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Speech of Hon. Isaac I. Stevens,

On the subject of the Pacific Railroad.

DELIVERED IN HOUSE OF REPRESENTATIVES,
May 25, 1858.

The House being in Committe of the Whole on the State of the Union—

Mr. STEVENS, of Washington said:

Mr. CHAIRMAN: My object in addressing the committee is to present some observations in regard to the Pacific railroad. I am not impelled to speak because I have been connected with the explorations. I am not here the explorer; nor do I rise here to speak as the explorer, but as the representative of the most distant people of our country, situated on the shores of that great ocean soon, I trust, to be joined with the shores of the ocean hitherward by roads of iron. This is a great national question, and should not be discussed in a sectional point of view. As a western-coast man, dear as is to my heart the home of my adoption—Puget Sound and the Territory of Washington—I see not Puget Sound, I see not the Territory of Washington, but Puget Sound, the Columbia entrance, San Francisco, San Diego, and the other ports of that extended coast. I see Washington and Oregon, and California. As a national man, crossing the Rocky Mountains, I see both our water lines. Northwards, the line af the great lakes, the New York canals, the river St. Lawrence, its vast and rapidly iucreasing commerce; great grain ports, from which vessels without breaking bulk, pass on to Europe; grain ports surpassing the grain ports of the olden world; and the line of railroads on the northern and the southern shore; and southward, the Mexican Gulf and the Caribean stretching not half way across the continent, but reducing that continent to a narrow isthmus, from whose heights one hears the roaring surges of either ocean. From her ports, Galveston, Matagorda, New Orleans Mobile, and Pensacola, issues forth the great bulk of our foreign exports; and there we have a commerce rivaling the commerce of the most favored seas.

Such is our rounded and ample domain, magnificient water lines, and a teeming commerce, north and south—vast ocean coasts, east and west, making our country the natural center of the communication, population, and civilization of this habitable globe.

From this stand point, national and comprehensive, I will now proceed to take a survey of our country. First, I will glauce at our western coast, show its resources, and ultimate developement; then I will endeavor to grasp and present the very genius of our interior; then I will dwell upon the tendencies of population, and communications from our line of frontier States, moving onwards to the peaceful conquest of that interior, and that slope, by occupation and settlement; which done, I will endeavor to deduce the governmental action required by the spirit of the age in which we live, demanded by the exigences of the public service, looking to the national defenses; looking to the business of the Government, as a great landed proprietor; as a carrier of the mails; as having to transport troops, supplies, and munitions of war; and endeavor to show that all these require that we should carve our way, not on one, but at least on three routes, to the shores of the great western ocean. And first the western slope.

It is scarcely ten years since we had a western coast. We have aquired California only within about ten years; Oregon became ours by the treaty of 1849—nine years ago; and yet, in this space of nine or ten years, we find that we have planted upon that coast, civilization and empire; and six hundred thousand American freemen, whose hearts beat responsive to the hearts of their brethren on this side of the mountains, have there made known the arts and arms and future destinies of this great country—all this in the short space of nine or ten years. Look at the obstruction in the way of this development of the western coast. One half the time the emigrant routes have been blocked up, death was upon the route, savage foes, calamity, and dire vicissitudes, and our hardy pioneers found their way to the Pacific coast by the waters of two oceans, and across the isthmus, at great expense, not simply of money, but of health, and oftentimes of life.

Eight years ago, when the cry of California gold gave such an impulse to emigration, California was regarded as worthless as an agricultural State. It was predicted of her, that but little of her land was arable—that there would be severe droughts, which would always make her crops uncertain—that she was worth little or nothing, except for the miner. But still our people went there; they became acquainted with the country; they became acquainted with the climate; and California stands forth this day confessed a great agricultural community. Her wealth consists not so much in her mines as to her rich and remunerative soil. If you will examine the records of the Land Office, among the slopes of the Sierra, which, but a short time since, was supposed to be, and simply fit to be, the home of the grizzly bear and the California lion, you will find rich agricultural tracts adapted to settlement and occupation. The land surveys have shown that California, east of the Sierra, the western portion of the Great Basin, is arable, and will reward cultivation. In all portions of California the cereals and vegetables thrive well, and she now invites people to her borders, more by her agricultural resources than by her mineral wealth.

Go farther north, go to the Oregon of song, and to the present Oregon and Washington. That country was regarded as a magnificent country, not in its resources, but in its scenery. There was the beautiful Oregon winding its way to the ocean; there were the snow-capped Cascades, the Blue and the Rocky Mountains inviting admiration by the grandeur of their scenery. But an agricultural, a grazing community—a community having large resources, it was not admitted to be. Oregis now seeking admittance into the Union as a sovereign State, glorying in her eighty thousand people, with a well ordered population, and a well-settled country—a country having great wealth in her soil; great wealth in her timber; great wealth in her genial and delightful climate.

If I go further north to Washington, why it is but a few years since—within the last four or five years—Washington has been regarded as a *terra incognita*. Puget Sound was almost unknown. It was frequently confounded with Nootka Sound. It was supposed to be some far-off body of water, lying somewhere under the artic circle. Yet there we have Puget Sound, and the country west of the Cascade Mountains, in Washington Territory, equaling the State of New York, almost, in extent, having two thirds the area of the State of New York, and, in proportion to her area, having as much arable land, and having a climate as mild in the winter as the climate of the Carolinas. We have that splendid and capacious Puget Sound, the most magnificent roadstead on the shores of all the oceans, with her sixteen hundred miles of share-line, atd her numerous harbors, defensible, land-locked, and commodious. We have on the shores of that Sound a forest growth which will supply the market of all the ports of the Pacific with lumber, and the navies of the earth with spars, for all time to come. The Territory is rich in coal, and in the fisheries of her coast—fisheries of cod, halibut, and salmon. If we go east to the Cascade Mountains, either in Oregon or Washington, we come there to a delightful pastoral and agricultural country, inviting not only the grazier and the wool-grower, but the husbandman, I suppose that, within the limits of our Union, there is no portion of the country where wool-growing will be so profitable as it will be on the interior plains of these two Territories. In southern Oregon and northeau Washington there are extensive and rich gold fields. Thus, that country, which was supposed to be simply a country for miners and for a few traders, is this day a country of great agricultural capacity, as well as of great mineral wealth. Its mineral wealth I have not dwelt upon, because it is known of all men. The lumbering and timber I need not do more than merely allude to, as I have done. On another branch of the subject, I shall come back to Puget Sound and San Francisco, in connection with the trade of the Pacific, and I shall then take occasion to present some more observations in regard to their resources.

We will now examine, for a few moments the interior. I recollect that years ago, when I first gave my attention to the interior, the impression was made upon my mind by the narratives of the trappers (and that impression has been made generally in the public mind) that the interior was worthless and uninhabitable. I wish to redeem the interior from this reproach. I desire to present the interior as it is in the light of exploration, and to show that it can be occupied and is inabitable. I do not approach the subject as a sectional man or as the partisan of a route, but looking to the whole interior, from the thirty-second to the forty-ninth parallel.

I will commence my observations about the interior at the thirty-second parallel—the parallel of the Gila and its tributaries. It has been described in former reports, and especially in the narratives of the trappers, as a barren, sandy, desert waste, utterly incapable of occupation and utterly incapable of supporting a civilized community. But as exploring parties passed over it, arable tracts were developed, timber was found, and the admission was at last made that on this barren and desert route oases were to be found, and that there was here a place and there a place which invited not to repose, but to the occupation of the country by our hardy people.

But as the matter has become more fully developed, we find that the country changes its aspect entirely; not that there is not much land which is uncultivable, not that there are not tracts of sand, not that there is not here and there a considerable space without water, but we find a considerable area of arable land all through on that route; and we find, from the reliable explorations made by Mr. Gray, in 1853-54, that on what was called a desert there is a most delightful grazing during a portion of the year. Those who have read the admirable memoir of Lieutenant Mowry, the Delegate from Arizonia—a gentleman I have known long, and known to be entirely reliable—are astouished to ascertain the condition of that country in a past generation. One hundred or one hundred and fifty years ogo, when their was something of force and vigor left in the Government of Mexico, when their hero preists went northward, carrying civilization in their train, we find that the country was occupied by a farming population, and especially by a mining population. They had their silver mines by the dozen, and their religious establishments for the improvement of the people in considerable numbers. To be sure they had in part to resort to irrigation but still there is evidence that a very considerable population occupied that country, and that there was considerable land in the hands of the husbandman. I have seen a mort reliable report recently, from Colonel Bonneville. I have known Colonel Bonneville on the fields of Mexico and on the waters of the Oregon, and I have crossed his track in the exploration of the continent. He has the fit conditions of an observer. He is a man of clear observation, a man who has a spirit which seeks to grasp any field that is brought under his observation. In this report he describes the northern tributaries of the Gila and their agricultural capacities; and he states that each of these tributaries will support an agricultural population of twenty thousand souls.

Thus much in regard to the southern portion of the interior, for the purpose of redeeming it from the reproach of being a barren, sandy waste, unfit for the purposes of civilixed man. I do not propose to dwell particularly upon the railroad route of the thirty-second parallel, or upon that of the thirty-fifth parallel surveyed by Lieutenant Whipple. The merits of the route of the thirty-fifth parallel, and of the country bordering it, have been thoroughly developed in the reports of the explorations. There is no more reliable officer than Lieutenant Whipple. Since Whipple has passed over that route, we have learned more of it by subsequent explorations. The recent trip of Lieutenant Beale, in mid winter, with his camels, redeems that route from the charges of beiug obstructed, and made impassable by deep snow.

I will now pass to the northward, to the South Pass route. I have met many emigrants in Oregon and Washington, who have passed over that route, and who have told me of the sufferings they experienced, how long distances in many instances they went without water, and how many animals they lost by being poisoned by the alkali of the water, and from the dearth of grass. Yet as more is learned of the country, it is found, by side routes and cut-offs, that routes can be followed where there is grass and water all the way, and that the alkaline water can be avoided. We have had recent explorations on this route within the last year. I refer to the exploration of Mr. Lander, who has found, a little northward of the usual emigrant trail from the South Pass to Snake river, routes with water at short intervals and grass all the way. These explorations have developed a large extent of arable and grazing land on the upper tributaries of the Colorado and Snake rivers, and in the midst of the mountains. We have had another exploration within the last year. I refer to that of Lieutenant Warren. He examined a country from Fort Laramie one hundred and seventy-five miles northward, and thence eastward to the Missouri; and found among the Black Hills a tract of six thousand square miles of pine timber. A large portion of the country embraced in this exploration is a beautiful grazing and farming country, abounding in streams of pure water, having a rich soil and furnishing good homes for our people.

I now come to the northern route. I speak of this route from the reports. Of course, here in my position, I refer to the reports of that route as to those to the other routes. I stand here in my representative capacity. The reports of that route show that the Rocky Mountain region, instead of being closed up with ice and snow eight months in the year, is a delightful pastoral and agricultural country, where cattle can graze the year round; where neither the Indians nor the whites have to furnish fodder for the winter; where heifers bring forth young at eighteen months; where the cattle grow large. And this is the character of that Rocky Mountain region route, between the forty-seventh and forty-eight parallel. We find on that route no desert; we find on that route no tremendous snows; we find the country there nearly all arable, and adapted to grazing; the arable tracts always at short distances apart, and many large bodies of arable land distributed all along the route. On the whole route from the Mississippi to Puget Sound and the Columbia valley, there is not ten miles of sage.

When we look at the changing aspect of the interior in the light of exploration and discovery, we are reminded of the prophet thousands of years ago. The prophet Ezekiel, in the valley of dry bones, breathed upon that valley, and the dry bones came together, bone to bone; and he breathed again, and flesh came upon those bones, and living men stood forth like an army with banners. The genius of American liberty breathed upon our interior, and high mountain ranges rose up, and vast deserts came to view. The genius of American liberty breathed again, and the mountain crests were bowed down, and the desert places disappeared; the dry bones became living men, and the deserts green pastures by flowing waters.

Now, we will consider the tendencies of population and communications from our line of frontier States westward, and the time which will be required for an uninterrupted line of settlements to the shores of the western ocean. It is estimated that the frontier is moving westward at the rate of one hundred miles a year; some estimates put it at seventy. Nine years ago the distance between the frontier settlements of the Mississippi valley and the shores of the Pacific was about two thousand miles. The frontier advanced westward from the Mississippi and eastward from the Pacific, and the distance from frontier to frontier has now dwindled down to about one thousand miles. Even this interior of one thousand miles, by scattered settlements, has been gradually preparing for the movements which will soon cause the whole of it to be occupied and developed. Settlements are now moving westward on an unbroken front, extending from the forty-ninth parallel to the Mexican gulf. They have struck the Red River of the North and have moved westward upon its Cheyenne tributary. They are moving up the Missouri and its tributaries in Nebraska and Kansas. We find it moving through Texas; and thus, in nine or ten years, have our hardy American people reduced the intermediate unsettled distance one half, reducing it from two thousand to one thousand miles. This movement is not looking to a particular pass of the mountains, to a southern pass, or to a northern pass, or to a central pass; but backed up by all these States, it is moving upon them all. These are obvious facts which have only to be mentioned to be assented to.

How is it with our communications? Congress has yet done nothing in regard to the special measure of a Pacific Railroad; but, under the auspices of Congress, it has been working out its own success for years. Congress has made grants of lands to States and Territories; and with these grants the genius of our country, as embodied in its railroad enterprise, has been pushing the roads into the interior, and toward that western slope. Are these roads looking to a southern pass, or a northern pass, or a central pass, or are they marching upon all the practicable passes of the mountains and looking beyond those mountains to the ports of the Pacific coast? This statement will receive the assent of every man. It will receive not only the assent of this committee, but the assent of every well informed man in this country. Whether we come from the Atlantic or the Pacific coast, we are all proud of this movement of our country. Why, sir, Minnesota is not content with one road westward; she must have three to her western frontier, striking it at Pembina, at the Bios de Sioux, and on her southern line; Iowa has seven; Missouri several; Arkansas three; Texas at least one; and Nebraska now is asking Congress for grants for some three roads.

Whilst we see this great spectacle, roads in all the States moving westward, we, as a nation, are doubting whether we shall simply direct these tendencies in such a way that they shall be consummated as they have begun. We are doubting whether we shall do that, or simply fix on some one route, a northern, a central, or a southern route, and that, too, as I have said, when no State or Territory is content with one road looking westward. Congress has endorsed this action of constructing those several roads in the States and Territories, by making grants of land for that purpose, showing what was its idea of the duty of the Government, as a prudent proprietor, in the way of bringing its own lands into market, and as a business operator in carrying the mails and transporting troops and supplies. I take it that the principle upon which all these grants have rested looks to the duty of the Government as a landed proprietor, and a business operator. It made grants of land for railroad purposes, because by so doing it brought the remainder of the land into market, and derived from it a larger revenue than it otherwise would have got from the whole; and besides that, when constructed, these railroads have answered to carry the mails and the troops and the munitions of war of the Government.

I have glanced in the briefest manner at these tendencies, both of population and of communication from our western States, and it seems to me obvious, that in looking to this great question of a Pacific railroad, it would be wise and prudent for the Government to adopt a policy which will carry out those tendencies to their full fruition. Therefore I would not carve our way to the Pacific by a single route. It would not satisfy the country. It is not for its peace and harmony politically. It could not do the business of the country. It is not up to the exigencies of the occasion. But carve your way to the western ocean with at least three roads. The tendency of railroads westward is rather to three roads. Those in Minnesota, and certain roads in Iowa, look to the northern route. The greater portion of the railroads in Iowa, a portion of the railroads in Missouri, and those asked for in Nebraska, look to the South Pass. The other roads look to the Alberquerke route, or the route of the thirty-second parallel. Then cherish the tendencies of all these roads. Let us, by wise and prudent arrangement, endeavor to give to all sections of the country their full measure of justice.

It is somewhat difficult, Mr. Chairman, in the brief space of an hour, to occupy the field and yet do justice to many of these important considerations. I propose, now, to consider the economical question. It is unquestionably a great undertaking to complete even one Pacific railroad. No man should deceive himself in this matter. Least of all should he allow himself to deceive others. It is a great undertaking to complete even one road; of course it is a much greater undertaking, and will much more task the energies of the country to complete three. The question is, will they pay? The Goverument is now sending its mail by the southern route to the western coast. It is sending its mail by the central route. It will soon send it by the northern route, over which an order was given, little more than a year since, to move a regiment and a half of troops, and was not carried out only because of the lateness of the season. The troubles in Utah occurred, and prevented the renewal of the order the present year.

We are now moving to Utah with troops, and they are moving to and fro upon the southern route. Thus there will be business upon each of those three routes, carrying the mails and transporting troops and supplies. A railroad upon the southern route will do but little, if anything, towards the services of the other routes. It can perhaps do something for a short distance over the extremity of those routes looking to the Pacific.

Now, will there be sufficient business upon these roads, in addition to the business of the Government, to make them pay? Well, that is dependent upon two elements—the one is way business and the other is through business. It has been urged against these several roads that there would be no way travel; and then, the experience of roads at home, connecting populous cities, being dependent upon the way business, has been brought to bear to prove that the roads to the Pacific must depend upon way business. I admit it all, and I will speak upon that point for a few moments. You will observe that in the railroad movements in the States, all the railroads have been going on *pari passu*, twenty, thirty, or forty miles apart; and that the way business is only what has been furnished from ten, twenty, or at most thirty miles, on each side of the road. And yet we see how large a way business is developed along these routes. How will it be upon the great Pacific road? Suppose we have three roads. They will range from three to four hundred miles apart, and that would be quite sufficient to furnish way business for the roads. In the States the roads are so near together that they oven compete for the way business, reducing fares and freights, and, of course returns upon capital. There will be no such competition in the way of business of the roads to the Pacific. Granting that you would have nothing but a grazing population, yet you would have a greater population per mile than you have in the most thickly settled agricultural portions of our country. But it is not simply the question of a grazing population, but of a grazing and agricultural population; and on the northern route the latter will predominate.

But it is said, how will the people get there? I will answer the question. How is it with the grants of land made to the States for constructing railroads? In many cases how many people were upon the route? How many people were at the western terminus? Every man knows that the grants were made and the roads commenced going into a country almost unoccupied. And those were not roads which occupied ten or twelve years in their construction, but simply three or four years; and yet in that short time the people went in, and the roads at once found a population to furnish the requisite way travel. How will it be with the great Pacific routes, having twelve years instead of three or four years in which to fill up with population? There is now about a thousand miles of country not occupied by settlements. The frontier is moving a hundred miles a year; and oven without this great stimulus of railroad operations, experience shows that in ten years to come population will spread over the whole of this distance. Let certain Indian treaties which are now before the Senate be confirmed, and this year and next the population of Oregon and Washington will spread over the interior plains of those Territories, and the frontier will be extended two or three hundred miles further eastward from the shores of the Pacific. We have arrived at that point where there is a reflex movement from the Pacific. The wave of population has reached the Pacific, and is now rolling back towards the Rocky mountains. The tide of population is moving westward and eastward from the two frontiers, and under the impulse of a railroad it will soon fill up the entire interior.

Now, what will be the effect of even two years employed in locating a railroad? It is a large operation to locate a railroad from the Mississippi valley to the Pacific. Parties will have to open wagon routes, and will have to winter on those routes. The very act of location will carry with it trains of emigrants. I venture the prediction that when the Pacific railroad is commenced, you will find the emigrant wagons distributed over the route; and before the road is half completed you will have a continuous settlement along the line.

But it is objected, again, that we have, on several of those routes, snow and ice; that you cannot work in the construction of the road for a long time in winter; and that you cannot run the road many days in winter after it is completed. Well, Mr. Chairman, I can only say that this idea of snow and ice is the veriest myth which ever hung around the brains of sensible men. It exists in the face of all our experience. Our immense railroad developments have not gone on in a country where snow and ice are unknown. The greatest railroad development of this continent is in the northern States of this Union and the Canadas. When I went to school as a boy in the old Bay State, I had to trudge through larger snow-banks than any to be found upon the divides of the Rocky mountains on the northern route. I speak from personal and most careful information. In 1853-54 my parties crossed, in the depth of winter, the Big Hole Pass, Hell Gate Pass, the Little Blackfoot Pass, and Caelot's Pass and the greatest depth of snow, except when drifted, was one foot; and where drifted, never to exceed two feet. Through these passes, every winter, the Indians of the eastern portion of Washington pass—not single men, but whole tribes, with their men, women and children, and their animals laden down with meat and buffalo robes. Nor will there, in my judgment, be any serious obstructions from snow on the South Pass route, or any of the other practicable routes. As Johnson once said to Boswell, "empty your head of Corsica," I do beg men to empty their heads of this bugbear of snow and ice. The idea should not be entertained as a serious objection to any route.

And now I will come to the defense of the southern route in one particular. I believe the difficulties there, in regard to the heats of summer, are overestimated. It is said that men cannot labor there three months of the year. I cannot speak of that from a thorough knowledge, as I can in regard to the snow and ice of other routes, but I have had some little experience in a somewhat similar region of country; and from the information I possess, I have no question that, by a little management in the hours of working, a party could be kept at work there all the year round. I would like to give my reasons for that judgment, but my time is nearly out, and I have two or three more topics to touch upon.

In the remarks which I have thus far submitted, Mr. Chairman, I have refrained from going into any elaborate statistics. They do not convince much; they simply weary one, and I have preferred to rest my case upon obvious and ascertained facts which come within the experience of all intelligent men.

But I wish, now, to enlarge upon a topic which will require me to refer to some statistics, and that is, that the country requires three routes, and that each is a national route. As regards the southern route, its office is not simply to carry freight and passengers from the Atlantic coast to the southern portions of our Pacific empire, but it has relations with powers south of it, and hence it becomes emphatically national. There are silver mines in Arizona which will supply the whole country with that metal, and probably the world. There are silver mines in Sonora, also; and the wealth of Sonora, and other parts of Mexico, will find its outlet through that road. That road becomes national, therefore, as regards the whole country, looking to the products of the mines and its influence on a neighboring Power.

As regards the South Pass route, I will observe that there is larger population on the western slope, on this route, than on either of the others; that it has the direct relations with the great centre of the country; and in all respects, except contiguity to foreign Powers, and the carrying trade from Asia to Europe, is entitled to consideration with the other two.

The northern route is, however, pre-eminently a national one, for the question there is, shall the road which must pass from the great basin of the St. Lawrence, from the great chain of lakes, to the shores of Puget Sound and the Georgian bay, pass through American or through British territory? That is the question.

Sir, great injustice has been done to the country between 49° and 54° 40'. Rejoicing in the acquisition of Arizonia, I only wished that her southern line had gone still further south, so as to give us a good port in the Gulf of California. I trust we will have it yet. But it has been our misfortune that we have lost that rich and inviting country between 49° and 50° 40'—a country rich in mineral wealth, in mines of gold, and lead, and platinum, and copper, and sulphur—extending from the shores of the ocean to the Rocky Mountains. At this moment, miners are going to that country from California, and to the northern portion of Washington, where there are equally extensive and rich gold fields, by thousands; and the information which I have is entirely reliable as to the large returns which labor has got there this spring.

Now, the English Government are looking to their communication with the Pacific coast. They have had an examination of the country lying north of the forty-ninth parallel, east of the Rocky Mountains. It is an extensive grazing country, and has large tracts of arable land adapted to all the cereals and vegetables. They

know the wealth of the western coast itself, in its fisheries, in coal, and in all the elements of national prosperity. The question simply is, shall the great line of communication go through American or British territory? I propose to give some figures relative to the question. I have put them in round numbers; but they are very near the mark. The distance from Puget Sound or Vancouver, on the Columbia, to St. Paul, or the western end of Lake Superior, is eighteen hundred miles; from Benicia to Rock Island, in the Mississippi, by the route of the South Pass, twenty-three hundred miles; from San Francisco to Memphis, by the route of the thirty-fifth parallel, twenty-three hundred miles; from San Francisco to Gaines, by the route of the thirty-second parallel, twenty-two hundred miles. And the distance from Benicia, via the valleys of the Sacremento and Willamette, Vancouver, and the northern route, to St. Paul, is twenty-five hundred miles. If we take the equatic distance, allowing for grade, which, though not important as regards passengers, is an indispensible element as regards freight, we find that the distance from Benicia to St. Paul and the western end of Lake Superior by the northern route, is twenty-nine hundred and fifty miles; from San Francisco to Gaines, by the route of the thirty-second parallel, three thousand miles; from San Francisco to Memphis, by the route of the thirty-fifth parallel, thirty-three hundred miles; and from Benicia to Rock Island, by the South Pass route, twenty-eight hundred and fifty miles. I have made the comparison to the Mississippi river, because this river will be the great artery on which to distribute freights coming from the ports of the Pacific by rail throughout the Mississippi valley.

Thus you see, that looking to the present great commercial depot on the Pacific, San Francisco, the northern route gives her the shortest and best connection with the Northwest and the country lying upon the great lakes, and that this connection is absolutely shorter than her connection with the Mississippi, by the routes of the thirty-fifth and thirty-second parallels. Looking however to Puget Sound, and taking the equatic distances, you find that the equatic distance from the Sound to the Upper Mississippi and the great lakes is two thousand two hundred; whereas, from San Francisco to the Mississippi it is two thousand eight hundred and fifty, three thousand three hundred, and three thousand miles, by the routes respectively of the South Pass, the thirty-fifth, and the thirty-second parallels.

But besides the other advantages of the route, Puget Sound is nearest to Asia. The mouth of the straits leading to Puget Sound is on the line of sailing vessels from San Francisco to the Ports of China, Japan and Russia, on the Pacific, and therefore Puget Sound is as much nearer to those countries as is the distance from the entrance of the Straits de Fuca to San Francisco, some seven or eight hundred miles.

Considering, therefore, the greater shortness of the northern route, and its nearer connections with both Asia and Europe, it must become the great route of freight and passengers from Asia to Europe, and even of freight from Asia to the whole valley of the Mississippi.

I have adverted to the views of the English Government in regard to an overland communication through its own possessions. We are contiguous on the forty-ninth parallel to that powerful foreign sovereignty. Which will give us the most strenth? which will most add to our defense? which will most stimulate our own genius and force? which will most spread population through our borders and best evoke the resources of our country? which will give us the best footing in the Northwest, and enable us best to hold in our hands the key of the Pacific? a railroad on our own soil, and a great port on our own ocean coast, or a road passing over the soil of that powerful foreign sovereignty, and a great port on its ocean coast? The question of the control of the commerce of the Pacific, and of the ascendancy of American genius and enterprise there, is involved in the solution of this question; and therefore I claim for the northern route the friendly consideration of gentlemen from all quarters of the Union, as not a sectional, but as pre-eminently a national route.

I am of opinion there will be a great freight business on all the routes of Asiatic supplies. By the time the roads are completed, there will be, unquestionably, a population of nearly one million of souls on the line of each route, furnishing the basis of way business, in addition to a vastly larger population resting on the present western line of States, and in the general vicinity of the eastern termini, which will receive their supplies of Asiatic goods by the rail. On the Pacific railroads a great variety of Asiatic products will be distributed to all quarters of the country, and even on these roads pass to Europe. No costly or perishable article, or article which deteriorates by crossing the tropics, will reach our Atlantic ports or the ports of Europe by either cape. Silks, spices, and teas, will go to our depots in the Pacific, and will be taken over the great overland routes to all the States of the Union, to the Canadas, and to Europe.

The imagination of man can scarcely set bounds to the future grandeur of our Pacific empire, and the magnitude of our interests throughout that great sea. Already a commerce is springing up between us and the Russian possessions on the Pacific, by the line of the Amoor, navigable two thousand miles for steamers, whose mouth is but about four thousand miles from Puget Sound, and which will early bring us into connection with thirty millions of people. Lines of sailing vessels now run from our Pacific ports to the Amoor, Japan, China, and the islands of the sea. Fabrics and merchandise of various kinds from San Francisco, but lumber and spars mainly from Puget Sound. San Francisco and Puget Sound are the two great natural centers of commerce on the western coast, and both are essential to its development and control by us, American freemen, having a great destiny before us. San Francisco, more developed than Puget Sound, having a much larger immediate population backing it up, is the natural port of California and of our southern States; Puget Sound of our Northwest and our North, and it will be the great port of all the carrying trade by rail from Asia to Europe.

For these reasons, Mr. Chairman, I urge moving to the Pacific on at least three roads. I deem them all national, and required by the exigences of the age. I beseech American statesmen to take an enlarged and comprehensive view of this great subject; to endeavor to realize our future growth; and, by firmness and wisdom in the policy which they will now inaugurate, to make us, one compact and continous nationality, to make us, in truth, the ocean-bound Republic, controlling the commerce of the world.

Singular and Melancholy Suicide.

A most singular suicide was committed in our town on Thursday night of last week. Mr. JAMES GARDINER, an old resident of our Territory, and a man well known to many of our citizens, was discovered on his bed with an empty pistol in his right hand, a box of caps in his left, and his head terribly shattered by the ball from the pistol. A coroner's jury was summoned to the place, and soon returned the following verdict:

OLYMPIA, July 23, 1858.

We, the undersigned jurors on the inquest on the body of JAMES GARDINER, find that the deceased came to his death by a pistol shot wound—the pistol held by his own hand—and between the hours of 7 in the evening of the 22d and 5 of the morning of the 23d, and that he is a native of Scotland, and aged about 50 years.

JAS. M. HUNT,
LEWIS ENSIGN,
THOS. W. BEALE,
WM. TROUT,
E. N. SARJENT,
JAMES SCOTT.

The only clue given to the cause of this sad occurrence is in the following note which was left to Dr. WARBASS, which it is deemed prudent to publish, that his acquaintances elsewhere may know all that is known about it:

DR. U. G. WARBASS:

Please take the Keys and let no one get at the Boxes until my son William arrives, and let him have them. There is $40 and my papers, &c., in the locked Box. I desire you will (or Mr. Winsor) have me decently interred and quickly.

Truly yours,
JAMES GARDINER.

I hope no one will blame my wife—altho' she was obstinate and might have given in to what I regarded as purposely insulting, yet she was a good wife—and my peculiar notions and morbid temperament (at least since I have been physically unable to stand any work or exposure) have led me to expect more than was quite reasonable.

I have long been tired of life;—and I request Mr. Furste, if anything is put in his paper, to give that and poor health as my only reason for this act.

J. G.

Mr. GARDINER was a man of excellent education and the steadiest habits. In his intercourse with his fellow-men he was upright, correct, and scrupulously honest. Though his tastes were peculiar and his fancies singular, in the business of life his judgment was sound and uncorrupted.—Let the grave rest on all his faults. *

The Steamer "Commodore."

Her return to San Francisco in Distress!—Jettison at Sea!—Barely Escaping Destruction!

The San Francisco *Bulletin* of the 17th inst. says, that "the rotten old steamship *Commodore*, formerly the *Brother Jonathan*, which left that port on Thursday, the 8th inst., with about 400 passengers and a large amount of freight for the Fraser river country, returned at 2 o'clock on that morning, having fully proved her unseaworthy condition, losing the greater part of her cargo by jettison, and barely escaped sinking and carrying down to the bottom of the ocean a great number of the citizens of California. It was well known that the old thing was dangerous, and that those who shipped in her ran great risks. The passengers may consider themselves fortunate to have escaped if it were only with the clothes on their backs. Many have lost all their property. It appears that the *Commodore* did *not* encounter a *storm*—that there had been no indications of anything like a storm.

"As the steamer lay at Pacific street wharf on the morning after her return, particularly after Capt. John T. Wright, the Agent had gone down on board, the scene is said to have been one of great excitement. As soon as he entered the ship he was "corraled" by the passengers, and compelled to make immediate arrangements with them for the return of their passage money, (mostly steerage,) being $32 50 each."

☞ We learn from the Puget Sound *Herald* of the 23d inst., that the residence of Mr. Martin, of Upper Steilacoom, was destroyed by fire on the previous Saturday morning. Everything in the house was consumed, and the family and inmates barely made their escape—some of them not having had even time to rescue their clothing. Mr. M. sustains a serious loss by this fire, which is believed to have been the work of an incendiary.

☞ Recent advices from the Atlantic ports would seem to justify the opinion that our market will soon be overstocked with all kinds of staple merchandise. Whether this will prove beneficial or otherwise, remains to be seen. Of one fact there can be no reasonable doubt, that however large may be the overstock of general merchandise, the Graefenberg Family Medicines can never prove a drug in the market, as so popular have those truly excellent medecines become that it is only with difficulty that the agents are able to keep pace with the daily increasing demand.

Pioneer and Democrat.

OLYMPIA, WASHINGTON TERRITORY,
FRIDAY, JULY 30, 1858.

EDWARD FURSTE, EDITOR AND PROPRIETOR.

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

ARRIVAL OF THE U. S. MAIL!

Two Weeks later from the Atlantic side!

Adjournment of Congress—Oregon not admitted—Confirmation of Territorial Appointments—The payment of the Indian War Debt not provided for, &c., &c.

The P. M. S. S. Co.'s steamer *Panama*—W. L. DALL, commander—arrived in the harbor of Olympia on Sunday last, at 5 o'clock, P. M., with the mails, freight and passengers.

The crowded state of our columns, this week, requires us to devote those usually occupied by editorial matter, to a condensation of the news brought by the steamer.

Our dates from the Atlantic cities extend to June 20th, and from California, to July 17th. For the subjoined summary of the news, we are mainly indebted to the San Francisco Weekly *Bulletin*.

Both Houses of Congress adjourned on the 14th of June, but the Senate, agreeably to the call of the President, met in extra session on the 15th, and on the 18th passed Mr. Mason's anti-British resolutions, condemning, in strong terms, the aggressive measures of the English in the Gulf of Mexico and elsewhere, and then adjourned *sine die*. The resolutions referred to, passed, substantially, as they appeared in this paper two weeks ago.

A long list of executive appointments, of nearly every descriptions, were confirmed by the Senate, prior to its adjournment. Those for Washington and Oregon territories, are—Hon. O. B. MCFADDEN, Associate Justice, to be Chief Justice, and Judge Wm. STRONG and Col. ED. C. FITZHUGH, to be Associate Justices for this Territory.—Surveyor General JAMES TILTON, has been re-appointed to that position. For Oregon, Hon. GEO. H. WILLIAMS has been appointed Chief Justice, and REUBEN P. BOISE, Associate Justice. Gen. JOHN ADAIR has been re-appointed Collector of Customs for Columbia River District.

As had for some months been anticipated, Congress adjourned without adopting any definate final measures, for the liquidation of the war indebtedness due the citizens of this and Oregon territory. The vital interests of *all* the territories, but more especially those upon the Pacific, which ought to have commanded, at the hands of Congress, prompt and generous attention, have been completely set aside—the Kansas question so completely overshadowing all other issues, as to effectually retard any favorable legislation for other territories. That provision has *not* been made for the payment of the claims so justly due the people of these territories, no blame can possibly attach to the delegates of either, who, the evidence is abundant, were unwearied in their endeavors—on the floor and in private circles of members, to have this war debt not only properly acknowledged and endorsed by Congress, but *paid*. That Gov. STEVENS and Gen. LANE fought with a Trojean heroism—with sleepless vigilance for every interest and object conducive to the welfare of the territories they represent, or asked for by their constituents, their labors on the floor of Congress and with the several Departments of government, furnish record testimony.

As an illustration how thoroughly ignored were these territories, at the session of Congress just concluded, Oregon, having taken, regularly, all the steps, and gone through all the formula necessary to claim admittance, and be introduced amongst the sisterhood of states as a sovereign member of the confederacy, with a republican constitution, an adequate population, and boundaries easy of adjustment; and even after the act for her admission had passed the Senate, on coming to the House was referred to the Committee on Territories, there quietly to rest until the next session! But Kansas has been made to *bleed* throughout the session, and why should not that appease all the balance of the territories for lack of legislation?

Prior to the adjournment of Congress, a number of the members, particularly of the Senate, waxed exceedingly valient, and but for the interposition of mutual friends of gentlemen, no less than *four* hosile meetings would *perhaps* have taken place at Bladensburg, or on the Canada side. The first difficulty, in order, was between Messrs. HUGHS, of Indiana, and HARRIS, of Illinois, of the the House, followed by a passage, in the Senate, between DAVIS, of Mississippi, and CHANDLER, of Michigan; almost a duel between DAVIS, of Mississippi, and BENJAMIN, of Louisiana, followed by nearly a fight between GWIN, of California, and WILSON, of Massachusetts. The challenge passed between three of the parties named, but as before observed, the interference of friends procured a satisfactory understanding between them, and Congress finally adjourned with unusual quietness and order. It is presumed that the disgraceful scenes enacted between the parties to which we have barely alluded, had a tendency to produce this result.

The most important feature in the news brought from the east by the *Golden Age*, is the entire dissipation of any idea of a cause of war with Great Britain. The unauthorized insult offered to our flag by her cruisers in the Gulf of Mexico, in the searching of our commercial marine, under pretence that they suspect them of being slavers, has been promptly disavowed, and measures have been taken to prevent a repetition of the offence, and to make the *amende honorable*. Orders have been given from the British Legation to the admiral and officers in command of the West India squadron to stop all interferance with American ships, and the obnoxious British steamer *Styx* has been recalled to Halifax. No further trouble is anticipated.

The latest news from Utah, indicates a peaceable settlement of difficulties between the goverument and that territory, and the end of the war with the Mormons. Still, the reports from there are very contradictory. By one mail we learn that the Mormons are leaving Utah, and by the next that they are not. It appears, however, that they do not intend to molest the troops. Brigham Young has surrendered to Governor Cumming the seals of the Territory. Previous to the final adjournment, the President transmitted a message to both Houses of Congress, communicating, on the authority of an accompanying despatch from Gov. Cumming, the agreeable intelligence that our difficulties with the deluded population of Utah, have, as it is believed, received a pacific termination. It appears that Gov. Cumming was cordially welcomed to Salt Lake City by Brigham Young, and other distinguished church dignitaries. The records and library are unimpaired. Capt Marcy had not returned from New Mexico. One report has it that he has been cut off, whilst another has him on the Cherokee trail, two hundred miles from Fort Bridger.

Four days before the municipal election in New Orleans, a Vigilance Committee was formed, barricades thrown up, and every preparation made for a most sanguinary conflict. Reason returned, and with it the men to their homes. The election passed off quietly. Gerard Stith, the American candidate for Mayor, was elected by 130 majority.

One of the most destructive steamboat disasters that has occurred for a long time, took place in June on the Mississippi, near Memphis, Tennessee. The steamer *Pennsylvania*, bound to St. Louis, from New Orleans, exploded her boiler, causing a fearful loss, it is feared, of over a hundred and fifty lives. On the following day, the steamer *Eclipse* met with an accident, just below Natchez, by which several persons were killed and injured.

Aside from these, the freshets in the western rivers, the past season, have been more disastrous than was ever known before. In Ohio, Indiana, Illinois and Missouri, whole villages have been swept away by tornados, involving the loss of many lives, and the destruction of millions of dollars worth of property. In some parts of the country, unprecedented hail-storms have destroyed the crops of the farmer. From the Balize to the Upper Mississippi, we hear of nothing but disaster. The damage to the sugar and cotton interest in Louisiana is almost incalculable, while in Mississippi and Tennessee, the loss in cotton alone amounts to millions from the overflow.

The establishment of a Territorial Government for Arazona, was postposed in Congress until next session.

The Senate decided that Messrs. Bright and Fitch, of Indiana, are entitled to seats. The Maryland contested election case has been postponed till next December.

Secretary Cobb has given notice to the successful bidders for the new issue of $4,000,000 of treasury notes, to come forward and supply the needful, as per contract.

The appropriations for various purposes at the late session amounted to $80,000,000.

In the civil appropriation bill, nearly a million of dollars is appropriated to the coast works upon the Pacific and Atlantic Gulf, and the north-western lakes.

The Senate amendments to the Supplemental and Indian Deficiency bills were agreed to by the House, and passed.

The House passed the $15,000,000 loan bill, and the Secretary of the Navy intends to build the eight new war steamers as soon as possible.

Gen. Wm. Walker, and the officers tried with him lately at New Orleans, have been held under heavy bonds not to violate the neutrality laws for one year.

An affray took place at Lawrence, Kansas, lately, between Gen. Jim Lane and Mr. Jenkins, in which the latter was killed. Mr. Jenkins was a prominent citizen of that place, and his death has caused a marked sensation.

Since the British cruisers have undertaken to seach our vessels in the Gulf, the President has ordered there 13 vessels of war, carrying 215 guns.

East of the Cascades—Through the Snoqualmie Pass.

Late intelligence has been received from the mining party that left this place and Steilacoom, a few weeks since, under the pilotage of Mr. W. H. PEARSON, for the gold region north, via the Snoqualmie Pass. They reached the eastern side of the mountains with all ease and safety, and report has it that a portion of the company have stopped and are doing well on the streams in the immediate vicinity of the base of the mountains—the Yakima, Nah-ches, &c.

A portion of the company mentioned by us last week as concentrating here with an object of striking out for the gold region through the Snoqualmie, will start, they so inform us, early next week, which will greatly swell the mining force on the other side.

The Puget Sound *Herald*, of July 23d, has various and corroborative Indian reports to the effect that considerable bodies of miners are at work, doing well on the Wenatchee river—that two hundred soldiers from the Dalles had arrived there, and were constructing a fort on that river, and that gold was supposed to be deposited abundantly on all, or many of the streams on either side of the Cascades. Should this prove true, "the stone that the builders refused will soon become the head stone of the corner," and instead of gold hunters idling away their time, as they have been for months at Victoria or Bellingham Bay, awaiting for Frazer river to fall, or a trail to be opened from Whatcom to Thompson river, there will soon be a rush of miners through the Snoqualmie pass, directly to the mining region. Whether large quantities of gold be found immediately upon the other side of the mountains, within our own territory or not, we are of the deliberate opinion that the Snoqualmie pass will be almost universally adopted, the next season, above all others, as the best and most direct route to the northern gold region, starting from any point, in either Territory; and it is the fault of the citizens of the southern Puget Sound country, that it was not generally adopted the present season. Through sheer carelessness, if not criminal neglect, the citizens of this section of the country have allowed thousands of their adventurous countrymen from California and elsewhere, to be humbugged and *diddled* out of perhaps their last dollar, by interested parties at Bellingham Bay and elsewhere, who have there been delayed for months, with death staring them in the face from the fierce current, rapids, falls, and canons of Frazer river, and with the prospect of being overtaken by starvation before reaching the gold region, should the trail leading thither ever be completed. Had the citizens in this direction performed their duty promptly, the thousands who have been humbugged by Frazer river and the Whatcom trail, might long since have been safely and profitably employed in the gold mines east, and large returns constantly finding its way back through the Snoqualmie pass. Had one hundredth part the interest been taken by our citizens to make the *natural* roadstead through the mountains referred to known, that has been taken to force other routes, in other localities into notice, much untold suffering and loss of life would have been avoided, and instead of a large proportion of the adventurers being impoverished, as they now are, they might have realized the golden harvest which they anticipated, and for which they sought these shores. A most serious injury has been inflicted upon this portion of the Territory, because of the apathy—the supineness of its citizens in not making the Snoqualmie route to the mines more generally and favorably known, and because they have not sufficiently interested themselves in having the necessary outfits of provisions, arms, &c., for those who may have determined to adopt it, and it is to be hoped that another season will bring a change in this particular.

We understand that large parties are concentrating at the Meridian prairies, situated about mid-way, between Steilacoom and Seattle—twenty-five miles, perhaps, from either place—who are making arrangements to start, next week, through the Snoqualmie.—Those prairies are quite centrally located for the rendezvous of parties, from Olympia, Steilacoom or Seattle, and we expect to hear of another large company moving out through the Snoqualmie ere long.

Letter from Mr. Hiel Barnes.

We are permitted by Mr. G. A. BARNES, merchant of this place, to give publicity to the following letter which he received from his brother by the last mail. The letter is dated "Fort Yale, July 20th 1858," and, as will be observed, holds out not the least encouragement for gold hunters to go to Frazer river, for at least six weeks or two months—*if at all*. The letter is quite an interesting one, although not designed for publication. Mr. HIEL BARNES being a resident here, we doubt not but that his statements will have due weight with such of our citizens as may have thought of seeking their fortunes in gold hunting through Frazer river. He says:

"I arrived here on Sunday evening—had a hard time getting up the river, and it is impossible to get any further up at present, on account of high water. It must fall fifteen feet yet, before there can be any mining done, and that will probably be six weeks yet. The Indians say so, and the men at the Fort confirm it. I suppose there are 10,000 persons on the river, from the mouth up to this place, and that is a moderate estimate, for I believe there are more; and out of that number, not more than twenty of them are doing anything. There are hundreds going back every week. We met, I think, one hundred boats going back, all loaded with passengers, besides what goes on the steamers every week. There are a great many here that are entirely destitute of provisions, and have to get back by working their way in some shape or other. There are a great many claims above and below here that pay well when the water is low, but they are all under water now, and every foot is claimed. There are no bank diggings here on this river. All the gold is on bars and on ground that has been washed up by the river. I have no doubt but that there are rich depesites above, but a long distance up the river. The gold here is very fine, and not so plentiful as has been reported. I am too early, by two months, to get up the river, and do not know exactly what I shall do yet. I may go back to Victoria, where I had the offer of $8 per day before I left; and had I known what I now know, I should have remained there for at least two months.

"You would confer an act of kindness upon all persons who think of coming to these mines, by telling them not to come this way; for if they want to mine, they must go higher up, and this is not the route for them to take. If I had to start again, I would not think of coming here, but would take the route by Seattle, and the Snoqualmie Pass of the Cascades. This river is considerable of a humbug. The gold is on Thompson river, 200 miles from here, and it can be reached much easier by the way I have mentioned, or by any other practicable pass in the mountains than by this river.

"There has been quite a number of persons drowned within the past week. Three bodies were picked up the other day—one a woman. Many are never seen after they start up the river. They get Indian pilots—pay them from where they start, and who upset them to get their "grub."

"The little steamer *Umatilla* got up here about an hour ago, and has just blowed her whistle to start back, so you must excuse haste.

"Yours respectfully,
"HIEL BARNES."

☞ We commence this week the publication of the U. S. Laws, adopted at the late session of Congress. Their publication will necessarily interfere somewhat with the usual quantity of other reading matter for some time, yet the character of our laws must be made known.

☞ FAYETTE MCMULLIN, Governor of Washington Territory, accompanied by his lady, took passage on the steamer *Panama*, on Sunday last, with an object of visiting the Atlantic side.

LATEST FROM THE NORTH!

Affairs at Bellingham Bay and Victoria!

THE REACTION!

ARRIVAL OF STEAMERS AND SAILING VESSELS!

Return of Miners to California!

The U. S. M. Steamer *Constitution* failed to arrive here in season for our last issue—she having run on a spit in Victoria harbor, on coming out. The mails, however, were received in due time, and we learn that the owners of the *Constitution* will immediately place another mail boat on the Sound, should that steamer be delayed anything more than temporarily. The steamer *Resolute* has had her piston rod broken, and is therefore not in repair. The *Surprise* has been, *and is still running to Fort Hope*. At the last accounts the *Constitution* was afloat, but it was thought to be necessary to lay her up for a short time at Victoria, to undergo repairs.

The steamers *Republic*, *Pacific* and *Sierra Nevada* have arrived with the usual quota of passengers for Victoria, Bellingham and Semiamoo Bays, &c. A number of sailing vessels have also arrived with passengers and merchandise; amongst others we notice the schooners *Dancing Feather* and *Helen Maria*, and the barks *Nahumkeag* and *California*.

Whatcom and Sehome are still flourishing, but it seems a new town at Samiamoo has, of late, diverted no small share of attention of the town-site "crazy."

Frazer river is still high, and the supposition is that successful operations cannot be commenced on the bars before the first of September, if so soon as that.

The steamers *Cortez* and *Santa Cruz*, which sailed for San Francisco from Victoria on the 12th inst., carried back to California six hundred or one thousand passengers—highly disgusted with the gold region and the country. A reaction has set in, which should be a matter of no surprise to any person, and we are told that the Frazer river thermometer in San Francisco, marks the excitement below zero. The excitement for the present, there, has "gone in."

From the Whatcom *Northern Light*, of July 17th, we gather the following items of news, concerning matters of interest in that vicinity:

Mr. W. W. DE LACY, engineer on the Bellingham Bay trail, has written a letter to Messrs ROEDER, VAIL and SMITH, committee of the trail, &c., dated—"Summit Pass, July 8th," from which we make the following extracts:

"I write to you to report that the Trail has reached the foot of the first pass beyond the Lake, and that if the weather (now very rainy) permits, we will be on the summit of the pass to-day. I returned here yesterday, having been out for two or three days examining the ground and making the Trail, and I shall start out again to-day to continue my explorations as far as the large river. The men are working with a will.

"If the weather permits, at the rate the men are working now, we will be at the open country in about two or three weeks. I must beg of you, however, not to encourage any one to come out until the road is reported open, as many of them come to us here out of provisions, and we have to feed them. Keep on sending provisions.

"Respectfully,
"W. W. DELACY."

Those acquainted with Mr. DeLacy, know full well that he is entirely reliable authority, and that the utmost confidence can be placed in whatever he may say concerning the trail, of which he has charge, or upon any other subject. Hence, according to his own calculation, if no ill luck has befallen him, he should now be through to the open country east.

The *Northern Light* has additional news from the trail, three days later, from which it appears that it has been opened to the Seagit river, 20 miles beyond the summit, and 145 miles from Whatcom, and that the work was going forward with spirit and rapidity. The trail is reported in good condition, although there are some marshy spots on it which can be bridged and otherwise improved.

The ferry boat, built by Mr. Townsend, was completed, and on the Lake, ferrying passengers. The Lake is ferried lengthwise, a distance of about seven miles. Mr. Townsend has erected a hotel on the bank of the Lake, where tolerable fair meals, for one dollar each, can be procured. He also keeps liquors and some provisions for sale.

The last trip of the *Constitution* to Whatcom brought 20 horses and mules designed to be put upon the trail, and on Thursday, the 15th inst., three pack trains, heavily loaded, took their departure on the trail, one of five, one of seven, and a third of nine animals.

The *Light* announces the arrival at Whatcom, within a week, of several parties, from Forts Yale, Hope and Langley, all of whom report the diggings rich and extensive, but that the river is too high to permit the miners to work to any advantage. The steamer *Sea Bird* is still aground 20 miles below Fort Hope, and is likely to prove a wreck.

Upon some of the bars but few of the

miners have a license, and it is claimed by the *Light* that the Hudson Bay Company dare not attempt to enforce its claims on miners for license, and never designed to enforce payment for the same.

Notices of theivery and rowdyism are making their appearance in the *Light*, as occurring at Bellingham Bay. This need cause no astonishment. When it is remembered that 20,000 persons have been landed in that vicinity within the last three or four months, and that nearly *all* that time Frazer's river has been as good as impracticable for mining operations;—when it is remembered that for that length of time, thousands of persons have been living in idleness at an exhorbitant rate of subsistence, awaiting the opening of the trail to Thompson's river;—when it is remembered that disapointment and desperation has occured with, and seized upon thousands of destitute persons in that direction, it is not at all astonishing that the promptings of the first law of nature should lead to acts of dishonesty and crime. And we fear the end is not yet. How the many thousands, congregated in the vicinity of Frazer river are to obtain a subsistence, until such time as they can be enabled to earn the same from the gold deposites, is a matter we will not undertake to discuss. Necessity—starvation, knows no law. It is perhaps well that clam-beds, salmon and berries, of various kinds, are plentiful upon Puget Sound, and that the natural products of our waters and forests will keep the soul and body together on some kind of terms; but we expect to hear of extensive and intense suffering, and the commission of many unlawful deeds within the next few months.

LETTER FROM PEARSON.

At a late hour last evening we received the following letter from Pearson :

UPPER YAKIMA, July 16, 1858.

MR. ED. FURSTE—We arrived here to-day in very good condition. My Klikatat boy and myself, with two saddle horses and one pack, made the distance from Seattle to the open country east of the Cascade mountains, by the Snoqualmie Pass, in four days and a half traveling time. The party from Rattle Snake Prairie, forty-one miles back of Seattle, came through by making two encampments on the way. To-morrow, or perhaps to-day, we will cross the Yakima river and bear north or north-east. We expect to meet a band of Indians in four days' travel from here, but what their hearts are towards us is yet to be told. If they are too heavy for us, we may have to call on our people in the settlements for assistance. I will endeavor to write you again soon. Yours truly,

W. H. PEARSON.

The Trail Through!

Capt. BARRINGTON, of the schooner *Eclipse*, arrived here from below, just as we were going to press, who states that he left Whatcom a few days ago, and there learned that the trail from Bellingham Bay to Thompson's river is cut through—the working party having been sent in by Capt. DELACY, and that they were paid off at Whatcom, and discharged on the 24th of July.

Mr. Alexander, of Whidby's Island, had started out with a pack train for the mines on Thompson's river, and Capt. DeLacy, with a few men, had pushed on through the open country to Fort Thompson, to verify the distance.

The work is said to be entirely completed throughout the mountain or wooded part of the trail. We may expect the official descriptive report of the road from Capt. DeLacy, by our next issue.

THE LATE ELECTION.—Returns from all the counties in the territory have not yet been received. As soon as all shall have reported officially, we will publish the result.

☞ We publish to-day the excellect speech of Hon ISAAC I. STEVENS, on the subject of a Railroad to the Pacific. Next week we purpose to publish his speech concerning the war indebtedness of this and Oregon territory.

☞ We learn from the *Northern Light*, that Collector M. H. FROST has appointed R. C. PAGE, one of the oldest residents, and a highly esteemed resident of Bellingham Bay, Deputy Collector of that port.——Also, that the British members of the Joint Commission to determine the boundary line between Her Majesty's Possessions and the U. S. Government, have arrived at Victoria.——Further, on authority of the Victoria *Gazette*, that Gov. Douglas *does not* intend to issue a proclamation, declaring free trade on Frazer and Thompson's river.——Several small steamers, it is said are being built at San Francisco for the navigation of Frazer river. The *Light* "guesses" they won't ascend much higher than the Big Canon! —*"Thus far—no farther!*

☞ The brig *Merchantman* arrived at the wharf of the Kendall Company, Olympia, last week, from San Francisco, with a full cargo of merchandise for this place.

GOLD ON SKAGET RIVER.—According to the *Northern Light* of the 17th inst., two several prospecting parties, one from Port Townsend and the other from McDonald's Island, have explored and found gold on this river. One party had been out three weeks. They had gone 25 miles beyond the forks of the Skaget, and, as they say, only one day's travel from Thompson river. They represent the Scaget as capable of being navigated by steamboats, by cutting loose the drift-wood, which in several places obstruct its channel. The party from Port Townsend went up the northern branch, by way of Mount Baker, and fell in with several Indian camps. The Indians told them that Mr. DeLacy, of the trail, had crossed the river at that point, and represented it but a short distance from the mines. Other parties are still prospecting this river.

☞ **Dr. L. J. Czapkay.**—We would direct the especial attention of invalids to a perusal of Dr. L. J. Czapkay's advertisement, to be found in another column of this paper, in order to place the services of a learned and experienced physician within their reach. So much ill has been inflicted on the human family from the pernicious and ignorant practices of empirics, that it seems as if we were filling a bounden duty to make known where judicious relief can be obtained. To those unfortunate enough to suffer from the effects of sexual or private diseases, or their ill treatment, we cheerfully commend Dr. L. J. Czapkay as a man of rare scientific and medical acquirements, possessing all the requisites, from long experience and acknowledged skill, for the successful practice of his profession. Having made sexual complaints an especial study, like the celebrated Ricord, of Paris, he is enabled to guarantee a speedy and permanent cure in all cases of private chronic diseases, whether the effects of contagion, self-abuse, or loss of virility, and in order that patients at a distance may avail themselves of his advice, free consultation by letter is open to them. The knowledge that we have of the numerous cures he has effected, some of which were of long standing, leads us to place much faith in Dr. C.'s efficiency, and commend him to the confidence of those in ill health.

Persons not wishing to lose time in corresponding please enclose $10 in their letters, and they will get immediate attention.

Address L. J. CZAPKAY, M. D.,
San Francisco, Cal.

MARRIED,

In Olympia, on the 25th inst., at the residence of Hon. Edmund Sylvester, by Rev. Geo. F. Whitworth, Mr. THOMAS W. GLASGOW and Miss ELLEN HORAN.

OLYMPIA PRICES CURRENT.

CORRECTED WEEKLY FOR THE PIONEER AND DEMOCRAT.

OLYMPIA, W. T., July 30, 1858.

Provisions—		Turpentine, " "	3,50
Beef, fresh, ₽ lb.	18@20	**Groceries—**	
Mutton, " ₽ "	18@30	Sugar, bro. ₽ lb.	18
Pork, fresh neat	none	Sugar, white crush. per lb.	@30
" retail,	none	Coffee, ₽ lb.	18@20
Mess Pork, ₽ bbl.	none	Tea, " "	75@ $1
Clear Pork, ₽ "	none	Rice, Caro., ₽ lb.	@12
Bacon, clear, ₽ lb.	35@40	Dried Apples, ₽ lb	@20
Hams, ₽ lb.	@35	Dried Peaches " "	20
Shoulders, ₽ lb.	@35	Chili Peaches, " "	none
Salmon, ₽ lb.	@10	Soap, ₽ lb.	10@12½
Codfish, ₽ lb.	@8	Starch, ₽ lb.	25½
Mackerel, ₽ hf bbl.	none.	Candles, ml'd, ₽ lb	37½
Butter, ₽ lb.	50@62	do Adm. " "	50½
Lard, " "	40	do Sperm, " "	75
Cheese, " "	40	Tobacco, ₽ lb.	50@75
Flour, ₽ 100 lbs.	@$15 00	Saleratus, " "	25
Corn Meal, ₽ lb.	8	Pepper, grain, ₽ lb	37½
Salt, fine, " "	@5	Syrup, " "	$1.00@1.00
Salt, coarse, ₽ ₽.	@3	Vinegar, cider, ₽ gallon,	75
Potatoes, ₽ bush	1.50	Lamp oil, ₽ gal.	@$1.75
Onions, " "	3.00	**Liquors—**	
Wheat " "	3.00	Brandy, ₽ gal.	$1.25@1.50
Turnips, " "	1.50	Whiskey, " "	1.00@1.50
Oats, per bushel,	@$1.25	Gin, ₽ gal.	@$2.50
Beans, Chili, ₽ lb.	7@8	Port Wine, ₽ gal.	1.50@$2
Beans, white, ₽ lb.	none	Cherry Brandy, ₽ gallon	$1.50@$2
Eggs, ₽ doz.	50	**Candles—**	
Dry Goods—		Nails, ₽ keg	@$10
Sheetings, bro. 4-4 per yard	15	Window glass, ₽ box	$6@$8
Shirtings, bro. 15 by piece per yard	16	Sash, ₽ light	@25
Shirtings, bleu. 4-4	16½	Axes,	$@$2.25
Drillings, bro. ₽ yd	16½	Buckets, 3 hoop,	.50@75
Prints, ₽ yard	15@20	Brooms,	50
Blankets, ₽ pr.	$6@$8	**Lumber—**	
Hosiery, wool hlf, per doz.	$3@$6	Sawed fir, ₽ M	$12@15
do cotton, ₽ doz.	2.50	" cedar, "	$15@20
Paints, &c.—		Shingles, ₽ M	$3@$5
Lead, white, ₽ lb.	20@25	Square timber, ₽ foot	8@10
do colors, " "	25@37½	Piles, ₽ foot	4@5
Linseed oil, ₽ gl	$3.50		

New Advertisements.

TO TAX PAYERS.

NOTICE IS HEREBY GIVEN, THAT AS THE Tax Duplicate of Thurston County has this day been delivered to the undersigned, he is now ready to receive the same. To all taxes remaining due and unpaid on the 1st day of November next, the sum of ten per cent. penalty will be added as provided by law.

Office at the Post Office, Main Street.

G. K. WILLARD,
Treasurer Thurston County, W. T.

Olympia, July 22, 1558. 4w36

WM. WRIGHT,

MANUFACTURER OF

SADDLES AND HARNESS,

AND DEALER IN

Saddlery Hardware,

CORNER OF FOURTH AND WASHINGTON STS.,

OLYMPIA, W. T.,

OFFERS FOR SALE,

PLOW, TEAM AND BUGGY

HARNESS;

LADIES' AND GENTLEMENS'

SADDLES;

PACK SADDLES

AND

SADDLE TREES;

Saddle Bags

AND

WALLETS;

GIRTHS and SURCINGLES;

BLOCK AND BENT

Stirrups;

Halters, Bridles and *MARTINGALES*;

Whips and Spurs;

Curry Combs,

Horse cards & brushes, &c.

Feb. 26, 1858. 6m14

ALCOHOL—French Brandy, Bourbon Whiskey and Port Wine, just received, and for sale at the PUGET SOUND DRUG STORE.

SARSAPARILLA—Sand's, Townsend's, Gugrott's Yellow Dock, and Graeffenberg's Sarsaparilla, for sale at the PUGET SOUND DRUG STORE.

INDIGO—Madder, Ext. Logwood, Copperas, Arnatto and Hair Coloring Stuffs, constantly on hand, at the PUGET SOUND DRUG STORE.

CREAM TARTAR—A pure article, to be found at the PUGET SOUND DRUG STORE.

SMOKING TOBACCO—A Superior article, to be found at the PUGET SOUND DRUG STORE.

WHITE LEAD—Pure—Linseed Oil, (Raw and Boiled.) Spts. Turpentine, &c., for sale at the PUGET SOUND DRUG STORE.

SHOULDER BRACES and Trusses, a superior article, at the PUGET SOUND DRUG STORE.

GEORGE GALLAGHER,

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

OLYMPIA, W. T.

Nov. 5, 1853. 9tf

J. BLUMBERG & CO.,

BAKERS,

PORT TOWNSEND, W. T.

THE SUBSCRIBERS BEG LEAVE TO ANnounce to the Merchants of Puget Sound and the public generally, that they are now ready to furnish them with—

CRACKERS, HARD BREAD, PILOT BREAD, NAVY BREAD, etc.,

WHICH they *CAN* and *WILL* sell at prices to make it an object to buy of us, instead of importing.

PIES, CAKES, BREAD, FRUIT, CANDIES, CONFECTIONERIS, Family Groceries, &c.,

ARE also kept constantly on hand, and for sale, wholesale or retail. J. BLUMBERG & CO.

Port Townsend, May 24th, 1858. n28-3m.

D. F. NEWSOM,

COMMISSION MERCHANT,

AND DEALER IN

DRY GOODS, GROCERIES, PROVISIONS, CLOTHING, BOOTS, SHOES, MINING IMPLEMENTS, &c., &c.,

BELLINGHAM BAY, W. T.

April 30, 1858. 23tf

NOTICE.

THE SUBSCRIBER HAVING ASSOCIATED with him, in the Hardware business, E. FITZGERALD and O. M. PERKINS, will continue said business at the old stand, No. 112 Battery street, under the style of E. FITZGERALD & CO.

Grateful for the patronage heretofore extended to him, he would solicit a continuance of the same to the new firm.

All persons indebted to him are requested to make immediate payment, and all persons having demands against him will present the same for settlement.

W. G. WENDELL.

San Francisco, May 25, 1858.

The undersigned having formed a Copartnership for the transaction of the HARDWARE BUSINESS, will continue the same at the old stand, No. 112 BATTERY STREET, under the style of E. FITZGERALD & CO.

E. FITZGERALD,
O. M. PERKINS,
W. G. WENDELL.

3m30

E. Fitzgerald & Co.,

112 Battery Street,

SIGN OF THE BIG PADLOCK,

IMPORTERS OF

HARDWARE,

Mining Tools, Cutlery, Guns, &c.

Constantly on hand, a complete assortment of *BUILDERS' HARDWARE, TOOLS, &c.*,

3m30 At the lowest prices.

JOHN WINTER,

COMMISSION MERCHANT,

69 California Street, between Front and Battery,

SAN FRANCISCO, CALIFORNIA.

BREWER'S AND TANNER'S STOCK, SODA, CHEMICALS AND DRUGS.

General Commission Merchant for the purchase of

GROCERIES, LIQUORS, TOBACCO, CIGARS.

N. B. Constantly on hand and for sale, Wooden Faucets, Bungs, Taps, &c., of the best description, expressly ordered for the market. 3m30

"UREKA WHISKY."

THE UNDERSIGNED, SOLE AGENTS FOR THE manufacturers, invite the attention of consumers to the above superior brand of

WHISKY.

It is made from the finest Rye Spirits, and is a

Geunine Monongahela.

It is put up in barrels and half-barrels, for the convenience of the trade.

WM. NEWELL & CO.,
Sole Agents.

For sale by the principal Liquor Houses in San Francisco. 3m28

FOWLER & CO.,

Fr warding and Commission Merchants,

KEEP CONSTANTLY ON HAND A GOOD assortment of Dry Goods, Groceries, Hardware and Cutlery, Tin-ware, Ready-made Clothing, Crockery Ware, Hats, Caps, Boots and Shoes, Furniture, Ship Chandlery and Stores, Mining tools, &c.

Port Townsend, April 21, 1858. 23tf

IRA WARD. SMITH HAYS.

WARD & HAYS,

WHOLESALE AND RETAIL DEALERS IN

FLOUR, WHEAT, SHORTS, BRAN, LUMBER, &c.

TUMWATER, W. T.

AT the warehouse of WARD & HAYS, two miles south of Olympia, at the falls of Shutes river, the public will at all times find in store, and for sale, any quantity of the above enumerated articles, at prices conformable with the times. Everything they have to sell, they will warrant to be fully equal to what they may represent it. Small vessels can reach the vicinity of their warehouse on the flood. load, and leave on the ebb tide.

Tumwater, Nov. 28, 1856. 2-ly

MARINE HOSPITAL.

PORT TOWNSEND, JUNE 22D, 1858.

DR P. M. O'BRIEN, late Resident Physician and Surgeon of the County Hospital, San Francisco, and of the Hospital of the Sisters of Mercy, is now in charge of the Marine Hospital, Port Townsend.

Dr. O'BRIEN is also prepared to receive private patients. He flatters himself with the hope that an experience of 16 years to the practice of his profession, both private and Hospital, together which a thorough Medico-Cirurgical education, as evidenced by the proper guarantee of a Diploma to that effect will obtain for him the confidence of the citizens on Puget Sound.

LETTERS addressed—P. M. O'BRIEN, M. D., Port Townsend, will be duly acknowledged.

June 22d, 1858. n31-tf

HORSE CHARMES, ATTENTION—Oil of Cumin and Rhodium, for sale at the PUGET SOUND DRUG STORE.

Wooden Ware, Brooms,

BASKETS, BRUSHES,

Clothes Lines, Matches, &c.,

IN ALL THEIR VARIETIES,

ON HAND AND CONSTANTLY ARRIVING FROM THE EAST.

FOR SALE AT LOWEST WHOLESALE PRICES, AT THE

WOOD & WILLOW WARE ESTABLISHMENT

...OF...

HAWXHURST & SON,

39 Sacramento street, Below Front,

SAN FRANCISCO.

Feb. 19, 1858. 6m13

MINING TOOLS!

EX STEAMER COLUMBIA,
12 doz. L. H. Shovels;
12 doz. Collins Picks;
Sluice Forks;
Tom Iron, &c.,

For sale cheap, by FOWLER & CO.

Port Townsend, May 5, 1858. 25tf

MINERS' SUPPLIES.

EX STEAMER PANAMA—
10 barrels Pork;
10 barrels beef;
6000 lbs. Bacon and Ham;
1000 lbs. Lard;
5000 lbs. No. 1 China Sugar;
3000 lbs. Beans;
2000 lbs. Rice;
100 barrels Flour in quarter sacks;

And all other kind of supplies for the miners, can be found at the store of FOWLER & CO.

Port Townsend, May 10, 1858. 25tf

BELLINGHAM BAY, W. T.,

Cattle Market.

THE UNDERSIGNED, HAVING ESTABLISHED a branch of their business near Whatcom, are prepared to furnish the trade with BEEF in the quarter or on foot, on the most reasonable terms.

The highest market price will be paid for beef at Steilacoom; also we will attend to shipping stock from Steilacoom to Whatcom or Sehome.

Also, we will ship and sell cattle on commission. Cash advances made on stock entrusted to their care. For particulars, address

J. R. MEEKER & SON,
Steilacoom or Whatcom.

June 11, 1858 29tf

FOR SALE OR CHARTER.

THE FAST SAILING A NO. 1 SCHOONER "I. I. STEVENS" is offered for sale or charter. She is a new vessel, a fast sailer, and well furnished. Her measurement is about forty tons.

As a sailer, the "I. I. Stevens" probably has not her equal on the Sound—behaves well in rough weather, and sails well with light winds.

She will be sold at a bargain for cash.

For terms apply on board, or to

W. FITZPATRICK,
Bellingham Bay.

May 13, 1858. 25tf

GREAT EXCITEMENT!!

AT

Point Roberts and Whatcom!

NEW GOLD DISCOVERIES!

JONES & FITZPATRICK have now on hand and offer for sale, cheap for cash or gold dust, (which will be taken in exchange for goods at the highest cash value), a large, complete, and choice assortment of

MINERS TOOLS & SUPPLIES,

purchased in San Francisco "just before the late rise," and designed expressly for this trade.

Among the goods on hand may be found

PICKS, SHOVELS, MAGNETS, &c.;
FLOUR, PORK, BACON, BEEF;
TEA, COFFE, SUGAR, RICE, APPLES;
WOOLEN CLOTHING—SHIRTS, &c.;
BOOTS AND SHOES;
BLASTING POWDER, &c.

These things we will sell at prices that defy competition, either at Whatcom or Point Roberts, at both of which places a constant assortment will be kept on hand.

May 13, 1858. 25tf

New and Brilliant!

IN CONSEQUENCE OF LATE AND TRANSPIring events, which has been setting the citizens of California on "tip-toe," an unprecedented rush has been made upon Whatcom by a hungry multitude. To satisfy the cravings of the populace, JONES & FITZPATRICK have just fitted up for the accommodation of the traveling community, and persons en route for the mines—a large and commodious

Boarding House,

where all will be regaled with the *best* produced in the country.

The proprietors will endeavor to render all comfortable who may favor them with their custom.

May 15, 1858. 25tf

Nobles & Hoare's Varnishes.

ALL THE STANDARD AMERICAN DO

Adams' Boston Brushes.

ATLANTIC WHITE LEAD.

FOREST RIVER DO.

TIEMANN'S and other Colors,

GLUES, BRONZES

GOLD LEAF, &C.

San Francisco, March 20th, 1858. n19-1y

DALY'S

VALLEY WHISKY.

WE BEG TO CALL THE ATTENTION OF Dealers, as well as Consumers, to the following Certificates of well known Chemists, who have analyzed

DALY'S AROMATIC VALLEY WHISKY.

The high reputation of the parties is a sufficient guarantee that the article possesses all the merit claimed for it.

WM. NEWELL & CO.,
Sole Agents.

State Assayer's Office, 32 *Somerset Street*, Boston, Mass., April 17, 1858.

WM. H. DALY, New York:

Dear Sir—I have made a Chemical Analysis of your "*AROMATIC VALLEY WHISKY*," and find it a pure, fine flavored Rye Whisky, containing no injurious matter of any kind, and recommend it as suitable for medical and public purposes.

CHARLES T. JACKSON, M. D.,
State Assayer.

NEW YORK, April 19, 1858.

I have analysed a sample of "*DALY'S AROMATIC VALLEY WHISKY*," and find it to be a pure article, of fine flavor, and without any deleterious admixture.

JAMES R. CHILTON, M. D., Chemist.

WM. H. DALY, Esq.:

Dear Sir—Your "*AROMATIC VALLEY WHISKY*" is received, and after careful examination, I find it to be a pure article, entirely free from the adulterating ingredients so frequently used.

JAMES J. MAPES, Chemist.

Daly's Aromatic Valley Whisky is put up in cases containing One Dozen Bottles each. For sale by all the principal Liquor Houses in San Francisco. 3m28

THOS. J. HANNA,

Commission Merchant.

FORWARDING AND RECEIVING.

HAVING AMPLE ACCOMMODATIONS FOR the display, sale, and storage of all kinds of merchandise, and having had considerable experience in mercantile business, would respectfully solicit the patronage of my friends.

Port Townsend, W.T. 21tf

D. PHILLIPS, San Francisco. | D. HORTON, Seattle. | D. L. PHILLIPS, Olympia.

PHILLIPS, HORTON, & Co.,

Wholesale and Retail

—DEALERS IN—

DRY GOODS, GROCERIES, SHELF-WARE, HATS, CAPS, BOOTS, SHOES, &C, &C.,

Corner Main and Second Streets, one door north of the Washington Hotel, Olympia, W. T.

☞ D. PHILLIPS, the senior partner, will reside in the city of San Francisco, and attend to purchasing goods, and such commission business as may be entrusted to his care. [ap. 17-ly.

G. A. BARNES. W. N. AYERS.

BARNES & AYERS,

WHOLESALE AND RETAIL DEALERS IN

Hardware,

STOVES & TIN-WARE,

Agricultural Implments, &c., &c.

Main Street, Three Doors above the Post Office

Olympia, Dec. 22, 1856. no.5-yly.

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

W. H. WALLACE,

ATTORNEY AT LAW.

STEILACOOM, W. T.

Nov. 5, 1853. 9tf

BUTLER P. ANDERSON,

ATTORNEY AT LAW.

OLYMPIA, W. T.

OFFICE—in the Land Office. no.7y.

JOHN C. BELL,

182 Clay Street,

Next door to the Museum, near Kearney, St.,

SAN FRANCISCO.

CARPETS OF ALL KINDS,

FLOOR AND TABLE CLOTHS,

PAPER HANGINGS,

WINDOW SHADES,

FURNISHING GOODS OF ALL KINDS—WHOLESALE AND RETAIL.

GREEN BAIZE, PEW CUSHIONS, &c.

Bring the Measure For Shades & Carpets.

☞ A liberal discount will always be made to people from the country. Cheapest Carpet Warehouse on the Pacific Coast. Don't forget the number,

182 Clay Street,

SAN FRANCISCO.

April 30, 1858. 3m23

FRANK BAKER,

110 and 112 Clay Street,

SAN FRANCISCO.

CARPETS,

OIL CLOTHS,

UPHOLSTERY GOODS,

PAPER HANGINGS,

&c., &c.

WHOLESALE

AND

RETAIL.

Feb. 19, 1858. 6mo13

LATEST

GOLD EXCITEMENT!

ALL PERSONS KNOWING THEMSELVES indebted to the undersigned, either by note or account are respectfully requested to call and make immediate payment.

G. K. WILLARD & SON.

Olympia, June 18, 1858. 30tf

M. P. BURNS,

PHYSICIAN, SURGEON, & COUNSELOR.

—OFFICE:—

NEXT DOOR TO WILSON & DUNLAP'S,

Main Street, Olympia, W. T.

DR. M. P. BURNS returns his sincere thanks for the liberal share of patronage he has received the past five years from a discerning public.

Dr. Burns can be consulted daily at his office, except when absent on professional business. Those residing at a distance can do so by mail.

A genuine supply of MEDICINES constantly on hand.

N. B.—Particular attention paid to diseases of the Eyes, and Chronic diseases of the Blood.

Olympia, April 9, 1857. y-no.20.

PACIFIC HOUSE,

WM. COCK, Proprietor,

Corner of Main and Third Streets,

OLYMPIA, W. T.

The proprietor will endeavor to make all comfortable who may favor him with their custom.

Board and Lodging by the Day or Week.

Olympia, Sept. 12, 1856. ly.44.

FOR BELLINGHAM BAY!

THE NEAREST AND MOST DIRECT ROUTE TO THE

Frazer's River Gold Mines!

THE U. S. MAIL STEAMER

"SEA BIRD,"

FRANCIS CONNER, Commander,

WILL LEAVE OLYMPIA EVERY FRIDAY at 4 o'clock, P. M., touching at Steilacoom, Seattle, Port Madison, Port Gamble, Port Ludlow, Port Townsend and Whidby's Island.

For passage or freight at reduced rates, apply to the captain on board, or to

P. A. OWENS, *Agent.*

April 16, 1858. 21tf

UNITED STATES

MAIL LINE!

—CONNECTING—

THE COLUMBIA RIVER

—WITH—

PUGET SOUND!

H. WINSOR,

MAIL CONTRACTOR, BETWEEN OLYMPIA and Ranier, on the Oregon side of the Columbia River, takes this method to inform the travelling public, that he is at all times prepared to accommodate all who may call upon him, with—

HORSES AND MULES,

Wagons,

CARRIAGES, &c.,

For their Accommodation and Conveyance to any practicable portion of the Territory.

PERSONS traveling to Oregon, or from that Territory to this, can obtain ANIMALS or CONVEYANCES, at either—

Olympia, Cowlitz Landing or Monticello.

IN passing up or down the Cowlitz River, persons can have their choice of performing the journey either with *HORSES* or in *CANOES*—Mr. WINSOR having in readiness at all times, at both Cowlitz Landing and Monticello, a number of—

GOOD, SUBSTANTIAL

CANOES,

WHICH can at short notice be manned to order, with crews of safe and experienced boatmen—well acquainted with the navigation of the river.

TERMS:

PASSENGERS will be conveyed from Ranier to Olympia, and from Olympia to Ranier, at the following rates:

From Ranier to Olympia,.....$16 00.
From Olympia to Ranier,.....$15 00.

Olympia, W. T., March 19, 1858. n17-tf

Washington Hotel.

SIGN OF THE LONE TREE,

CORNER OF MAIN AND SECOND STREETS,

OLYMPIA, W. T.

SILAS GALLIHER, Proprietor.

THE PROPRIETOR has recently erected, in connection with, and as a part of the "Washington Hotel" a large two story building—20 by 60 feet—by which he is enabled to provide the traveling public with a larger number of capacious, comfortable and excellently ventilated apartments than can be afforded by any other public house in Washington Territory. An idea of his ability to accommodate the public may be judged from the fact that the Hotel contains twenty-five private rooms—(exclusive of family apartments)—six of which are large drawing rooms, or parlors.

Thankful to the public for the liberal patronage heretofore extended to the proprietor, and having thus enlarged upon his former business, he feels confident he can render the sojourn of strangers with him comfortable and pleasant, and no pains shall be spared to set his table as well as any in like business.

Beds and bed-rooms furnished to such as may desire them.

Board by the day and week.

A good stable is attached to this establishment, which will be amply supplied with forage for the accommodation of animals of the travelling public.

A share of public patronage is respectfully solicited.

OLYMPIA, Dec. 4th, 1857 n2ly

E. H. WILSON, *San Francisco.* | W. G. DUNLAP, *Olympia.*

WILSON & DUNLAP,

WHOLESALE AND RETAIL DEALERS IN

Fancy and Staple Dry Goods,

EMBROIDERIES, DRESS GOODS, GROCERIES,

BOOTS & SHOES, HATS,

CAPS AND CLOTHING.

FARMING IMPLEMENTS, HARDWARE, CROCKERY, &c., &c.,

And numerous other articles adapted to the trade.

We have removed our stock in Olympia to the store on the corner of Main and Third streets, opposite the Pacific Hotel.

We have also opened our old store at

TUM WATER,

Under the charge of JOHN SCOTT.

One of our firm will reside constantly in San Francisco for the purpose of selecting, expressly for this market, goods which we shall be receiving by every vessel.

With these facilities, and a determination to do a cash business, we are confident of being able to hold out superior inducements to cash customers.

March 13, 1857. 16tf

MEDICAL.

G. K. WILLARD, M. D.,

HAS REMOVED TO THE BUILDING LATELY OCCUPIED BY E. SYLVESTER, MAIN STREET, OLYMPIA.

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.

G. K. WILLARD.

Olympia, April 9, 1857. no.20-ly.

Land Warrants for sale.

Olympia, April 16, 1858. C. B. WILLIAMS.

C. C. FRENCH, E. H. WILSON, W. G. DUNLAP.

French, Wilson & Co.,

IMPORTERS AND DEALERS IN

CLOTHING

AND

GENTS FURNISHING GOODS

WHOLESALE AND RETAIL.

FINE Custom made clothing received by every Steamer expressly for Retail.

Orders from the country attended to with care.

115 Sacramento Street—Corner Leidesdorff, opposite the P. M. Steamship Co.'s Office.

December 25, 1857. 51f

NOTICE

TO THE CONSUMERS OF

Club House Gin!

THE GREAT REPUTATION OF DALY'S

OLD LONDON

CLUB HOUSE GIN,

In consequence of its superior and uniform quality, has induced other parties to import, and also to put up in this market, an inferior article of Gin, branded

"London Club House."

We caution consumers against purchasing any of these brands of Gin for the genuine. Each case of the genuine article is branded

"Old London Club House Gin, Wm. H. D."

The name of J. T. Daly is also blown in each bottle; none other being genuine.

WM. NEWELL & CO.,
Sole Agents.

For sale by the principal Liquor Houses in San Francisco. 3m28

BY AUTHORITY.

LAWS OF THE UNITED STATES.

Pub : 13.

AN ACT to supply deficiencies in the appropriations for the service of the fiscal year ending the thirtieth of June, eighteen hundred and fifty-eight.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, to supply dificiencies in the appropriations for the service of the fiscal year ending the thirtieth of June, eighteen hundred and fifty-eight, out of any money in the treasury not otherwis appropriated, namely:

For compensation of the officers, clerks, messengers, and others receiving an annual salary, in the service of the House of Representatives, viz: Six messengers, by resolution of the House of Representatives twenty-third December, eighteen hundred and fifty-seven, three thousand nine hundred and thirteen dollars.

For folding documents, including pay of folders, wrapping paper, twine and paste, twenty thousand dollars.

For furniture for speaker's room, and committee rooms, clerk's offices, sergeant-at-arms's office, doorkeeper's room, and carpenters' work, thirty thousand dollars.

For newspapers, three thousand dollars.

For laborers, by resolution of the House of Representatives twenty-third December, eighteen hundred and fifty-seven, two thousand dollars.

For stationery, four thousand dollars.

For horses, carriages and saddle horses, one thousand five hundred dollars.

To enable John C. Rives to pay to the reporters of the House for reporting the debates of the present session of Congress the usual additional compensation of eight hundred each, four thousand dollars.

ARMY.

For the regular supplies of the quartermaster's department, consisting of fuel for the officers, enlisted men, guard, hospitals, storehouses and offices; forage in kind for the horses, mules, and oxen of the quartermasters' department at the several posts and stations, and with the armies in the field; for the horses of the two regiments of dragoons, the two regiments of cavalry, the regiment of mounted riflemen, the companies of light artillery, and such companies of infantry as may be mounted, and for the authorized number of officers' horses when serving in the field and at the outposts; of straw for soldiers' bedding, and of stationery, including company and other blank books for the army, certificates for discharged soldiers, blank forms for the pay and quartermasters' departments; and for the printing of division and department orders, army regulations, and reports, seven hundred and seventy-eight thousand dollars.

For the purchase of horses for the two regiments dragoons, the two regiments of cavalry, the regiment of mounted riflemen, the companies of light artillery, and such infantry as it may be found necessary to mount at the frontier posts, two hundred and fifty-two thousand dollars.

For the incidental expenses of the quartermaster's department, consisting of postage on letters and packages received and sent by officers of the army on public service; expenses of courts-martial and courts of inquiry, including the additional compensation to judge advocates, recorders, members and witnesses, while on that service, under the act of March sixteen, eighteen hundred and two; extra pay to soldiers employed under the direction of the quartermaster's department, in the erection of barracks, quarters, storehouses, and hospitals; the construction of roads, and other constant labor, for periods of not less than ten days, under the acts of March second, eighteen hundred and nineteen, and August fourth, eighteen hundred and fifty-four, including those employed as clerks at division and department headquarters; expenses of expresses to and from the frontier posts and armies in the field; of escorts to paymasters, other disbursing officers, and trains, when military escorts cannot be furnished; expenses of the interment of non-commissioned officers and soldiers; authorized office furniture: hire of laborers in the quartermasters's department, including hire of interpreters, spies, and guides, for the army; compensation of clerk to officers of the quartermaster's department; compensation of forage and wagon masters, authorized by the act of July fifth, eighteen hundred and thirty-eight; for the apprehension of deserters, and the expenses incident to their pursuit; the following expenditures required for the two regiments of dragoons, the two regiments of cavalry, the regiment of mounted riflemen, and such companies of infantry as may be mounted, viz: the purchase of traveling forges, blacksmiths' and shoeing tools, horse and mule shoes and nails, iron and steel for shoeing, hire of veterinary surgeons, medicines for horses and mules, picket ropes, and shoeing the horses of those corps, one hundred and ninety thousand dollars.

For constructing barracks and other buildings at posts which it may be necessary to occupy during the year; and for repairing, altering, and enlarging buildings at the established posts, including hire or commutation of quarters for officers on military duty; hire of quarters for troops, of store-houses for the safe keeping of military stores, and of grounds for summer cantonments; for encampments and temporary frontier stations, eighty thousand dollars.

For transportation of the army, including the baggage of the troops when moving either by land or water; of clothing, camp, and garrison equipage from the depot at Philadelphia to the several posts and army depots; horse equipments and of subsistence from the places of purchase and from the places of delivery under contract, to such places as the circumstances of the service may require it to be sent; of ordnance, ordnance stores, and small arms, from the foundries and armories, to the arsenals, fortifications, frontier posts, and army depots; freights, wharfage, tolls, and ferriage; for the purchase and hire of horses, mules, and oxen, and the purchase and repair of wagons, carts, drays, ships, and other sea-going vessels and boats for the transportation of supplies and for garrison purposes; for drayage and cartage at the several posts; hire of teamsters; transportation of funds for the pay and other disbursing departments; the expense of sailing public transports on the various rivers, the Gulf of Mexico, and the Atlantic and Pacific; and for procuring water at such posts as from their situation require that it be brought from a distance; and for clearing roads, and removing obstructions from roads, harbors, and rivers, to the extent which may be required for the actual operations of the troops on the frontier, five million four hundred thousand dollars.

For subsistence in kind, one million two hundred and twenty thousand dollars.

For surveys for military defences, geographical explorations, and reconnoissance for military purposes, five thousand dollars.

MISCELLANEOUS.

For contingent expenses of the northeast executive building, viz: for fuel, light, and repairs, one thousand dollars.

For the erection of stables and conservatory at the President's House, to replace those about to be taken down to make room for the extension of the Treasury building, three thousand nine hundred and five dollars.

For surveying the public lands and private land claims in California, including office expenses incident to the survey of claims, and to be disbursed at the rates prescribed by law for the different kinds of work, being the amount of surveying liabilities incurred by the surveyor general during the fiscal year ending thirtieth June, eighteen hundred and fifty-seven, over and above that authorized under the appropriation of fifty thousand dollars for that period, two hundred and twenty thousand dollars.

For payment to clerks temporarily employed in the Post Office Department, on account of the extraordinary labors connected with the lettings of new contracts for the term commencing on the first July, eighteen hundred and fifty-eight, and the increase of business in the inspection and depredation office of said department, five thousand two hundred and eighteen dollars and eighty-nine cents.

For lighting the President's house and Capitol, the public grounds around them, and around the executive offices, and Pennsylvania avenue, and Bridge and High streets in Georgetown, five thousand dollars.

For compensation of the surveyor general of Utah Territory, from first day of January, eighteen hundred and fifty-six, to thirtieth June, eighteen hundred and fifty-seven, one thousand five hundred dollars.

For purchase of the "Masonic Temple," in the city of Boston, for the accommodation of the United States courts, upon the terms agreed on by the Secretary of the Interior and the proprietors thereof, in addition to the sum of one hundred thousand dollars appropriated by the act of third March, eighteen hundred and fifty-seven, for the erection of a building for said purpose, five thousand dollars.

Sec. 2. *And be it further enacted*, That the sum of one million four hundred and sixty-nine thousand one hundred and seventy-three dollars be, and the same is hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, to supply deficiencies in the revenue of the Post Office Department for the year ending the thirtieth of June, eighteen hundred and fifty-eight.

Sec. 3. *And be it further enacted*, That the accounting officers of the treasury be authorized and directed to allow credit to the Clerk of the House of Representatives for such payments out of its contingent fund as have been, or may be, made under allowances authorized by the House of Representatives during the last Congress: *Provided*, That said allowances shall have been duly approved by the committee on accounts: *And be it further provided*, That the said allowances be paid out of any moneys in the treasury not otherwise appropriated.

Sec. 4. *And be it further enacted*, That whenever, hereafter contracts shall be made by the Secretary of War or the Secretary of the Navy by virtue of the sixt section of the act approved the first of May, eighteen hundred and twenty, entitled "An act in addition to the several acts for the establishment and regulation of the Treasury, War, and Navy Departments," he shall, if Congress be in session at the time, promptly report to both Houses thereof, the reasons for making such contract, stating fully all the facts and circumstances which in his judgment rendered such contract necessary; if Congress be not in session at the time of making such contract he shall at the commencement of their next session make such report to both Houses, and no such contracts shall be made hereafter except in cases of pressing exigency.

Approved, May 1858.

---

200 TIERCES PATENT COVERED HAMS;

100 bbls Clear and Mess Pork;
100 half bbls Clear do
300 half bbls New Goshen Butter;
200 cases Leaf Lard, 10lb ting;
1000 bags Green Rio Coffee;
300 mats Old Gov't Java do;
100 drums new Codfish;
100 half bbls No 1 Mackerel;
100 do No 2 do
50 bbls Carolina Rice;
1000 mats No 1 China do;
100 ceroons new Chili Peaches;
500 mats No 1 China Sugar;
75 hhds New Orleans do;
500 bbls and half do Crushed Sugar;
100 do do Coffee do;
1000 kegs E. B. Syrup, 5 and 8 gals.
500 do do 14 do;
500 bbls do;
200 half barrels new dried Apples;
1000 boxes Knapp's Candles;
1000 do Chemical Sperm do;
200 do Belmont do do in cartoons;
50 do Patent Sperm do;
1000 do K. C. O. Soap;
1000 do Fay's do;
1000 boxes Layer Raisins;
1000 half and qr boxes do;
100 chests fine Green Tea;
300 cases do do 1 and 2lb caddies;
500 do do Black Tea, ½lb papers;
100 do Olive Oil;
100 do Sardines, half and quarter boxes;
500 do assorted Pie Fruits
100 do do Jams and Jellies;
600 do Piper's Oysters;
500 do assorted brands do;
100 do French Lobsters, 2lb tins;
500 do Brandy Peaches, ½ gall;
200 do Saleratus, 1lb papers;
750 boxes Colgate's Starch;
1000 cases assorted Ground Spice;
100 do Ground Coffee;
50 kegs Fresh Nutmegs;
50 cases Peach Tobacco;
55 do Fruit and Mary's Own do;
50 do Virginia Offering; do;
25 do Grape do;
50 do Cubannis do;
250 do Smoking do;

For sale by R. E. BREWSTER & CO.,
1m32 Cor. Clay and Front st., San Francisco.

To all whom it may Concern.

E. D. WARBASS HAS THIS DAY MADE AN assignment to me of all his real and personal estate for the benefit of his creditors. All persons indebted are requested to make immediate payment, and those having claims are requested to forward them to me at Bellingham Bay as early as practicable.

E. C. FITZHUGH.

April 27, 1858. 3m23

OLYMPIA BAKERY.

THE Undersigned, having discontinued one of the two branches of business in which they were heretofore engaged, are now devoting their entire attention to the BAKERY department. They now design to keep constantly on hand

PIES, CAKES, CRACKERS, BREAD, HARD BREAD, PILOT-BREAD, ETC.

Which will be supplied to Hotels, Families, and Steamers on the most reasonable terms.

Private and Wedding Parties furnished with anything necessary on such occasions, at short notice.

CONFECTIONERIES

Kept constantly on hand.

A choice lot of

CHILDREN'S TOYS,

suitable for holiday presents, for sale cheap. Call and see.

MITCHELL & STEWART.

Olympia, Dec. 17th, 1857.—yly.

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

DALY'S

AROMATIC

VALLEY WHISKY!

THIS WHISKY IS MANUFACTURED EXCLUSIVELY for us, by one of the oldest Distilleries in the Valley of the Monongahela, from the finest quality of Rye, prepared by a process known only to him.

Consumers can depend upon getting a pure article, when they buy the

Valley Whisky,

as it is sold in bottles only.

It is recommended by the first Physicians, for its medicinal qualities.

J. T. & W. H. DALY,
Sole Proprietors, New York.

For sale by all the principal Liquor Houses in San Francisco. 3m25

NOTICE.

I AM now prepared to furnish any bill of SPARS on the shortest notice, at the lowest cash price. Orders from a distance promptly attended to. My facilities for procuring spars cannot be surpassed in Washington Territory. Give me a trial.

MOSES HURD.

Olympia, July 3, 1857. no.32-ly.

REMOVED.

THE KENDALL CO. have removed into their new store, on Main Street, immediately in front of their former place of business, where they have for sale a large stock of NEW GOODS, which will be sold at the lowest cash prices.

KENDALL CO.

Olympia, Sept. 11, 1857. no.42-tf.

PAY YOUR DEBTS!

HAVING disposed of my entire interest in the "NONPEREIL SALOON" to its former proprietor, I hereby wish to inform my innumerable "debtors and friends," that having once proved to them "a friend in need," (a friend indeed,) at times when to all intents and purposes they were *strapped*, and unable to come up to the *scratch*, thus reluctantly obliging me to book their accounts, that "now is the acceptable time" to make a demonstration of their gratitude. For this purpose I would now gently JOG the memory of such as might otherwise be forgetful. I ask as a favor that all indebted to me attend promptly to this matter, for as I am about to leave the country, these accounts MUST be closed.

S. L. D. WESTBROOK.

Olympia, July 31, 1857. no.36-tf.

United States District Court.

THE regular sessions of the United States District Court, as fixed by a majority of the Judges of the Supreme Court, are as follows:—

FIRST JUDICIAL DISTRICT,
At Vancouver, 2d Monday in April, and 1st Monday in October.
—Associate Justice O. B. McFADDEN, presiding.

SECOND JUDICIAL DISTRICT,
At Olympia, 2d Monday in March, and 1st Monday in September.
—Chief Justice EDWARD LANDER, presiding.

THIRD JUDICIAL DISTRICT,
At Coveland, 2d Monday in February, and 1st Monday in August.
—Associate Justice F. A. CHENOWETH, presiding.

The duration of the terms are limited to a period of three weeks, but may be adjourned before the expiration of that time.

By order of a majority of the JUDGES.

Olympia, March 7, 1857. tf-no.15.

ALTA HOUSE.

VANCOUVER, WASHINGTON TERRITORY.

THE parties heretofore occupying the ALTA HOUSE, and known under the name and style of GOODWIN & SPEARS, have this day by mutual consent dissolved copartnership. The house will hereafter be conducted under the style of SPEAR & MAYHEW, whose whole desire will be to please, and make the weary traveler feel himself entirely at "home." No pains will be spared to accommodate, and all we ask is a call to insure your patronage.

SPEAR & MAYHEW.

Vancouver, Aug. 28, 1857. no.40-tf.

OLYMPIA MARKET!

O'SHAUGHNESSY & COCK,

Proprietors.

THE UNDERSIGNED HAVING leased the well known Establishment formerly occupied by Hurd & Weed, will continue to furnish the public with every thing usually kept in a well regulated market. Farmers and others having Produce for sale, are solicited to give us a call.

WM. J. O'SHAUGHNESSY,
HENRY D. COCK.

Olympia, Oct. 30, 1857. n49-ly.

ACCOMMODATION,

AT

Victoria, Vancouver's Island.

AWARE of the great inconvenience and want of suitable accommodation for travelers and business men, in times past, the undersigned has fitted up, in good style and comfortable manner, a *first class HOTEL and boarding house*, for the convenience of travelers from the American side, and residents of the Island in general.

It shall be the constant aim and endeavor of the subscriber to furnish his table with everything calculated to gratify the taste, and render the stay of guests with him agreeable and pleasant. To pleasure seeking parties—to which the scenery of the Island especially will prove inviting—the undersigned will bestow his particular attention.

The public are therefore requested to cal on him as above, near the Government House, Victoria.

CHARLES BAYLEY.

Victoria, V. I., July 25, 1857. no.36-ly.

LIVERY STABLE.

HAVING recently purchased the stable premises, horses, wagons, buggies, &c., belonging to Edmund Sylvester, the undersigned are prepared to let LADIES' AND GENTLEMEN'S RIDING HORSES, BUGGIES, SADDLES, &c.

Our horses are all young and vigorous, and in good condition. They are also well-broken, and perfectly safe for even the most delicate lady.

Good buggies and teams also always on hand. No fears need be entertained of "break-downs" where we furnish parties.

Having also several teams on the LINE, we stand constantly in readiness to haul goods and merchandize, etc., to and from all parts of the city and country.

Stabling, as heretofore, at customory rates.

Also, a good wagon yard and Oats, Hay, &c., always on hand, for traveling customers, *at the very lowest rates.*

Give us a call.

WESTBROOK & ENSIGN.

Olympia, Aug. 28, 1857. no.40-tf.

To Whom it may Concern.

WM. L. MITCHELL, of the firm of Mitchell & Stewart, is my authorized agent to receive and receipt for me and in my name, on all accounts due the undersigned.

Persons knowing themselves indebted are requested to call on him and make immediate payment. His receipts will be good in all cases.

S. L. D. WESTBROOK.

Olympia, Oct. 9, 1857. no.46-tf.

L. P. FISHER'S

Advertising Agency,

SAN FRANCISCO, CAL.

NO. 171½ Washington Street, up stairs, nearly opposite Maguire's Opera House.

L. P. FISHER is the authorized agent of the
PIONEER & DEMOCRAT, Olympia, W. T.;
Marysville Herald;
Sacramento Union;
Pacific Methodist, Stockton;
Sonora Herald;
Nevada Journal;
Grass Valley Telegraph;
Red Bluff Beacon;
Tuolumne Courier;
El Dorado Democrat, Placerville;
San Joaquin Republican, Stockton;
Columbia Gazette;
Mountain Democrat, Placerville;
Calaveras Chronicle, Mokelumne Hill;
Shasta Courier;
Mariposa Gazette;
Yreka Weekly Union;
Trinity Journal, Weaverville;
Iowa Hill News;
Volcano Ledger;
Weekly Ledger, Jackson;
San Jose Telegraph;
Sonoma County Journal;
Folsom Dispatch;
California Mining Journal;
Los Angelos Star;
Santa Barbara Gazette;
San Diego Herald;
Alameda County Gazette;
Placer Courier, Yankee Jim's;
Napa County Reporter;
Sierra Democrat, Downieville;
Humboldt Times;
Oregonian, Portland, O. T.;
Oregon Statesman, Salem, O. T.;
Herald, Jacksonville, O. T.;
Pacific Christian Advocate, Salem, O. T.;
Polynesian, Honolulu, S. I.;
Pacific Commercial Advertiser, Honolulu, S. I.;
Mexican Extraordinary, City of Mexico;
Hongkong Register, China.

ADVERTISING IN THE ATLANTIC STATES.

L. P. F. has now completed his arrangements for the forwarding of advertisements to all the principal largest circulating Journals and Newspapers published in the Atlantic States.

A fine opportunity is here offered to those who wish to advertise in any part of the Union, of doing so at the lowest rates, and in a prompt and satisfactory manner.

Sept. 4, 1857. no.41-tf.

L. Q. WASHINGTON,

Agent for the Prosecution of Claims at Washington, D. C., before the Executive Departments, Congress, and the Court of Claims.

WILL attend to the settlement of the accounts of Marshals, District Attorneys, and other Federal officers, and of contracts with the Post Office and other Departments.

Also to the procuring of Patents for Land, Land Warrants, to claims growing out of Indian hostilities, and other business of a General Agency.

REFERS TO

Hon. ISAAC I. STEVENS, Delegate for Washington Territory.
Gen. JOSEPH LANE, Delegate for Oregon.
JUDGE M. M. MCALLISTER, U. S. Circuit Court San Francisco.
Hon. OGDEN HOFFMAN, Judge U. S. District Court, San Francisco.
Hon. JAMES GUTHRIE, Louisville Kentucky.
Hon. ELISHA WHITTLESEY, and to the officers generally of U. S. Treasury and Interior Departments.

Address

L. Q. WASHINGTON,
Washington, D. C.

Feb. 5, 1858. 11y

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.

LIVERY STABLE.

THE Undersigned keep on hand a number of excellent HORSES and BUGGIES for hire at reasonable rates.

Hauling done on usual terms. Give us a call.

MITCHELL & STEWART.

Olympia, Dec. 17, 1857.—ly.

CREAM TARTAR—A pure article, to be found at the PUGET SOUND DRUG STORE.

FORWARDING, Storage & Commission

THE undersigned having erected at Port Townsend, Washington Territory, a large and commodious warehouse, well adapted to the storage of grain, merchandise, freight, etc., intended for transportation up or down the coast, awaiting the necessary means of conveyance, would inform the shippers and traders of the Sound that they are now prepared to store such articles on the usual terms.

Also, being extensively engaged in the business of TRANSPORTATION, either as owners of or agents for most of the coasting vessels of the Sound, they are further prepared to FORWARD such articles of merchandize, stock, and grain as may be entrusted to them, to any point on the Sound or Straits, Vancouver's Island, or elsewhere, as may be desired, at the shortest notice and on accommodating terms.

Patronage respectfully solicited. For further information address the undersigned.

E. S. FOWLER & CO.

Port Townsend, Aug. 14, 1857. no.39-tf.

PUGET SOUND

DRUG STORE,

POST-OFFICE BUILDING, MAIN ST., OLYMPIA, W. T.

G. K. WILLARD. RUFUS WILLARD.

G. K. WILLARD & SON,

WHOLESALE AND RETAIL DEALERS IN

FOREIGN AND DOMESTIC DRUGS AND MEDICINES,

Paints, Oils, Dye-Stuffs, Window-Glass, Soaps, Perfumery, Fancy Articles, Patent Medicines, Pure Wines and Liquors,

(For Medicinal purposes only.)

Tobacco, Cigars, Snuffs, &c., &c.,

Olympia, W. T., Aug. 1st, 1857.

C. C. FRENCH. E. H. WILSON, WM. G. DUNLAP

FRENCH, WILSON & CO.

Commission Merchants,

IMPORTERS AND DEALERS IN FINE AND HEAVY

CLOTHING,

WHOLESALE AND RETAIL.

Orders from the country solicited and attended to in such a manner as to give satisfaction.

All orders must be accompanied by the Cash.

☞ No. 115, Sacramento Street, corner of Leidesdorff, opposite the P. M. S. S. Company's Office, San Francisco.

THE PUGET MILL CO.

CONTINUE to furnish cargoes of sawed lumber rough or dressed, hewn timber masts and spars, to order, at short notice, at their steam saw mill at Teekalet, (Hood's Canal,) W. T.

Ship, and Machinist work, and Blacksmithing done also, at short notice. They have a good wharf and other conveniences not to be found at any other point on the Sound.

J. P. KELLER, Agent,
Teekalet.
A. J. POPE,
San Francisco.

Teekalet Oct. 22, '55

Sandwich Islands Produce,

AND a general assortment of provisions &c., may be found at the store of the Puget Mill Co., at Teekalet Hood's Canal. Apply to

J. P. KELLER.

Oct. 22, 1855—7ly.

D. S. MAYNARD, M. D.,

SEATTLE,

King County, W. T.,

Having resumed the paractice of

MEDICINE

—AND—

SURGERY,

Can at all times be consulted, (unless absent on professional business,) to which he will hold himself constantly in readiness to bestow personal and prompt attention.

☞ Connected with his office, DR. MAYNARD, has, and purposes keeping constantly on hand, a full and complete stock of

DRUGS AND MEDICINES,

Embracing everything requisite for practice in Medicine Surgery, &c., &c.

N. B. In addition to the above extensive stock of DRUGS, MEDICINES, &c., he has likewise received a large and general assortment of

DRY GOODS, GROCERIES, HARDWARE, CLOTHING, &c.,

Which will be sold at lowest cash prices.

D. S. MAYNARD.

Seattle, W. T., August 22d, 1856. n41-tf.

LOST,

ON the 18th inst., in or about the town of Olympia, two notes of hand, one drawn by B. C. Armstrong, on the eleventh day of March, 1854, for four hundred and fifteen dollars, and payable to Carmen C. Cox, or order. The other on or about the 18th April, signed by A. J. Baldwin, and payable to C. Crosby, or order, for two hundred and twenty-eight dollars. Any one finding said notes will be liberally rewarded by leaving them with C. Crosby.

Tumwater, 22d Dec., 1857.

Pioneer Book Store,

POST OFFICE BUILDING, MAIN STREET, OLYMPIA, W. T.

G. K. WILLARD & CO.

WOULD respectfully inform the citizens of Washington Territory that they have just received and intend keeping on hand a good supply of

Books & Stationery,

suited to the wants of the community.

In addition to their list of School Books, they have an assortment of

BIBLES, HYMN BOOKS, HISTORIES, BIOGRAPHIES, AGRICULTURAL, HORTICULTURAL, MEDICAL WORKS, POETICAL WORKS, SCIENTIFIC & MISCELLANEOUS WORKS, &c., &c., &c.

They have quite a variety of handsome and interesting

BOOKS FOR YOUTHS AND CHILDREN,

received direct from New York, by express. They have also a large and complete assortment of BOOKS and STATIONEY now on their way from New York and San Francisco, which will shortly be received, and will make their stock the largest and most superior in quality ever offered in this market.

Orders from abroad are solicited, and will be attended to on the same terms as if purchasers were present.

They are also agents for Appleton's new works, to-wit:—Specimens of American Eloquence, in 2 vols., and Abridgement of the Debates of Congress, by T. H. Benton, complete in 15 vols.

Call, see, and examine.

Olympia, June 4, 1857. no.28-tf.

WATCHES AND JEWELRY!

G. COLLIER ROBBINS,

PORTLAND, OREGON:

TAKES pleasure in returning thanks to his numerous friends and customers in Washington Territory, for their very liberal patronage. Watches and Jewelry left with Williams' express will be sent over, and the charges can be collected on delivery. All orders for goods per Williams' Express, will meet prompt attention; and all watches repaired at this establishment are warranted to keep time. On hand and for sale,

Watches, Silver Ware, Jewelry, &c.

☞ Remember—"G. COLLIER ROBBINS, WATCH MAKER," PORTLAND. apl 3-n19.

HAIR DRESSING, SHAVING,

AND SHAMPOOING

SALOON.

EAST SIDE OF MAIN STREET, BETWEEN III. & IV
OLYMPIA, WASH. TER.

Olympia, April 3d, 1858. n19-tf.

SMOKING TOBACCO—A Superior article, to be found at the PUGET SOUND DRUG STORE.

DR. J. L. CZAPKAY'S

PRIVATE MEDICAL AND SURGICAL INSTITUTE,

Sacramento street, below Montgomery, opposite the Pacific Mail Steamship Companys' office, San Francisco.

ESTABLISHED IN 1854, FOR THE PERMANENT CURE OF ALL PRIVATE AND CHRONIC DISEASES, AND THE SUPPRESSION OF QUACKERY.

Attending and Resident Physician,
L. J. CZAPKAY, M. D.,

Late in the Hungarian Revolutionary War, Chief Physician to the 20th Regiment of Honveds, Chief Surgeon to the Military Hospital of Pesth, Hungary, and the late Lecturer on the Diseases of Women and Children.

Communications strictly confidential.

Consultations, by letter or otherwise, free.

Address DR. L. J. CZAPKAY,
San Francisco, Cal.

DR. L. J. CZAPKAY returns his sincere thanks to his numerous patients for their patronage, and would take this opportunity to remind them that he continues to consult at his Institute for the cure of all forms of Private Diseases—such as Syphilis, Gonorrœa, Nocturnal Emissions, and all the consequences of self-abuse. In the first stages of Syphilitic or Gonorrhœal diseases he guarantees a cure in a few days, without inconvenience to the patient or hindrance to his business. When a patient by neglect or improper treatment has developed the secondary symptoms of Syphilis, such as buboes or painful swellings on the groins, or ulcers in the throat and nose, which, if not checked, destroy the soft parts and cause the bones to mortify, separate and come away, leaving the sufferer an object hideous to behold; or when blotches and pimples break out upon the skin, or when he has painful swellings upon the bones, or when his constitution is injured so as to pre-dispose to consumption or other constitutional disease, the Dr. guarantees a cure or asks no compensation.

In RHEUMATISM, chronic or acute; in DYSENTERY or DIARRHŒA, he has safe and effectual remedies. For the treatment of the consequences of self-abuse, such as nocturnal emissions, nervousness, timidity, headache, pains in the back and limbs, with general weakness, loss of appetite, loss of memory, injury to the sight, restlessness, confusion of ideas, dislike for society, and a feeling of weariness of life; with the nervous system so excitable that slight noises shock or startle the patient, making his existence miserable. For the above maladies the Doctor will guarantee a cure or ask no compensation. He can be consulted free of charge, and invites all to call, as it will cost them nothing, and may be much to their advantage. Office hours from 9 a. m. to 9 p. m.

CERTIFICATE.

The undersigned, desirous of acquainting those who may be unfortunate enough to be similarly afflicted where a permanent relief of their sufferings may be obtained, feels it his duty to publicly express his sincere gratitude to Dr. L. J. Czapkay, for the permanent recovery of his health. Borne down by the distressing symptoms incident to the vicious practices of uncontrollable passions in youth, depressed in body and mind, unable to perform even the most trifling duty imposed upon the daily avocations of life, I sought the advice of many physicians, who at first regarded my disease as of trifling importance, but, alas! after a few weeks, and in several instances months, of their treatment, I found, to my unutterable horror, that instead of relief, the symptoms became more alarming in their torture, and being finally told by one that the disease, being principally confined to the brain, medicines would be of little consequence, I despaired of ever regaining my health, strength and energy; and as a last resort, and with but a faint hope, called upon Dr. Czapkay, who, after examining my case, prescribed some medicine which almost instantly relieved me of the dull pain and dizziness in my head. Encouraged by this result, I resolved to place myself immediately under his care, and, by a strict obedience to his directions and advice, my head became clear, my ideas collected, the constant pains in my back and groins, the weakness of my limbs, the nervous re-action of my whole body on the slightest alarm or excitement, the misanthropy and evil forebodings, the self-distrust and want of confidence in others, the incapability to study and want of resolution, the frightful, the exciting, and at times the pleasurable dreams at night, followed by involuntary discharges, have all disappeared, and, in fact, in two months after consulting the Doctor, I felt as if inspired by a new life, that life which, but a short time ago, I contemplated to end by my own hand.

With a view to guard the unfortunate from falling into the snare of incompetent quacks, I deem it my duty to offer this testimony to the merit and skill of Dr. Czapkay, and recommend him to all who may stand in need of medical advice, being assured by my own experience that, once under his care, a radical and permanent cure will be effected.

B. F. FILLMORE.

State of California, county of San Francisco—Subscribed and sworn to before me, this 17th day of April, A. D. 1856. (Signed,) JOHN MIDDLETON,
Notary Public.

CERTIFICATE.

I, the undersigned, Governor of Hungary, do testify hereby, that Dr. L. J. Czapkay has served during the contest for Hungarian liberty, as Chief Surgeon in the Hungarian army, with faithful perseverance—whereof I have given him this certificate, and do recommend him to the sympathy, attention and protection of all those who are capable of appreciating patriotic self-sacrifice, and undeserved misfortune.

KOSSUTH LAJOS,
Governor of Hungary.

Washington City, Jan. 6, 1852.

SPERMATORRHŒA

OR local weakness, nervous debility, low spirits, lassitude, weakness of the limbs and back, indisposition and incapability for labor and study, dullness of apprehension, loss of memory, aversion of society, love of solitude, timidity, self-distrust, diziness, headache, involuntary discharges, pains in the side, affections of the eyes, pimples in the face, sexual and other infirmities in man, are cured without fail, by the justly celebrated physician and surgeon, L. J. Czapkay. His method of curing diseases is new, (unknown to others), and hence the great success. All consultations (by letter or otherwise) free. Address L. J. Czapkay, M. D., San Francisco, California.

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SYPHILIS AND GONORRHŒA.

DR. L. J. CZAPKAY would ask especial attention to Syphilitic and Gonorrhœal Diseases. In the first stages of either of these complaints, he guarantees a perfect and effectual cure in a few days, without hindrance to business or the slightest inconvenience. The Dr.'s method of treating them combines all the latest improvements by the Medical Faculty, with discoveries made by himself, more effective than anything yet known, which secures the patient from the possibility of secondary symptoms, and removes the disease in the shortest possible time.

Secondary Syphilis, which appears in consequence of the absorption of the poison into the system, and produces Buboes, Ulcerations in the throat and nose, which destroys the soft parts, and cause the bones to mortify, separate and come away, disfiguring the patient horribly; Nodes, or painful swellings in the bones; Blotches upon the skin, cases of which the Doctor sees daily in his office, and which are the result of improper treatment. Also, Ulcers, Sores, and Pimples, and injuries to the constitution, which, after a long period of suffering destroy life. It will also be remembered that these disorders are hereditary, passing from parent to child, and entailing upon the offspring a ruined constitution. For a cure of all these forms of disease the Doctor guarantees a cure or asks no compensation. The Doctor can be consulted by letter or otherwise, free of charge, and invites all those who are afflicted to call upon him, where he will give such satisfaction as they can obtain no where else. His office is on Sacramento street, below Montgomery, nearly opposite Pacific Mail Steamship Company's office, San Francisco. 3m28

BRUSHES—Paint, Sash Tool, Hair, Tooth, Flesh, Clothes and Nail Brushes, for sale at the PUGET SOUND DRUG STORE.

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This extraordinary article is a speedy and infallible remedy in Diarrhœa, Dysentery, Cholera Morbus, Cholera Infantum and the Asiatic Cholera, if taken with the first symptoms of the disease. It is purely vegetable in its compound.

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For summer Complaint, and most diseases to which children are subject. Its true worth can never be set forth in words, but it can be felt and appreciated by parents whose children have been saved. No Mother should be without it.

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Warranted a certain cure for this painful disease.—With the Ointment there are very few cases which cannot be radically and permanently cured. A surgical operation for Piles and Fistula should never be resorted to until this Ointment has been thoroughly tried. It never fails.

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January 15, 1858.—n8-ly.

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