

THE COLUMBIAN.

OLYMPIA, PUGET SOUND, WASHINGTON TERRITORY, SATURDAY, AUGUST 27, 1853.

NO. 51.

VOL. 1.

THE COLUMBIAN.

PUBLISHED EVERY SATURDAY MORNING, BY
T. F. McELROY.

Terms—Invariably in Advance.

For one year, when sent by mail, or taken at the office, \$5.00; for six months \$3.00.
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Extracts from Wilkes' Exploring Expedition.

[Continued.]
COLUMBIA RIVER.—1842.

I am well aware that many opinions have been, and probably still are entertained, relative to the prudence of venturing with the ship before the channel had been explored and examined by the tender and boats. This is but natural to one unacquainted with the bar of the Columbia river and its dangers. After having paid much attention to this subject, and having been engaged there with the tender and boats in the survey, I feel myself entitled to give an opinion as to the course pursued by Captain Hudson, and think it altogether correct, on every ground of expediency, as well as the only proper one for him to have followed under these circumstances. It will be recollected that he had been detained nearly three months beyond his appointed time, and that he was well aware that this would occasion much inconvenience to the progress of our duties; his anxiety to prevent any further delay, even of a few hours, can readily be imagined. The time was, to all appearance, propitious, and hesitation then might have rendered it impossible to have entered for a week. The tender going in ahead would have been little or no security, for she would undoubtedly have pursued the same course, and have been, in all probability, lost; and thus the Peacock would have been obliged at last to trust to the knowledge of those on board of her. As respects the examination of the bar in boats, this is a thing next to impossible; for the tides are so strong as to be beyond the power of oars to contend with. To wait until a thorough knowledge could be had of the bar from survey, would have been equally impossible at that time; all were uninformed, or incapable of judging of the accuracy of the directions; but, so far as appearances went, they seemed to be true, and they are such as I should even now give, so far as compass bearings are concerned. But there is one difficulty that will ever exist in passing over the bar, and this nothing but an intimate acquaintance with the locality will remove. I allude to the cross-tides, which are changing every half-hour. These tides are at times so rapid, that it is impossible to steer a ship by her compass, or maintain her position; and no sailing directions can possibly embrace the various effects produced by them upon a vessel. A singular fact in illustration of this remark is, that the safest time to cross the bar is when both the tide and wind are adverse; and this is the only port, within my knowledge, where this is the case.— Captain Hudson, in venturing the attempt to enter the Columbia, manifested the strongest desire to accomplish his orders and forward the objects of the Expedition. Disregarding the well-known perils of the navigation, he did not hesitate, when in his judgment the time was propitious, to incur the dangers of the bar, rather than subject the service to a further delay, which might have proved as disastrous to the Expedition as the loss of the vessel.

There are no pilots for the entrance of the Columbia river, or rather, none that could be relied upon. Neither old Ramsey nor George deserve the name, nor were there any other persons known who had any pretensions to be considered as pilots.

Having set this matter at rest, I shall proceed to give the details of the loss of the Peacock.

On the ship striking, the helm was immediately put a-lee, and every practicable effort was made to bring her by the wind, and

haul off. These efforts were not successful, and the ship, which hung by the keel, began to thump heavily. Every sea forced her further upon the shoal, and as she had now become completely unmanageable, the sails were furled. The stream cable and anchor were got ready, and the first cutter was hoisted out. Lieutenant Emmons was sent to sound around the ship in various directions, in one of the waist boats.

At this time, the wind having veered to the northward and westward, was freshening; the air was lazy and a fog was forming; the ebb tide had begun to run strong, and meeting not only the ocean waves, but an opposing wind, in a short time formed breakers which completely enveloped the ship. These breakers soon stove in the first cutter, and rendered her useless. Such was the fury of the sea, that it was with great difficulty Lieutenant Emmons reached the ship, and the boat was secured.

With every sea the ship lifted and struck heavily, and much solicitude was therefore felt lest it should be impracticable to get the launch afloat; but no boat could have lived alongside of the vessel for more than a few moments.

The lighter spars were now sent down, and the pumps were rigged; every exertion was made to save the masts and lower yards, by which the launch might be hoisted out as soon as the sea would permit it.

Captain Hudson, finding that the ship was looking badly, ordered the watches in gangs to the pumps, which were thenceforward kept in action until the vessel was abandoned. Every possible exertion was made to bring the ship's head to the sea, but without much effect, for the rudder was soon disabled in consequence of the iron tiller being broken off. The rudder was thus left to thresh about with such violence as to threaten to tear away the stern frame.

At last, by heaving the shot overboard, and starting the water, the ship was so much lightened that, by means of the larboard anchor, which had been cast free of the ship, she was hove round with her head to the sea. At low water, which occurred about dark, there was only nine feet depth of water alongside. At 45 minutes past 8 the chain-cable parted, the ship was again thrown broadside to the sea, and began again to strike heavily.

At 30 minutes past 11 it was high water; at 1 P. M. the sea was rapidly increasing; and at 2 A. M., the breakers were making a continual breach over the vessel, by which the bulwarks were stove in, and the spar-deck flooded. The water was knee-deep on the gun-deck, and the shot-lockers were buried in it. The night passed heavily, with little hope of the ship's holding together till morning. At last the day dawned, and with the coming light, and at the extreme fall of the tide, the sea providentially abated.

At six o'clock in the morning, a large canoe loaded the vessel, manned by a crew of Chinook Indians, and having on board old Ramsey, the pilot, with a colored boy belonging to the Vincennes, of the name of John Dean. The latter, who had been left by me with Mr. Waldron at Astoria, had persuaded Ramsey and the Indians to come off, for the purpose of rendering assistance. The launch and boats were also hoisted out, a few provisions put in them, and a part of the men and officers embarked, with as little delay as possible, and just as they stood, for fear of overloading the boats, and thus causing the loss of all. In those, Lieutenant Pery, with Purser Spieden, the sick, the naturalists, and the charts, books, and ship's papers, were sent off, to be landed in Baker's Bay. The boats landed all not necessary to row them in safety; and succeeded in making a second trip, in which all who had remained on board were taken to the shore, except Captain Hudson, Lieutenant Walker, the boatswain, the carpenter, and about thirty men.

Towards noon, the breakers again increased; and the sea was making a breach in all directions over the ship, which was filling fast, the water having risen above the level of the berth-deck. The masts were cut away, and the vessel lay a complete wreck, with nothing standing but the stump of the mizzen-mast.

Lieutenant Emmons, who had charge of the boats, was, during this time, using every possible exertion to make a third trip, but without success; and the crews of the boats were the anxious witnesses of the condition of the ship, without being able to relieve those on board from their perilous situation. They persevered, however, in their fruitless and laborious endeavors, until one of the boats, in charge of Mr. Lewis, the gunner, was thrown end over end, and with her crew engulfed. Lieutenant De Haven was fortunately close at hand, and succeeded in saving those on board; all of whom were injured, and one of them severely, by the breaking of his hip bone.

The intense excitement, both of those in the vessel and in the boats at this moment, may be readily imagined. The accident was seen from the ship: Captain Hudson was satisfied that any immediate attempt to relieve him and his companions must be fruitless; and that the only chance that remained, was to preserve the boats for a future occasion.

He therefore ordered the ensign to be hoisted on the stump of the mizzen-mast, as a signal for the boats to return to the land; which was obeyed by them, although with

the feeling that they were abandoning their commander and those with him to their fate. Those on board, on the other hand, were released from their anxiety for the boats, on which alone they could depend for being relieved, if the wreck should remain together for a few hours. Of this, however, the prospect was far from promising, and the struggle between the waters of the great river and those of the mighty ocean, when every surge seemed to forebode the utter dissolution of the fabric of the ship.

The light articles were now removed to the spar-deck, to give them a chance of reaching the shore by the action of the waves and winds, should the ship go to pieces.

In the midst of this trying scene, the ordinary routine of ship's duty was carried on, even to the piping to dinner. It is needless for me to say anything in praise of the conduct of Captain Hudson, and I have simply to refer to the letters I received from the officers and naturalists, in reply to a call I made upon them, for the aspect in which the transactions presented themselves to those present; and more particularly to those of the latter gentlemen, who, as spectators, had an opportunity of witnessing the whole proceedings.

By three o'clock, Lieutenant Emmons, with the boats, was again approaching the ship; but the sea was still too rough to venture near her, and it was not till five o'clock that he succeeded in getting alongside, when the remaining men were distributed among the boats, and embarked in good order, Captain Hudson being the last to leave the ship. After a pull of two miles, they landed in Baker's Bay, when Captain Hudson was received by the other officers and men with three hoarse cheers, the spontaneous expression of their admiration and gratitude for the courage and conduct he had exhibited in his efforts for the preservation of the ship, and in finally preserving the lives of all.

The exertions of the officers and men were not yet at an end; for some faint hopes were entertained that a portion of the property might still be saved from the wreck, as a relief in their state of utter destitution; and, in consequence, the boats were despatched the next morning at day break to the bar. But nothing was there to be seen of the Peacock, except the cap of her bowsprit; for her upper deck had been separated, and the pieces scattered for many miles along the coast.

Captain Hudson passed the highest encomiums on his officers and crew, for the faithful manner in which they continued to perform their duties and carry out his orders to the very last.

I am satisfied that every thing that seamanship could devise to save the vessel, was resorted to; and I am quite confident that when the facts are all known and fully weighed by the community, the conduct of Captain Hudson, and that of his officers and crew, in this perilous and trying scene, will be considered as redounding to the credit of the service.

Mr. Birnie, the agent of the Hudson Bay Company at Astoria, Messrs. Frost and Koen, the missionaries, with several residents, came promptly to the aid of the shipwrecked crew, with provisions, tents, cooking utensils, and clothing, all vying with each other in affording assistance.

When all hopes of getting any thing from the wreck were at an end, Captain Hudson sent the crew to Astoria, in the boats, with orders to form an encampment there, where they found an ample supply of provisions in the stores that had been sent from the Sandwich Islands, in the Wave, and were supplied with clothing by the kindness of Dr. McLaughlin and the officers of the Hudson Bay Company.

As soon as I learned the exact state of affairs in the river, I determined to make such disposition of the squadron as would be most advantageous, in the performance, under the new circumstances, of the duties which remained to be accomplished.

With this intent, I resolved to shift my pennant to the Porpoise, and with that vessel, the Flying Fish, and the boats of the Peacock, to survey the Columbia river to its extreme navigable point. This force would be amply sufficient to perform this survey in the shortest possible time, and yet enable me to despatch a party, as I had before intended, through the southern section of Oregon Territory to San Francisco.—The Vincennes, to which I ordered Lieutenant Commandant Ringgold, I resolved to send to San Francisco, to make a survey of the Sacramento river, while I was engaged upon that of the Columbia.

In conformity with this plan, I directed the Vincennes to be off and on at the mouth of the river, while I proceeded in with the Porpoise to make the necessary changes and transfers. Taking Mr. Knox, and Ramsey the pilot, on board the latter vessel, we passed the bar and stood towards Astoria, but were compelled by the tide to anchor before reaching that place. On the morning of the 7th, we anchored in front of Astoria, where all necessary arrangements were completed; and Lieutenant Commandant Ringgold, on the next day, proceeded in the Flying Fish, with the transferred officers, to join the Vincennes. As soon as this was effected, that vessel bore away for San Francisco, and the tender returned to the river.

As it became absolutely necessary to economize our time as much as possible, every disposition was now made of the men and boat. I soon, however, found that although I had sent a number of men to the Vincennes, there would be many that could not be well accommodated in the smaller vessel, and I was desirous of procuring some extra accommodation. Fortunately, the American brig, the Thomas H. Perkins, Captain Varney, was lying at Astoria; and a reasonable agreement was entered into for her purchase. Dr. McLaughlin, who had entered into a charter party, readily agreed to surrender it for a small consideration, if the goods he had on board were delivered at Vancouver. This there was no difficulty in, as it was found necessary to make some alterations in her accommodations, and it would be necessary to resort to Vancouver for many articles; and these repairs could be easily effected during the time we were engaged in the survey of the river, and better at Vancouver than elsewhere. It was, therefore, determined to proceed up with both vessels, at the time of making the survey.

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FRANKLIN'S PAPER IN PHILADELPHIA.—This paper, published and edited by Benjamin Franklin, first made its appearance on December 24th, 1728. It was first called somewhat pompously, "The Universal Instructor in all the Arts and Sciences," which title was afterwards changed to the running notice, "Containing the freshest advices, foreign and domestic." Franklin continued the paper weekly until 1765, when it passed necessarily into several other hands, and finally expired in 1801, in the 76th year of its age. The paper changed much in all these years, in size, paper, and editorials. Its size, at first, was that of an eight by ten window frame. The paper was thin, yellowish, and coarse. Its price was ten dollars a year, and in matter there was little variety. Tales, poems, fables, with a little foreign news, several months old, were all it could set forth. The advertisements now seem odd and out of date, and no one could find the places to which they refer. Persons leaving for Europe, are spoken of as 'intending' for Europe, and a cargo of negroes, just arrived, are duly advertised, and persons wanted to look at the cargo. Altogether the sheet in its best estate, would not equal any village sheet which our country now produces.

FIFTY HUNDRED MILES IN TEN HUNDRED HOURS.—The arduous task of walking one thousand five hundred miles in one thousand successive hours is now being attempted on the grounds adjoining Mr. Coghan's Hamlet Inn, Birkhead. The champion for pedestrian honors is a young man, named William Gale, who performed the feat of walking a thousand miles in a thousand successive hours some time ago, on the Walton turn pike road, on the completion of which he was presented by his admirers with a silver belt. Gale (who is a native of London) commenced his present task on Tuesday, the 10th ult., and at 12 o'clock last night had completed eight hundred and fifty-eight miles. Doubts have been entertained as to whether this trial of physical strength is really a bona fide affair; but, on enquiry, we have been assured that the young man has not missed an hour's task since he commenced, and that it is a fair and honorable transaction. The pedestrian is slightly built, but his rapidity of walking is astonishing, and the title of the "Flying Eagle," which he has assumed, is certainly not inappropriate. Yesterday he walked a mile and a half in fifteen minutes, which must be looked upon as somewhat extraordinary, particularly if the great fatigue to which he has already been subjected is taken into consideration. He starts at the commencement of every hour, and when the pedestrian's mile and a half are finished, he betrays no symptoms of distress. A large number of persons have already visited the grounds.—*Liverpool Mercury.*

NAVIGATING THE AIR.—Another Frenchman has recently attempted to solve the problem of aerial navigation. He ascended with a balloon from the Paris hippodrome, in a parachute which was to be cut from the balloon at the height of three thousand feet, (something over half a mile) and the inventor was then to set his wings in motion, by which he hoped to impress any direction he pleased upon his descent. At the height of about half a mile the balloon was observed to collapse, and it and the parachute began to fall rapidly. When they were within three hundred feet of the ground the car was cut, and the boasted discoverer of aerial navigation came down to the ground with frightful rapidity, his wings proving of no use whatever. He was not disheartened, however; the fault was laid to the balloon, and he would repeat the experiment.

PROPHETIC.—Washington predicted the growth and importance of the great West, as long ago as 1770. At that time he urged upon the Governor of Maryland the importance of connecting the Ohio river with the Atlantic, "as a means," to use his own words, "of becoming the channel of conveyance of the extensive and valuable trade of a rising empire." Were words ever more prophetic?

More credit can be thrown down in a moment than can be built in an age.

The Future Destiny of the United States.

There is an innate desire in every mind to penetrate, as far as human sagacity is capable, the secrets of futurity. Perhaps the first intellectual passion developed in boyhood, is that which yearns to know the condition of the man. The future is to every mind, a fairy land teeming with wonders; and from the infancy of our race, to its present period of mature adolescence, human ingenuity has been racked in the vain endeavor to overleap the limits which Providence has assigned to the intellectual vision of man, and to know the secrets of the coming of the past time. Prophets, sorcerers, conjurers, astrologists, wizards, witches, fortune-tellers and spirit-rappers, have in all ages and among people of every grade of civilization, met with welcome acceptance, and been followed by hosts of worshippers.

Nations, no less than individuals, are subject to the universal passion. Perhaps, from the first moment an English footstep pressed the soil of this continent, no instant of time has flown which has not given birth in some brain to conjecture of the ultimate destiny of the nation, which on the rock of Plymouth, first breathed the breath of life. With each increase of strength, of territory and of prosperity, the desire has grown in intensity, and at no period of our history, has it been so strong and so all pervading, as at the present moment. The "manifest destiny" principle has perhaps in secret, become paramount in almost every mind, to all other political ideas; and politicians have never found so popular a hobby as that which dazzles the public imagination with vague, and glittering visions of universal empire in the West, and its unequalled power and splendor.

There is perhaps no task more difficult, than to form positive and definite ideas of the future condition of a country, from the aspect of the present. Time, in its ceaseless revolutions, is continually turning up so many strange and unforeseen events, to control the course of affairs, that the most comprehensive abilities are incompetent to foresee with certainty the events of even ten years. History is so full of examples of the futility of the most well grounded expectations, that we have long since ceased to place much reliance upon the vaticinations of the weather-wise, even when the most plausible. Providence holds the fate of men and of nations in the hollow of its hand, and can, and frequently does, change its aspect in the twinkling of an eye. Who could have foreseen twenty years ago, that in 1853 the territories of this Republic would stretch from sea to sea, and its banner be fanned at once by the breezes of the Atlantic and Pacific? Did the present reality at that time enter the dreams of the most enthusiastic visionary? Certainly not.

When, therefore, we undertake to form conjectures of the future destiny of the United States, we always do it with large reservations, and with a consciousness of the uncertainty of all hypothesis furnished upon so frail a foundation. Even while we write, events may be brewing which will blast the brightest hopes of the patriot and disappoint so frail a foundation. The statesman. A single false step in policy may be the beginning link in a chain of events which will dissolve the glorious and splendid fabric of the Republic, as a palace of clouds scatter before the winds of heaven.

But in all human probability the destiny which is reserved for the United States is more splendid than has ever before belonged to any nation of ancient or modern times. That destiny we think will be, that the United States will become the great centre of arts, of civilization, refinement, wealth, power and liberty; the sun among the nations of the earth; the point from whence will radiate the beams of knowledge, of freedom, of religion, of empire, to the remotest parts of the globe—the great centre of vitality to the social and political systems of the world.

We do not look upon this as any wild dream of the imagination, but as the sober conclusions of reason, drawn from premises of fact. Our belief is founded upon four things:

- 1st. The enterprise, intelligence, and sagacity of our people.
- 2nd. Upon the popular character of our institutions, giving the widest scope to individual energy, and the greatest impulse to national enterprise.

3rd. Upon the vast natural resources of the country.

4th. Upon our geographical position on the globe.

The intelligence, enterprise and sagacity of our people has already placed us far ahead of any other nation, except England, in those peaceful arts which in modern times contribute more than all else to the greatness, happiness, power and prosperity of a nation. The popular character of our institutions, and the condition of equality enjoyed by those living under them, attracts hither much of the intelligence and enterprise which in other countries finds itself shut out from a career by the old iron-bound systems of an age which has passed away. The same cause generates and perpetuates a ceaseless activity, physical and intellectual, in all classes of our population, and spurs them even onward in the race of improvement. We have here the moral elements and influences which made Greece the most intellectual, and Rome the most powerful State of antiquity.

We possess greater natural resources than any other nation. Our mineral wealth is inexhaustible. Our agricultural resources are boundless. Our rivers are the most magnificent in the world, and admirably placed to facilitate the improvement of the country. The climate is in all parts salubrious, and renders our country a delightful place for the residence of men. We have thus all the materials and elements necessary to form the nucleus of the richest and most productive commerce which has ever been enjoyed by any nation.

Finally, our geographical position on the surface of the globe, is more central than that of any other nation or power. It gives us the two great Oceans of the earth, the Atlantic and the Pacific. They open to us all the riches of Asia and Europe, and if we are wise we will render both tributary to our prosperity. Our position places us right in the track of intercourse and communication between the two extremities of the earth—and we form a central ground upon which the inhabitants of both must meet and mingle, to buy and sell and interchange the produce of their industry and the treasures of their intellect.

It seems to us, when we take these things into consideration, that it is clear that the United States must become more and more the centre of the commerce, business, ingenuity, politeness and civilization of the earth.

There is only one thing wanting to make this possibility a reality, and that is the Pacific Railroad. This, however, is a subject too extensive to be introduced at the end of an article. We consider the greatest question of the age.—[Cincinnati Commercial.

The Printer.

"I pity the printer," said uncle Toby. "He's a poor creature," replied Trim. "How so," said my uncle. "Because, in the first place," continued the corporal, looking full upon my uncle, "because he must endeavor to please every body. In the negligence of a moment, perhaps a small paragraph pops upon him; he hastily throws it to the compositor; it is inserted, and he is ruined to all intents and purposes."

"Too much the case, Trim," said my uncle, with a deep sigh. "Too much the case." "Go on, Trim," said my uncle. "The printer, sometimes," pursued the corporal, "hits upon a piece that pleases him mightily, and he thinks it cannot but go down with his subscribers. But alas! sir, who can calculate the human mind? He inserts it, and all is over with him. They forgive others, but they cannot forgive the printer. He has a host to paint for, and every one sets up for a critic. The pretty Miss exclaims, 'Why don't you give us more poetry, marriages, and bon mots! away with these stale pieces.' The politician claps his specs over his nose, and reads it over in search of violent invectives; he finds none, takes his specs off, folds them, sticks them in his pocket, declares the paper 'good for nothing but to burn.' So it goes. Every one thinks it ought to be printed expressly for himself, as he is a subscriber; and yet after all this complaining, would you believe it, sir," said the corporal, clapping his hands boisterously, "would you believe it, sir, there are some subscribers who do not hesitate to cheat the printer out of his pay! Our army swore terribly in Flanders, but they never did any thing so bad as that."

"Never," said my uncle Toby, with the strongest kind of emphasis, "never will I believe it."

An exchange paper has this advertisement: "Two sisters want washing." We hope they may get it.

"It is not always safe or wise To judge of matters by their size."

Saturday, August 27, 1853.

Our Country.

We have received of late, communications from H. H. JONES, Platteville, Grant county, Wisconsin, GILES E. SILL, Coloma, California, and we have been favored with the perusal of a letter from Rev. Wm. D. Rooker, of Carmel, Hamilton county, Indiana, whose age is "three score and ten," all making searching inquiries concerning our country. The latter crossed the plains last season, seeking a home for his immense posterity numbering forty-five families, visited southern Oregon and being dissatisfied therewith, reported unfavorably to his friends. He now says the accounts he has received of the Puget Sound country pleases him much, he regrets that he did not come in person and look at it, but says—"I may come among you next year, if I can sell my property." Mr. Rooker is a venerable soldier of the cross, a veteran in the Methodist faith, and a patriarch indeed. The frosts of seventy winters have whitened his head, but the energy of the old man of prayer brought him over the plains, led him through all southern Oregon, conducted him safely home again to his numerous children, grand-children and great-grand children, and if heaven spares him, will bring him across the continent a second time to make his family and himself comfortable and happy in our delightful "palestine." Think of this, ye men of middle age, and tell us if you will ever repeat your saying, that "If I was only young I'd go to Puget Sound!"

Mr. JONES tells us he has heard various accounts of our country. He inquires concerning fruit growing, dairying, &c., and says he has been informed that we have "not more than ten or twelve acres of land in any one place that can be cultivated, the remainder being bluffs and mountains; that scarcely a green thing is to be seen here in summer time, and that persons traveling through our woods get so covered with dust that it is impossible to distinguish between a white man and a black one." What fiend has invented this new batch of slanders? It would be interesting to know, so that he might be marked wherever he exists and insults the air of Heaven with the breath of basest calumny, and be abhorred as an object of universal disgust. He should be shunned and despised, and in the language of Mr. BENTON, "his legs should never be seen crossed under a gentleman's table." The complaints he makes have no foundation whatever. We have an abundance of uncultivated rich lands, and all we ask in their behalf is that they may be seen and fairly tried. These lands are our prairies, all of which, here and there dotted with beautiful lakes abounding with trout, are so skirted by cedar, fir and oak timber, that the settler can conveniently supply himself with whatever quantities thereof he may now or hereafter need. Along the margin of the Sound and our magnificent bays, the land is better than the prairies, and the timber is of itself a reliable source of fortune. Here too are the fisheries to enrich all bay-side settlers who perseveringly pursue them. Of salmon, cod-fish, halibut, herrings, flounders, trout, perch, eel, crabs, oysters, clams, mussels, &c., &c., the supply of each kind in its season is inexhaustible. The bottom lands comprising the valleys of our many beautiful, clear, rapid streams, will compare in quality with the best lands in the Western States. Of those that have been taken, and there is plenty left, forty bushels of wheat per acre, and fifty to sixty bushels of oats is the yield of the present year. The climate, milder than that of New York or New Jersey, and compared with which that of Wisconsin is Siberian, is particularly adapted to the culture of fruits and flowers. Corn has not been tested satisfactorily, and perhaps because suitable seed has not yet been brought to the country, and the proper season for planting it here been ascertained. However, families that have made the effort have succeeded in raising sufficient for their own purposes. Extensive dairies should be established among us. Cattle find good pasturage here throughout the entire year, and the green grass may be seen without the aid of green glasses. We may rely upon butter and beef sustaining their present prices for some years to come, and whenever a good article of cheese may be made here it will sell readily. But very little cheese has been made in the country, and that sold at the rate of fifty cents per pound. That "dust in the woods" does not exist, and has never been heard of before. Our woodlands are covered with a good thick coat of accumulated decayed and decaying vegeta-

ble matter, which is constantly being increased by the very trees and undergrowth it sustains. The undergrowth is mostly blackberry, dewberry, gooseberry, salmon-berry, sallow-berry, currant and grape, producing fruit in great quantities, though not equal in quality to the highly cultivated species in the States.

Mr. SILL asks for information about "the cold in winter, the heat in summer, the climate generally, the division of the seasons, whether wet or dry? the inducements held out by Government to actual settlers / whether the soil is adapted to wheat, fruit, and stock raising? what class of people have already settled in the country? what are the prospects for schools? whether we have any good sea-port? and as to the prices of provisions and stock?" One would be apt to take our correspondent to be a down-caster, from his great talent for asking questions. But we will answer him fully and fairly, and take a great deal of pleasure in doing so, for we are happy to see him evince so deep an interest in our country. The heat in summer is not Sahara-like as at New Orleans and elsewhere in the States. On Tuesday last, one of the warmest days experienced this season, the thermometer stood at 80 degrees Fahrenheit, in the shade, but a light north breeze made the temperature quite pleasant. The cold in winter, the general climate, and a number of other points proposed by Mr. SILL, we have already responded to in the previous paragraph. Our seasons are somewhat similar to what they are in California, though we believe the supply of rain in winter is not so copious as in that State, nor are we tormented with clouds of dust in summer as are the people of San Francisco. During the present summer we have been favored with occasional showers, materially benefiting the growing crops.—Government is liberal to actual settlers, granting land free of expense,—to every married man 320 acres, and to every single man 160 acres, with ample provision for widows and orphans. In no country in the world can wheat, fruit and stock thrive better and with less care than here. The people now settled in the country are generally intelligent, enterprising, good neighbors, and disposed to "live and let live," but our correspondent must expect to see here, as he would be likely to see elsewhere, a few aiming to destroy others so as to support themselves upon the ruins. But their influence is limited and does not affect the current of society. Schools are becoming quite numerous, and are well attended.—The youth of the Territory, increasing in numbers every day, are not neglected. The people of Washington Territory take as much pride in mental culture, and feel as deeply concerned in educational matters as any other population on the continent,—and we venture to say that a dozen of Governor SLADE's school masters would find ready and permanent employment and good salaries this very day and immediately around us. In reference to our having "any good sea-port," we assure him that we have a congregation of sea-ports unsurpassed and unequalled, and request him to come in person and be satisfied of the truth of our statement. In this connection we quote from the 4th volume of "Wilkes' Narrative of the U. S. Exploring Expedition," page 305:

"Nothing can exceed the beauty of these waters, and their safety: not a shoal exists within the Straits of Juan de Fuca, Admiralty Inlet, Puget Sound, or Hood's Canal, that would in any way interrupt their navigation by a seventy-four gun ship. I venture nothing in saying, there is no country in the world that possesses waters equal to these."

Oxen are worth \$200; cows, from \$60 to \$75 each. For the prices of provisions, &c., we refer to our prices current in another column.

There are many great reasons why there should be a very large migration from the States to our Territory next season, and we advise those who think of coming, to be ready in due time and make an early start. Those persons who left St. Joseph, Missouri, from the 20th to the 25th of April last, have already arrived, whilst thousands who delayed their departures are yet on the wearisome way. Collect good cows, oxen and mares, and be ready to move next April. Bring your families and your friends, young and old, and come to Washington. Many aged persons crossed the plains last season, and in this healthy country they have their lives renewed. Remember, start early, keep moving and you will arrive in the midst of delightful weather and in good season to prepare your land and sow wheat. To our friends along the Atlantic sea-board, we should say, charter or purchase a vessel and sail direct for Puget Sound. Lose no time. Let not the glittering and substantial golden opportunity escape. Come! you will never regret it.

In conclusion we would call the attention of our correspondents to the following letter to the New York Herald, from our esteemed friend JAMES HALL, late of Fort Steilacoom:

About Puget Sound. New York, April 27, 1853.

TO THE EDITOR OF THE HERALD.—Having just returned from a four years residence on Puget Sound, permit me, for the benefit of our emigrating population, to testify, through your widely circulated columns, to some of the surpassing advantages of that portion of the territory. I have travelled through every State in the Union, and can safely aver that I have never found a place to equal that delightful country for healthiness, beauty of scenery, and unvarying temperature. There is an invigorating influence in the atmosphere peculiar to itself, experienced by every one, and productive of the most buoyant spirits—the real source of happiness. The land is well adapted for cultivation and pasturage. On a space of twelve acres I raised over five thousand bushels of potatoes, of a dry and excellent quality, some of which weighed over four pounds each, and even the largest were as sound as the core as the smallest; onions, cabbages, turnips, carrots, parsnips, &c., produce likewise very abundantly, and no farmer would hope for better crops of wheat and oats. The pasturage, generally, is not to be excelled, and is abundant throughout the year, particularly on a large district known as "Puyallup," about eight miles inland from the shores of Puget Sound, where the prairies are covered with wild oats and red and white top clover, presenting from April to November the richest possible luxuriance, and constantly so plenty that no farmer ever thinks of providing fodder for his stock during winter. The winters are very mild, and snow is rarely more than an inch deep. The timber, of which there is great abundance, particularly cedar and fir, is of the largest and finest quality. In short, the purity of the air, the luxuriant prairies, the forests of noble tall trees on every side, the never-failing springs of purest, coolest water, innumerable lakes, an almost profuse abundance of game and fish—all harmonize to render it one of the most delightful countries in the world; and were it better known, and that the "Donation Act" gives a grant of one hundred and sixty acres of land to every American settler, not only emigrants, but thousands who never thought of emigrating, would abandon their present undertakings for the certainty of good farms and easy and rich harvests, which await them there.

I am, sir, yours, very respectfully, JAMES HALL.

Pacific County Correspondence.

PACIFIC COUNTY, W. T., August 5, 1853.

Mr. McELROY—I notice in a recent number of your paper an appeal to the citizens of Washington Territory to contribute money for the opening of the road to Walla-walla, for the benefit of the present immigration. I am much pleased to see such manifestations of public spirit as is exhibited by the citizens of Olympia and vicinity, and should be very glad to contribute my mite. I have consulted some of our citizens in reference to the matter, but, sir, they are mostly settlers of the last year's immigration, and as a matter of course have not the means to contribute much. They are generally enterprising and industrious men, and are willing to do all they can with their own hands. We are now busily engaged in opening and preparing to open roads and thoroughfares for the present immigration, from the mouth of the Columbia river to the interior of the country. A road has already been opened from point Ellis, opposite Astoria, to Bear river, in the direction of Shoal Water Bay, a distance of about ten miles. Other roads are being opened from Baker's Bay to Shoal Water Bay, making the land travel between the two bays less than two miles. One of these roads will be completed in a few days, and teams will be kept in readiness at this place for making the portage. A very superior boat of 25 tons has just been completed by Capt. J. W. Allen of this country, for the express purpose of plying between this place and the Dalles of the Columbia, thus enabling immigrants who may desire to settle anywhere between the mouth of the Columbia and Gray's Harbor, to make almost the entire passage from the Dalles by water, with their families, wagons, stock, &c. And I would just remark that exploring parties are passing here almost every day, and all of them return much pleased with what they have seen. Very rapid settlements are making on almost every tributary of Baker's and Shoal Water Bays, and business is increasing rapidly. Since the 20th of February last the following vessels have obtained cargoes from Shoal Water Bay:

Schooner Maryland, 4 cargoes, brig Merchantman, sloop Sophia, brig Potomac, bark Success, brig Sophia and bark Polar, comprising 1,433 tons. The value of these cargoes, at the lowest market price, would be \$73,400. The above cargoes consisted principally of oysters and piles. These facts I learn from Capt. Chas. W. Russell, of Shoal Water Bay, who, by-the-by, is a very enterprising citizen, and has taken much pains to keep an accurate account of all vessels that have arrived and departed since 1849.

I have not the pleasure of a personal acquaintance, but am in receipt of a few numbers of your very interesting paper, and shall take pleasure in voluntarily soliciting patronage. Yours respectfully, H.

Editor's Table.

An excellent lady presented "our table" this week with a very nice pie and some large cucumbers. She will please accept our thanks.

"Answer to Viola" will appear next week.

We welcome to our columns, and introduce to the readers of the COLUMBIAN, "H," our correspondent in Pacific county. Read his communication. It will be found to interest nearly everybody. We hope he will favor us frequently. The road to Shoal Water Bay will afford ingress to a very valuable portion of our Territory, about which the community are eager to be informed.

Mr. U. E. HICKS, Deputy Assessor for this county, just returned from Gray's Harbor and Shoal Water Bay, will accept our thanks for news items from that quarter.

BOAT PICKED UP.—We learn that an English built jolly boat, apparently new, and freshly painted, containing four oars and four hats, has recently been found by the Quenoy Indians and brought into Gray's Harbor. The boat is not at all damaged—not so much as having the paint rubbed off in any place, and the Indians say she was perfectly dry when they found her. The boat is supposed to belong to a Chilean bark that was seen several weeks since standing "off and on" at the entrance to Gray's Harbor. Latest dates from thence say that the Indians have found the body of one man on the beach, but so mutilated that neither his features nor complexion could be discerned.

GRAZING FOR STOCK.—NEW CLAIMS.—Mr. HENRY KANDLE, living six miles south of Olympia, informs us that at his claim and in his neighborhood the grazing is excellent for cattle just arriving from the plains. He says there are many valuable claims thereabouts yet unoccupied, and that he is willing at any time to go with new immigrants and show them where to find good locations.

WILKES' U. S. EXPLORING EXPEDITION.—With this number of our paper we conclude our extracts from the valuable narrative of that exploration, and are gratified with the information we have received that our publication thereof has given great satisfaction. Those who have preserved their papers are quite as well off as a possession of the costly book itself would make them.

WHERE'S THE INDIAN AGENT?—We are informed, upon reliable authority, that there are a number of men on Shoal Water Bay driving quite a lucrative trade selling "bad rum" to the Indians.

ANOTHER VALUABLE COAL DISCOVERY.—We learn that another very extensive coal field has recently been discovered near the head of navigation on the Duwamish river.

Schooner "Willimantic" is now afloat in Gray's Harbor, and getting ready for sea.

CATCHING SALMON AT PUYALLUP.—Before breakfast on Saturday morning last, Messrs. RILEY & SWAN at one haul with their seine, brought safely to shore EIGHT HUNDRED AND FIFTY splendid large salmon. We doubt if the fisheries of any part of the world can compare with those of Puget Sound.

Kendall Co.'s splendid bark "Sarah Warren," Capt. A. B. Gove, arrived in our harbor on Tuesday evening last, 18 days from San Francisco, with one hundred tons of merchandise, mill irons, &c., to Kendall Co., G. A. Barnes, Simmons & Goldborough, Parker, Colter & Co., Waterman & Goldman, Bettman & Brand and J. C. Fory. She brings six passengers: J. C. Fory and lady, W. C. P. Townsley, C. Babcock, D. Babcock and J. Lyghtner.

We are under obligations to W. C. P. TOWNSLEY, Esq., for his kind remembrance of the Columbian while in San Francisco.

Armstrong & Co.'s saw-mill on the Chehalis is now complete and in operation.

MORE IMMIGRANTS.—Another family arrived this week. They left St. Joseph in April last.

We have nothing further from the Cascade road. Mr. MOORE has gone out and we shall probably hear from him before issuing our next paper. We expect soon to hear something of Capt. McCLELLAN's progress.

OPENING OF THE CRYSTAL PALACE.—The inaugural ceremonies for the opening of the Crystal Palace in New York took place on the 11th ult.

We understand from Major Goldborough, who has just returned from San Francisco, that the Surveying party attached to the U. S. Surveying Steamer "Active," left the Columbia river on the 24th instant for Puget Sound, with the view of completing the triangulation and hydrographical operations commenced by the same party last summer. This steamer was about proceeding from Astoria up the river to St. Helens to procure a supply of coal from the P. M. S. Company's depot at that place, but her commander, Jas. R. ALDEN, learning that he could procure the requisite coal in Puget Sound on the most advantageous terms, from the mines at Bellingham Bay, under the superintendence of Capt. W. A. HOWARD, at once determined to take advantage of so favorable an opportunity of exhibiting the resources of our Territory, while at the same time he would save a considerable amount of money to the government.

STEAMBOAT ACCIDENT.—The Portland "Oregonian" of the 13th inst. says "that the steamer 'Canaanah' was disabled by the bursting of one of her boilers on Monday last, while ascending the upper Willamette near Champog, killing a Mr. Turner, and dangerously wounding the first engineer, a brother of Mr. T."

The Sandwich Islands. By the last mail we received the Polynesian, published at Honolulu, of July 24, three weeks later than previous advices.

The most important intelligence is the continued and alarming spread of the small pox. It is no longer confined to Hawaii, but has spread to nearly all the Islands of the group. No less than seven hundred and eighty-five cases have been officially reported to the Board of Health. Hundreds of others among the Islands were probably not reported.

INTERVENTION.—The Polynesian declares the statement made by the New York Herald that the King of the Sandwich Islands had addressed another strong appeal to the President of the United States for the protection of this country to be afforded him against the designs of France, to be without the slightest foundation of truth.

PRICE OF LUMBER.—At the auction sale of lumber brought by the Boston from San Francisco, American pine brought \$150 per thousand, and Oregon spruce or fir, \$75. Any quantity in the market would reduce the price materially. At present, it is very scarce.

TRIBUTE TO MR. WEBSTER.—Just previous to the adjournment of the Hawaiian Parliament, the following resolution, offered by Mr. Richardson, was passed: Resolved, That, in common with the American people, we mourn the death of Daniel Webster, a high officer of that Government, who was a firm supporter of the independence of this Kingdom.

PROFITS OF AGRICULTURE IN THE SANDWICH ISLANDS.—The Polynesian says, we want exports. We want our crops multiplied a thousand fold. The experience of the past few months, and of the present hour, warrants us in saying that we need greatly to increase our exportable productions. The difficulty is not in a want of ships to convey our produce to a near market, but in having so little to sell, that vessels apply in vain for cargoes. Potatoes, onions, fruits, coffee, sugar, syrup, molasses, arrowroot, sheep, hogs, poultry, wool, are all in demand for shipment, at a price that will pay. The prospects of agriculturists were never, we apprehend, brighter, than at the present moment; and never, since we have known anything about the islands, should we have been more willing to invest in a plantation, than in the year 1853. We only regret our inability to do so, while we anticipate for those who do, a rich reward for their capital, and believe they will repeat it.

ARRIVAL OF THE UNITED STATES SHIP PORTSMOUTH.—This fine ship anchored in the outer harbor of Honolulu, on Sunday, June 19th. She has been expected here for several months, but has been delayed by troubles in some of the ports upon the coast, which required the intervention of a man-of-war. For the last seven months the Portsmouth has been actively engaged in visiting all the ports of any importance in California, Mexico, and Central America; and in several instances has rendered effectual service to American interests. She left San Juan del Sud on the 11th of May, and anchored at Hilo on the 6th June. We understand that it is the intention of Captain Durain to make but a short visit now; and after a cruise among the other islands of the group, to return to Honolulu in three or four weeks. Salutes were exchanged between the Portsmouth and the shore on Monday, at 12 o'clock, noon.

COURT NEWS.—On the 24th June the King received in his palace, in private audience, the United States Commissioner, to present Capt. Dorin, of the United States ship Portsmouth, and afterwards, Her Britannic Majesty's Consul General, to present Monsieur Bodisco, of the Russian Legation at Washington, and Lieut. Crown, of the Imperial Navy of Russia.

The U. S. Frigate St. Lawrence, Com. Dulaney, arrived at Honolulu July 1st, 25 days from Paita. On learning that the small pox prevailed there, she immediately sailed for Lahaina, where the Portsmouth was then lying.

The Hawaiian House of Representatives have passed a resolution declaring the Governor of the Island of Hawaii unworthy, and unfit for that responsible office, and recommending the King to dismiss him.

COUNTERFEIT GOLD COINS.—Counterfeit four dollar gold pieces have been put in circulation in the Islands. The Polynesian says: "These pieces are galvanized silver coins, current in Europe for about twelve cents, having much more alloy than usual in silver coins, and absolutely worthless as money."

LICQUOR LICENSES.—The retail liquor licenses for the year commencing July 1st, were recently sold at auction. Twelve were disposed of at an aggregate of something over twelve thousand dollars.

Later from Australia.

By way of Panama and Valparaiso, we have dates from Sydney to April 13th, one week later than previous advices. From the Panama Star, which contains the intelligence, we learn that the yield of gold is equal to that hitherto reported. Large nuggets have been found at a depth of 50 feet from the surface. The following are the amounts brought down by the Government escort:—From Sofala, 953 ounces; from Tambaroura, 461 ounces; from Medco, 749 ounces; from Mudgee, 234 ounces; by other conveyances, 953 ounces from Sofala, and 316 ounces from Tambaroura. Further from Mount Alexander, 17,497 ounces gold and £9,000 in coin.

The Liverpool Mining Company were making great progress. Gold dust in the mines was worth from £3 14s. 6d. to £3 15s. 6d. Flour from £35 to £40 per ton, and the price of all articles of food was kept at an equal high rate by monopolists, which state of things was not, however, expected to last long. The price of Flour in Port Phillip was £32 per ton; Barley \$6 fanega; Wheat \$6 fanega; Cognac \$5 per gallon.

The Lalla Rookh, which brought the news, is reported to have orders to load with Flour and Wheat at Valparaiso for Sydney. SEARCH FOR SIR JOHN FRANKLIN.—Mr. W. Parker King, of St. Kilda, in a letter to the Argus of the 14th of April, expresses his intention of starting, at the end of April, for Behring's Straits, in search of Sir John Franklin, in a small vessel, fitted out at his own expense; and, having embarked all his means, he asks the public for £500 to complete his outfit. We do not doubt but that this call will be responded to, and that Australia will contribute this small sum out of her golden treasures for such a humane, praiseworthy and national object.

MEXICO.—By the steamer Oregon we have files from the city of Mexico to the 20th of July. All the Government officials are required to subscribe to the Diario Oficial to aid in its support.

The spiritual rappings in the shape of table-dancing are all the rage in Mexico. The health of the spiritual operators is not secure there. Several cases of sickness are given.

The Minister of Foreign Affairs has ordered a census of foreigners. If they have no letters of security they will be fined \$2 each.

The Government has ordered the Trail d'Union not to write any more observations about the measures of government. The Government has ordered the construction of five hundred coats of mail for the soldiers of Durango, fighting against the Indians.

The Government proposes to receive the Jesuits again into favor. The Governor of Zacatecas has ordered the enrolment of every man between sixteen and sixty to repel the Indians. Count Roussel arrived in the city of Mexico on the 7th of July, and was presented to Santa Anna on the 8th.

The journals are making a great outcry about the conduct of Young of Utah towards the Mexicans. The Universal declares for the Spanish protectorate or alliance. The Siglo, the organ of the liberals is violent against it.

Snooks possesses an inquiring mind—always wants to know something about something. He is at present prosecuting the inquiry, "Who will beat in the great human race?" This is a question of great importance, and should engage the attention of our scientific men.

By our Packet Barque, "SARAH WARREN." JUST ARRIVED, a large invoice of SWEET AMERICAN FLOUR in sacks and barrels, Pork, Pilot Bread, Gun Powder, Tea, Molasses, Syrup, Sugar, Bayo Beans, Split Peas, Twin Brothers Tobacco, Bales of Blankets, Drillings, Shirtings, Cotton Duck, Blue Drill, Ticking, Mangle Bunch Raisins, Old Port, Champagne and Muscat Wines, Champagne Cider, London Porter, Preserved Meats, Mill and cut saws, Mill and other files, Manila Rope, Pitch, Tar, Oakum, Stoves and Tin-ware, Sweden Iron and Cast Steel, Sperm Candles, Corn Meal and other Goods. All will be sold at the lowest cash price at the store of the Kendall Co., by JOS. CUSHMAN. Olympian, August 27, 1853. if

Just Landed. The bark "Sarah Warren," a large lot of Bedsteads and Chairs. Also a splendid assortment of Groceries. For sale by PARKER, COLTER & CO August 27, 1853. if

Another Invoice of New Goods HOURLY EXPECTED from San Francisco, by our Packet, "G. W. Kendall," and will be closed out low at the store of the Kendall Co. by JOS. CUSHMAN. Olympian, Aug. 27, 1853.

Olympia Lodge, No. 5,
Ancient Free and Accepted Masons.
Hold regular communications on the
first and third Saturday evenings of
each month.
All brethren of the order in good standing are
invited to attend. T. F. McELROY, W. M.

RETAIL PRICES CURRENT.
Olympia, Aug. 27, 1853.

Beef, per lb.	14 1/2	Pickles, per jar.	1 00
Pork, "	35	Vinegar per gal.	50 1/2
Flour, per 100 lbs	10 00	Salt, per lb.	4
Potatoes, per bush	3 00	Blankets, per pr.	6 25
Butter, per lb.	75	Candles, per lb.	6 25
Onions, per lb.	25	Lard, "	1 00
Tallow, per lb.	1 25	Sperm oil, "	1 50
Cheese, "	50	Tobacco, per lb.	75 1/2
Eggs, per doz.	3 50	Shredding, 4 1/2 yd.	11
Butter, per bush	1 20	Drilling, "	11
Sugar, per lb.	15	Axes, "	1 00
Coffin, per lb.	75 1/2	Hewing axes, "	6 00
Tea, "	50	Brandy, pr gl.	1 00 1/2
Molasses, per gal	50 1/2	Whisky, "	1 00 1/2
Salmon, per lb.	10 1/2	Gin, "	2 00
Chickens, per doz.	9 00	Hickory shingles, "	1 00
Sawed lumber, 6r, \$20 per M.; cedar, \$30 per M.		Shingles, 4 1/2 to 5 per M.; piles, 5 to 8 cents per foot; square timber, to 12 1/2 cts. per foot	

More New Goods

PER SHIP PERSIA.
BLUF, plain and mixed Satinets,
Ladies' Cotton Hose,
Kil Gloves,
Gents, " do
Gloved Muslin,
Blue, Red and White Blankets,
Sheetings and Shirting, at
G. A. BARNES'.
Olympia, Aug. 27, 1853. 51f

Per Bark Sarah Warren,
FINE FRESH FLOUR, Pork, Beans,
Do Apples, &c.
Crushed Sugar in 1/2 barrels, at
Olympia, Aug. 27. BARNES'.

NOTICE

To Settlers on Unsurveyed Lands.
THE UNDERSIGNED is now prepared to
survey those claims occupied by settlers
which have not been surveyed by the General
Government; and he will prepare the "notifica-
tions" necessary under the provisions of the act
of Congress approved February 14, 1853, entitled
"An act to amend an act entitled 'an act to make
donations to the settlers of the public lands in
Oregon Territory,'" approved September 22th,
1850.

Failure to file such notification with the Survey
General prior to the 24 of December, 1853,
will operate as a forfeiture of the claim.
H. A. GOLDSBOROUGH.
Olympia, Aug. 27, 1853. 51f

Flour and five inch spikes, White Lead, oil,
Steel Squares, Buck Saws, Try Squares,
&c. at
BARNES'.
Olympia, Aug. 27.

YOUNG HYSON, Hyson, Imperial, Gunpow-
der and Black Tea, at
BARNES'.
Olympia, Aug. 27, '53. if

WANT!

DO YOU WANT A GOOD WATCH?
If so, you cannot do better than buy one of a
man, who, in case it does not
KEEP GOOD TIME,
will take it back, and give you another—and keep
so doing until you are satisfied you have a
GOOD WATCH!

No man ever heard me say one thing and mean
another, for I am determined to deal on the square
with all mankind.

The Makers of my Watches are well known to
all dealers, and embrace nearly all the celebrated
manufacturers. Here are some of the names:—
David Taylor, Charles Taylor, M. L. Tobias, T.
F. Cooper, French, Dent, Roskill, Mathis Bros.,
together with thirteen Geneva and Paris Makers.

ALSO,
Chronometer Watches,
BY SEVEN DIFFERENT MAKERS.

GOLD CHAINS,
Weighing from Three to Nine Ounces.

Also, a few DIAMOND STDS, and almost
every article manufactured in the Gold and Silver
line, can be procured cheaper than at any other
respectable establishment in California.
JOHN W. TUCKER,
125 Montgomery street, San Francisco.
Aug. 27, '53. 5m

SOUTHWORTH & CO.

No. 64, Battery Street, corner of Halleck,
SAN FRANCISCO, CALIFORNIA,
IMPORTERS of English and American Hard-
ware, Cutlery, &c.,
Bar and sheet Iron—Portable Grist Mills,
SAW MILL IRONS COMPLETE,
Saw Powers; Carpenters' Tools;
Timber's Tools and Machines;
Together with a full and well assorted stock of
Goods in the Hardware line.
On hand and will be receiving those celebrated
steel Ploves manufactured by Evans & Adams,
Galena, Illinois. Also from the manufactory of
Joa Porter, Plattsville, Illinois.
San Francisco, Aug. 2, 1853. 51f

FOUND WHERE TO BUY?

DO YOU WANT A
Fine Watch or a Diamond?
CALL AT
TUCKER'S

When you will find the LARGEST ASSORT-
MENT of
Gold and Silver Ware in the State!
He will sell you twenty per cent. lower than you
can buy elsewhere, and you get what you pay for.
No. 125 MONTGOMERY STREET,
(One door from Sacramento street.)
San Francisco, California.

All kinds of Masonic Jewelry constantly on
hand.
N. B.—No very large sized DIAMOND
WATCHES on hand at present.
Aug. 27, 1853. 3m31

NOTICE.

THE Post Office of Steilacoom Pierce county,
W. T., is at the home of J. B. Webber in
said town. THOMAS M. CHAMBERS,
Post Master.
Aug 19, 1853. 51f

PUYALLUP Salmon Fishery.

THE UNDERSIGNED are now prepared to
enter into contract with persons desirous of
packing Salmon—deliverable on the beach, from
the net—in any quantity to suit. Apply to
RILEY, SWAN & CO., Puyallup,
or to PHILIP KEACH, Esq., Steilacoom City,
August 12, 1853. 50f

Ex "J. S. Cabot," GROCERIES.

A LARGE and well selected stock of "GOOD
GOODS," just received and for sale by
PARKER, COLTER & CO.,
Olympia, Aug. 29, 1853. 50f

Regular Packet.

SCHOONER "ROVER," Capt. L. Vin-
cent, will run regularly between Seattle
and Olympia. For freight or passage apply
on board,
Aug. 2, 1853. 1m

Lightering

DONE BY THE SUBSCRIBER at Steila-
coom, upon the most reasonable terms.—
Always on hand to execute orders with prompt-
ness and dispatch.
LEMEEL BILLS.
Steilacoom, Aug. 11, 1853. 50f.

MOSES & EVANS, Attorneys & Counsellors at Law, SOLICITORS IN CHANCERY, AND Proctors in Admiralty, OLYMPIA, W. T. August 13, 1853. 49 f.

Just Received,

EX Brig "Jane," by the undersigned,
Flour, Pork, Ham,
Beans, Rice, &c., and a full as-
sessment of Hardware and clothing.
BETTMAN & BRAND,
Aug. 13, 1853. if

U. S. MAIL!

A LINE OF STAGES will be run once a
week between Olympia and Cowitz Land-
ing. Leaving the principal hotels in Olympia
every Tuesday at 7 o'clock a. m., and on return
leave Cowitz Landing every Thursday at 7
o'clock a. m.
No pains will be spared by the proprietors to
give general satisfaction to the traveling commu-
nity.
RABBESON & YANTIS.
Aug. 13, 1853. 49f

LAMBERT & SMITH'S EXPRESS.

CLIPPER YACHT "FRANCIS ANN," will
leave Olympia for Alki every Friday, im-
mediately after the arrival of the mail.
For freight or passage apply on board,
Aug. 6, 1853.

For Sale or Rent.

I WILL SELL OR RENT the Blacksmith
Shop and lot, in Olympia, now occupied by
John L. Clark. Also a set of Blacksmith's tools
Possession given on the first of November.
L. H. CALKINS.
Olympia Aug. 6, 1853

Smith's Lath Cutting MACHINE.

THE above newly invented machine is ca-
pable of cutting two thousand lath a minute—
Requires ten horse power and about ten feet
square room. Applications for machines and
right to use the same in the Territories of Wash-
ington and Oregon, and the State of California,
made to the subscriber, care of Loringwell & Co.,
San Francisco, California, will meet with atten-
tion.
JAMES B. GODDARD.
Aug. 6, 1853. 5m3f

FOUND,

BETWEEN the fards of the Nowatum and
Shookum Chuck, in Lewis county, W. T.,
a pocket watch, which the owner can have
by proving property and paying charges. Call on
the subscriber at his residence or inquire of Mr.
S. S. Saunlers.
H. J. HALE.
Aug. 6, 1853. 48f

TIN SHOP!

G. GALLAGHER would respectfully inform
the citizens of Washington Territory that
he has just arrived in Olympia with a large stock
of STOVES of the most approved pattern—
Also, a large assortment of
Tin ware, Basting Spoons,
Knives and Forks, Tormentors,
Table & T Spoons, Cow Bells, &c.
Also a general assortment of Japanese ware.
He is prepared to manufacture all articles con-
nected with the Copper, Tin and Sheet Iron
Trade.
Being the pioneer establishment in the Territory,
he would respectfully solicit your patronage.
Olympia, July 16, 1853. 45f

Henry Johnson & Co., Importers and Wholesale Druggists, 146, Washington Street, near Montgomery, SAN FRANCISCO, CALIFORNIA,

OFFER for sale, for cash, at the
lowest wholesale prices, a large
and well selected assortment of East
India, Mediterranean and European
Drugs and Medicines: French, English and
American Chemicals of all kinds; also, an exten-
sive variety of Perfumery, Fancy Articles, Fancy
Soaps, Brushes, Paints and Oils, Dye Stuffs,
Lacquer, Window Glass, Extracts, Bronzes, Trusses,
Leaches, Surgical Instruments, Druggists'
Glassware, Halters' Goods, Shakers' Herbs and
Roots, &c., together with every article comprised
in the stock of a Druggist or Physician.
H. J. & Co. are the proprietors' Wholesale
Agents for Dr. Jayne's Family Medicines, Sarsa-
parilla, Old Townsend's Sarsaparilla, Mof-
fat's and Broadbent's Pills, Davis' Pain Killer,
Congress Spring Water, &c., &c.
Henry Johnson & Co. have made such ar-
rangements in New York, Boston and Philadel-
phia as will enable them to purchase their stock
at the lowest rates, and they are determined to
give their customers the benefit of low prices, and
at the same time the best quality of goods.
July 27, 1853. 45f

STORAGE.

FROM SIXTY TO EIGHTY TONS of goods
can be stored at Barnes' new ware house—
Also goods received and sold on commission.
G. A. BARNES.
Olympia, August 13, 1853. 40f

Steilacoom Ship Yard.

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

VESSELS of all classes built, rigged
and fitted for sea. Sails, spars, rigging,
netting, chandlery, &c., supplied to order.
Caulking and all other repairs made in
the most satisfactory manner. Ship carpenters
will be dispatched to any part of the Sound when
ever required. The patronage of persons wish-
ing to build, owners, consignees and masters of
vessels, is respectfully solicited.
Steilacoom, Aug. 6, 1853. 20 1/2

CABINET SHOP,

JUST opened in Olympia for the
purpose of supplying the people of
Washington Territory with TABLES,
CHAIRS, BEDSTEPS, STANDS,
BUREAUX, CUPBOARDS, &c. A few bench
screws on hand. Turning done with neatness
and dispatch, by
D. C. BEATY.
Olympia, July 23, 1853. ly

JUST RECEIVED

EX "LEONESA" the following large
and desirable stock of new goods, to
wit:

- | | |
|---------------------------------|---------------------|
| Flour, | Lard, |
| Pork, | Tea, |
| Cornmeal, | Sugar, |
| Coffee, | Navy & Pilot Bread, |
| Molasses, | Butter, |
| Cheese, | Dried Fruit, |
| Fresh Peaches, | Hams, |
| Wines and Liquors of all kinds, | |

DRY GOODS.

- | | |
|----------------|------------------|
| Clothing, | Axes, |
| Hoots & Shoes, | Broad Axes, |
| Stoves, | Nails, assorted, |

TIN & WOODEN WARE,

- | | |
|--------------------------------|-------------------------|
| Paints and oils, | Grindstones & fixtures, |
| Window Sashes, assorted sizes, | Wet Glass, |
| Turpentine, | Paint Brushes, |
| Putty, | |

SHIP CHANDLERY,

- | | |
|-----------------------------------|--------------------|
| Glass-ware, | Blank Books, |
| Singles and double barreled Guns, | Candles, |
| Rifle, | Clacks, |
| Powder and Shot, | Drugs & Medicines, |
| Tobacco and Pipes, | &c., &c. |

The whole of which will be sold cheap for cash
by the Leonesa Co.
CHAS. C. TERRY, Agent.
Alki, June 20, 1853. 43f

For Cowlitz Landing.

PERSONS desirous of procuring
good horses to ride to the Cow-
litz Landing can be accommodated by
leaving orders at the Columbian
Hotel, Olympia, or calling at the farm of Judge
Yantis.
Travelers overland from Oregon will also find
good horses at the Cowlitz Landing by calling at
the residence of F. A. CLARKE.
Cowlitz Landing, July 2, 1853. 43f

SAYWARD'S LINE

OF PACKETS, consisting of the ship
Sarah Parker, Brig Merchantman,
and schooner Williamette will run regu-
larly between Puget Sound and San Francisco.—
All orders for goods will be promptly attended to.
July 20, 1853. 47f

W. T. SAYWARD

HAS ESTABLISHED himself at Port
Ludlow, where he has now, and will
keep constantly on hand the largest assortment of
PROVISIONS, GROCERIES,
AND DRY GOODS.
to be found in Washington Territory—and will
sell at wholesale or retail at the lowest price pos-
sible. And having a very large Lard-cracker
built, will forward them to any port on Puget
Sound.
Port Ludlow, July 50, 1853. 47f

To the People of Washington Territory.

FELLOW CITIZENS:
At the earnest solicitation of numerous friends
who seem deeply convinced that I can be of
essential service to our Territory, I have at length
consented to allow my name to be used as a can-
didate for Delegate to Congress at our approach-
ing election. Being personally known to a large
majority of you, I deem it unnecessary to say
more at this time, than simply to state that my
course of conduct hereafter, as heretofore, will be
open and independent, and that if elected, my most
sincere exertions shall be given to the best inter-
ests of our Territory, without regard to sections
or localities.
M. T. SIMMONS.
Olympia, W. T., May 27, 1853.

PARKER, COLTER & CO.

—ON THE CASH SYSTEM—
WHOLESALE AND RETAIL
DEALERS IN
GROCERIES, DRY GOODS, LIQUORS,
CIGARS, HARDWARE, &c.,
OLYMPIA, WASHINGTON TERRITORY.
Olympia, June 4, '53. 39f

OREGON PRODUCE CO.

THE UNDERSIGNED has on hand and for
sale at their New Store, a large variety of
Goods which they offer for sale at Portland prices.
Dry Goods, viz:

- | | | |
|-----------|---------------|-------------|
| Tea, | Fruit, | Prints, |
| Sugar, | Window glass, | Domestics, |
| Coffee, | Manilla rope, | Drills, |
| Beans, | Lined oil, | Costs, |
| Molasses, | Powder, | Pantaloon, |
| Pork, | Shot, | Waistcoats, |
| Flour, | Cigars, | Shirts, |
| Liquors, | Tobacco, | &c., &c. |

And a great variety of other articles, the whole
comprising a complete assortment of all require
for this market.
TOOMY, HARPER & CO.
July 1, 1853. 45f

New Store!

WE, the undersigned, having taken
the store of A. J. Moore, are desir-
ous of establishing ourselves permanently
in Olympia. We reside in the patronage of the
public, and will endeavor to favor our customers
as much as we are capable. As we receive our
Goods from San Francisco at as low prices as any
firm here, we will dispose of them accordingly.
Our stock at present consists of a well selected
assortment of Dry Goods Clothing, Groceries,
Fruits, Sashes, Stationery, Carpenters' Tools,
WATERMAN & GOLDSMAN.
Olympia, July 16, 1853. if

BLACKSMITHING AT PORT LUDLOW, W. T.

THE SUBSCRIBER has a large shop in con-
nection with his steam machinery, with
good workmen, and all materials for mill and ship
work, and every thing in that line, and will give
satisfactory and prompt attention. Cast steel
plates made to order.
W. T. SAYWARD.
Port Ludlow, July 30, 1853. 45f

ALLAN, LOWE & CO., COMMISSION MERCHANTS, 112 LEAVY STREET, SAN FRANCISCO.

Alan McKimley & Co.,
June 2nd, 1853. 42 6m

IN STORE And now Receiving,

AT the First-Portland Building, Front
street, Portland, Oregon, a choice and well
selected assortment of Hardware, Groceries,
Paints, Oils, Wines and Liquors; among which
are—made, iron shoes, horse shoe nails, bar lead,
steel and iron squares, by square, board rules,
Collins' and Simmons' axes, hand saws, fork
saws, draw knives, spirit levels, hand saw files,
mill saw files, bench planes, and a fine assortment
of cutlery. Also, sugar, coffee, tea, rice, syrup,
tobacco, candles, soap, sardines, dried apples and
peaches, starch, leams, &c. Wine glasses, tumblers
and bar decanters. Wines and liquors in
five, ten and twenty gallon packages. White,
black and red lead, raw and boiled oil, spirits
turpentine, sperm oil, window glass, &c., &c.
W. S. LADD & CO.
Portland June 29, 1853.—42f

COOPERS AT ALKI.

WE have established ourselves at this point,
and intend to carry on the coopering
business in all its branches. Salmon barrels con-
stantly on hand, and contracts executed with dis-
patch.
STILWELL & McMILLAN,
Alki, July 1, 1853. 43f

Piles, Square Timber.

R. BRUNN having located at Gray's Harbor,
is now prepared to receive orders for piles
and square timber, at reasonable rates.
He is also prepared to furnish a superior article of
SALMON AND HERRING
prepared for family use.
Orders from the interior promptly attended to.
N. B. Four or five Coopers can obtain employ-
ment at the highest wages. Apply at my office in
Dr. Roundtree's Establishment, R. BRUNN,
Gray's Harbor, May 26th, 1853. 40 f

WEBBER & SLATER'S EXPRESS.

THE A 1 fast sailing sloop "Orah
Stone," running between Olympia
and Portland, leaves the wharf of the
Island, Port Townsend and Whidbey's
Island, every Tuesday and Friday, at
twentieth of each month. Returning, leaves
Port Townsend the fifth, fifteenth and twenty-
fifth of each month, landing passengers and freight
at all intermediate landings. For freight and pas-
sage apply on board, or to
PARKER, COLTER & CO.

RARE CHANCE FOR A FORTUNE!

THE UNDERSIGNED will sell his LAND
CLAIM, situated one mile from Olympia,
(the Capital of Washington Territory), together
with crop, farming utensils, and all throats be-
longing, at a great bargain to the purchaser—for
CASH.
ALSO,
15000 feet of square timber, and
15000 shingles, put up in 1 bunches in good
order. For terms and other particulars, inquire of
L. H. CALKINS.
May 21, 1853. 31f

G. H. GERRISH & CO., COMMISSION MERCHANTS AND WHOLESALE DEALERS IN WEST INDIA GOODS, GROCERIES, HARDWARE, CUTLERY, GUNS, PICKLED FISH, SQUARE TIMBER, PILES, &c., New Dunzies, Washington Territory.

Emigrants intending to locate at New Dunzies
will do well to call at their store where every
information will be given them.
May 14, 1852. 35f

ALKI

Wholesale & Retail Store, and
SHIP CHANDLERY.
LAMBERT & SMITH have recently
received direct from the Atlantic States and
San Francisco, the largest and most
extensive stock of goods ever brought into Puget
Sound. Their stock consists of the following:
A large quantity of Flour,
Groceries and Provisions of all kinds,
Paints, oils, Glass,
Powder, Lead, Shot,
Single and double barreled guns, precision caps,
Hardware, Cutlery, Iron and Nails.
A splendid assortment of clothing,
Blankets, Boots and Shoes,
Hard bread and crackers, &c., and
a great variety of articles not here enumerated, all
of which will be sold very cheap.
All orders for goods from any part of the country
promptly filled and delivered at the nearest
landing, free of charge, by our Express boat kept
for that purpose.
We are constantly receiving goods from San
Francisco by the clipper brig "Leonesa," which
makes the quickest trips of any vessel coming into
Puget Sound.
We keep a letter box at our store for the recep-
tion of letters of strangers and residents, which
will be forwarded by our Express boat every
week. We also keep a register, for travelers and
others to register their names.
LAMBERT & SMITH.
April 19, 1853. 32f

GUNSMITHING.

W. M. COLLINS, formerly of Portland, Ore-
gon, would respectfully announce to the
citizens of Washington Territory that he has
opened a shop in Olympia, on the corner of Third
and Franklin streets, where he may be found pre-
pared to do all kinds of work in his line with
neatness and dispatch, and in a workmanlike
manner. All orders from a distance promptly at-
tended to. Particular attention paid to repairing
revolvers.
Olympia, June 4, '53. 39f

FOR SALE!

I WILL SELL the Columbian Hotel
(the best property in Olympia) and a
cottage on the corner of Franklin and
Third streets, also my land claim, on
which there is a splendid Oyster bed, and a good
dry dock for shipping, situated seven miles and a
half below Olympia, at a very great sacrifice for
ready money. For terms and other particulars in-
quire at my house on the claim.
HERBERT DEAL.
Olympia, June 4, 1853. 39f

BLACKSMITHING AT PORT LUDLOW, W. T.

THE SUBSCRIBER has a large shop in con-
nection with his steam machinery, with
good workmen, and all materials for mill and ship
work, and every thing in that line, and will give
satisfactory and prompt attention. Cast steel
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steel and iron squares, by square, board rules,
Collins' and Simmons' axes, hand saws, fork
saws, draw knives, spirit levels, hand saw files,
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ALSO,
15000 feet of square timber, and
15000 shingles, put up in 1 bunches in good
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L. H. CALKINS.
May 21, 1853. 31f

G. H. GERRISH & CO., COMMISSION MERCHANTS AND WHOLESALE DEALERS IN WEST INDIA GOODS, GROCERIES, HARDWARE, CUTLERY, GUNS, PICKLED FISH, SQUARE TIMBER, PILES, &c., New Dunzies, Washington Territory.

Emigrants intending to locate at New Dunzies
will do well to call at their store where every
information will be

VARIETY.

An Iron Ship.—The "Evangeline," an iron ship, has arrived at New Orleans from Liverpool.

Her entire hull, with the exception of the deck planking and some ceilings, is of iron. The ship timbers, as well as the sheathing, are entirely of iron.

THE ATMOSPHERE IN PERSIA.—Sir John Herschel has received a letter from the Rev. Mr. Stoddard, an American Missionary, versed in astronomy.

A woman has no natural grace more bewitching than a sweet laugh. It is like the sound of flutes on water.

The gold discoveries on the Ouchita river, Arkansas, have created great excitement in that region.

New discoveries are constantly being made. Gold in small quantities has been found in the valleys, on the hill tops, and indeed almost everywhere where search has been made.

A preacher holding forth at a camp meeting had contrived so to work upon the feelings of his auditors, that the straw on the ground inside of the altar was completely covered with prostrate mourners.

Another new power has been discovered. It is said that an ingenious Yankee has a new mill in operation, which is driven by the "force of habit."

A dealer in ready made linen in New York advertises his shirts and chemises under the mellifluous appellation of "male and female envelopes."

John Bull is really disposed to be pleased with every thing American. In closing a notice of Mr. Vanderbilt's steam yacht, the London News says:

All who have seen the North Star believe that we may learn as much from her in the building and engineering of passenger ocean steamers as we learn from the celebrated American sailing yacht two or three years ago in the building and rigging of sailing ships.

Our respected progenitor across the water, if he will only lay aside his prejudice, may find many more things to imitate among our "Yankee notions."

THE POTATO ROT.—Professor B. H. H. Bullman, a Russian Councillor of State, has published a work on the prevention of potato rot. He discovered accidentally, and has subsequently verified by experiment, the fact that seed potatoes thoroughly dried will produce a sound crop.

Men take less care of their own essence than their reputation.

VALUABLE DISCOVERY.—Mr. John W. Bennett states that he has discovered a very effective means of preserving writings, charts, bank bills and pictures, as well from injury by time as from forgery or alteration.

SLEEP.—The length of time passed in sleep is not the same for all men; it varies in different individuals and at different ages; but it cannot be determined from the time passed in sleep, relative to the strength of energy of the functions of the body or mind.

IMPORTANT TO DAIRYMEN.—A correspondent of the Agriculturist commends colloid to prevent the leakage of milk from the udder of the cow.

A correspondent of the Genesee Farmer says "For the benefit of your numerous readers, I say, put a piece of assafetida about the size of a pea in each hill of cucumbers, and they will not be troubled with the striped yellow bug."

A HINT FOR THE SUMMER.—A light thread net suspended before an open window will effectually keep out the horse-fly.

LEGUMIN CHEESE.—The Chinese prepare an actual cheese from peas, called "toan-loo," which they sell in the streets of Canton.

There are several religious sects among the Chinese, but the principal elements of belief are similar. They believe in three great existences—two of them original, and without beginning or end, and the third the product of the other two.

THE HUMAN VOICE.—The human voice has been heard across the Straits of Gibraltar, a distance of more than ten miles. This only happens in peculiar states of the weather.

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CHEAP STORE! WHOLESALE AND RETAIL!

The undersigned having permanently located himself at Olympia in the mercantile business, has now on hand and is constantly receiving goods adapted to the wants of the country.

Dry Goods, Groceries, Hardware, Boots & Shoes, Tin Ware, Cutlery, Clothing &c.

All of which will be sold cheaper than the cheapest. Persons desirous of purchasing goods will do well to call before making their purchases.

THE KENDALL CO., OLYMPIA, PUGET'S SOUND, SAN FRANCISCO, CAL.

Dealers in Oregon Produce and LUMBER SHIPPERS, AND GENERAL TRADERS.

HAVE on hand, and are constantly receiving by their line of Packet Ships, viz: Bank Sarah Warren, Capt. A. B. Gove.

AGRICULTURAL IMPLEMENTS, &c., Which will be exchanged at low prices for Oregon Produce or for Cash.

For freight, passage or other business, apply to JOSEPH CUSHMAN, Agent, Corner of 2nd and Main streets, Olympia, or DR. S. MERRETT, San Francisco.

SCHICHTWOOT!

THE SUBSCRIBER would respectfully inform the public that the above named scow has been finished, and put in readiness to convey goods from points below to this city.

W. C. Holman, Wm. M. Carpenter, Woodford C. Holman & Co., COMMISSION MERCHANTS, AND SHIPPING AGENTS.

FIRST CLASS FIRE-PROOF BRICK BUILDING, Sacramento Street, (between Battery and Sansone) San Francisco, California.

CONSIGNMENTS SOLICITED. REFERENCES: Fr. Gov. Burnett, Maj. William L. Smith, Geo. Abernethy & Co., Oregon Territory.

Thomas M. Hammond, COOPER, PORT TOWNSEND, W. T. 500 NEW fish barrels now on hand for sale.

REAL ESTATE AGENCY.

The undersigned, agents for and owners of town lots in Olympia, and other growing towns on Puget's Sound, are prepared to sell or purchase Real Estate as above.

ENGINEER'S NOTICE.

The undersigned offers his professional services to the public as a Civil Engineer and general Conveyancer in all matters touching land claims, deeds, &c., &c.

FOR SALE OR RENT. A LARGE two story house on the corner of Water and First streets, in Olympia.

Notice!

NOW is your chance to buy CHEAP—call at my store before purchasing elsewhere. I intend closing out the stock on hand.

BY THE COMMANDING OFFICER AT THE BARRACKS OF THE COLUMBIA, OREGON.

EMIGRANTS, and other white persons, are hereby warned not to settle in the Indian country East of the Cascade mountains.

GEORGE H. FLANDERS, COMMISSION MERCHANT, AND DEALER IN MERCHANDISE, PORTLAND, OREGON.

F. A. CHENOWETH, ATTORNEY AT LAW, Will attend the several District Courts of the Territory of Oregon.

BALCH & PALMER, WHOLESALE AND RETAIL DEALERS IN DRY GOODS, GROCERIES, PROVISIONS, HARDWARE, &c.

G. A. BARNES, WHOLESALE AND RETAIL DEALER IN DRY GOODS, GROCERIES, PROVISIONS, HARDWARE, &c.

H. C. MOSELEY, ATTORNEY AT LAW, STELLACOOM, PIERCE COUNTY, WASHINGTON TERRITORY.

DAVID LOGAN, Attorney and Counselor at Law, SOLICITOR IN CHANCERY, AND PROCTOR IN ADMIRALTY, Portland, Oregon.

PILLOW & DREW, Watch Makers & Working Jewelers, Front, between Stark and Oak sts., NEAR THE WARREN HOUSE, PORTLAND, O. T.

D. R. Bigelow, Quincy A. Brook, BIGELOW & BROOK, ATTORNEYS AT LAW, OLYMPIA, THURSTON COUNTY, WASHINGTON TERRITORY.

DOCTOR L. C. BRODY, Physician and Surgeon, OFFICE—Portland Hospital Front Street, PORTLAND, OREGON TERRITORY.

G. N. McCONAHA, J. W. WILEY, McCONAHA & WILEY, Attorneys and Counselors at Law, and SOLICITORS IN CHANCERY.

WILL attend the several Courts of the Territory. Their special attention will be given to cases in the District and Supreme Courts.

THE NEW STEAMER Lot Whitcomb, J. C. AINSWORTH, master will leave Portland every Monday and Thursday, at 10 o'clock, in the morning, for Astoria, touching at all the intermediate points going down and returning.

Arrangements have been made by which freight for Oregon City will be forwarded by steamer Multnomah. The Multnomah will convey the Whitcomb's passengers to Oregon City.

Passengers for the Whitcomb will leave Oregon City Wednesday afternoon at 3 o'clock, and Monday morning at half past seven, on the Multnomah.

THE NEW AND SPLENDID STEAMER "MULTNOMAH," CAPT. R. HOYT, having been completely overhauled and refitted, will hereafter run daily between Portland and Oregon City.

STEAM ENGINES, BOILERS, AND MILL WORKS. THE undersigned are prepared to furnish at fifteen days notice, engines of the following sizes:

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ANDREW J. MOSES, Mining, marine and general engineers, Vulcan Iron Works, San Francisco. JUSTIN STEINBERGER, Agent at Portland. LEONARD & GREEN, Astoria, April 9, '52. 3m31

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A Large Assortment of Groceries. THE ATTENTION OF THE OREGON Trade is invited to the following: 275 cases near tobacco; 125 " grape; 150 " W. Price's; 50 half boxes Kirby's tobacco; 75 " Dill & Mulchaery's tobacco; 160 cases peach; 80 " Twin Brothers'; 60 " Virginia; 75 " Atomic; 100 " Mills & Roberts'; 254 firkins GOSHEN BUTTER; 1 1/2 bbls. hams, 25 casks butter, in kegs; 560 lbs. No. 1 sugar, 100 kegs lard; 600 half brls crushed sugar, 65 cases lard; 650 lbs Carolina rice, 175 brls C. rice; 450 boxes Ad candles, 20 cases Clark's matches; 175 brls clear and mess pork, 75 lb bbls pork; 825 tins cheese, prime, 120 lbs yeast powders; 260 bags Rio coffee, 25 bags pepper; 500 cases tea, 1 and 2 lb cads; 150 half chests black tea; 120 lbs brown soap, 50 lbs S. W. soap; 120 lb brls corn meal, 100 lb brls mackerel; 170 cases E. Wright's oysters; 125 kegs pickles, 285 cases pickles; 400 boxes bunch raisins; 90 boxes vermicelli, 75 boxes starch; 75 cases Lewis' oysters; 125 boxes ground coffee; 390 reams wrapping paper; 50 bales Cigarrito paper; 125 bbls cotton twine; 200 dozen 2 and 3 hooped buckets; 165 cases Kenett's fresh peaches; 175 Kenett's fresh strawberries; 125 cases preserved beef; 75 cases preserved veal; 75 cases mutton, 50 cases green peas; 60 cases green corn, 52 cases tomatoes; 65 cases preserved peaches, 25 cases capers; 100 kegs leaf lard, 50 cases leaf lard in tins; 165 cases sardines, 225 kegs pickles, assorted; 175 kegs nails, assorted, 350 doz ax handles; 150 cases brandy peaches; 135 cases strawberries; 190 cases Lewis' pe fruits; 130 cases pickles in glass; 80 cases L. syrup, 95 cases salt, in bags; 75 cases green tea, 75 bales Cigarrito paper; 150 doz pick handles, etc., etc.

For sale by Wm. T. COLEMAN & Co., Corner California and Front streets, San Francisco, March 1, 1853.—311f

Summer Arrangement. THE NEW STEAMER Lot Whitcomb, J. C. AINSWORTH, master will leave Portland every Monday and Thursday, at 10 o'clock, in the morning, for Astoria, touching at all the intermediate points going down and returning.

Arrangements have been made by which freight for Oregon City will be forwarded by steamer Multnomah. The Multnomah will convey the Whitcomb's passengers to Oregon City.

Passengers for the Whitcomb will leave Oregon City Wednesday afternoon at 3 o'clock, and Monday morning at half past seven, on the Multnomah.

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EXPRESSES.

ADAMS & CO'S EXPRESS.

OUR EXPRESS leaves PORTLAND, Oregon, semi-monthly, by Pacific Mail Steamship Co's steamers to California, the Atlantic States and Europe.

We have our own offices in all the principal cities and towns of California, and forward matter to all parts of the State, always accompanied by Faithful Messengers.

The Treasure forwarded by us to the Philadelphia Mint, is always deposited there previous to its being sent by any other conveyance. Our rates are lower than those offered by any other house with the same security.

We also dispatch an Express semi-monthly to ENGLAND, by the Pacific Mail Steamship Co's steamers in Panama, and from Chagres by the West India mail steamers.

Our small PACKAGE EXPRESS, is in charge of our regular Special Messengers, who by constantly traveling the Isthmus have information and facilities not possessed by any other persons.

Having our own offices and express lines in all parts of the Eastern, Middle, Southern and Western States, with our extensive connections completed in OREGON, we can guarantee to our patrons unrivalled facilities.

This is to certify for the benefit of whom it may concern, that Justus Steinberger is our authorized agent for the transaction of our Express and Banking business in the Territories of Oregon and Washington.

ADAMS & CO., San Francisco, California, July 1st. 1852. 21f

WELLS, FARGO & CO'S EXPRESS.

A JOINT STOCK COMPANY.—Capital \$300,000.—Office in S. Brannan's new brick building, Montgomery street, between California and Sacramento.

EDWIN B. MORGAN, President, JAMES McKAY, Secretary.

This company, having completed its organization as above, is now ready to undertake a general EXPRESS FORWARDING AGENCY AND COMMISSION BUSINESS; the purchase and sale of Gold Dust, Bullion and Bills of Exchange; the payment and collection of Notes, Bills and Accounts; the forwarding of Gold Dust, Bullion and Specie; also Packages, Parcels and Freight of all descriptions, in and between the city of New York and the towns of San Francisco, and the principal cities and towns in California, connecting it with the lines of the American Express Company; the Harnden Express; Fulton, Vogt & Co's Northern and Canada Express; and Livingston, Wells & Co's European Express.

They have established offices and faithful agents in all the principal cities and towns throughout the Eastern, Middle and western States; prompt and faithful messengers furnished with iron chests for the security of treasure and other valuable packages, accompanying each Express upon their lines, as well in California as in the Atlantic States.

They will immediately establish offices at all the principal towns in California, and run messengers on their own account for the purpose of doing a general Express business. As soon as such arrangements are completed, notice will be given.

S. F. CARTER, General Agent in California.

CHEAP BOOKS AND NEWSPAPERS BY THE CART LOAD!

BURGESS, GILBERT & STEEL, Portland square, San Francisco, wholesale and retail dealer in cheap publications, standard books, blank books, stationery, fancy articles, and AMERICAN AND FOREIGN NEWSPAPERS!

B. G. & S. continues to supply all orders in cheap books and newspapers, and other articles in their line, in advance of all others, and at the lowest market price. Country merchants, agents, druggists, pedlars, canvassers, and the public generally are invited to call and examine our extensive collection of publications, where they will be sure to find all the latest works published in this country or elsewhere.

B. G. & S. are sole agents for, and receive per every mail, the Boston Journal, N. O. Picayune, Louisville Courier, Cincinnati Commercial, Portland Transcript, New Bedford Mercury, Baltimore Sun, St. Louis Reveille, &c., &c.; besides which they receive the New York Herald, New York Tribune, London Illustrated News, Winer & Smith's European Times, Weekly Dispatch, Dublin Nation, London Punch, La Comica, New York Staats Leitung, New York Schnellpost, La Presse, La Constitutionnel, L'Illustration, and other papers generally from all parts of the world. One of the firm resides in New York, and will attend to the filling of all orders that we may receive with promptness and dispatch.

BURGESS, GILBERT & STEEL, Portsmouth square, San Francisco.

Winn's Fountain Head Steam Candy Manufactory.

Fancy Confectionary, Pie and Cake Baking, AND REFRESHMENT SALOON, Long Wharf, between Sansome and Battery Sts. SAN FRANCISCO.

I WILL just say to my patrons for their special benefit, some of whom have been frequently decoyed by the near imitations of tables, chairs, &c., (as well as my system of tickets), by a house in close proximity to the Fountain Head, (and been often taken in), that with a little more attention they can avoid the like occurrence for the future, by just notifying the numbers on the candy windows, 47, 49, and 78, and 80 on the doors.

THE FOUNTAIN HEAD

Was first established on Jackson street, and destroyed by fire in September 1850, removed to Clay street, the same month, then again consumed by the same devastating element on the morning of the 4th of May, 1851, and was again opened where it now stands, in July following, and was the first public refreshment saloon ever started upon the coast of the Pacific, without incurring liquid not even a glass of beer has ever been sold upon the premises, neither shall be.

My friends advise me to introduce the sale of liquors into my business, as they thought I would add much to my profits; my reply was, I had hands to labor and produce what sustains life, but hands to deal out that which will destroy it. THE FOUNTAIN HEAD, as usual, is open from six o'clock in the morning, till twelve o'clock at night; so that gentlemen who are unable to obtain seats at regular meal hours, may get refreshments between times, when the crowd is not so great.

Jan 27, 18 52. 21f

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