

LOCAL NEWS.

The Pacific's Dead.

On Friday, the 19th instant, the body of Mr. Hastings, of the firm of Crane & Hastings, of San Francisco, was found at Port Angeles, whither it had floated from the wreck. The body with the exceptions of the face and hands was well preserved. The circumstances attending the discovery of the remains, as related by the gentleman who found them—Mr. Hinton, of Elvina valley—are substantially as follows: He was on his way from his home to Port Angeles on business, and whilst riding along perceived an object on the beach partially enveloped in the surf a few yards distant. Alighting from his horse, he went to it, and to his horror discovered the dead body of a man. The schooner Page was lying on the beach, a short distance from the scene, and to her he at once repaired, announcing the fact, and accompanied by Mr. R. N. Holt, returned to the body. After removing it out of the reach of the surf they proceeded to ascertain, if possible, some clue to its recognition. On searching the clothing they found a diamond shirt stud; a cluster ring, marked M. O. H.; a gold collar button; steel frame eye-glasses; gold watch, with photographs of two females on the dial; subsequently recognized by Capt. Gibson as those of his wife and niece; engraved on inside E. L. H., in memoriam from steamer Hassloe; 1 purse, steel frame, and coin \$110; 1 pearl pencil case, and one gold pencil case. A ribbon was attached to the watch on which was a quartz ornamented "key-stone" marked E. L. Hastings, R. A. Chapter No. 5, exalted October 15, 1869. The shirt on the body was marked E. L. H. On the lining of the watch pocket was the name E. L. Hastings, and on the back part of the vest of the pantaloons, the names of the manufacturers, Parry & Litchfield, San Francisco, 393, by \$15. The watch had stopped at 22 minutes past 10. Underneath the body was a coat, which did not belong to it. The remains were then placed in a coffin extemporized by Mr. Dunn, a resident of the vicinity and together they dug a grave in the elevated ground out of the reach of the water, and there deposited all that was mortal of E. L. Hastings, amid the moanings of the sea and the sob of its retiring waves.

The news of the discovery reached here on Sunday, and early on Monday morning the steamer Phantom (having been chartered for the purpose) with Mr. Norris and Master Dalgarno, in addition to the crew, started for the remains, for the recovery of which a metallic case had been prepared. Upon their arrival they disinterred the body removed it from the rude box, transferred it to the metallic coffin and steamed away for this port, which they reached on Tuesday forenoon, when the remains were taken in charge by the Masons and conveyed to their hall in this city, to await the arrival of the steamer Salvador, on which to take them to San Francisco, the home of the deceased.

It is but proper to remark that it was a most fortunate occurrence that the body was discovered by Mr. Hinton, as by his efforts not only was it properly cared for, but through him were all the articles above enumerated restored to Capt. Gibson the gentleman entrusted by the relatives of the deceased with the melancholy duty of securing, if possible, the remains. Thus far the following bodies have been recovered from the direful disaster to the Pacific: Mrs. Kellar, of San Francisco. Mrs. McLaughlin, of Walla Walla. D. C. McIntyre (supposed), of Canada. J. H. Sullivan, Gold Commissioner of Cassiar. An unknown man. J. F. Crowley, of San Jose, Cal. Richard Jones, 2d steward of Pacific. F. J. Ferrell, of San Francisco. G. T. Vining, of Escrowa. E. L. Hastings, of San Francisco.

The steamer California, Capt. Hayes, arrived here, on her way to Astoria, last Saturday night, bringing a large quantity of freight for this place and Port Townsend. She was detained six days at Astoria, unable to cross the bar in consequence of a succession of severe gales. Seven houses were overturned at Astoria, and a large amount of lumber blown down. The barge Autocrat, laden with wheat was sunk, loss, \$3,000. The steamer Orinda, from San Francisco, arrived in a deplorable condition. She had encountered the gale 150 miles south of the bar, shipped several seas that flooded her cabin and knocked some of her upper works off. On reaching the bar, she took advantage of a lull to cross, when she shipped a heavy sea that inflicted great damage to her deck houses. While the California lay at Victoria a deck hand assisting in unloading the ship was struck on the head by a box of apples which slipped from the slings, and instantly killed.

The San Francisco Chronicle of the 17th thinks it was strange that when the ship Messenger picked up Henry Jelly she did not cruise around for a few hours instead of proceeding on her voyage, as by that means she might have saved Capt. Howell and the seven other persons on the raft with O'Healy.

WM. MADDOX fell out of a skiff in Port Discovery Bay Friday week and was drowned. He was under the influence of liquor. His body had not been recovered at latest accounts.

A PEAR grown in Mr. Nichol's orchard at Snow Bay weighed 3 pounds, and was 14 1/2 inches round and 19 inches in length.

At Jackman & Co's Market can be found the choicest of meats, including breakfast bacon, hams and fresh lard.

CAPTAIN SAWYER, of the ship Orpheus, went to Seattle this week.

SERVICES were held in our churches on Thanksgiving Day.

LAST Sunday night at Semiahmoo, snow lay 18 inches deep; and in Chinamuta Valley, 15 inches.

The Russian bark Pallas will load at Port Blakely for Peru.

The Dakota took down 80 passengers, and the Los Angeles about 20.

THE Wolcott returned from a coaling trip to Seattle on Wednesday.

THE Salvador arrived here at 11:30 A. M. Friday.

THE rudder of the Pacific has been picked up at Bentinck Arm, B. C.

C. C. BARTLETT has had an awning placed in front of his store this week.

Two boats belonging to the ship Orpheus were sold on Saturday last—one to John Alexander for \$35, the other to Capt. Fowler for \$33.

THE hull of a schooner, about 125 feet long was seen last Saturday off Cape Hancock, when last seen it was drifting toward Shoalwater Bay.

THE brig Williamite, Olson, master, left Humboldt Bay for San Francisco Oct. 29th, and on the 19th inst. her hull came ashore at Gold Bluff. Nothing has been heard of the Captain or crew. The vessel was 25 years old.

THE new steamer Jenny, purchased in San Francisco for the purpose of carrying the mail between this port and Neah Bay, was brought to Port Discovery on the brig Deacon. She registers ten tons, will be under command of Capt. Bruce, and will take her place on the line next Monday.

ANDREW BOTAGO, who took the mail to Neah Bay this week reports having seen a vessel inside of Tatoosh Light, under jurnymasts, with only the jib set. The pilot boat Lottie went out to speak her, but Mr. Botago was obliged to leave before the result was obtained. This was on Monday. The next day, Tuesday, he saw what he supposed to be the body of a man, but the weather was too rough to admit of his reaching it.

THREE items published by the Seattle Tribune within a week are gross errors. First, the one published about the imminent collision between the Oliver Wolcott and North Pacific, near this place last week, the Commander of the Wolcott assured us was false. Second, the one about the mail sloop of Mr. J. Pugh's being sailed from San Francisco to Port Discovery by two men, and the probable loss of the men and sloop; now, as will be seen elsewhere in our columns, the brig Deacon sailed up to Port Discovery with the sloop on board of her. Third, that \$2,000 had been offered for the recovery of Mr. Hastings's body, is without foundation whatever.

A COINCIDENCE.—In the fall of 1869, Mr. R. H. Cochrane, Recorder for the Cariboo mining district had a 6 month's leave of absence for the purpose of visiting his old home in Scotland. During his absence Mr. J. H. Sullivan was appointed his successor pro tem. Mr. Cochrane took passage across the Atlantic in the ill-fated steamer City of Boston, and met the common fate of the passengers and crew of that unfortunate vessel. Mr. Sullivan was soon after installed permanently as Recorder which position he held until the discovery of gold on the Sticksen, when he was made Gold Commissioner of Cassiar. His death occurred in a similar manner to that of Mr. Cochrane, in the same month, and six years later. Mr. Sullivan, also, was on his way to Ireland to visit his aged mother.

CONSIDERABLE activity is being displayed in naval affairs just now, which it is conjectured by some may be an outgrowth of our relations with Spain. The new sloop of war Alert, Alliance, Essex, Ranger, Adams, Trenton, Huron and Enterprise will soon be ready for sea, and most of them will be in commission before the end of next month. The Trenton is the only one not launched, but it is thought she will be by the 15th proximo. The Alert is already in commission. The Alliance now at Philadelphia, will soon be put in commission. The Ranger built at Wilmington, will go to Philadelphia in a few days to get her outfit. The Adams and Essex at Boston, the Enterprise at Portsmouth, and the Huron, at Norfolk, Va., are being rapidly prepared for sea, and their officers will soon be ordered on board.

The iron-clads Montauk, Manhattan, Saugus, Mahopac, Nantucket, Ajax, Canonicus, Catskill, Jason, Dictator and others are in sea going condition, and should occasion require could be put in service in five days.

Marine Intelligence.

Port Townsend.

ENTERED.

Nov. 19—Str N Pacific, Clancy, Victoria Nainaimo.

" 20—Str California, Hayes, Portland.

" 21—Str N Pacific, Clancy, Victoria land.

" 21—Str E. Mastick, Nainaimo.

CLEARED.

Nov. 19—Str S L Mastick, Conaick, Nainaimo.

" 20—Str Winifred, Gilbert, Vie'a Str California, Hayes, Vie'a.

" 20—Str Dakota, Morse, Victoria.

" 32—Str N Pacific, Clancy, Vie'a.

" 24—Bk Legal Tender, Guaymas, Mexico.

" 25—Bk W C Parke, Adams, Nainaimo.

Administrator's Notice.

THE UNDERSIGNED HAVING THIS day been appointed by the Probate Court of Island County, W. T., Administrator of the Estate of CHRISTIAN HANSON PUGGARD, deceased, notice is hereby given to parties having claims against said Estate, to present them with the necessary vouchers to the undersigned at his place of residence, at Utsah, W. T., within one year from date, or they will be forever barred. All persons indebted to said deceased will please settle with the undersigned.

PETER DUJOURT, Administrator.

Utsah, W. T., November 23, 1873.

Religious Notices.

SERVICES in the M. E. Church, Sunday at 11 A. M. and 7 P. M.

SERVICES in St. Paul's Episcopal Church on Sunday, at 11 A. M. and 7 P. M.

NEW ADVERTISEMENTS.

SAVE \$50

WHY PAY \$85.

Sewing Machines.

REDUCED PRICE, \$35.

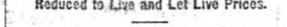
Home and Home Shuttle Sewing Machines.

Reduced to Live and Let Live Prices.

THESE MACHINES ARE SUPERIOR TO any and all other sewing machines. They are made of the best materials, and are so constructed that they will sew any kind of fabric, and will do all the work of a tailor. They are so simple in construction that they can be used by any one, and will last for years.

Hall Treadle

FOR SEWING MACHINES.



The most important improvement ever made. It saves labor and preserves health. No more diseases and deaths, due to back-aches from using sewing machines. No teaching required. A child can run it. Always starts the right way. Never goes backward and breaks things. Can be stopped instantly. With it on your machine, you can do double the work you can do without it. Fifty (50) stitches can be made with one pressure of the foot. It can be applied to any sewing machine. Approved by the Massachusetts State Board of Health (see official report, 1872), Massachusetts Medical Society and Massachusetts Charitable Mechanic's Association. The Hall Treadle is a part of all Home Machines sold by us.

The Hall Treadle Grinding Machine

Must be seen to be appreciated. For a farmer or mechanic to see it, is to buy one. It is an indispensable article in every farmhouse, shop or hotel.

The Hall Treadle Jig Saw and Boring Machine.

Is an accomplished in every workshop. The Hall Treadle is applicable to all machinery requiring a foot power—Sewing Machines, Grindstones, Jig Saws, Turning Lathes, Jewellers' and Dentists' Lathes, &c. Send for Circulars.

Hall Treadle Manufacturing Co.,

17 New Montgomery St. San Francisco. 40

TOYS! TOYS! TOYS!

—AND—

Fancy Goods

FOR THE

HOLIDAYS!

WE LEARNED OF THE VARIETY Store, has just received a large and fine assortment of Toys and Fancy Goods for the holidays. Also, a fine assortment of Candies, Nuts, Figs, Etc., Etc. Keeps constantly an assortment of Fruits and Vegetables, both foreign and domestic.

DON'T FORGET,

and give him a call when you pass, and take a look at his nice stock of goods. (\$8)

Just Received

A LARGE STOCK OF

WINTER GOODS!

C. C. BARTLETT.

Dry Goods,

CLOTHING,

BOOTS, SHOES,

HATS AND CAPS,

CROCKERY

HARDWARE,

GROCERIES,

WINE, LIQUORS,

Cigars, Tobacco

WALL PAPER,

STATIONERY,

&c., &c., &c.

At C.C. Bartlett's

WATERMAN & KATZ,

SHIPPING AND COMMISSION

MERCHANTS

AND DEALERS IN

General Merchandise,

Keep Constantly on Hand

THE LARGEST STOCK

OF

ALL KINDS OF GOODS,

And will Sell

CHEAPER FOR CASH,

Than any House on Puget Sound.

Our Facilities for Purchasing in

the Leading Markets are

Superior to any.

We will give and take Exchange on

SAN FRANCISCO AND NEW YORK,

At the most Liberal Discount.

WATERMAN & KATZ,

AUCTIONEER!

NOTICE!

To Whom It May Concern:

I HAVE JUST DISCOVERED A

HAIR RESTORER,

For Restoring FULL GROWTH of hair on Bald Heads, and in a short time I shall publish

Sworn Testimonials

Of what it has already done. Parties residing in Port Townsend and suburbs that are troubled with baldness, or thinness of hair, can have it applied at a reasonable figure until I publish the sworn testimonials.

I am giving a RARE OPPORTUNITY to parties residing in Port Townsend, as proof can now be readily furnished of what the Restorer has accomplished. If persons desire it, also the hair from falling out.

For further particulars apply at

J. Korter's Hair-dressing Emporium,

PORT TOWNSEND, W. T.

9-11 J. KORTER.

George Sterming

WISHES TO INFORM HIS PATRONS that he is still doing business in the OLD STAND known as

Sterming's Saloon

Superior Quality of Foreign & Domestic Cigars

Constantly on hand. Friends and Patrons are welcome. Port Townsend, Feb. 7, 1874.

PEOPLE'S MARKET,

Opposite Washington Hotel

Constantly on Hand the CHOICEST MEATS

AND

Vegetables.

Also, Corned Beef and Pork, Smoked Meats, Pork and Bologna Sausages, Head Cheese, Tripe, &c., &c.

T. JACKMAN & CO.

Port Townsend, W. T. 12-11

North Pacific Saloon

GERMANIA BEER HALL,

Opposite Dalgarno's Hotel.

C. LOUIS SCHUR, PROPRIETOR.

THE BEST OF LAGER, ALE & PORTER

Constantly on hand. Also, the BEST BRANDS OF CIGARS & TOBACCOS

Agent for Mukilteo Beer.

ROTHSCHILD & CO

Forwarding

AND

Commission

MERCHANTS,

Port Townsend, W. T.

IMPORTERS,

Wholesale and Retail Dealers in

DRY GOODS

CLOTHING,

Boots & Shoes,

SHIP CHANDLERY,

Tobacco and Cigars,

LIQUORS,

HARDWARE,

CROCKERY,

STATIONERY, &c.

EXCHANGE

On San Francisco, Eastern, and

Principal Cities of Europe

Bought and Sold.

Liberal Advances

MADE ON

Consignments.

The Highest Price Paid

for Wool, Hides, Furs

and Produce.

GOODS

Bought and Sold on

COMMISSION.

ROTHSCHILD & CO.

CALIFORNIA WINES, IMPORTED by us directly from the vineyards in pipes, barrels, or quantities to suit. For sale at San Francisco rates by

ROTHSCHILD & CO.

NEW AND FASHIONABLE Spring and Summer Goods received by the last steamer.

ROTHSCHILD & CO.

NEW DRESS GOODS, TRIMMED Hats, Ribbons, Buttons, Flowers, Embroideries, etc., latest styles.

ROTHSCHILD & CO.

GENTLEMEN'S CLOTHING and Fishing Goods,

ROTHSCHILD & CO.

BEST ASSORTMENT OF CALIFORNIA manufactured and Sets, Ear Rings, Finger Rings, Breast and Cuff Pins, Sleeve and Collar Buttons, Studs, Lockets, &c., that have ever been offered for sale on Puget Sound, received by last steamer, and for sale by

ROTHSCHILD & CO.



SATURDAY, NOVEMBER 27, 1875.

Death of Vice-President Wilson.

Henry Wilson, Vice-President of the United States, died on Monday morning last at Washington City, aged 63 years. He was a native of Farmington, N. H., and though he was denied the acquiring of a thorough education in early youth, yet, by industry and a great desire for knowledge he became, for all practical purposes, one of the most thoroughly educated men in the nation. At the age of 21 he went to Natick, Mass., where he learned the trade of a shoemaker, at which he worked for several years. He was always an active and prominent leader of the anti-slavery party. In 1845, with the poet Whittier, he was selected to carry to Washington the great anti-slavery petition from Massachusetts against the annexation of Texas. In 1855 he was elected U. S. Senator to succeed Edward Everett; in 1859 he was re-elected by a great majority. As a Senator he was an active and able opponent of the slave power, and a pillar of the Republic. As chairman of the military committee he carried through Congress the law authorizing President Lincoln to put 500,000 volunteers in the field. All through the great struggle he was one of the most careful of those statesmen who considered it their duty to first see that the advantages which liberty had first gained in the war should not be frittered away; but when all these were secured he was among the foremost in endeavoring to heal the wounds of the war and restore fraternal relations between the North and South. Since his election as Vice-President in 1872, he has been an acute sufferer by ill-health, yet he finished his great historical work which was commenced some years ago on the "Rise and Fall of the Slave Power in America." In the death of Henry Wilson the nation mourns the loss of a good citizen and able statesman.

FURTHER FROM THE DISASTER.

Our Victoria exchanges bring extended accounts of the "Inquest on the Pacific," embodying the evidence of the crew of the ship Orpheus, from which we make the subjoined extract—from the 2d mate's evidence, not only because of his acquaintance with both vessels, but from the apparent impartiality characterizing his relation of the incidents of the disaster:

James G. Allan, sworn.—Am second mate of the Orpheus; was on board on Nov. 3; about half past nine was on duty in charge of the deck; the watch consisted of seven seamen and myself; we were going at the time eight or nine knots an hour; were steering nor-nor-west; a bright light was reported to me on the port bow; put helm a starboard, supposing the light to be Cape Flattery light; got the light about three points on our port side and discovered it to be a ship's light; saw the red light; the captain then came up and said it must be the Cape light; I said it was a steamer's light; the captain ordered the ship to be kept off, and ran four or five minutes, when we came down upon the steamer; the captain said he wanted to speak the steamer; if we had kept our helm a starboard we should have run clear of the steamer; never saw the green light until we struck the steamer; the man on the lookout doubtless did; was on the main deck when the collision took place; she struck about the fore-rigging, blew her whistle once about seven or eight seconds before she struck. I presume she must have slackened speed, as I could not hear her paddles; did not hear a voice aboard the steamer; broke a hole about three or four inches through our planks, the same as if a bolt had gone through them. [Here witness described the position of the ship.] When they struck there was not a severe shock, and thought we were the only one injured; two planks were bulged in

and three or four butts started; the captain of the Orpheus called for assistance; witness saw a number of lights on the steamer; did not hear her hail us, but the man at the wheel said they hailed us; could not see her lights after the collision for about half an hour; they disappeared, but cannot say how, did not look; witness did not hear a hail, but heard the man who was at the wheel say at the next watch that they hailed us; also heard that she burned blue lights, but would not be certain, as witness did not see them himself; witness, who took particular notice, did not see any persons on board the Pacific at the time; immediately after the collision the carpenter reported the hold full of water; after going down to the hold with lights found that the ship was making no water, and we kept the ship on her course; at the time of the collision there was quite a nice breeze; a boat could live quite easily; saw the light close on to 6 o'clock Friday evening; thought it was Cape Flattery, but Cape Beale it turned out to be.

By Mr. Richards.—When witness first saw the light thought it was Flattery light; after discovering it was a steamer light were about three miles or so off; don't know for what purpose the captain wanted to speak the steamer, unless it was to find out our position; witness thought there was no necessity for it, because the captain had taken bearings that day, and supposed they were correct; witness saw the steamer's lights; we did not show a lighted torch; know we ought to have done so; many things ought to have been done on board the steamer and ship that were not done; witness was chief mate on board the Pacific once, four and a half years ago; witness knew she was pretty weak when working in a sea; could see the hanging knees move, and the house on the upper deck move considerably; the bulk head and hurricane deck, also moved; when witness belonged to her first he was first mate, the last time he was second mate; the Pacific was a good sea boat for her build, but couldn't go much on her as to soundness; she had not the reputation of being a sound vessel; she used to be all the time having oakum chinked into her somewhere or other, because she always spat it out; her machinery was not taken out for the last four or five years to my knowledge; a ship of her kind ought to have her machinery taken out in that time to see if her timbers were sound; have no doubt she was pretty frail under her engines from the way she used to work; there is always friction from the motion and no ventilation, always wet, so that the timbers are likely to get unsound; the caulking used to spit out of her at the stem and stern posts.

By the Foreman.—The Captain was not in charge when we saw the light first, but was at the time of the collision; would be about a mile and a half off as the red light became visible the captain took charge; witness gave the order to starboard the helm, and the captain countermanded it; had my orders been carried out there would have been no collision; at the time of the collision witness did not think the steamer's cut water would be carried away, because he did not consider the shock heavy enough to do so; did not know it was the Pacific until some of the crew told him she had three masts, then I thought it was the Pacific; if the cut-water was carried away it must have started the planks; it would take us an hour to launch our boats under the circumstances; witness had an idea when he first saw the light that it was not Cape Flattery, and went down and asked the first mate if he did not make a mistake; he said no; witness said no more, for if he had they would have told him to mind his own business. About four and a half years ago the Pacific was run ashore about Columbia river, and was taken to San Francisco with a piece of canvas under her bow; her forefoot was carried away, but did not undergo a general overhauling; do not think the Pacific has been thoroughly overhauled during the last five years, she was always patched; the collision was so slight that although witness knew it was the Pacific he did not think it would hurt her.

The 3d officer in charge of the Pacific at the time of the collision, from the experience he had had, was not a sailor, he had been previous to this an express wagon driver for Goodall, Nelson & Co; understand he was a relation of Mr. Nelson's which was the reason why he was in the position; within 2 1/2 years he was an express driver; don't know but he was a sailor previous to this; was freight clerk on board the Ventura when she was lost, and I would not take him to be over 18 or 19 years old; it

was not customary to change the crew of the Pacific every voyage; do not think the 3d officer was fit to have charge of the vessel, and am of the opinion that had there been competent officers in charge of the Pacific at the time of the collision they might have got clear of the Orpheus. The way the Orpheus was steered might have baffled the steamer some, witness said, but had he had charge of the Pacific at the time, if he could have done nothing else he would have turned the stern of the steamer to the ship and run away from her.

By Mr. Robertson.—The steamer was going about three miles an hour; the ship was going about five or six knots; the Pacific could not have gone one hundred yards before her speed would come down to three knots, her engines being stopped; if we had kept our course we could not have cleared the steamer; it would have been too late even had we ported our helm; if we had kept our course on seeing the red light we would have cleared her; it was a great mistake to follow the course pursued by the Orpheus, but the steamer could have altered her course; the people on the steamer could have seen our green light, but could not tell how we were going. The course of the Pacific should have been to port helm in so embarrassing a position as we placed her; our green light could be seen 1 1/2 miles; our red light could not be seen on account of the difference in the height of positions; I heard my captain attribute the blame to the Pacific; he didn't seem to be annoyed; the captain appeared to want to speak the steamer to find out where he was; it is not usual in short voyages to do so; we had taken an observation that day.

In order to a full understanding of the above we will state that Mr. Robertson was counsel for the Steamship Company and Mr. Richards for the Dominion Government. Below are statements of J. E. Englehardt, Agent of the Pacific at Victoria, and the steward of the Orpheus: Have no certificate of ship; don't know its contents; can't tell how many passengers she was allowed to carry; I think she had between two and three hundred; the long boats could carry about 75 passengers each; the tonnage is 876. If 1000 persons had applied I don't think I would have sold tickets; I and my clerk sold 132; on the Sound about 35 were booked; the purser may have sold 20 before the vessel left; I include cabin and steerage; there were about 167 tickets sold here and on the Sound; the purser's 20 would make about 187; it includes Chinamen; the crew numbered 48; the statement that there were 300 on board is incorrect; I make out that there were 238 on board all told; there might have been 50 or 60 on board without tickets; can't say how many boats the ship had; the agents wrote us she had six boats and a life raft.

Charles Davis sworn.—Was the steward on board the ship Orpheus. Just was in my berth when the collision took place; ran up on deck and saw the Pacific just getting clear of the Orpheus' main rigging and lashings; it was about half-past nine; the shock was very slight; had felt a heavier shock at San Francisco striking against the wharf; saw regular blue lights burning; saw the rockets; would say the steamer was then about a mile from us. It was about thirty minutes after the collision when witness saw the blue lights, and believed that the captain saw the lights also; heard no hailing. This was my first voyage with Captain Sawyer; saw him take a drink, but cannot say he drank liquor freely. The 2d mate, carpenter, and some of the men were under the influence of liquor after the vessel went ashore; my impression is that the Orpheus was willfully run ashore; there was liquor on board, and the captain had charge of it.

The statement of the quartermaster, O'Henly differs materially with that of Jelly's as to the condition of things subsequent to the disaster. In Jelly's evidence it appears the shock was slight, that no fears were excited and the answering words were heard of "it's all right," and Jelly consequently returned to his berth. While the quartermaster's evidence shows that immediately on the steamer's being struck volumes of water poured in and it was reported the fore-castle was full of water, and that efforts were immediately made to lower the boats, and there was not that intervening lull of security spoken of by Jelly.

PROCEEDINGS OF THE COUNTY COMMISSIONERS OF JEFFERSON COUNTY, W. T.

Regular Meeting, November 1, 1875.

Board met at 2 o'clock P. M. Present—Oliver F. Gerrish, C. E. P. Wood and George W. Harris, Commissioners, Jas. Seavey, Clerk, and J. J. H. Van Bokkelen, Sheriff.

Ordered, by the Board, that the applications of the following named persons to keep drinking saloons in Jefferson county be granted, and the Auditor is directed to issue licenses to said applicants when they have paid the required price and given the proper bonds: Frank Harris, at Port Ludlow. George Sterming at Port Townsend. John U. Woodley, at Port Townsend. William Dodd, at Port Townsend. Newton & Keymes, at Port Townsend. J. J. Hunt, at Port Townsend. James Dalgarno, at Port Townsend. John E. Pugh, at Port Discovery. Charles Eisenbeis, to sell malt liquors at Port Townsend. Louis Schur, to sell malt liquors at Port Townsend.

Ordered, by the Board, that the application of William Beuthon to keep a drinking saloon, or house, in Port Discovery precinct, at the place known as Whiskey Spit House, be refused, on the ground that said house, or place, has had the reputation of being a public nuisance.

Ordered, by the Board, that the application of Charles Barry to keep a drinking saloon, or house, in the place called the Retreat Saloon, at the east end of Water street, Port Townsend, be refused, on the ground that said house, or place, has been kept as a public nuisance, and still has the reputation of being a public nuisance.

Ordered, by the Board, that the application of George Engle, to sell lager beer at the house at the head of Fowler's wharf, at the end of Madison street, in Port Townsend, be refused, on the ground that said house, has the reputation of being a public nuisance.

Ordered, by the Board, that John F. Tukey be appointed Supervisor of Roads in Road District No. 2, in the place of William Burden resigned.

Nathaniel D. Hill, H. L. Tibbals and F. W. Pettygrove, who were appointed August 9th, 1875, to view the route of a road running through the land of Louis Kuhn and L. B. Hastings, and to assess the damages to be sustained by said parties, should the road be located through their lands, reported that the damage to be sustained by L. B. Hastings is \$800, and by Louis Kuhn \$800; in consideration of which report the County Commissioners refuse to declare said road a county road.

Ordered, by the Board, that the following bills, be paid out of any money in Jefferson County Treasury not otherwise appropriated, viz: Territory of Washington vs. Harry Johnson, \$296.16. Territory of Washington vs. Charles Thompson, \$95.15. Territory of Washington vs. Wright et al., \$177.95. Territory of Washington vs. Thomas Jones, \$48.80. Territory of Washington vs. Schwabhouser, \$64.37. Territory of Washington vs. William Magary, \$9.90. Grand Jurors, September term, 1875, \$59.20. Petit Jurors, September term, 1875, \$122.70. E. Hickman, bailiff, \$17.00. J. C. Appleton, bailiff, \$11.00. J. J. H. Van Bokkelen, sheriff, \$68.84. Jas. Seavey, Clerk Court, \$10.80. Wm. Korter, witness before Grand Jury, \$4.00. F. Hartung, witness before Grand Jury, \$2.00.

E. S. Fowler, rent of the court room September term, 1875, \$40.00. Kummer & Logan, trucking Charles King, work on the court room, \$3.44. John F. Sheehan, work on stove in court room, \$6.75. Waterman & Katz, rent of chairs for court, \$9.75. J. J. H. Van Bokkelen, articles furnished jail, \$27.17. D. C. H. Rothschild, blankets and hand-cuffs for the jail, \$27.20. T. D. Smith, burying Indian, died of small-pox, \$20.00. J. J. H. Van Bokkelen, charge of paupers, \$31.00. T. T. Minor's bill, maintenance of poor, quarter ending October 30th, \$208.50. C. W. Philbrick, printing, \$27.08. J. Seavey, rent of clerk's and Auditor's office for six months, \$30.00. Port Ludlow Mill Company, keeping paupers, \$52.00. Jas. Seavey, Auditor, for quarter ending Oct. 31, \$67.55. A. D. Attridge, deputy sheriff, \$6.00. Territory of Washington vs. Charley Nonun, Indian, \$161.56.

Ordered, by the Board, that the proposition of the Governor of Washington Territory to furnish 40 rifles and keep the same in Armory, and not be disturbed, except in case of emergency, be accepted.

Board adjourned to meet tomorrow at 10 A. M.

THURSDAY, NOV. 2. Board met as per adjournment, at 10 A. M.—present, as yesterday.

Ordered, by the Board, that James Fallon be paid by the county for nursing E. D. Smith and wife, \$35.50.

Ordered, by the Board, that \$76.36 be expended in Road District No. 2, from the road fund of Jefferson Co., and that an order be issued in favor of John Tukey, Supervisor for same.

Board adjourned to meet Thursday at 1 o'clock P. M., Nov. 11.

THURSDAY, NOV. 11. Board met and adjourned to Nov. 18, at 2 P. M.

THURSDAY, NOV. 18. Board met at 2 o'clock, P. M. Ordered, by the Board, that the following bills be paid: Coroner's inquest on the remains of Martin Galvin, \$38.15. Margaret King's bill for nursing E. D. Smith and wife, \$24.00. Ordered, by the Board, that O. F. Gerrish, C. E. P. Wood and Geo. W. Harris be appointed a committee on repairs of County Jail—and that they procure plans and specifications and estimate cost of same—and advertise for proposals to furnish material and do labor for same. Board adjourned, to meet tomorrow at 10 A. M.

FRIDAY, NOV. 19. Board met at 10 A. M., as per adjournment of yesterday. Ordered, by the Board, that the application of Harry Sutton to keep a drinking saloon on Union Wharf, be granted. Board adjourned.

O. F. GERRISH, Ch'n. Attest: JAS. SEAVEY, Clerk.

AMONG the various projects connected with the Centennial Celebration of American Independence, is one originating in France, for the commemoration of the ancient friendship between the two nations. It is proposed to erect on a small island in New York harbor a colossal statue of "Liberty Enlightening the World," the statue to be presented by citizens of France, and the pedestal to be furnished by Americans. Not only will this be a monument of the friendship long existing between the countries of Lafayette and Washington, but it will also serve as a beacon to the mariners of every nation who come to this continent.

NEW ADVERTISEMENTS.

\$250 REWARD!

FOR THE RECOVERY AND DELIVERY in Victoria, to the undersigned, of the body of Miss SAMUEL MOOTE, who was lost on the steamer Pacific. She was of medium height, light brown hair, supposed to have on a drab colored dress, heavy dark cloak and water-proof, one pair of drop earrings of five turquoise and four jet diamonds; one plain gold ring, one solitaire, and gold chain around neck. SAMUEL MOOTE. COLONIST OFFICE, Nov. 27, 1875.

Russian Bark Pallas.

NEITHER CAPTAIN ADOLEFENSKA nor the undersigned Agents of the Russian bark PALLAS, will be responsible for any debts contracted by the officers or crew of said bark during her stay on Puget Sound. E. S. FOWLER & CO., Agents. Port Townsend, Nov. 25, 1875.

A Rare Chance!

SALOON AND BUSINESS FOR SALE. THE UNDERSIGNED WILL DISPOSE of his saloon, including stock and fixtures, on reasonable terms. It is a good investment, and will prove a safe investment. For particulars inquire on the premises, opposite the Cosmopolitan Hotel, 12 KOSMOS ST. PORT TOWNSEND, Nov. 27, 1875.

NOTICE.

DURING MY ABSENCE FROM PORT TOWNSEND B. H. CRAIG, Esq., will act as my Agent. B. H. CRAIG, Esq., Port Townsend, W. T., Nov. 1, 1875.

Ship Messenger.

NEITHER CAPTAIN ISAAC F. GILKEY, of the ship Messenger, nor the undersigned Agents of the above named ship, will be responsible for any debts contracted by the officers or crew. ROTHSCHILD & CO., Agents. Port Townsend, Nov. 9, 1875.

Bark John Bunyan.

NEITHER CAPT. GEO. M. GRAVES nor the undersigned Agents of the bark JOHN BUNYAN, will be responsible for debts contracted by the officers or crew. ROTHSCHILD & CO., Agents. Port Townsend, Nov. 11, 1875.

FOR SALE AT NEW DUNGENESS.

AN ACRE OF LAND ON WHICH is a small house, at New Dungeness, for sale. Price \$500, cash. Apply to MARY ANN McDONNELL, New Dungeness, Oct. 25, 1875.

Spring Gardens.

For Sale Cheap for Cash 23 ACRES GOOD LAND. 25 Acres well improved. 3 Acres Garden and Orchard. Apply to THOS. PHILLIPS, Real Estate Agent. Port Townsend, Nov. 18th. 39-41

New Goods!

RECEIVED EX-PACIFIC FROM SAN FRANCISCO A LARGE STOCK OF GROCERIES AND PROVISIONS, Which are on sale at The Lowest Rates for Cash CHARLES EISENBEIS, PROPRIETOR. Pioneer Bakery, PORT TOWNSEND, W. T.

Stock for Sale!

50 HEAD OF STOCK FOR SALE, comprising Cows, Steers, Two-Year Olds, And Yearlings. For sale by M. HUNTON. Elk Farm, Elwha Valley, Clallam County, Washington Territory.

THOMAS PHILLIPS, REAL ESTATE AGENT, Collector and Conveyancer.

Houses to rent, money loaned, and taxes paid for non-residents. Homestead and pre-emption papers prepared, and titles to claims secured. Anything and everything bought and sold. It will be to the advantage of parties buying, selling, or sending to first consult me by letter, or in person. Port Townsend, W. T.

S. L. STRANGE

Is now prepared to do Teaming and Hauling of all kinds. Will attend to Grading Streets and Lots on short notice. Water furnished to Families & vessels. 63 ORDERS PROMPTLY FILLED.

82 1/2 Per Day at Home. Terms free. 82 1/2 Per Day at Home. Terms free. 82 1/2 Per Day at Home. Terms free.