have caused a complete revolution of opinion as to the practicability and the advantages of such an enterprise, by establishing the fact, that a route for such railway exists.

The head waters of the Missouri River are found to rise near to, if not actually to interlock with, other streams flowing westward to the Pacific, and the chain of the Rocky Mountains is here cut through by depressions, whose extreme elevation is found to be only 6000 feet above the level of the sea, and by means of a short tunnel the summit may be reduced to an elevation of only 5000 feet above the sea level.

The approach to this principal summit is so gradual, that according to the report of His Excellency, Isaac I. Stevens, Governor of the Territory of Washington, a route for a railway may here be obtained, extending from the waters of the Missouri to those of the Columbia River, whose gradients shall not exceed sixty feet per mile, from the head of Lake Superior to Puget Sound, a sketch of which route is hereto annexed, as a part of this petition.

From information furnished, by the Report of His Excellency, Governor Stevens, we entertain no doubt, not only that a practicable route exists in this direction from the head of Lake Superior to Puget Sound, and the mouth of the Columbia River; but that this is by far the best, if not the only possible, route for a railway to the Pacific, north of El Paso, near the 32d parallel of north latitude. It is also believed that, after crossing the Rocky Mountain summit, a favorable and direct route may be found to San Francico. Assuming the correctness of the foregoing propositions, it will be perceived, at a glance, that at some point or place in the valley of the Missouri River, not far from the great bend of that river, there will be found a focal point to which all the railways of the continent, east of the Rocky Mountains, reaching westward toward the Pacific, will naturally converge, as to a common point of junction and intersection.

Regarding this point as a leading or governing one, in all plans for a Northern Railway to the Pacific, the purpose of the undersigned will at once become obvious.

We desire to secure a line of railway in the shortest possible distance, between the great bend of the Missouri and the Atlantic Ocean.

From this point eastward, along the south shore of Lake Superior, to the Sault St. Mary, crossing the river at that point, and continuing along the northern shore of Lake Huron, till the valley of the Ottawa is reached, it is believed that an uninterrupted, practicable and favorable route for a railway may be found, from the bend of the Missouri to Montreal, which is already connected by railway with the Atlantic Ocean at Portland.

A glance at a map shows at once the directness of this route beyond any other possible line that can be projected for a railway by any northern route from the Atlantic to the Pacific Ocean.

We deem it quite unnecessary in this connection to enter into any argument showing the value or the necessity of such an undertaking as a railway to the Pacific.

It is enough to justify us in a movement in this direction, to know that similar efforts are now making at several points in other parts of the United States, for which charters have been granted, and considerable progress made to carry them into effect.

While we look with favor upon all such undertakings, and would rejoice at the building of lines of Railway to the Pacific, wherever practicable routes therefor can be found, we do not hesitate to declare our conviction that the route now proposed is superior to any other that has been, or can be named.

From the shore of the Atlantic Ocean at Portland to the head waters of the Missouri River, by the route proposed, no physical difficulties exist, and almost every portion of the country presents the greatest possible attractions to invite immigration. A mild climate, healthy at all seasons of the year; a soil of abundant fertility for the production of every article of food known to this latitude, with rich mines and luxurient forests, are here found for hundreds of miles beyond the head of Lake Superior, if not to the base of the Rocky Mountains.

The country beyond the Mississippi has not been sufficiently explored to enable us to pronounce a decided opinion as to its agricultural capabilities, beyond the immediate line examined for a Railway route on this side the dividing ridge.

Beyond that ridge, however, and from thence to Puget Sound, the country is well supplied with wood and water.

At any rate we feel justified in saying that this is the only route to the Pacific that effects any reasonable prospect of affording wood, water and means of subsistence for the entire distance from the Atlantic to the Pacific Ocean.

Without indulging in any anticipations of the commercial advantages of such a route, as a means of shortening the transit to China and the East Indies, it is enough for us to call the attention to its obvious advantages as means of aiding the settlement and growth of that portion of the continent this side the Rocky Mountains.

That magnificent domain of the United States, drained by the head waters of the Mississippi, the Missouri, and the Red River of the north, lying north of the 44th parallel of latitude, would find in this route, its easiest and most direct outlet to the Atlantic sea-shore. From Fort Mandan or from the Great Bend of the Missouri, to the Atlantic Ocean at Portland, the distance would be less by hundreds of miles, than by following the Missouri and Mississippi Rivers to their common mouth at New Orleans.

If the waters of these mighty rivers could be turned into Lake Superior, and be at the same time navigable for steamboats, so that the magnificent chain of inland seas which now finds outlet through the St. Lawrence, extended unbroken westward to the bases of the Rocky Mountains, we might form some idea of the value and importance to all who dwell within the St. Lawrence basin, of the plan herein proposed.

The extension of such a line of Railway across the continent, over the route proposed, would, as we blieve, confer upon Canada and the Northern States of the Union, a degree of commercial and political importance beyond our present power to describe or even to conceive.

Without enlarging upon topics familiar to all the members of the Canadian Parliament, or attempting to point out the advantages of directing the attention of emigrants from Europe to this route to the West, we think all will be impressed with the importance of making known at an early day, the advantage of this great international undertaking, and we respectfully ask the honorable Parliament of Canada to grant such authority to the undersigned as will enable them to bring its claim to the public attention, with authority to enter upon its construction whenever the condition of the money market, and the public necessities, shall unitedly demand its accomplishment.

And as in duty bound will ever pray.

A. N. MACNAB, M. M. P.,
A. N. MORIN, M. P. P.,
JACOB DE WITT, M. P. P.,
A. T. GALT, M. P. P.,
HENRY SMITH, M. P. P.,
J. CHABOT, M. P. P.,
JOHN YOUNG, M. P. P.,
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CHARLES Q. LAPP,
WM. W. THOMAS,
J. M. WOOD,
A. W. H. CLAPP.
JOHN MUSSEY.

November, 1854.

AN INTERESTING RELIC.—We learn from the Pittsburgh Post, that a very valuable and interesting relic of olden times, was exhumed from the ruins of the magazine of the old French Fort, on Monday evening. The article found is the outside case of an old French gold watch, with many evidences on its surface of having been in use, and has on its back the following inscription, engraved in rough and unsymetrical characters:

"Presented to James Wetherell, by his friend, George Washington, May 3, 1755."

This date corresponds (says the Post,) with the time that Braddock set out with his ill-fated expedition for the conquest of Fort Duquesne. It was about the 1st of May of that year that he crossed the Potomac river, on his road to the Ohio, and as is well known, George Washington was with him. On the 19th of July following, they arrived within twelve miles of the Fort, at a point on the Monongahela river, where the terrible defeat and massacre took place. The supposition, therefore, is that this watch was presented by Washington to some one of the name of Wetherell, in Braddock's army.

SHIP BUILDING.—The product of ship building for the present year, in Boston Harbor, according to the Journal, is as follows:

"East Boston, 30 vessels, 41,754 tons; Chelsea, 10 do., 10,116 do.; Medford, 9 do., 9,795 do.; South Boston, 4 do., 4,254 do.; Charlestown, 3 do., 2,363. Total 56 vessels, 68,282 tons.

The product of the ship building business in Boston harbor in 1854 in $4,438,430. This would give to—

East Boston,	41,754	tons,	$2,714,010
Chelsea,	10,116	"	657,540
Medford,	9,795	"	639,675
South Boston,	4,254	"	267,510
Charlestown,	2,363	"	159,695
Total,			$4,438,430

SUB MARINE TELEGRAPH.—The latest novelty is the laying down of a Telegraphic wire cable across the Gulf of St. Lawrence, 130 miles in length.

INTERESTING FACTS—PENSION REPORT.—The following interesting facts are derived from the annual report of the Pension Office:

"The whole number of pensioners June 30, 1853, was 11,867. Annual amount payable to them, $1,070,079; same, June 30, 1854, 14,665, and annual amount payable to them, $1,172,651 63. Number of Revolutionary soldiers on the roll June 30, 1853, 1,405; number of Revolutionary soldiers on the roll June 30, 1854, 1,066.—There have been taken from the rolls of the army pensioners, during the year ending June 30, 1854, by death, 643; by transfer to the Treasury Department, as unclaimed pensions, 783—total, 1,526. Of the Navy pensioners, for the year ending September 30, 1854, 25 are reported dead, and 38 transferred to the Treasury Department as unclaimed pensions. Of those transferred to the Treasury Department but few are again restored to the roll.

THE SPECIE OF THE COUNTRY.—The Secretary of the Treasury estimates the amount of specie in the country on the 30th of September at $241,000,000. He says: "Of this sum there was about $60,000,000 in the banks, and $25,000,000 in the United States Treasury; the rest being in circulation among the people, or hoarded up."

At the period of the discovery of gold in California, there was in the country about $100,000,000, and of this $50,000,000 was held by banks, and $50,000,000 by individuals; thus, in about seven years, the amount in the bank vaults has only increased $10,000,000, while the amount in private hands has increased $95,000,000.

FACTS AND FIGURES.—The following facts and figures in relation to the different States are worth preserving:

New York has about one-eighth of the population of the Union, Pennsylvania one-tenth, Delaware one-two-hundred-and-sixty-third part. In the last ten years Vermont gained but ten per cent., whilst Wisconsin gained 886 per cent.; in 60 years Delaware gained but 54 per cent., and Tennessee 2701 per cent. There are about two families to every eleven free persons in the Union, and one dwelling to a little more than six persons. The average of white persons in the Union is 23 years; of free colored, 24.54; of slaves 21.35; and this age which equally divides each of these classes of population is 10.15 for whites, 20.27 for free colored, and 18.02 for slaves. Not more than 20,000 persons who were in the country when the Declaration of Independence was signed can still survive.

☞ Kossuth, in his recent speech in London, declared that the war against Russia will never be successful until England makes it a war for liberty, and summons to her aid the millions of Poland, and seeks the alliance of the people of Europe instead of their enthroned and hated kings. Kossuth is right. A word of encouragement to the Democracy of Europe, would raise such hosts of enemies against its despotic rulers that the Northern hordes would be no match for them in numbers or in spirit. The English aristocracy have, however, no sympathy for revolution or revolutionists. They deliberately stood by and saw Hungary trampled under the foot of despotism, and rejoiced when it fell. They may yet be compelled to call in the aid of the despised democracy to save themselves from defeat and disgrace.

A CURIOUS SURPRISE—A SEVEN YEARS SLEEP.—A letter from San Francisco to Mr. R. R. Harris, of this city, from his brother, relates a curious incident that occurred there a short time since, which we do not recollect having seen in print.

Her Britanic Majesty's ship Plover arrived at San Francisco a short time since from the Polar Sea, where she has been ice bound since 1847.

When she left San Francisco some years ago, it was a mere trading station, resorted to by a few vessels in pursuit of hides, and the town or place contained only a few adobe houses. The captain and crew of the Plover expected to find the same San Fransisco in 1854, that they left in 1847. The captain, therefore, sailed into the bay without a pilot, and approached the city in the evening. He was much amazed at the numerous lights he saw.

When he awoke from his dream of seven years the next morning, he found a noble city occupying the site of the ancient San Francisco. He had known nothing of the Mexican war, and cession of California to the United States, and the many great events that had taken place during the time he had been locked up in the frozen regions of the north—[*Rochester Union.*

☞ Three thousand negroes are entitled to vote in the city of New York, under the provisions of the State constitution, which requires a colored man to have been three years a citizen and possessed of freehold estates to the value of $250 over and above all debts and incumbrances charged thereon, and upon which a tax shall have been paid.

☞ The Times, the organ of the Know Nothings in Cincinnati, in the course of a recent article makes the following important admission. It says:

"The startling fact, however, proves the unscrupulous character of political demagogues, who have worked themselves into influential and important positions in the order."

A FEW FIGURES.—There are on earth 1,000,000,000 inhabitants; and of these 333,333,333 die every year, 91,334 every day; 3,790 every hour, and sixty every minute, or one every second. These losses are about balanced by an equal number of births. The married are longer lived than the single, and above all, those who observe a sober and industrious conduct.—Tall men live longer than short ones.—Women have more chances of life in their favor, previous to being fifty years of age, than men have, but fewer afterwards.—The number of marriages is in proportion of seventy-five to every one thousand individuals. Marriages are more frequent after the equinoxes; that is, during the months of June and December. Those born in the spring are generally more robust than others. Births and deaths are more frequent by night than by day.

THE NAVIGATOR ISLANDS.—The population of these groups of Islands is 33,901, of which the foreign residents constitute about 120. In 1830, when the first missionary visit was made to these Islands, all the inhabitants were heathens, and without a written language. At the present time, with the exception of some two hundred, all are professedly christians, and the greater portion of the Scripture have been translated and printed. Throughout the group there are one hundred and seventy-seven chapels. The harbor of Apia, in the Island of Opold, is much visited by American vessels, and as to Consul has no power, without calling on the savages, armed with their war clubs, to settle disputes that occasionally arise, the California Chronicle urges that a U. S. war vessel should occasionally visit there.

ANTIDOTE FOR STRYCHNINE.—Camphor has been discovered to be an antidote for that terrible poison, strychnine. A man who had been thrown into convulsions by two doses of the poison—one-sixth of a grain each, administered for the rheumatism—was relieved by twenty grains of camphor, taken in six grains of almond mixture. Dr. Suddock, in a letter to the London Lancet, claims to have made the discovery.

THE TRIUMPH OF RUSSIA IN ACCORDANCE WITH PROPHECY.—A learned Hebrew has just published a book to prove that the fall of the French and Ottoman empires, the occupation of Egypt and the Holy Land by the British and the formation of a Russian Latino-Greek confederacy, by which Egypt, Palestine and Jerusalem will be invaded and conquered, are clearly laid down in prophecy, as the events which are to precede the long expected deliverance of the Jews by the Messiah, his subjugation of the world through their agency, and the consequent establishment of the kingdom of Israel. If this interpretation of the Scriptures be correct, the Russian war promises to be a tolerably long one.

RAILROADS IN THE UNITED STATES.—In 1821 there were 3 miles of railroads in the United States; in 1830, 41 miles; in 1840, 2,169; in 1850, 7,355; in 1854, 17,317, and about 5,000 miles of canals; the total cost of railroads $489,603,127; number of miles in construction 12,526. Total miles constructed in Great Britain, 7,686; Germany, 5,340; France, 2,480.

☞ Col. Fremont, in his exploration of the route through which Benton's proposed Pacific railroad is to run, applied the daguerreotype art to the wild domain, and made the country report itself. Three hundred daguerreotype views of the country and of different objects illustrate the path of the exploration, Col. Benton says, making every object, mountain, gap, rock, tree, snow, (where there is snow), ravine, all appear as it exists there, for Daguerre has no power to conceal what is visible, or to represent what is, and paints the face with a wart upon it, whether asked to paint the wart or not. Fremont has three hundred of these proofs of his statements, in his house at Washington.

RUMORED CESSION OF RUSSIAN TERRITORY TO THE UNITED STATES.—The Paris correspondent of the Tribune, under date of the 10th Aug. states that a Russian special agent had arrived in that city, and would leave for Washington in the screw steamer Indiana, from Havre, on the 14th fully empowered by the Czar to negotiate the cession to the United States of Sitka and other Russian American possessions, for a money consideration. The editor of the Tribune vouches for the truthfulness of the correspondents statements, which, in their substance, were derived from the agent in question, who, it is also understood, is charged with various important propositions for the promotion and extension of the commercial relations between the two countries. This agent has had extraordinary opportunities as counsellor and confidant of the Court, and as a member of the staff of the Grand Duke Constantine, to become acquainted with the views and interests of the Emperor in the present contest.

The letter, which is lengthy and highly interesting, discusses various subjects connected with the war now going on in Europe, and may be regarded as a semi-official representation of the views and feelings of the Czar, as he is willing to have them regarded and estimated in this country.

A few of the Old Blue Laws.

The following, which we here insert, were some of the "Blue Laws" of Connecticut; they may be quite a curiosity to some of our readers:

The Governor and Magistrates convened in General Assembly, and in supreme power, under God, of this dominion. From the determination of the Assembly, no appeal shall be made.

Whoever says there is power and jurisdiction over this dominion, shall suffer death and loss of property.

No one shall be a freeman, or give a vote, unless he be a member in full communion with one of the churches allowed in this dominion.

No one shall hold any office who is not sound in faith, and faithful to his denomination; and whoever gives a vote for such a person shall pay a fine of 20s for the first offence, and for the second shall be disfranchised.

Each freeman shall swear by the blessed God to bear true alliance to this dominion, and that Jesus is the only King.

No lodging or food shall be offered to a Quaker Adamie, or any other heretic.

If any person turns Quaker, he shall be banished, and suffer death on his return.

No priest shall abide in this dominion; he shall be banished, and suffer death on his return.

Priests may be seized by any person without a warrant.

No one shall cross the ferry, but with an authorized ferryman.

No one shall run on the sabbath day, or walk in the garden or elsewhere, except reverently to and from meeting.

No person shall travel, cook victuals, shave or cut hair on the Sabbath day.

No woman shall kiss her children on the Sabbath or Fasting day.

The Sabbath shall begin at sunset on Saturday.

None shall buy or sell land without permission of the Selectmen.

A drunkard shall have a master appointed by the Selectmen, who are to debar him from the liberty of buying and selling.

Whoever publishes a lie to the prejudice of his neighbor, shall sit in the stocks, or be whipped fifteen stripes.

No minister shall keep school.

Whoever brings cards or dice into this dominion shall pay a fine of £5.

Whoever wears clothes trimmed with with gold, silver or blond lace over two shillings a yard, shall be presented by the Grand Jurors, and the Selectmen shall tax the offender three hundred pounds.

A debtor in prison swearing that he has no estate shall be let out and sold to make satisfaction.

No man shall court a maid in person or by letter, without first obtaining consent of her parents; five pounds for the first offence, ten pounds for the second, and for the third an imprisonment during the pleasure of the court.

Whoever sets fire to a wood and burns a house, shall suffer death; and any person suspected of this crime shall be imprisoned without the benefit of bail.

No one shall read common prayer, keep Christmas, Saint's day, make minced pies, play cards, dance, or play upon any instruments of music, except drum trumpet and jewsharp.

No minister shall join people in marriage; the Magistrate shall join people in marriage, as they may do it with less scandal to Christ's Church.

When parents refuse their children a convenient marriage, the Magistrate is to determine the point.

The Selectmen, on finding children ignorant, may take them away from their parents and put them into better hands at the expense of their parents.

Fornication shall be punished by compelling marriage, or as the court shall think proper.

Adultery shall be punished with death.

A man that strikes his wife shall pay a fine of ten pounds.

A woman that strikes her husband shall be punished as the court directs.

A wife shall be demed good evidence against her husband.

Married persons must live together or be imprisoned.

Every male shall have his hair cut round according to a cap.

☞ Russsia, virtually, is inaccessible. No power or powers can enter and remain on her ice-bound and snow covered territory. She says to the world: "Come with small force, and I will overwhelm you; come with a large one, and you will overwhelm yourselves." Charles the XII. and Napoleon both experienced this truth.

THE CONSTITUTIONAL PARTY.—A new political movement has been started in Philadelphia, the ostensible object of which is to counteract the effects of the new secret political element. It is called the Constitutional party, and is composed mainly of Democrats.

NEW YORK.—The election of Fernando Woods to the Mayoralty of New York, gives intense dissatisfaction to the Know Nothings, and they are moving heaven and earth to prove that his election is fraud.

☞ It is said the Pacific took out, on a recent trip, 67,000 letters—the largest letter mail ever conveyed across the Atlantic.

Pioneer and Democrat.

OLYMPIA, WASHINGTON TERRITORY,
SATURDAY, MARCH 3, 1855.

J. W. WILEY, EDITOR.

"Truth crush'd to earth will rise again,
The eternal years of God are hers."

"THE TIMES ARE OUT OF JOINT."

It is unnecessary to attempt to conceal a fact that is every day becoming more seriously plain and palpably self-evident, that the present, and immediately prospective commercial business, and development of the agricultural and mineral resources of the Territory, present anything else than a flattering aspect, with little prospect of a change much for the better taking place for some time to come. When once the public mind, however, is prepared to meet the reverses of "iron fortune" and "black adversity," the stern reality becomes less intolerable, and community can thus, the better, brave the rigor of the times, and look forward with a better nerve, to the dawning of brighter days and more cheering prospects. Misery, it is said, loves company; and when apprised of the bankruptcies—the distress said to exist on the Atlantic side, in consequence of the failure of crops, of last season, in various portions of the country, and the pressure in the money market, caused by the expansion and contraction in the India Rubber Banking institutions of most of the States, the inhabitants of the Pacific coast can at least congratulate themselves that they are in a no worse condition than their friends on the other side of the land—assured that if times now are hard, business dull, and money scarce, the grain-fields have produced their abundance for the present subsistence of all—and that what currency is afloat, is REAL—not the "substance of things HOPED FOR, and the evidence of things NOT SEEN," but real BONA FIDE constitutional coin.

Prominent amongst the causes which have led to the apathy involving the business energies of this Territory—well known, and often adverted to—are the high prices demanded for labor, and the sudden cutting off, to a ruinous extent, of the lumber trade of the country, heretofore the principal source of revenue upon which our business men have depended for their operations. In the purchase of lumber, California has been our almost only purchaser; but the repeated conflagrations of her commercial cities has caused their capitalists to commence the erection of fire proof buildings for their business establishments—dispensing in a great measure with lumber and framing timbers, and thus seriously affecting that trade, and those interested in its manufacture. Although there are already erected on the shores of the Sound a sufficiency of mills, capable of running saws enough to supply the whole coast with lumber, yet Oregon contains her full complement, and purchasers of limited quantities often peril the safety of their vessels by seeking a supply in entering the dangerous harbors along the coast of California, in order to save thereby a little time and a few dollars by the operation.

To bring about our wanted state of business prosperity in this particular, two things are essentially necessary. In the first place—bitter as the pill may be to all classes of community, it must eventually be swallowed—the price of labor must be reduced, in so far that lumber can be afforded at a less cost than at present, and new markets must be sought out by our shippers engaged in the trade. The Sandwich Islands are opening commercial intercourse with us. They want our lumber, shingles, lath, &c., and we want their sugar, syrup, rice, salt, and other articles. Chili, and the whole South American coast, are supplied with lumber from the Atlantic side. Can we not successfully compete, under-sell, and secure an exclusive market in that direction? Efforts should be made with Australia, New Zealand, and all the Islands of the Pacific, to induce a receprocity of trade, which would necessarily result advantageously, by the balance of currency being largely in our favor, and at the same time exchanging our lumber, for many articles, on more reasonable terms, than is demanded for the same, finding their way to us from the Atlantic. We want the teas, and a thousand other articles, of China, in exchange for ship's spars and lumber, and when the ports of Japan shall be opened, our policy will be to court an intercourse, and form an intimacy and friendship with the people of that rich and populous country.

A market must be procured for what we have to export. Labor must be so regulated as to accommodate the means of the distant purchaser, or of what avail will be a market when obtained? And we must endeavor to live more within ourselves—raise more produce, import less provisions—breadstuffs and broadcloths—and keep more of the precious metals for home circulation, which the development of our coal fields and fisheries will rapidly increase, when practical operators with capital becomes interested therein. These things, at least, must be resolved upon and carried into effect, before the gloom, the depression in business, can be removed, and the general prosperity of the Territory, be revived.

The immigration within our borders from the States, which has been one source of wealth to our Territory, not only in currency, stock, &c., but in hands, inured to toil, it is supposed will, for several years, be seriously retarded in the settlement of Nebraska and Kansas territories; added to this, the small amount of money appropriated by Congress to be expended for Territorial objects, the immediate future is looked upon by many with no inconsiderable of evil forbodings. But, as "sufficient for the day is the evil thereof," we would take the liberty to remind such as are disposed to invest their thoughts in gloomy reflections, as to the present rather unfavorable aspect of affairs, that the "darkest hour precedeth day." That there is no danger of starvation resulting from the disjointed state of the times. An abundance of land is already in cultivation to afford ample breadstuffs, and a profusion of vegetables, for the present inhabitants, and the numerous bands of stock, extensive oyster beds and clam banks, afford assurance that famine cannot exist in the midst of plenty, however much the business of the country may be deranged, and its energies paralized, for the want of a market for what we have to export.

Fruit growing is beginning to engage the attention of the horticulturalist and agriculturalist, and we can see no reason to the contrary, but that at no distant day, our territory can be made to yield a vast quantity for coastwise exportation.

But there is a brighter day—a bright and glorious future awaits behind the dark forbidding clouds that now skirt the horizon of our territory's destiny, which is now but pausing to make itself more brightly manifest in its development. Our agricultural lands, besides supporting a heavy population engaged in lumbering, in the fisheries and in the coal fields, can provision our trading vessels, and, perhaps, be made to produce for exportation and exchange, on the Pacific, for almost every thing which now finds its way to us around the horn. With the essential necessaries of life we are surrounded—the comforts are within our reach, and most of the luxuries can be obtained within a shorter reach than a cruise to the Atlantic. The admirable adaptation of an immense body of our pasture land for the raising of sheep, and the congeniality of the climate to their health and growth, renders the conclusion self-evident, that if it were considered impracticable, at present, that our unrivalled water power should be availed of for manufacturing purposes, an exchange of wool, can be at least effected for all the cloths, cottons, and other fabrics, which necessity may require.

Never had a territory brighter prospects before it for the future. Penetrated by an inland sea—a harbor of two hundred miles in length—the best, and one of three or four only deserving the name, along a coast of thousands of miles in extent—only awaits the attention of the United States Congress, the capitalist, and the practical operator, to place it in a position of the most enviable independency. Let but the rights, whatever they may be, (IF ANY,) of the Hudson's Bay and Puget Sound Agricultural Companies, be wiped out—the Old Testament land law be repealed, and a new Dispensation established—the Indian title to lands be extinguished—agricultural pursuits fostered, and in every way encouraged—markets opened for our lumber, for the products of our coal fields and fisheries, and the white canvass of the merchantman would soon be driving an extensive commerce with the WESTERN East—the hermit and the Oriental empires—and ocean talk to ocean, on the lightning's wing, along a track of iron, connecting them with the commerce of two hemispheres.

☞ W. B. AFFLECK, Esq., who, it will be recollected, issued proposals, in connection with Mr. E. T. GUNN, for publishing a newspaper at Steilacoom, Pierce county, has recently returned to this Territory, from a visit to the Willamettee valley, whither he had repaired to perfect his arrangements to commence the publication of the *Puget Sound Courier*. It is well known by all who took an interest in the establishment of the paper, that its advent was more or less contingent on the safe arrival in Oregon of the large new printing establishment of A. BUSH, Esq., which was lost on the steamer "Southerner." And as a report had obtained circulation that Mr. AFFLECK had abandoned his original intention, we would state that Mr. A. is at present here, and, in a few days, designs to start for San Francisco for the purpose of obtaining, if possible, a new press, type, &c.

☞ A correspondent and good democrat has placed in our hands a communication detailing the manner in which the Know Nothings of Steilacoom, attempted to "rope him" into the wigwam of that place. He happened to satisfy his curiosity before taking the oath, and has furnished us with a list of the members present at the time.—The order hereabouts may be assured that

"A chiel's amang ye ta'en notes
And faith he'll print them,

at the proper time.

"There seems to be some difference of opinion between the agents of the Pacific Mail Steamship Company and the Postal agent of California, about the responsibility of sending the mails on the late Steamship Southerner. The Postal agent contends that the mails were placed on board of the Southerner by the voluntary act of the agents of the Pacific Mail Steamship Company, and that neither the Postal agent nor the Postmaster of San Francisco, exercised any authority in the matter, as has been alleged."—*Portland, (Oregon) Standard.*

All we have to say about the matter is, that responsibility should attach in some quarter, and the man that was base enough to use a rotton condemned old hulk as the Southerner was known to be, to ship valuable freight upon—and the company or authority that was reckless enough to place the U. S. mails for Oregon and Washington territories upon her, should be made to *howl* for the outrage, and foot a bill of ten times the amount of loss sustained. The mails, in all probability, will never be recovered, and the individual loss of Mr. A. BUSH, of the Oregon *Statesman*, alone, is said to be some $12,000, without the prospect of recovering to the amount insured.—Hanging would be to good for men who would wantonly jeopardize the lives of passengers and crews, and the loss of valuable freight, by presuming to infest the trade with such utterly *cultus* crafts as the Southerner proved to be.

☞ The attention of the reader is directed to a perusal, on the first page of today's paper, of a petition addressed to the Canadian Legislative Assembly, asking for the grant of a charter by the name of the *Northern Pacific Railway Company*, granting the right of way, &c., for its commencement and construction through territory over which the British government exercises jurisdiction, and asking for other privileges. The petition, it will be seen, is signed by responsible and influential gentlemen, and may be looked upon as the entering wedge to the stupendous project ultimately destined to reach the waters of the Northern Pacific.

☞ The recent Legislature of Oregon passed an act incorporating the "Pacific Telegraph Company," granting the right to erect and construct works, edifices, and structures along and across any of the roads, highways, streets, and other routes within the territory, along or across which they shall construct their wires.

☞ We have received a letter from A. M. POE, Esq., and also from a lady passenger, detailing the particulars of the wreck of the late steamer "Major Tompkins," but as the facts and circumstances are fully set forth in the memoranda of the purser, and the letter of H. R. CROSBIE, Esq., their publication for the present will be deferred. Mr. P. informs us that the baggage of most of the passengers, his own amongst others, was entirely lost.

NEW ARMY BILL.—A bill for the re-organization of the army, recently introduced into Congress, is likely to become a law according to our latest advices. It provides for two additional regiments of Infantry and two regiments of mounted men.

THE STEAMER MAJOR TOMPKINS.—Elsewhere, in to-day's paper, will be found full particulars of the wreck of the above propeller off McAuley's Point, on the south side of the entrance of Esquimalt Harbor. The memoranda of the purser, Mr. TRUMAN H. FULLER, will explain the immediate cause attending the disaster, and the communication of H. R. CROSBIE, Esq., detailing occurrences, before, at the time, and after the wreck, will be read with interest, and all the facts, relative thereto, be at once obtained. It is shown conclusively, that the vessel was staunch and sound to the *core*, and withstood the breakers that dashed her on the rock-girt coast, for a length of time that probably would have literally annihilated any vessel trading on the Sound, at a single dash, and consigned all on board to a watery grave. She was more than *sound*—she was emphatically *strong*—nerved with iron in all her parts, which fact, but for the unfortunate fate to which she has been subject, would probably never have been ascertained by those who had in advance of *trial* determined to *doubt*, and whose curiosity, wish, and disappointment are all now manifestly gratified. A new boiler was all the "Tompkins" required, to render her a safe and sea-worthy steamer, capable of performing all the business afforded on the Sound, for some time to come, and to continue for many years in the trade after business had induced strangers to make their appearance amongst us.

It is due to Capt. J. M. HUNT and Mr. JOHN H. SCRANTON, master and supercargo, to state, that the steamer was brought from San Francisco here at their own hazard, and to ascertain, from practical operations, if the commerce and business of the Sound was sufficient to keep a steamer alive or not. The experiment proved satisfactory. An active business of more than six months, demonstrated that a steamer could pay expenses, independent of a mail contract on the Sound, which the parsimony of the Post Master General seems determined to deprive us of direct to San Francisco. Through the determined energy, and self-sacrificing exertions of the above named gentlemen, the "Tompkins" broke the ice, established a fixed fact, that by careful management, prudence, and exertion, its receipts might be made equal to expenses, and as the pioneers of steam navigation, are entitled to something more than gold thanks, often the only reward of successful adventures.

The absence of a steamer will now be most seriously felt. There are, as yet, no mail routes under contract along the Sound, farther down than Steilacoom. The former mode of travel, in canoes and small sailing crafts, will again have to be resorted to—transportation will have to find its way, from point to point, as best it can.—Sailing vessels and tonage of all kinds will be compelled to bide the time of wind and tide, and a darker shade will be added to the present dullness of business operations. Who is it that doubts that we require an ocean steamer on our waters? But we trust the next one will bring with her a mail contract, authorizing its regular conveyance from the head of Puget Sound to San Francisco.

It will be seen that the officers, crew and passengers were all saved through the good management of Capt. Hunt, and were treated in the most hospitable manner by the citizens of Vancouver's Island.

THE OLYMPIA SCHOOL.—The school in this place, opened by, and continued under the charge of Mr. B. CORNELIUS, will be reopened, as per notice, and enter upon its fourth regular quarter, on Thursday, the 8th day of the present month. Mr. C. has already established a reputation of such high favor amongst our citizens, in the arduous, delicate, and masterly discharge of his duty, and rendered such universal satisfaction to pupil and parent, that no further earnest for the future is required, than has been afforded by the past.

☞ Read the proceedings of the meeting, held at St. Louis, Mo., published on the 4th page, and the address of the committee appointed on the occasion, relative to the establishment of a wagon road and stage line, from the Missouri line to California.

☞ W. W. DRUMMOND, has been confirmed as Judge of Utah territory by the U. S. Senate.

☞ W. H. FARRAR Esq., has been confirmed by the United States Senate, district attorney for the territory of Oregon.

☞ We learn from the Portland *Oregonian*, that Gen. PALMER, superintendent of Indian affairs in Oregon, has concluded a conventional arrangement for the extinguishment of Indian title to all the lands in the Willamette valley.

Hon. JNO. B. PRESTON, late Surveyor General of Oregon, left on the last trip of the steamer Columbia, with his family for the State of Illinois.

The Bill extending the California Land Commission was taken up and passed.

Organize--Be Prepared.

The active members of the democratic party in every county, should bear in mind that the Territorial Convention meets on the 7th day of May next, and should be actively preparing to engage with earnestness and determination in the coming canvass. Primary meetings should be held at an early day for the appointment of delegates to attend the convention, and where convenient or desirable that democratic measures should be discussed, arrangements should be made to meet our opponents with argument in vindication of the principles for which we are contending. Not having any principles of their own, other than are conceived in midnight conclave, which they and their co-adjutors dare not discuss or even openly avow, the regular democracy will be driven to assume an entirely defensive position—and we now put the question—will the true and faithful members of our party make one united effort to overcome a hydra-headed opposition, or will they ground their arms, and calmly permit clique, caucus, and moral treason to the party, to assume a dictatorship, and betray the democracy into the hands of the most deadliest of enemies—*deserters from the house-hold of the true faith?*

For one, we will not yet despair of success, although well aware that every effort will be made, which an oath-bound alliance of heterogenious elements can invent, to place the power and reins of our Territorial government in the hands of a masked inquisitorial tribunal—dispensing its favors to its political "Danite" assassins, in proportion to the amount of injury inflicted on the party opposing its plans and plottings.

In this county, in Pierce, King, and Lewis, at least, a desperate effort will be made to secure the triumph of know nothingism, *in some shape.* Are the old veteran naturalized democrats of Pierce and Lewis prepared to support for office, men holding to such anti-democratic and anti-republican doctrines as is inculcated in the teachings of the know nothings? Are such men as T. M. Chambers, Esq., J. R. Jackson, Esq., Messrs. L. Smith, M. P. Dougherty, Henry Murry, John Bradley, and many others, disposed to witness the triumph of a party which would deny the rights of foreigners to exercise the privileges of freemen, without a residence of twenty-one years—excluding them—disfranchising them forever from holding office? The bold pioneers of civilization and settlement in this Territory can never, we think, be induced to endorse such proscriptive doctrine—so opposed to the spirit of our institutions.

But if we are to be defeated at the ballot box, we are willing to abide by the result. For one, we have no desire to triumph through mid-night conspiracy, fraud, or double-dealing. If we are ever successful in doing any good, we prefer to do it in day-light, without the aid of secret oaths, mysterious grapples, and mid-night conclaves. Our advice to all who are now, or intend becoming members of the secret organization, is to "do nothing within the order, which you would be ashamed to acknowledge without it." You cannot enter it, and come forth clean in your own sight. You should not attach yourself to any confraternity from which your escape is impossible. If the object be to reform present political abuses, an open course is the speediest and surest. But if persons are bent on doing wrong and cheating their fellows, they will surely become miserable and despicable in the subterranean caucus—their resort for evil doing.

We are, in every sense of the word, opposed to the institution, and we expect in return to have visited on us the united opposition and anathemas, secretly, publicly, and personally, of the order in our midst and adjacent. Did we seek to *steal* into public favor for office, or otherwise, we would seek to become a member. But we are honestly opposed to the spirit which gave it birth, and the object of its existence, and are not prepared to foreswear our allegiance to the democratic party, or

"Bend the supple hinges of the knee
That thrift may follow fawning."

We consider the organization at large, a dangerous weapon, and that the main wires, directing its pulling operations, are in the hands of unscrupulous, unprincipled political charlitans, and "ground and lofty tumblers," who, being cast off, and kicked out of all parties, have made a virtue of necessity of leagueing together in a secret association; and who, having nothing to lose, will use it for the worst of purposes when an opportunity presents itself. And although a proportion of the rank and file of the order hereabouts, may be honest, sincere, but *deceived* as to its ultimate tendency, they should remember that treachery and falsehood, inculcated in their ritual, will never succeed in the end; and we will not yet despair of the success of the party although its members ride rampant throughout the whole length and breadth of the territory on the back of this formidible association, goaded on by the leaders of the whig party—their aids and comforters.

All license laws have been repealed by the House of Representatives of Illinois.

Deferred Items, by the last Mail.

Col. Benton has returned to Washington from his northern tour and is said to be greatly encouraged in regard to his darling scheme for a railroad to the Pacific. In regard to this matter the Washington correspondent of the N. Y. *Times* says:

"Col. Benton says he has the Pacific Railroad in his pocket; that is to say, he has received the names of twenty-three of the most eminent capitalists in the country, to be put into a bill, as the names of members of a Company to whom Congress shall grant simply the absolute right of way through the public lands for a railroad to the Pacific. These names were furnished him by Wm. F. Weld, the 'Railroad King' of New England. Every man on the list is a millionaire, and, although some of them have not been consulted in the matter, Mr. Weld guarantees that all of them will consent to take part in the enterprise. The following is the list:—Hon. Abbot Lawrence, William Sturgis, Robert C. Winthrop, Samuel Hooper, William Appleton, John M. Forbes, John E. Thayer, David A. Neal, H. H. Hunnewell, Wm. F. Weld, William Amory, all of Boston; John Carter Brown, of Providence, R. I., Wm. R. Rodman, of New Bedford, Mass., Erastus Corning, of Albany, N. Y., George Griswold, T. W. Perkins, Watts Sherman, R. H. Winslow, Edwin C. Litchfield, George Bancroft, Thomas Tileston, John A. Stevens, Robert B. Minturn, all of New York.

Col. Benton proposes to introduce a bill giving these gentlemen the right of way for the road, leaving them to select the route, and giving no aid whatever from the Government, nor any promise of aid. He thinks he will get his bill through, and that the Company will go on with the work at once."

STATE LEGISLATURES, &c.—On the 2d inst., the Legislature of New York convened. De Witt Clinton Littlejohn, (Whig) was elected Speaker of the House. Same day, in the Pennsylvania Legislature, Henry K. Strong, (Whig and Know Nothing) was elected Speaker.

The Governor of New York has delivered himself of a very lengthy message.—His friends think it is a wonderful production.

The Illinois Legislature organized also on the 2d, electing Thomas Turner (Free-soil) Speaker.

On the 3d the Massachusetts Legislature convened. Henry W. Benchley was elected President, and Rev. D. C. Eddy Speaker.

In the Missouri Legislature, Wm. Newland (Whig) was elected Speaker on the 25th ult.

The Maine Legislature convened and elected Franklin Muzzy president of the Senate, and Sidney Perham, speaker of the House.

In Maine, Anson P. Morrill has been elected Governor by the Legislature, he having ten majority over Reed, his opponent.

In New Jersey there has been much difficulty experienced in effecting an organization, owing to the splitting up of parties. Col. Alexander, democrat, was, however, finally elected President of the Senate, and Mr. Parry, also democrat, Speaker of the House.

The Message of the Governor of Michigan to the Legislature of that State, which met on the 2d inst., sets forth that there is $1,500,000 in the Treasury, and a State debt of $3,313,000.

Wm. D. Heister, Democrat after 27 ballotings was elected Speaker of the Senate of Pennsylvania.

D. W. Couts has been elected State Treasurer of North Carolina.

At Montgomery, Ala., a Know Nothing Mayor was elected on the 25th ult.

In Florrence, Nebraska, a Democratic paper has been commenced, advocating the election of Senator Douglass to the Presidency.

A convention is to be held in North Carolina to revise the Constitution of that State.

In Arkansas the Know Nothings had elected Dr. Henry State Auditor.

The Governor of Michigan, in his message, recommends the ropeal of the prohibitory liquor law of that State.

THE KINNEY EXPEDITION.—Secretary Marcy has written a letter to the Representative of Costa Rica at Washington, expressing the opinion that a violation of the law of nations was not contemplated by the Kinney expeditionists.

WAR INCIDENTS.—It is stated that in the charter of steam transports the English Government is already under an expense of $15,000,000 per annum, besides furnishing fuel.

The President has officially reorganized Don Rafael as Consul General of the Mexican Republic for the U. S. to reside at N. York.

The Navy Department at Washington have given up all hopes for the safety of the Sloop of War Albany, and have published a complete list of her officers and men.

President Pierce sent in a message to the House giving his views at length upon the question of internal improvements, and suggests that Congress confine its works to those constructed for its own use.

Senator Adams of Mississippi, introduced a Bill providing for the abolishing of our naturalization laws, and requiring a residence of twenty-one years to entitle aliens to citizenship.

A resolution requesting the President to meditate between the belligerent powers of Europe, has been introduced.

☞ The number of emigrants arriving at the port of New York from foreign countries, from 1st of January to 20th instant, is officially stated to have been 303,918.

☞ We take pleasure in giving publicity to the following just tribute of respect and esteem, awarded by the citizens or this place, to Dr. G. A. LATHROP, who has just taken his departure for the Atlantic states:

OLYMPIA, WASHINGTON TERRITORY,
February 26, 1855.

GEORGE A. LATHROP, M. D.:

Dear Sir—We have heard of your intended departure from among us, and in thus taking leave of you, feel a desire to express our commendation of your professional ability, your attention to every requirement of professional duty, and our high regard of your personal qualities. We have been your neighbors, companions and patients during our mutual residence at Olympia, and it is our pleasure to say that you have secured the esteem due the good citizen, and the confidence so essential to the success of the physician. It is no idle regret that you are now compelled to leave us.

In leaving us, you bear with you not only the regret of parting, but an endearing hope that you will personally and professionally meet with every success through life.

We are, very truly, &c.,
Your friends,

WM. COCK,	C. H. MASON,
B. F. KENDALL,	R. ARNOLD, U. S. A.,
JONAS WILLIAMS,	S. W. PERCIVAL,
A. FRANKEL,	JOS. CUSHMAN,
ISAAC LIGHTNER,	A. J. BALDWIN,
G. A. BARNES,	E. GIDDINGS, JR.,
ELWOOD EVANS,	A. B. GOVE,
T. F. MCELROY,	G. W. CORLISS,
EDWARD LANDER,	L. ENSIGN,
A. B. STUART,	VICTOR MONROE,
JAMES K. HURD,	CHARLES E. WEED,
W. W. MILLER,	B. P. ANDERSON.

OLYMPIA, Feb. 26, 1855.

GENTLEMEN—I hasten to acknowledge the receipt of your note of this date, in which you have offered me the voluntary tribute of your kind regards, the highest compliment I could receive, and of which I shall ever feel proud: a testimonial of the high estimation in which you hold me in my professional and private character; and however little I may merit it, this evidence of your esteem I shall ever prize and treasure.

Permit me, Gentlemen, to offer you my heartfelt thanks for the kind wishes you have expressed in my behalf, and hoping success may attend you in every undertaking in life, I am, most sincerely and truly, your friend,

G. A. LATHROP.

To Hon. C. H. MASON, WM. COCK, E. EVANS and others.

MEMORANDA.

OF STEAMER MAJOR TOMPKINS, BY TRUMAN H. FULLER, PURSER.

Left Olympia at 2 P. M., Thursday Feb. 8th—arrived at Steilacoom 5 P. M.,—left Friday 9 or 10 A. M.,—arrived at Seattle 2 P. M.,—left at 10 P. M.,—arrived at Port Townsend 3 P. M., 10th. Left Port Townsend 2 P. M., for Victoria—landed Col. Ebey at Whitby's Island; after leaving, experienced a very heavy squall from S. W. Capt. Hunt determined to return to Port Townsend, and shaped his course for that place. After the squall passed over, he judged the weather to be partially settled, and again started for Victoria.—During the evening, very heavy squalls from the S. W. followed each other—the steamer making slow progress against a heavy head sea and wind—nothing to be seen—the night being intensely dark, at 11 P. M., the Capt. judging himself up to Victoria Harbor, determined to run for Esquimalt, as he considered that the only safe anchorage he could find. At half past 11 P. M., discovered heavy breakers on the lee bow—no land to be seen, both anchors were immediately let go, a full head of steam on, and the steamer's helm hard a lee;—chain paid away as long as the Captain dared without bringing the vessel in the breakers. After 30 minutes, the anchors commenced surging and the Capt. finding she must certainly go on the rocks, attempted to manage port and starboard chains so that he might lay the vessel alongside the largest, as he deemed the water might be deep there. He succeeded in doing so and the passengers and crew were warned of their danger and urged to take the first opportunity to jump as the vessel struck; they fortunately succeeded in getting on the rock safely—it now become intensely cold with rain. Twenty minutes after landing, all the top works from the steamer washed away, the boat having been knocked away by a sea when she first struck. We laid down upon the rocks for about ½ hour unable to see whether we were upon the main land or not. Some of the crew then started, and finding the main land shortly discovered the house of Mr. McAuley, where we all received shelter at 2 A. M., on Sunday morning, and such a welcome as a kind and generous heart like his alone can give. His house, his food, his clothing, all were at our service, and for him and his I bespeak on the part of every American, wherever he may come, every service they may possibly render him, and much as they may do, they cannot be kinder than he was to us. As to the hospitality shown by many others, I leave for others to relate.

LIST OF PASSENGERS.

Mrs. J. A. SUFFERN,	Mr. O. H. WHITE,
Hon. A. M. POE,	Mr. J. W. REAMS,
Hon. H. R. CROSBIE,	Mr. O. P. EVANS,
Mr. R. S. HATHAWAY.	

☞ The railroad system of Illinois has been extended rapidly, although at a severe cost to the capitalists. There are fifteen different roads, having 2,612 miles of railway, all terminating at Chicago.

☞ The statue of Judge Story, which his son has been engaged in Italy, is completed, and is expected soon to arrive at Boston. It is intended to decorate the interior of the chapel at Mount Auburn cemetry.

Port Townsend, Feb. 20th, '55.

Friend Wiley:

As Mr. Fuller leaves in the morning for Olympia, I have thought it would perhaps be as well to scribble you a few hasty words, giving a slight account of the unfortunate accident, by which the community is for a time (may it be but a short one,) deprived of a steamer on the Sound.

The Major Tompkins was wrecked on Sunday morning at about one o'clock; she left Port Townsend at two o'clock P. M.—Saturday, about mid-way the Straits, the wind freshened into a gale; but, confident of Capt. Hunt's skill, and the sea-worthiness of the vessel, no one on board felt the slightest apprehension. As we approached Victoria harbor, it grew so dark that the Captain was unable to distinguish the entrance. Convinced of the fruitlessness of the attempt to enter, he bore away for Esquimalt, about two miles to the westward. It was soon apparent that the ship could not make head-way against the storm and tide, notwithstanding all the steam was raised that the boilers could bear; we were fast surging towards a lee-shore, and that lee-shore, the one of all the most dreaded—a mass of rocks, over which the sea was breaking, with a sound that told naught human could live a moment in its waves.—I never saw a set of men behave better than the passengers and crew,—no interrupting the Captain or officers with hurried exclamations or vain suggestions, but all stood quiet and calm on deck, ready to follow out any directions that might be given, assured that Capt. Hunt would do all that human hand could do, to save both ship and all on board. Both anchors were cleared, and let go as soon as we struck soundings, under a full head of steam, in the hopes, by this means, she could be kept up to her anchors, and ride out the gale till morning. It was soon evident that the anchors were dragging, and go ashore we must. We struck the breakers: the seas commenced boarding her; the first took the boat from off the davits, and dashed it with a demon howl against the rocks, into a thousand fragments. The next threw the vessel on a rock, with a violence that knocked every one off their feet. And now commenced the test of the vessel's strength—on that alone depended every man's life on board. The carpenter who built the Tompkins did his work thoroughly, for certainly wood and iron never went through a stronger test. I do not believe that any ship that ever came into the Sound, except some stray man-of-war, braced and strengthened as they are, could have stood more than one such shock. Imagine for a moment a vessel laying in among the breakers, the spray dashing mast high, wetting every one, even on the upper deck, clear fore and aft, with every surge striking the vessel against a rock, right under her center, and ask yourself, how long could we expect it to be before she would break in half, and go to pieces under us?

Capt. Hunt, as a last hope, went forward, at the risk of being swept over-board, and veered away the chain of the port-anchor, so that she might swing sufficiently round to strike the large rocks just astern, that we might get ashore by that means. It was our last hope, and, slim as it seemed, it fortunately was successful. He gave us orders to stand by and watch the chance;—the next sea swept her stern: it struck with a crash on a ledge of rocks, which held her for a few moments, when we all got ashore by means of ropes and planks, though some had a very narrow escape.—A few minutes after we had been ashore, the vessel slid back again into deep water, and broached to; the first sea that struck her then swept the upper and lower cabin,—the whole deck, clear to the bulwarks, was washed overboard. So you see how barely we saved ourselves.

Of course, all baggage was lost, though next morning some were so fortunate as to regain a part of theirs, by its being washed ashore, or fished up from the wreck.—We found, after we had been about an hour ashore, that we had gone ashore on McAuley's point, just at the entrance of Esquimalt. Two hundred yards further up would have saved the ship, could she have only made head-way for that distance.

Mr. McAuley and his wife did every thing in their power to make us comfortable, and I scarcely know how to express the feelings of all of our party towards him for his extreme kindness and unbounded hospitality. I can only assure him that it is appreciated as it ought to be. Singular to say, we had just been reading the wreck of the Southerner, and reminded Capt. H. of the statement of some of those attached to her, in acknowledgment of his kindness, that if he ever got ship-wrecked, they trusted he would receive the same return. Strange that the rescuer should be the next one lost! Capt. Hunt replied that the wish had been more than fulfilled. I have already made this much longer than I intended. Mr. Fuller will give you the other particulars.

Gov. Douglass kindly placed the steamer Beaver at our disposal, and to him and Capt. Dodd we are under obligations.—Capt. D. sent the engineer, Mr. Johnstone, down to the wreck the next morning, where he worked for three days in saving the machinery.

And now, one word about Capt. Hunt and I have done, and I only say this much more, because fair, even-handed justice, demands it.

No human foresight could have anticipated this disaster. Capt. Hunt's active energy and untiring perseverance, in the endeavor to build up the enterprise in which he had embarked, caused him perhaps to run a risk which timid cautiousness, (and this Sound is the last place for the exercise of any such proofs of bad seamanship,) would have hesitated in undertaking.—Throughout the whole affair, when even he himself thought there was scarcely a hope for any man's life, he was cool and collected. A better sailor never trod a deck, and we all hope, in a few weeks, to see him in command of a larger and better steamer. Certain it is, if the enterprise is to be continued, (and it is scarcely to be imagined that it will now be abandoned,) that no man can command one-half the patronage and good-will of the community, Capt. H. possesses.

Yours sincerely,
Henry R. Crosbie.

Brig Sarah McFarland and Captain Nash.

Port Townsend, Feb. 10th, 1855.

Editor Pioneer and Democrat:

Sir:—I am aware that all matters concerning the welfare of this Territory interest you, and it may be supposed that the crew of every ship that leaves Puget Sound have their tales to tell of this country when they arrive at their port of destination.—Now, here are some facts that I think it my duty to make public, because it not only concerns me, but also, every well-wisher of the Territory, and will probably counteract the assertion of that portion of the community known as back-biters, loafers, and scandal-mongers, who never have any legitimate business of their own, and who are always full of other people's business, and for the sake of a glasss of grog are always ready to start false reports, to try to damn the prospects of enterprising men.

Some time ago, when I was in San Francisco, I chartered, by the month, the brig Sarah McFarland, Nash, master, to come to the Sound, and bring a steam boat, and other articles for me to carry on the working of a coal mine, and to take a cargo of coal and produce, and return to San Francisco.

Some time after our arrival at Seattle, a new agreement was entered into between Captain Nash, another person, and myself, to the effect that the brig should take a full cargo of coal as fast as it could be got from the Duwamish mine. We commenced and got the brig about one-third laden, when the weather came on bad, and the rain caused the Duwamish river, where the coal mine is situated, to rise some six or eight feet higher than it has ever been known before, and continued to keep so for several weeks, which stopped all our work, and the brig was detained. This was an event that was not in my power to foresee or prepare for. To my surprise, Captain Nash got his vessel under way, with the part cargo of coal, and a lot of my goods, that had not been landed, and left the port without any settlement or understanding with me, whatsoever, and has gone to Vancouver's Island to complete his cargo. I will here state, that Nash and his chief officer have committed outrages towards me of a most disgraceful character, which I will not publish in full, but will here name their last act, and inform the owners of the brig in San Francisco of their other proceedings. They well knew the morning they left with the brig, that I was bound up the river with my steam boat to tow a scow. They had tampered with the engineer, (a young man named Robert Stoddard, whom I engaged in San Francisco, and brought up to run the boat,) and got him on board with them to take him away. I got steam up to start, but found the engine would not work, and on examination found they had stolen the valve of the steamer, and taken it off in the brig with them; and had I not have had a person on board who understood the working of an engine, the boat would have probably been blown up, end no doubt several lives, as well as my own, would have been lost.

All these disgraceful proceedings have been practised, because there was a chance of an extra month's delay of the brig, which would amount to about five hundred almighty dollars, and which I would have willingly made good, had Nash acted to me as an honest man. And I can truly say and prove, that had the vessel remained, we would have got a good cargo, and made a paying voyage, for there was nothing wanting on my part to carry out the whole operation.

As several false reports have reached me, concerning the aforesaid brig not having been loaded by me, I have taken this mode of explanation, to show those who may be concerned in my welfare, the plain facts of the matter, and to prevent false impressions from being founded on false grounds.

Yours, with respect,
William Webster.

Late News from China.

The following letter from Capt. N. Crosby of the bark "Louisiana" we copy from the last *Oregonian*. Capt. C. took a cargo of ship's spars from Puget Sound to Hong Kong some two years ago:

Hong-Kong, Nov. 10th, 1854.

I arrived here on the 28th of October, after a passage of 75 days, and had fine weather until a week before arrival—was then in a typhoon, and lost bulwarks, jib boom, deck load, and second mate.

Times are very hard here—market overstocked with foreign produce—scarcely any business for vessels, and the country in a dreadful state. Canton is and has for several weeks been besieged by the rebels, cutting off all communication and receipts of produce from the interior. The whole coast, rivers, harbors, and passages are besieged by pirates, both by sea and land.—The U. S. steamer *Queen* was attacked last week about 15 miles from this place by a fleet of junks, and beat off. She however obtained the assistance of two British war steamers, and captured, burnt and sunk some fifteen junks of the pirates and burnt their town. These junks mount from 6 to 12 guns each of from 4 to 24 pounders.—One American bark for California with full cargo, and a Dutch bark from Bombay with a cargo of cotton, were captured by pirates just outside of this place a few weeks since; their cargoes were taken and vessels burnt—the crews arrived here after much suffering.

I am in hopes to be able to make up a cargo for return voyage to Oregon when I get ready. I am now discharging, and will have to repair; some time must elapse before I am ready for business. The *Hurricane* arrived on the 5th from San Francisco.

Nath. Crosby, Jr.

Russian Statistics.—From a table recently published in the "Chronicle," we ascertain that Russia contains twice as many acres of land under cultivation as the United States, nearly four times as many as France, and eleven times as many as Great Britain. In wheat, cattle and horses it also largely exceeds either of these countries. Its population is 68,000,000; that of France 36,000,000, and England 27,000,000. Viewed in reference to the present contest, this exhibit of the resources of the three countries becomes exceedingly important and interesting.—*Wide West.*

THE OLYMPIA SCHOOL.

THE OLYMPIA SCHOOL will be re-opened on Thursday, the 8th inst.
B. CORNELIUS, Instructor.
Olympia, March 3, 1855. n25—tf.

PLOUGHS.

JUST received per bark "Russell," a few superior Ploughs.
JOHN G. PARKER, Jr.
Feb. 24, 1855 n24.3w

Administrator's Notice.

NOTICE is hereby given to all persons interested in the estate of Henry Collie, deceased, that the undersigned administrator intends to apply for a final settlment at the next term of Probate Court, to be held in Chinook, Pacific county, on the 2d Monday in March next.
NATHAN S. ELLIS, Administrator.
February 24, 1855—n24-4w

Onion Seed,

WARRANTED to be first rate, just received and for sale by
JOHN G. PARKER, Jr.
Feb. 24, 1855. n24.3w

Religious Notices.

The Rev. Dr. McCarty (Episcopal Church) will preach in Olympia on the last Sabbath of every month, at 11 o'clock; a. m., and 3 o'clock, p. m.

Rev. G. F. Whitworth (Presbyterian Church) will preach regularly on the second and fourth Sabbaths of every month, at 11 o'clock, a. m., and 6 o'clock p. m.

Boot and Shoe shop.

THE UNDERSIGNED would respectfully inform the citizens of Olympia and its vicinity, that he has opened a shop on Main street, where he will manufacture

BOOTS, SHOES, SADDLES AND HARNESS;

All of which will be made after the latest fashion, and in a good workmanlike manner.

Please give us a call and examine our stock, which will be sold upon the most reasonable terms.
J. B. ROBERTS.

☞ Repairing done with neatness and dispatch.
Olympia, Nov. 11, 1854. 9ly

NEW BOOKS.

STUART has just received a supply of new books, Magazines, Periodicals, papers, &c. His office is at Parkers.
Oct. 7, 1854.

STUART'S EXPRESS!

From Olympia, W. T., to Portland, O. T., CONNECTING WITH ADAMS & CO'S EXPRESS, FOR THE ATLANTIC STATES AND EUROPE!

HAVING made arrangements with the well known house of Messrs. Adams & Co., all matters entrusted to my care will be forwarded to destination under their charge. I shall dispatch a regular Express from Olympia semi-monthly in time to connect with the P. M. S. S. Co's steamers, touching at Cowlitz Landing, Monticello, Rainier and St. Helens. Returning will leave Portland for Olympia immediately on the arrival of the Express from California.

Bills of exchange procured of Adams & Co. on California, Atlantic States and Europe. Particular attention paid to collection of notes, bills, &c.

Every description of Express matter forwarded promptly.

Office in Olympia at Parker's,
" " Portland, at Adams & Co's.
A. B. STUART.
Olympia, July 8, 1854.

ADAMS & CO.'S EXPRESS.

WE DESPATCH WEEKLY for California, the Atlantic States and Europe.

We are prepared to forward Treasure, Parcels, and Merchandise, to and from

All Parts of the World.

The collection of DEBTS, CLAIMS, LEGACIES, DRAFTS, &c., and private and confidential business TRANSACTED with

Fidelity and Dispatch.

We draw BILLS OF EXCHANGE, in sums to suit purchasers, payable at Every city or large town in California, the Atlantic States and Great Britain.
ADAMS & CO.
Portland, July 22, 1854.

Halloo!! Stranger!

DID you hear of the great excitement prevailing at the Falls of the Des-Shutes?

Why, yes, they du say as how WILSON is selling goods cheaper for cash than ever was known in them are diggins. Je-hue, only hear what he has got:

2000 lbs. Sugar;
20 kegs superior Golden Syrup;
500 lbs. Coffee;
20 boxes Raisins;
600 brown Soap;
5 boxes Adamantine Candles;
1 cask Lamp Oil;
10 kegs nails, assorted sizes;

Rock Salt, Preserved and Brandy Peaches; 5 different brands chewing Tobacco; Tickings; Blue and Brown Drills; Hickory Shirting; Red White and Blue Flannels; Boots and Shoes, and in short a general variety of dry Goods, Groceries and Clothing. Also Blankets, Oregon Saddles and Saddle trees. Neow, if there is any thing more you want to know, take along your cash or country produece, and WILSON will tell you all abeout it.
Jan. 13, 1855—18tf

M. P. BURNS,
PHYSICIAN AND SURGEON.

LICENTIATE of the faculty of Physicians and Surgeons, Glasgow, Scotland; member of the College of Physicians and Surgeons, Canada.

Having had the experience of fourteen years in the profession and practice of

MEDICINE AND SURGERY,

in all its various branches in England, India and the United States, and now a resident of Steilacoom, Pierce county, W. T., can be consulted as above.

N. B.—A supply of genuine medicine on hand. Terms moderate.
Jan. 13, 1855—3m18

Steilacoom Ship Yard.

BOLTON & WILSON,
SHIP CARPENTERS AND CHANDLERS
STEILACOOM, PUGET SOUND.

VESSELS of all classes built, rigged and fitted for sea. Sails, spars, rigging, netting, chandlery &c., supplied to order. Caulking and all other repairs made in the most satisfactory manner. Ship carpenters will be despatched to any part of the Sound whenever required. The patronage of persons wishing to build, owners, consignees and masters of vessels, is respectfully solicited.
Steilacoom, Aug. 6th. 1853.—ly 48.

JOHN G. PARKER, Jr.,
Has on hand and offers for sale,
Ex E. D. WOLF,

GROCERIES:
RIO and Laguira Coffee;
Hyson, Gunpowder, and Black Teas;
Crushed Sugar and Honey;
"PARKER'S PURE REFINED SALERATUS;"
Carb. Soda, Creme de Tartar;
Flavoring Extracts, Vanilla Beans;
Isinglass, Mace, Nutmegs, Cassia;
Spices, whole and ground, Mustard;
Raisins, Capers, and Olive Oil.

PROVISIONS:
No. 1 Mackerel, Cod Fish, and Bacon;
Ten bbls. Mess Pork;
Ten half bbls. do
Ten casks Ames' Sugar Cured Hams.

LIQUORS:
25 casks draught and bottled Ale and Porter;
40 cases Reynold's Champaign Cider;
Wine Bitters, Syrop deGomme, and Jam. Ginger;
Grape Brand Tobacco, Segars, &c.

SUNDRIES:
20 kegs assorted Nails;
Percussion Caps, Shot, Lead & Gun Powder;
Blasting Powder, Safety Fuse;
Adamantine Candles and Toilet Soap;
2000 lbs. fine Table Salt.
JOHN G. PARKER, Jr.
Feb. 24, 1855. n24.3w

Fresh Arrival!
AT
JOHNSON'S NEW STORE.

JUST RECEIVED by the bark "Mary Melville," a large stock of goods, consisting partly of

Sugar, Flour and Corn Meal,
Tea, Beans,
Coffee, Mustard,
Butter, Spices,
Bacon, Pickles,
Tobacco, Powder,
Soap, Shot,
Starch, White Lead,
Lamp Wick, Crockeryware,
Boots and Shoes, Dried Apples,
Rice, Baking Powders,
Indigo, Saleratus,
White Lead, Smoking Tobacco,
Dry Goods, Clothing, and Hard-ware,
Ladies' and Gentlemen's boots and shoes, for sale at the lowest possible prices, and superior qurlity.
T. JOHNSTON.
Olympia, February 24, 1855. 1tf

MEDICAL.

Main Street—one door North of the Pacific House.

THE undersigned takes this method of informing the citizens of Olympia and surrounding country, that he has opened an office at the above place, for the practice of MEDICINE in its various branches; and will hold himself in readiness at all times, to attend to any calls in the line of his profession, to which his entire attention will be devoted.

Office, two doors south of Parker's store.
G. K. WILLARD.
Olympia, February 24th, 1855. 25-1y

IRON CASTINGS AND MACHINERY.
The Price of Castings, of Ordinary Size and Patterns, Reduced to
EIGHT CENTS PER POUND.

MACHINERY, Engines and Boilers, at a corresponding reduction.
VULCAN FOUNDARY Co., SAN FRANCISCO.
GEO. GORDON, Prest.
E. T. STEEN,
Feb. 21, 1855-n24-3m Mechanical Manager.

Indian Reservations.

The following reservations for the Indians on Puget Sound having been surveyed, or having natural boundaries defining them, information is given to the public, that settlers may take action accordingly in locating claims. The necessary notice will be given in regard to the remaining reservations, as soon as the surveys are made;

Reservations of the Indian Tribes on Puget Sound.

Executive Office, Olympia, W. T. }
January 27th, 1855. }

1st. The northern half of section 26—the north eastern quarter of section 27—fractional section 23, and the eastern half of section 22; all in range one (1) west, township nineteen (19) north, situated on the south side of Puget Sound, near the mouth of She-nah-nam, or Medicine creek, and one mile west of the Willamette meridian, containing according to the U. S. land survey 1204 acres.

2nd. A tract on the south side of Commencement Bay, not far from the mouth of the Puyallup river; beginning at a point on the beach marked by a large white fir tree, blazed on three sides, and standing on the north east corner of Swan & Riley's claim; thence along the beach, and following its meanderings one and a half miles in a south easterly direction, to a point marked by a fallen tree, bearing the letters U. S. R., behind which three cedar trees are conspicuously blazed; thence south one and a half miles; thence west about one mile to a point due south of the place of beginning, and thence north about two and a half miles to said place of beginning, containing in all 1280 acres, or two sections of land.

3d. The small island called Klah-che-min, situated opposite the mouth of Hammersly's and Totten's inlets, and separated from Hartstene Island by Peale's (or Pickering's) passage, containing, according to the U. S. land survey, about 1400 acres.

4th. The Peninsula at the south eastern end of Perry's Island called Shais-quihl; and

5th. The Island called Chah-choo-sen, situated in the Lummi river, at the point of separation of the mouths, emptying respectively into Bellingham Bay and the Gulf of Georgia.

6th. Commencing on the beach at Neah Bay, at the mouth of a small brook running into the same, next to the site of the old Spanish fort; thence along the shore round Cape Classet or Flattery to the mouth of another small stream running into the bay on the south side of said Cape, a little above the Watch village; thence following said brook to its source; thence in a straight line to the source of the first mentioned creek, and thence following the same down to the place of beginning.

ISAAC I. STEVENS, Gov.,
and Supt. Ind. Aff., W. T.

Down at North End!

JUST received, a general assortment of SHELF HARD-WARE.

—ALSO—

Crow-bars, Picks, Log-chains, Shovels, Spades, C C Saws, Mill and C C Files, Iron and Steel, Seives, Wire and Wire cloth, Hatchets, Axes and Ax handles, Cut and Wrought Nails, Cut and Wrought Spikes, Adzes and Broad Axes.

Six coils assorted Rope, Bed Cords, Chalk lines, Tape lines.

Shot, Powder and Lead. Grind stones and fixtures, and 1000 & 1 other articles too numerous to mention.

2000 yards brown sheeting; red, white and yellow Flannels; blue drills, Denim's bed ticks and Cotton Flannel; 2003 yards prints, assorted; brown and Irish Linen, and 365 little things all around the house.

Men's Boots and Shoes, Pants, Vests and Shirts.
Women's and Children's Shoes.

Also—Fine fresh Flour and Corn Meal, Pork, Lard and Butter.

All for sale low at G. A. BARNES'.
Olympia, Jan. 10, 1855. 2m18

Notice to Farmers.

THE UNDERSIGNED takes this method to inform the farmers of Washington Territory that he is carrying on the Fanning Mill making extensively, five miles southeast of Olympia, on Eaton's prairie—sometimes called Chambers' prairie.

The undersigned is prepared to furnish purchasers with a superior article of the kind ever yet invented, and will warrant them to clean five hundred to one thousand bushels of wheat per day with ease, if properly tended, at the moderate price of fifty-five dollars at the shop.
G. HARTSOCK.
January 15, 1855. 20tf

Dissolution.

The partnership heretofore existing under the name and style of WILSON & HURD is this day dissolved by mutual consent. E. H. Wilson will settle the business of the late firm.

E. H. WILSON,
J. K. HURD.

Dec. 15, 1854.—18tf

Territorial Convention.

TO the Democracy of Washington Territory.

By authority vested in the Democratic Central Territorial Committee for Washington Territory, delegated to them by the Territorial Convention assembled at Cowlitz Landing on the 2d day of January, 1854, said committee have designated

MONDAY, THE SEVENTH DAY OF MAY NEXT,

as the time, and Olympia as the place for the meeting of the Territoriat Convention for the nomination of a Democratic candidate for Delegate to Congress.

The convention has been called thus early, in consequence of the change of time for holding the general election, from the first Monday in September to the 2d Monday in July.

The basis of representation will remain the same as at the former convention—being one delegate for each reprepresentative, and two delegates for each councilman—each county being entitled to at least one delegate in the convention.

According to the recent apportionment of the Legislative Assembly, that body will be represented at the next session as follows, in the respective counties:

IN THE COUNCIL.

Walla Walla, Skamania and Clarke elects two; Cowlitz, Wahkiakum and Pacific elect one; Lewis and Chehalis elect one; Thurston, two; Pierce and Sawamish, one; King, one; Island, Jefferson, Clalm and Whatcom, one.

HOUSE OF REPRESENTATIVES.

Walla Walla elects one; Skamania, one; Clarke four; Cowlitz one; Cowlitz and Wahkiakum, one; Pacific, one; Chehalis one; Lewis, two; Thurston, six; Sawamish, one; Pierce, three; King, three; Island, one; Jefferson, one; Jefferson and Clalm, one; Whatcom, one.

Whole number of councilmen and representatives, 38—total number of delegates entitled to a seat in the convention, 47.

The Central Committee would here take occasion to announce the following named gentlemen as a corresponding and vigilance committee for the several counties, as follows:

Walla-walla, Lloyd Brook, Skamania, Wm. McCool,
Clarke, H. R. Crosbie, Cowlitz, Seth Catlin,
Pacific, H. C. Dawson, Chehalis, Geo. Naggs,
Lewis, Jackson Barton, Thurston, J. W. Wiley,
Sawamish, D. Shelton, Pierce, M. H. Frost,
King, W. A. Strickler, Island, Sam'l Crocket,
Whatcom, E. Fitzhugh, Jefferson, J. P. Keller,
Clalm, E. G. Price, Wahkiakum,

It is earnestly recommended that the appointment of degates from the different representative and council districts be made at as early a day as practicable, in order that all may have ample time to make suitable arrangements to attend.

The corresponding committee are respectfully invited to communicate freely with the Territorial Central Committee, and amongst themselves, any and all matters of importance touching the welfare of the party, bearing upon the approaching election for members of the Legislature and delegate to Congress.

J. W. WILEY, Ch'n.,
H. C. MOSELEY,
U. E. HICKS,
I. N. EBEY,
F. A. CHENOWETH,
Dem. Ter. Central Com. W. T.

THURSTON COUNTY Democratic Convention!

The Democracy of the several precincts in Thurston county are respectfully requested to appoint delegates to attend a general county convention to be held in Olympia, on

SATURDAY, THE THIRTIETH DAY OF APRIL

next, for the pourpose of selecting delegates to attend the Democratic Territorial Convention to be held at the same place on the 7th of May next, for the nomination of a Democratic candidate for delegate to Congress.

The basis of representation in the county convention will be the same as last year—one delegate for every ten voters throughout the different precincts as nearly as their boundaries can be defined, and each precinct to be entitled to at least one delegate.

An early appointment of delegates is desired, and a full attendance requested, as said convention may be called upon either to make nominations for members of the next Legislative Assembly, or fix upon a suitable time for making such nominations, as shall be deemed most advisable.

By order of the Dem. Co. Com. for Thurston Co.
C. E. WEED, Chm'n.

RETAIL PRICES CURRENT.

CORRECTED WEEKLY FOR THE PIONEER AND DEMOCRAT.
Olympia, W. T., Feb. 24, 1854.

Provisions—		Groceries—	
Beef, fresh, ℔ lb...	12@18	Sugar, bro. ℔ lb..	11@12½
Mutton, " ℔ "...	16@20	Sugar, white crush, per lb..........	@20
Pork, fresh and salt, ℔ lb........	16@20	Coffee, ℔ lb.......	18@20
Mess Pork, ℔ bbl..	$26@$28	Tea, " "	50@75
Clear Pork, ℔ " .	$30@$32	Rice, Caro., ℔ lb..	@10
Bacon, clear, ℔ lb..	18@20	Dried Apples, ℔ lb	14@16
Hams, ℔ lb........	@22	Dried Peaches " "	@25
Shoulders, ℔ lb....	@16	Chili Peaches, " "	@25
Salmon, ℔ lb......	@10	Soap, ℔ lb.........	8@10
Codfish, ℔ lb......	@8	Starch, ℔ lb.......	20
Mackerel, ℔ hf bbl.	$15@16	Candles, ml'd, ℔ lb	25
Butter, ℔ lb......	30@37½	do Adm. " "	50
Lard, " "	18@20	do Sperm, " "	62
Cheese, " "	40@50	Tobacco, ℔ lb....	40@75
Flour, ℔ 100 lbs...	@$6	Saleratus, " "	25
Corn Meal, ℔ lb....	6@7	Pepper, grain, ℔ lb	37½
Salt, fine, " " ...	@5	Molasses, ℔ gal....	75@$1
Salt, course, ℔ ℔..	@4	Syrup, " "	80@$1
Potatoes, ℔ bush....	40	Vinegar, cider, ℔ gallon..........	75
Onions, " "	2.00	Lamp oil, ℔ gal..	1,75@$2
Beets, " "	2.00	**Liquors—**	
Turnips, " "	1.50	Brandy, ℔ gal..	$1.25@1.50
Beans, Chili, ℔ lb....	6@7	Whiskey, "	1.25@1.50
Beans, white, ℔ lb...	7@8	Gin, ℔ gal.......	1.50@$3
Eggs, ℔ doz.....	75	Port Wine, ℔ gal.	1.50@$2
Dry Goods—		Cherry Brandy, ℔ gallon........	$1.50@$2
Sheetings, bro. 4-4 per yard........	14@16	**undries—**	
Shirtings, bro. 3-4 per yard........	14½	Nails, ℔ keg....	$8.50@$10
Shirtings, blea. 4-4	16½	Window glass, ℔ box..............	$7@$9
Drillings, bro. ℔ yd	16½	Sash, ℔ light....	@25
Prints, ℔ yard....	12½@20	Axes,...........	$1.50@$2
Blankets, ℔ pr...	$5@$7	Buckets, 3 hoop,...	50@75
Hosiery, wool hlf, per doz.......	$3@$5	Brooms,........	25
do cotton, ℔ doz..	2.50	**Lumber—**	
Paints, &c.—		Sawed fir, ℔ M....	$15@17
Lead, white, ℔ lb.	20	" cedar, "	$16@18
do colors, " "	25@37½	Shingles, ℔ M...	$3@$4
Linseed oil, ℔ gal	$2.50	Square timber, ℔ foot............	10@12
Turpentine, " "	3,00	Piles, ℔ foot.....	4@5

OLYMPIA LODGE, No. 5,

Of Ancient Free and Accepted Masons, holds regular communications on the first and third Saturday evenings in every month.

All members of the order in good standing are invited to attend.
T. F. McELROY, W. M.

Register and Receiver's Notice

TO SETTLERS.

	Tp.			Range				
IN	Tp.	20	North,	Range	1	West	in	W. T.
	"	19	"	"	1	"	"	"
	"	18	"	"	1	"	"	"
	"	17	"	"	1	"	"	"
	"	12	"	"	1	"	"	"
	"	19	"	"	2	"	"	"
	"	20	"	"	2	"	"	"
	"	19	"	"	1	East	"	"
	"	20	"	"	1	"	"	"

All persons who have claims or parts of claims in the above named townships are requested to appear at the office of the Register and Receiver of the said district for Washington Territory, in Olympia, on the days designated below, to wit:

In Tp.	20 N.,	Range	1 W.	on	the	27th & 28th Feb.
"	19 "	"	1 "	"	"	2d & 3d March.
"	18 "	"	1 "	"	"	5th & 6th "
"	17 "	"	1 "	"	"	8th & 9th "
"	12 "	"	1 "	"	"	12th & 13th "
"	19 "	"	2 "	"	"	15th & 16th "
"	20 "	"	2 "	"	"	19th & 20th "
"	19 "	"	1 E.	"	"	22d & 23d "
"	20 "	"	1 "	"	"	26th & 27th "

When and where we shall be prepared to enter upon the adjustment and settlement, according to law, of all conflicts of boundary lines that may be found to exist among them.

And all persons who have settled on unsurveyed land in said Territory (who have not filed a notification of their claims) are hereby requested to do so within thirty days from the first day of April 1855, under penalty of forfeiture of their claims by enactment of the 3d section of the act of July 17th, 1854.

Given under our hands at Olympia, this 10th day of February, 1855.

H. C. MOSELEY, Register,
E. YULEE, Receiver.

Feb. 10, 1855. 4w22

North End Right Side up.

JUST RECEIVED by the bark "Sarah Warren:"
5 boxes 8 by 10 Glass,
5 do 10 by 12 do
5 do 10 by 14 do
3 do 12 by 16 do
Copal Varnish, Terpentine, puro White Lead;
Spanish Brown, Red Lead;
Black Lead, Venetian Red;
Litherage, Lamp-black, Whiting;
Oil and Putty, Paint, Varnish;
Pencil Brushes, &c.

—ALSO—

Black, Blue and Steel mixed Satinettes;
Kentucky Jeans, Hickory Shirting;
Checks, &c., &c., at
G. A. BARNES'
Olympia, Jan. 25, 1855. 4w20

Ex "Sarah Warren,"
Groceries & Provisions.

A FULL and general assortment, just received and for sale by
JOHN G. PARKER, Jr.
Olympia, Sept. 2, 1854. 52tf

SEATTLE STEAM SAW MILL.

H. L. YESLER & CO. are now manufacturing a superior article of sawed lumber.
H. L. YESLER & CO.
Seattle, Sept. 3, 1853. 1tf.

REMOVAL.

A. B. STUART, of Stuart's Express, will hereafter be found at the Store of Messrs. J. & C. E. Williams.
A. B. STUART.

CLARK DREW,
Watch Maker and Jeweler,
OLYMPIA, W. T.

ALLEN & CO.

HAVE just received, per bark Luika, and offer for sale at the

Sandwich Island Store, at Tumwater,

Blue drills, brown drills;
Mexican mixtures, cottonades;
Suffolk drills, striped shirting;
Assorted prints, blankets;
Cadet pants, fine black do;
Denim frocks and pants;
Hickory shirts, white shirts;
Merino shirts and drawers;
U. S. hats, Henry Clay do;
Boots, cloth caps;
Mess pork, hams, beef;
Rice, sugar, coffee, syrup;
Vinegar, pickles, sauces;
Ginger, pepper, mustard;
Turpentine, oil, and white lead,

With many other articles too numerous to mention.—All of which will be sold at reasonable rates, and in quantities to suit purchasers.
Jan. 12, 1855. n18tf.

NEW ARRANGEMENT
FOR THE CONVEYANCE OF PASSENGERS
BETWEEN THE
COWLITZ AND OLYMPIA!

THE SUBSCRIBER will establish a line of stages and horses for the conveyance of passengers and freight between the above named places after the 25th inst.

Horses will be kept at Olympia, Grand Mound and the Cowlitz. A stage will also run in connection with this line, between Grand Mound and Olympia—leave Olympia Tuesday and Friday of each week at 12 M., and arrive at Grand Mound same evening, where horses will be in readiness to convey passengers to the Cowlitz in time to take the boats to Monticello and Portland. Returning—on the arrival of boats from below, horses will be in readines, at Strong's Hotel, to convey passengers to Grand Mound, where they will either get fresh horses or be put through by stage.

During the winter, passengers will be conveyed down the Chehalis in canoes from Saunders' to the Skookum Chuck, thereby avoiding the most disagreeable portion of the road.

By this arrangement, passengers can be saved the expense of horse keeping on the way, and by getting fresh horses on the route, can perform the journey with more ease and expedition. Charges, too, lower than others have charged at this season of the year.

The stage will start from Parker's store in Olympia.

CHARGES AS FOLLOWS—WINTER ARRANGEMENT:
From Olympia to Grand Mound,.........$3 50
From Grand Mound to the Cowlitz,.........6 50
WM. B. GOODELL.
Olympia, Dec. 20, 1854. 15ly.

Strayed or Stolen

FROM G. Bush's prairie, on or about the 20th Sept. 1854, a red yoke of cattle about seven or eight years old; one dark red with high horns; the other light red, some white about the flanks, white bushy tail, hind legs white half way up, and a heart-shaped star in the face.

Whoever will return said cattle or give information where they can be found, to Geo. Bush, shall be handsomely rewarded for the same.
J. MABIE.
Nov. 18, 1854. 10tf

Educational.

The following is the list of books agreed upon by the County Superintendents for Common Schools in the counties of Pierce and Thurston, as a part of a uniform system of School Books:

Town's Spelling Book and Definer, and Town's Analysis.

Eclectic Series or McGuffey's Readers, consisting of First, Second, Third, Fourth and Fifth Readers; also for additional reading books, E. Willard's U. S. History and Parley's Common School History.

Mitchell's Geography and Atlas, First and Second Parts; Davie's Arithmetic and Colburn's Mental Arithmetic; Butler's Grammar, First and Second Parts. It will be important to procure the latest editions of each of the books mentioned.

Jan. 2, 1855.

To W. Renton and Daniel Howard.

WHEREAS on the 19th day of December, A. D. 1854, the complaint of John N. Ayers vs. W. Renton and Daniel Howard was filed in the Clerk's office of the U. S. District Court for King County, W. T., founded on a promissory note dated Sept. 23rd 1854, due ten days after date, for the sum of six hundred and eighty-six dollars and ninety-four cents, payable to plaintiff or order, and signed by Renton & Howard.

Upon said complaint summons was duly issued and return of "not found" was made thereon by the sheriff of said county; whereupon it was ordered by the Hon. Edward Lander, presiding judge of the 3d judicial district of Washington Territory, that publication thereof be made in the Pioneer and Democrat, a newspaper published in Olympia, in said Territory, once a week for fourteen weeks successively. You will therefore take notice that unless you appear and plead, answer or demur to said complaint as required by law, judgment and execution will be had thereon at the next regular term of said court to be held at Seattle in said King county, on the fourth Monday of April, A. D. 1855.

D. S. MAYNARD,
Clerk of U. S. Dis't Court for K. C., W. T.
Dec. 30, 1854. 14w16

DR. J. R. CARDWELL,
DENTAL SURGEON,
PORTLAND, OREGON.

DR. C. is prepared to insert the improved Porcelain Gum Teeth on the atmospheric pressure principle, which may be worn with comfort, answering every end of the natural teeth.

Particular attention paid to the plugging of decayed teeth with gold or tin foil, thereby preventing further decay. Teeth extracted with imqroved forceps, giving the least possible pain.

☞ All operations warranted to give entire satisfaction, or no charge made. Ladies visited at their residence if requested.
Feb. 18, 1854. 24tf

CARTER & PAGETT,
DEALERS IN
PRODUCE, MERCHANDIZE,
GROCERIES AND PROVISIONS,
Cowlitz Landing, W. T.
Also, proprietors of the
COWLITZ HOTEL,
where travellers can find good fare and accommodations.
Dec. 8, 1853. 13-

Stage Route to the Pacific.

The joyful news received by the last mail that the important State of Missouri is moving directly, and with earnestness, in behalf of an Overland Stage Line to California, should prompt our citizens to immediate and vigorous efforts to advance the measure. It is of vital importance that an influence in its favor should be brought to bear upon Congress. So many movements have been made in the Legislature in connection with this subject, and so little has been done, that nothing of any particular benefit can be expected from that body.—They will continue to dawdle over the Senatorial Election, though the State rush headlong to ruin during their inaction.—We must look then to the people to move in this matter. We have had sufficient words—we now want action. Everybody is convinced of the necessity of the project—of the vast benefits it must confer upon the State—of its entire practicability, and of its profitableness to those who undertake it; but the edge of popular enthusiasm is becoming blunted by incessant discussions on paper without corresponding action. A decisive move must be made, and we therefore suggest that a State Convention, composed of numerous delegates from each county, be held in Sacramento at an early day, to confer upon the subject and to adopt measures for seconding the work commenced by Missouri. An emphatic expression of opinion from such a body would carry great weight, and could not but exert a powerful influence upon the National Government. It would encourage Missouri, and the other western States, whose interests in this matter are identical, to redouble their exertions to obtain favorable action from Congress. It would convince those abroad that we are in earnest—it would by comparison of ideas and the combined experience of intelligent men acquainted with the routes across the Plains, throw light upon the measure, and give practical men the knowledge upon which to base their action—it would and should instruct their Representatives in the Legislature as to their wishes, and the steps that should be taken to carry them out—and, above all, it would and should give form and direction to the vague impressions in favor of the project existing in the minds of men of enterprise and wealth. It should condense from its materials the elements of a Company, prepared to take hold of the matter in earnest—men who would subscribe their time and means to commence it forthwith. This and more could be accomplished by such a Convention, and we ask all friendly to the cause to second the call, and impress upon the people the necessity of it. It may be considered as settled—a fact from which there is no turning way, that California must stagnate, if not retrograde, during the next five years, unless this Overland Stage Line is established.—The capitalists, with large interests at stake here, who will not enter heartily into the measure, and subscribe liberally to realize it, is blind to his own interests, and regardless of the signs of the times. Let us then, unitedly, second Missouri with a will, and to that end let us have a State Convention. —*S. F. Herald.*

The Wagon Route.—Letter from the People of Missouri to the People of California.

The subjoined communication was received by the Golden Age, through the hands of Mr. Benjamin Holliday, who returned to California on that steamer. The request to give it general publication will be cordially complied with by the Press of California:

St. Louis, Mo., Dec. 21, 1854.

We, the undersigned, a Committee on behalf of many citizens of St. Louis and Missouri, address this letter to you, as editor of a public journal, and ask its insertion in the columns of your paper, as the readiest means of accomplishing the object it has in view. A few weeks ago, the proposition to organize a company in Missouri to establish a Stage and Transportation line, between the frontier of Missouri and the State of California, was made in this city, and it immediately met with such general and hearty response as to show that a sense of the perfect feasibility of the project, and of its vast importance to Missouri and to the Pacific Territories, was entertained by our people. A meeting was thereupon called of a number of the leading and most enterprising citizens of St. Louis, to consider the project and determine whether it was deserving of a general effort in its behalf. The meeting was presided over by Col. John O'Fallon, who is not unknown to many Californians, as a gentleman alike distinguished for his sagacity, public spirit, enterprise and wealth. There were present, also, at that preliminary meeting, men who will be known in your State as traders of many years experience, who will, by common consent, be admitted the capacity to speak understandingly on such a subject. Their judgment was decidedly and unanimously in favor of the immediate establishment of an Overland Stage Transportation Line between the Missouri river and the waters of the Pacific. Just at this juncture, it has so happened that the mails of California bring us the cheering information that your people, whose enterprise is proverbial, and whose acts follow so closely on their resolves, are agitating a project precisely similar to our own, and that they are seeking an overland route to St. Louis, while we are seeking one to California.—This coincidence is not without its significance, and it has greatly inspired with the confidence of success the movement in Missouri. The meeting in question, in view of this fact, authorized the appointment of two committees—one to draft a charter for an Overland Stage Transportation Company, to be presented to the Missouri Legislature, with a request for its adoption; another to correspond with parties in California interested in the same enterprise, with a view to securing their co-operation, and thereby simplifying and making more certain the success of the overland transit.—The undersigned are the latter committee. We take this method therefore of advising all concerned in California, that Missouri is actively interested in this matter, and is ready to do her part in so grand and important a work—a work, national in its scope and effects, and not to be estimated in its beneficial bearings on the Union, or in its almost certain changes in the travel and commerce of the Continent. As the best assurance of the reliability of Missouri in this matter, we append these names, as the proposed corporators in the charter to be asked for from the Missouri Legislature, which the Committee appointed to prepare the same has furnished us to be communicated to you:—John O'Fallon, D. D. Mitchell, D. D. Page, Hudson F. Bridge, Robert Campbell, J. C. Fremont, A. W. Doniphan, K. McKenzie, T. L. Price, David Waldo, W. H. Belcher, A. S. Mitchell, H. D. Bacon, Samuel H. Woodson, F. P. Blair, Benjamin Holliday, Gerard K. Allen, J. M. Hughes, R. M. Stewart, B. G. Brown, John B. Sarpy, James S. Rollins, Benjamin Tompkins, Abel Leonard, Joshua B. Brant, John Howe, W. W. Greene, Wayman Crow, Isaac Sturgeon, Thomas Allen, Edward Walsh, Giles F. Filley, Henry C. Lynch, T. Grimsley, D. A. January, Henry T. Blow, Ceran St. Vrain, G. R. Smith, J. E. Yeatman, and Wm. Gilpen. The Legislature of Missouri meets next Monday, 25th inst., and no delay or difficulty is apprehended in getting such a charter as we wish. Congress will also be asked to give the right of way, and necessary military protection, if needed, to the proposed overland line. But the organization will proceed without reference to this last matter. No line has been determined on by the citizens of Missouri, for the proposed overland crossing. We shall ask California, and we do, in this letter, ask California to meet us half way. Let California organize and operate the west half of the line, Missouri will do the same for the east half. This will make the whole work simple and easy. But it is only just to mention to you, that so far as any expression has been elicited from the most of those citizens of Missouri engaged in this movement, as to the preferred route for this enterprise, it has been in behalf of the route known among us as the central—the one commenced to be explored by Gunnison, and which departs least in its general course from the parallel of St. Louis, Sacramento, and San Francisco. But if we have your co-operation, we must also expect your consultation and agreement in determining the route. Any communications on this subject from persons authorzed to act on behalf of your citizens, we will be happy to receive. Trusting soon to have favorable accounts of your reception of this movement of Missouri, we remain,

Respectfully yours,

ROBERT CAMPBELL,
HUDSON E. BRIDGE,
K. McKENZIE,
HENRY C. LYNCH,
J. B. SARPY,
MADISON MILTON.

Fruit and Ornamental Trees, Vines, &c.

NURSERY AT THE COWLITZ LANDING!

THE subscriber offers for sale this fall a large stock of superior Trees selected from General McCarver's Nursery, Oregon Territory, in part as follows:

50,000 Trees two years growth from the bud, of large size; 20,000 one year's growth, comsing the following different kinds:

APPLES.

Early Harvest,	Swarn,
Red Astrican,	Westfield Seek-no-further,
Coles Quince,	Baldwin,
Williams Apple,	Esopus Spitzenburg,
Junating or Early Strawberry,	Ladies' Sweeting,
Golden Sweet,	New Town Pippen,
Porter Apple,	Northern Spy,
Tolpehocking,	Roxbury Russett,
Malden's Blush,	Ralls Jenating,
Rambo,	Michael Henry Pippen,
Fall Pippen,	McCarver Premium,
Yellow Bellflower,	McCarver Winter Seedling,
Belmont or Gate Apple,	Sweet June,
Rhode Island Greening,	Dutch Mignon.

PEARS.

Butlett,	Marich Louisa,
White Dojenne,	Juliene,
Dearborn Seedling,	Jargonelle,
Madelene,	Pound, Monts Large.
Nadoleon,	Bize Blanca,
Fondan,	Seekel.
Dr Awtum,	

CHERRIES.

Roal Ann,	Dawnton,
Red Camation,	Black Monella,
May Duke,	Kehtish Bigedrow.
Late Duke,	

Also Plums, Nectarines, Apricots and Almonds of suitable size for transplanting, all healthy and well grown. Grape, Currants, Goosberry, Strawberry, &c.

Persons desirous of purchasing trees are requested to send in their orders during the months of August, September, November and December.

All orders for the Sound will be packed in boxes in the best manner, for which reasonable charges will be made.

Catalogue with prices annexed will be sent to all applicants gratis, and postage paid.

E. D. WARBASS.

Eden Farm, Cowlitz Landing, Aug. 22, 1854. -1tf

S. BETTMAN, M. BETTMAN, L. BETTMAN.

Bettman Brothers,

WHOLESALE AND RETAIL DEALERS IN

DRY GOODS, GROCERIES,

READY-MADE CLOTHING, &c.

Store on the corner of Main and Second Streets, Olympia, W. T.

☞ A branch of their store is established in Seattle, King county.

Olympia, Aug. 19, 1854. 50tf

FOR SALE.

SEVERAL yoke of oxen in good working order or suitable for beef. Inquire at this office or of the subscriber on the head of Skookum Bay.

J. T. SCOTT.

December 1, 1854.

HOLMAN HOUSE,

DUBOIS & BOOTH, PROPRIETORS,

NEAR THE STEAMBOAT LANDING,

SALEM, MARION COUNTY, OREGON.

Feb. 18, 1854. 24tf

Sayward's Line

OF PACKETS, consisting of the ship Sarah Parker, Brig Merchantman, and schooner Willimantic will run regularly between Puget Sound and San Francisco. All orders for goods will be promptly attended to.

July 30, 1853. 47ly

Strained Honey.

A NEW supply of fine strained Honey just received and for sale at PARKER'S.

Olympia, Nov. 24, 1854. 11tf

A FEW PIECES GINGHA SK at BARNES'.

Olympia, Jan. 13, '55-2m18

A FEW PIECES LINDSEYS at BARNES'.

Olympia, Jan. 13, 55.

PEOPLE'S EMPORIUM!

Goldman & Rosenblatt,

KEEP constantly on hand, and receive by every arrival—

Dry Goods, Clothing,

GROCERIES AND PROVISIONS,

CROCKERY, BOOTS AND SHOES,

HARD-WARE, STATIONARY,

SADDLERY, &c., &c., &c.,

Which are sold at Wholesale and Retail.

Ladies' Embroideries and Dress Trimmings of the latest styles imported direct from New York.

Orders promptly attended to.

Purchasers will find it to their interest to call.

GOLDMAN & ROSENBLATT.

Corner of Main and Second Streets.

Olympia, 1854. 12tf

SALT! SALT!!

ON hand and for sale at the store of Samuel C. Allen, next door to G. A. Barnes' store, 100 tons Hawaiian salt, manufactured at Puloe Salt Works, to be disposed of at wholesale or otherwise, at moderate rates. The attention of those engaged in the Salmon fishery is invited to an inspection of the article.

SAMUEL C. ALLEN.

Olympia, July 29, 1854. 47tf

Dissolution Notice.

THE copartnership heretofore existing between C. B. PILLOW and CLARK DREW is this day dissolved by mutual consent.

CHAS. B. PILLOW,
CLARK DREW.

Portland, Nov. 7, 1854.

The business of the firm will be settled by C. B. Pillow at their old stand on Front street.

C. B. PILLOW.

Portland, Nov. 7, 1854. 11tf

Fruit Trees for the Million

At the Washington Nursery!

THE UNDERSIGNED has established a Nursery in connection with the well known fruit growers, H. & S. Lewelling & Co., Milwaukie, O. T., on his claim six miles east of Steilacoom, W. T., for the cultivation and sale of ROOT GRAFTED fruit trees, consisting of

APPLE, PEAR, PEACH, CHERRY, PLUMB, QUINCE, CURRANTS, GRAPE, GOOSBERRY, &c.

Many of said trees will be fit for transplanting this season. Purchasers will be accommodated upon the same terms as at the "Milwaukie Nursery." All orders accompanied by the CASH will be promptly attended to, and the trees delivered free of charge at Steilacoom.

HUGH PATTERSON.

Washington Plains, Sept. 20, 1854. 6m2

JUST RECEIVED

PER bark "Carib," invoice Dry Goods, Groceries and Indian trade, which we offer low for cash.

GEORGE & CO.

Alki, Dewampsh Day, April 13, 1854. 32tf

A FEW PIECES FINE MERINOES at BARNES',

Olympia, Jan. 13, '55-2m18

New Goods

SECOND STREET, POST OFFICE BUILDING.

JUST received and now opening a general assortment of

Dry Goods, Groceries, Clothing, &c., &c.,

Such as Frock, Dress, Sack, Prince Albert, Business and Over Coats.

Doe Skin, Fancy, Cassimere, Satinet and moleskin Pants.

Black Satin, Cassimere and Fancy Vests.

Hats, Ladies' and Gentlemen's Boots, Shoes, Gaiters, Slippers and Children's Shoes of all kinds.

A good assortment of white, colored, calico, hickory, check, over and under Shirts at prices to suit the times.

Also—Crape and Merino Shawls, Ribbons, Bonnets, Lace, Gloves, Hosiery, Perfumery, Fresh ground Corn Meal, Dried Apples, Rice, Sugar, Coffee, Tea, Candles Tobacco and Soap.

All of which will be sold very low.

W. M. RUTLEDGE.

Olympia, June 9,-'54. -tf.

D. R. BIGELOW, QUINCY A. BROOKS

BIGELOW & BROOKS,

ATTORNEYS AT LAW,

OLYMPIA, THURSTON COUNTY,

WASHINGTON TERRITORY.

Advice given in regard to filing notifications of land claims, and all Agencies of Town property, entrusted to our care, belonging to non-residents, faithfully and promptly attended to according to order. 15

Olympia, Dec. 17, 1753.

THE UNDERSIGNED having purchased the stock on hand, of C. C. Terry, together with recent arrivals per Success and Merchantman, have on hand an assortment of general merchandise for the trade, which they offer wholesale and retail at a small advance on cost.

GEORGE & CO.

Alki, July 24, 1854. 47tf

ALLAN, LOWE & CO.,

COMMISSION MERCHANTS,

123 CLAY STREET, SAN FRANCISCO.

Allan, McKinlay & Co., Oregon City and Umpqua, Oregon.

June 25, 1853. 6m42

WATCHES AND JEWELRY!

G. COLLIER ROBBINS,

WATCH MAKER & JEWELER,

(LATE OF ST. LOUIS, MO.)

TAKES pleasure in announcing to the citizens of Oregon and Washington that he has permanently located in Portland, where he is prepared to repair all kinds of

WATCHES AND JEWELRY.

G. C. R. hopes by strict attention to business and a desire to please, to merit a share of the patronage of the public.

Front street, next door to Ladd & Co.'s. Third door below the Columbian Hotel.

Sept. 10, 1853.

W. T. SAYWARD,

HAS established himself at Port Ludlow, where he has now, and will keep constantly on hand the largest assortment of

PROVISIONS, GROCERIES AND DRY GOODS

to be found in Washington Territory—and will sell at wholesale or retail at the lowest price possible. And having a very large Launch, Clipper built, will forward them to any port on Puget Sound.

Port Ludlow, July 30, 1853.-47ly.

J. S. SMITH,

ATTORNEY AT LAW,

PENN'S COVE, WHIDBY'S ISLAND,

WILL attend to any business entrusted to him in the courts of the Territory or before the Surveyor General of Oregon.

REFERS TO

A. Campbell, A. C. Bonnell, Portland, Oregon.
Collins, Cushman & Co., San Francisco.
Hon. C. Lancaster, Washington City.

DISSOLUTION.

THE copartnership existing under the name and style of L. B. Hastings & Co., have this day dissolved by mutual consent, and the business will be continued by L. B. Hastings and Alfred A. Plummer, under the name and style of Hastings and Plummer, who will settle up all the business of the late firm of L. B. Hastings & Co.

F. W. Pettygrove will remain in the Office until the business is settled up.

L. B. HASTINGS,
F. W. PETTYGROVE,
A. A. PLUMMER.

Port Townsend, Feb. 20, 1854. 2tf

For Sale.

STEAMER "Fairy," three years old, in good running order. For particulars enuire at Kendall Co. store.

Olympia, Dec. 15th, 1854. 14tf

OLYMPIA MARKET,

ON the west side of Maine—between first and second streets—will be found at all times supplied with the best of

MEATS, VEGETABLES, BUTTER, EGGS, &c.,

And in short, everything usually kept in a market, or can be procured in the country around—all of which will be sold on as reasonable terms as can be procured elsewhere.

No pains will be spared to keep a general supply on hand.

W. KIRTLEY,
A. W. SARJENT.

Olympia, Jan. 20, 1855. 19tf

John G. Parker, Jr.,

—DEALER IN—

GROCERIES AND PROVISIONS

OLYMPIA, W. T.

April 15, 1854. 32tf

PACIFIC HOUSE.

THE UNDERSIGNED having recently erected and fitted up a Hotel in Olympia, is now prepared to accommodate boarders and travelers with private rooms, and afford such entertainment as he trusts will be appreciated by a liberal and discriminating public.

The Pacific House is situated on the corner of Main and Fourth Streets, where the proprietor will, at all times, take pleasure in giving hospitable entertainment to his guests, on as moderate terms as can elsewhere be procured.

WM. COCK.

Olympia, March 18, 1854. 28tf

Times of holding the District Courts in the Territory of Washington.

The following is the law passed by the last Legislature, regulating the times of holding courts in the several districts throughout the Territory:

Two terms of the District court shall be held in each county every year; except those counties attached to other counties for judicial purposes.

The District Courts in and for the county of Jefferson shall be held on the first Monday in April and October; for the county of Island, on the second Monday in April and October; for the county of Whatcom, on the third Monday in April and October; for the county of King, on the fourth Monday in April and October; for the county of Pierce on the first Monday in May and November. [Chief Justice LANDER presiding.]

The District Courts in and for the county of Thurston shall be held on the second Monday in May and November; for the county of Sawamish, on the third Monday in May and November; for the county of Lewis, on the fourth Monday in May and November. [Judge CHENOWETH presiding.]

The District Courts in and for the county of Skamania shall be held on the last Monday in March and September; for the county of Clarke one week after the time appointed for Skamania; for the county of Cowlitz, on the second Tuesday after the time appointed for Clarke county; for the county of Pacific, one week after the time appointed for Cowlitz county. [Judge MCFADDEN presiding.

TE TEEKALET,

Harbor of Port Gamble—Hood's Canal,

THE PUGET MILL CO.

HAVE a Steam Saw Mill—gang and single saws—and Shingle machine in operation, and have on hand and are manufacturing lumber of a variety of sizes and lengths, of a superior quality for building and shipping purposes. Also piles and hewn timber.

All orders promptly attended to by

J. P. KELLER,

at Tekalet, Washington Territory, or

A. J. POPE,

San Francisco, California.

Tekalet, March 14, 1854. 32ly

MOUNT VERNON.

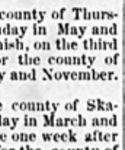
THE subscriber having located twenty miles above the Cowlitz Landing, at the head of navigation on the Cowlitz river, on what was formerly known as the Clicatat Prairie, in a beautiful grazing country, would wish to take from 50 to 200 head of cows on the shares. For information, address the subscriber or C. C. Paggett, Cowlitz Landing.

3w48 J. L. MITCHELL.

OLYMPIA BAKERY

AND

BEEF MARKET!



THE undersigned would respectfully inform the public that they are prepared to furnish Bread, Cakes, and Pies of every description, on reasonable terms. Balls and parties furnished on the shortest notice.

Also Beef, Butter, Eggs, Potatoes, &c.

J. K. HURD.

Olympia, Sept. 1, 1852. 1tf

Wanted.

INFORMATION of WILLIAM MOTGOMERY MCCORMICK, of Pennsylvania. When last heard from in fifty-one, he was about leaving Oregon City with a company who designed forming a settlement at Puget Sound. Any information concerning him will be thankfully received if addressed to Ann E. McCormick, Lock Haven, Pa., or to Adams & Co.'s Express, Yankee Jim's, Placer county, Cal. Said McCormick is about thirty-two years of age, brown hair and fair complexion.

July 22, 1852. 46tf

THE PUGET MILL CO.,

HAVE an excellent engine Lathe, of 22 in. swing in operation, under charge of an experienced machineist and engineer, who will execute orders in his line, in a superior style and finish, with dispatch.

—ALSO—

Blacksmithing and Shipsmithing, by a good mechanic, done at short notice. Apply to

J. P. KELLER, Agent,
Teekalet, W. T.

A supply of Provisions, Clothing, Boots and Shoes Dry Goods, Hardware, Nails, Doors, Window Glass &c., constantly on hand by the Puget Mill Co. at Teekalet, Hood's Canal, between which place and San Francisco several vessels are running regularly.

March 14, 1854. 32tf

Drugs & Medicines.

THE subscriber having located at Seattle, King Co., W. T., takes this opportunity to inform the citizens of the Territory, that he has opened and offers for sale the most complete assortment of GENUINE DRUGS AND MEDICINES to be found in the country.

Persons in want of good medicines, will do well to call on him, at the Seattle Drug Store, corner of Main and Commercial Streets, Seattle. Orders promptly attended to. HORACE MORSE.

Seattle, W. T., May 3d, 1854. 6m36.

Something New for Oregon.

S. J. McCORMICK

Has in press and will shortly publish

AN ALMANAC FOR 1855!

Calculated for the Meridian of Oregon and Washington Territories, and containing reliable statistics relating to the principal counties, cities, towns and villages in both Territories.

PRICE, 12½ cents single—$1 a dozen—$9 a gross.

☞ A limited number of advertisements will be inserted at fair rates.

FRANKLIN BOOK STORE,
Front Street, Portland.

Aug. 23, 1854. 52tf

WOODFORD C. HOLMAN,

COMMISSION MERCHANT & SHIPPING AGENT,

FIRE PROOF BRICK BUILDING,

No. 86 Sacramento Street,

March 1, 1851. tf.31 SAN FRANCISCO.

Cabinet Shop.

FURNITURE of various kinds kept constantly on hand, and orders filled at short notice.

A variety of work made of beautiful curled maple now in readiness. The citizens of Olympia and vicinity are respectfully invited to call and examine.

A. J. LINVILL.

Olympia, April 29, 1854. 34tf

M. LOUISSON & CO.,

WHOLESALE AND RETAIL DEALERS IN

Dry Goods, Clothing, Boots and Shoes,

Hats, Caps, Groceries, Crockery Ware, &c., &c.

Olympia, W. T., San Francisco, Cal.

M. LOUISSON, I. LIGHTNER, A. FRANKEL.

April 22, 1854. 33tf

LAFAYETTE BALCH,

MERCHANT,

STEILACOOM, WASHINGTON TERRITORY.

Oct. 1853. 5tf

GEORGE L. STORY,

DRUGGIST,

DENNISON'S BUILDING, FRONT STREET, PORTLAND, OREGON.

Dec. 3, 1853.

C. H. MASON,

ATTORNEY AT LAW,

OLYMPIA, W. T.

DOCTOR L. C. BROY,

French Physician and Surgeon.

OFFICE—PORTLAND HOSPITAL, FRONT STREET, Portland, Oregon.

W. H. WALLACE,

ATTORNEY AT LAW,

STEILACOOM, W. T.

Nov. 5, 1853. 9tf

GEORGE GALLAGHER,

DEALER IN STOVES, HARD-WARE, TIN-WARE, AGRICULTURAL IMPLEMENTS, &c.,

OLYMPIA, W. T.

Nov. 5, 1853. 9tf

STUART'S EXPRESS

FOR

STELACOOM, SEATTLE, PORT LUDLOW, PORT TOWNSEND, BELLINGHAM BAY, VICTORIA,

AND ALL INTERMEDIATE TOWNS!

I WILL DISPATCH my next Express for the above places on Monday next, Sept. 25th, at 8 o'clock, A. M., by the fast sailing steamship

MAJOR TOMPKINS,

JAS. M. HUNT, Esq., Commander,

In charge of my regular Messenger on the route.

Letters, Packages, Parcels and Treasure received until half past 7 o'clock.

Office at Williams' store.

A. B. STUART.

G. A. BARNES,

WHOLESALE AND RETAIL DEALER IN DRY GOODS, GROCERIES, PROVISIONS, HARD-WARE, &c.,

OLYMPIA, W. T.

Sept. 10, 1853.

Evans & Ebey,

ATTORNEYS AT LAW.

Offices—Olympia and Port Townsend, W. T.

I. N. EBEY, Port Townsend, W. T. } ELWOOD EVANS, Olympia, W. T.

Aug. 12, 1854. 49tf

United States mail Line!

THE steamer "MAJOR TOMPKINS," James M. Hunt, Commander, will commence her weekly trips in the Sound by leaving Olympia on

MONDAY, SEPTEMBER 25,

at 8 o'clock A. M., carrying Stuart's Express, touching at Steilacoom, Alki, Seattle, Port Gamble, Port Ludlow, Port Townsend, Penu's Cove, Bellingham Bay and Victoria.

The Major Tompkins has excellent accommodations for Passengers, and is well adapted for freighting any description of merchandise or stock at satisfactory prices.

For further information, inquire on board or at the store of John G. Parker, Jr.

JOHN H. SCRANTON.

Olympia, Sept. 23, 1854. 2tf

FOR SALE,

12 YOKE of Steers, large and in fine condition.—Apply to G. F. Whitworth, Olympia, or Judge Yantis on Gravelly Prairie.

Olympia, June 10, 1854.-n40

LARGE CARGO FOR SALE.

THE UNDERSIGNED, direct from the Sandwich Islands, has opened at the store room formerly occupied by G. A. Barnes, on First street, Olympia, the following articles designed for the supply of the trade generally:

2000 lbs first quality Goshen butter,
1500 lbs Lard in tins,
3000 lbs Hawiian Coffee,
2000 gallons Hawiian Molasses in half barrels,
1700 gallons Torbet Syrup,
1600 lbs Sugar in half barrels and barrels,
8000 lbs coarse salt,
2000 lbs Sugar-cured Hams,
2000 lbs extra chewing tobacco, in 21 lb packages,
850 lbs Tallow Candles, in 25 lb boxes,
20 doz. boxes Martell's Brandy,
75 doz. boxes Gin,
44 gallons Spirits Turpentine, in 6 gallon tins,
95 Iron pots,
89 pairs heavy pants,
25 doz. looking glasses,
150 pairs heavy brogans.

All of which will be sold in quantities to suit purchasers on reasonable terms.

SAMUEL C. ALLEN.

Olympia, March 25, 1854. 29tf

FRUIT TREES.

MILWAUKIE NURSERY.

H. & S. LUELLING, PROPRIETORS.

WE have had a number of our varieties bear fruit, and we find the size and flavor to exceed any in the United States. We have greatly extended our Nursery by the introduction of many new varieties of Apples, Pears, Plums, Peaches, &c., &c.—also a variety of Flowers and ornamental Trees, many of which we shall be able to furnish this fall. We have further extended our nursery business by establishing three Branch Nurseries in the upper country; one at Alfred Stanton's Marion county, four miles north-east of Salem; one at Mr. Knoxe's, Knoxe's Bute, Linn county; and one at Joseph Kelsey's near Starr's Point, Benton county.

March 11, 1843.

FOR SALE OR RENT.

A GOOD Blacksmith shop with a dwelling house adjoining. Said buildings are in one of the best locations in the Territory, and can be bought at a bargain. Apply to

JAS. BARRON.

Upper Steilacoom, Sept. 9, 1854. 1tf

SAMUEL HOLMES,

DAGUERREOTYPIST,

OLYMPIA, W. T.

Will attend to all orders for the taking of Daguerreotype LIKENESSES, and all other matters connected with the art.

Rooms over the Cabinet Shop of D. C. Beatty.

May 13, 1854. 36tf

Cowlitz River Notice.

THE undersigned will run a regular line of canoes up and down the Cowlitz river, starting from Rainier and Monticello on the arrival of the steamers from San Francisco and Oregon, and starting from Cowlitz Landing to connect with the above steamers at the mouth of the Cowlitz. Also extras always ready. I have engaged the best Indians, and shall accompany the canoes myself. Passage and freight to suit the times.

WILLIAM SIMMONS.

Rainier, June 30, 1854. 44tf

WASHINGTON HOTEL.

(THE LONE PINE TREE IN FRONT.)

CORNER OF MAIN AND SECOND STREETS

OLYMPIA, W. T.

CORLISS & ENSIGN, Proprietors.

THE proprietors of this hotel having just completed a large addition to the building for bed rooms, parlors, &c., and entirely overhauld, renovated and enlarged the dining, bar and bed rooms of the old establishment, and also supplied the same with all necessary furniture, and entirely new beds and bedding, are now prepared to offer such accommodations to the public in general, and the traveling community in particular, as to convince all that "it's THE House for the weary."

The Bar will always be supplied with the best of Wines, Liquors and Cigars, which the market affords.

A good stable is attached to the premises, and all may rest assured that animals left in our care shall fare as well as themselves.

A share of the public patronage is respectfully solicited, as it shall ever be our constant aim to make all as comfortable as possible.

Our motto—Clean Beds and Warm Rooms.

CORLISS & ENSIGN.

Olympia, Dec. 9 1854. 13tf

BROWN'S NURSERY,

ON PUGET SOUND, TWO MILES BELOW OLYMPIA.

A GOOD supply of grafted trees suitable for the orchard, embracing twenty six kinds of Apple and Peach, are now ready for market.

Also, a large quantity of seedlings, of three years growth, all of which will be sold on reasonable terms.

All orders accompanied by the cash promptly attended to, and trees forwarded to any part of the Sound.

Also, a lot of budded Peach trees from the Willamette, to be sold on commission.

B. F. BROWN.

Olympia, Sept. 27, 1854. 3tf

THOMAS LAMBERT. CHARLES POTTER.

THOMAS LAMBERT & Co.,

WASHINGTON STREET,

BETWEEN BATTERY AND SANSOME.

GENERAL Commission Merchants and Importers of Provisions, Tobacco and Segars, Hardware and Cutlery, Crockery and Glass ware,—Boots and Shoes, Hosiery, Rifles and Guns, Seines and Nets, and all articles suitable to the Puget Sound trade the prices of which will be found very moderate.

San Francisco, Jeb. 10, 1853.

HENRY JOHNSON & CO.,

IMPORTERS AND WHOLESALE DRUGGISTS

146, Washington Street, near Montgomery,

SAN FRANCISCO, CALIFORNIA.

OFFER for sale, for cash, at the lowest wholesale prices, a large and well selected assortment of East India, Mediterranean and European Drugs and Medicines; French, English and American Chemicals of all kinds; and also, an extensive variety of Perfumery, Fancy Articles, Fancy Soaps, Brushes, Paints and Oils, Dye Stuffs, Labels, Window Glass, Extracts, Bronzes, Trusses, Leeches, Surgical Instruments, Druggists' Glassware, Hatters' Goods, Shakers' Herbs and Roots, &c., together with every article comprised in the stock of a Druggist or Physician.

H. J. & Co., are the proprietors' Wholesale Agents for Dr. Jayne's Family Medicines, Sand's Sarsaparilla, Old Townsend's Sarsaparilla, Moffat's and Brandreth's Pills, Davis' Pain Killer, Congress Spring Water, &c., &c.

Henry Johnson & Co., have made such arrangements in New York, Boston and Philadelphia as will enable them to purchase their stock at the lowest rates, and they are determined to give their customers the benefit of low prices, and at the same time the best quality of goods.

July 23, 1853—46ly.

GEORGE L. STORY,

DENNISON'S BUILDING, FRONT STREET,

PORTLAND, OREGON,

OFFER AT WHOLESALE ALD RETAIL the following articles:

DRUGS AND MEDICINES.

50 doz	Sand's Sarsaparilla;	500 lbs	Saltpetre;
50 doz	S. P. Townsend's Sarsaparilla;	800 lbs	Alum;
75 doz	Dr Jacob do do;	255 lbs	Balsam copaiva;
30 "	Jayne's Expectorant;	75 lbs	Spts. Nitre Dule;
20 "	Jayne's Alternative;	100 lbs	Aqua Ammonia concent;
40 "	Moffatt's Phœnix Bitters;	500 lbs	Cream of Tartar
50 "	do Life Pills;	350 lbs	Tartaric Acid;
24 "	Osgood's Indian Cholagogue;	800 lbs	Bi-carb Soda;
30 "	Thompson's Eye-Water;	500 lbs	Beeswax;
24 "	Nerve and bone Liniment;	200 lbs	refined champher;
15 "	Dr. Fahnestock's Vermifuge;	400 lbs	Copperas;
39 "	British Oil;	500 lbs	Glauber salts;
36 "	Harlem do;	50 gals.	cold press'd castor oil;
40 "	Godfrey's Cordial;	4 boxes	cast steel soap;
20 "	Bateman's Drops;	3 bbls	lampblack;
12 "	Ayer's C. pectoral.	1 bbl	Race ginger;
50 boxes	Davis' Pain Killer;	50 lbs	Cassia, in mats;
300 gross	bottle corks;	300 lbs	Hops;
70 cases	Sarsap. syrup;	100 lbs	Rad Rhei. Rad.;
25 "	Lemon syrup;	800 lbs	Sal soda;
25 "	Raspberry do;	1200 lbs	Epsom salts;
500 lbs	Herbs, assorted;	200 lbs	Sponge;
100 ozs	Quinine;	75 lbs	Carb. Ammonia;
20 "	Strychnine;	50 doz	sweet oil in baskets.
10 lbs	Iodide of Pottass;	50 lbs	Indigo, Bengal;
		30 lbs	Opium (new crop)
		20 lbs	Pruss. Potash;
		2 bbls	Sassafras bark;
		200 lbs	Emery, as'd sizes;
		125 ozs	Flores benzoin;
		15 bbls	Dye wood;

Paints, Oils, &c., &c.

1200 lbs	Putty;	2000 lbs	White Lead;
50 gals	copal Varnish;	800 lbs	Red do;
75 "	Japan do;	300 lbs	Litharge;
400 "	Spts Turpentine;	800 lbs	Venetian Red;
200 "	Linseed oil;	400 lbs	Spanish Brown;
100 lbs	essential Oils;	200 lbs	light Glue;

SOUTHWORTH & CO.,

NO. 64, BATTERY STREET, CORNER OF HALLECK,

SAN FRANCISCO, CALIFORNIA.

IMPORTERS of English and American Hardware, Cutlery, &c.,

Bar and sheet Iron—Portable Grist Mills,

SAW MILL IRONS COMPLETE,

Horse Powers; Carpenters' Tools;

Timman's Tools and Machines;

Together with a full and well assorted stock of goods in the Hardware line.

On hand and will be receiving, those celebrated steel Plows manufactured by Evans & Adams, Galena, Illinois. Also from the manufactory of Joel Porter, Plattesville, Illinois.

San Francisco, Aug. 2, 1853. 51tf

In Store and Now Receiving,

AT the Fire-Proof Brick building, Front street Portland, Oregon, a choice and well selected assortment of

HARDWARE, GROCERIES,

PAINTS, OILS, WINES AND LIQUORS;

Among which are Nails, Horse-shoes, Horse-shoe nails, Bar lead, Steel and Iron Squares, Try Squares, Board Rules, Collins' and Simmons' axes, Hand-saws, Buck-saws, Draw Knives, Spirit levels, Hand-saw files, Mill saw files, Bench planes, and a fine assortment of Cutlery. Also, Sugar, Coffee, Tea, Rice, Syrup, Tobacco, Candles, Soap, Saleratus, Dried Apples and Peaches, Starch, Beans, &c. Wine glasses, Tumblers and Bar Decanters. Wines and Liquors in five, ten and twenty gallon packages. White, Black, and Red Lead, Raw and Boiled Oil, Spirits Turpentine, Sperm oil, Window Glass, Sash, &c. W. S. LADD & CO.

Portland, June 20, 1853. tf

GEORGE H. ENSIGN, JOHN F. STIRLING

ENSIGN & STIRLING,

LUMBER DEALERS,

OFFICE—Junction Market and California St. wharves, SAN FRANCISCO, CALIFORNIA,

Will receive Oregon Lumber and Produce on Commission, and make cash advances on the same.

San Francisco, Sept. 25, 1853.

E. D. WARBASS,

DEALER IN

Produce and Merchandise,

COWLITZ FARMS, W. T.

September6, 1852. -tf.