

The Weekly Argus.

PORT TOWNSEND, NOV. 20, 1873.

LOCAL NEWS.

Trif body of D. C. McIntyre, another of the victims of the ill-fated steamer Pacific, was buried in the Masonic cemetery of this city on Wednesday.

Two German families, named respectively Specht and Wandeler arrived in our city on Tuesday. They hail from Wisconsin, and propose to locate in our midst. We understand that other families will soon follow them.

CAPT. GIBSON, of San Francisco, called upon us last Monday. He came to Victoria on the Los Angeles to make arrangements for finding the body of Mr. Hastings, of the firm of Crane & Hastings, of San Francisco.

The body, identified as that of Robert Jones, a young Welshman, and one of the stewards of the Pacific, which was found on the 12th by the Wolcott, was taken to Neah Bay, and interred under the directions of Mr. Huntington the Indian Agent at that place.

The remains of Mr. George T. Vining, of Puyallup Valley, that were picked up by the Gussie Telfair, were taken in charge by the Masons of Victoria, who forwarded them to the home of the afflicted family, consisting of a wife and seven children.

The Telegraph Office has been removed to the building corner of Water and Washington streets, under the Custom House. The family of the efficient and gentlemanly operator, Mr. Jones, joined him on Monday, and will reside in our city, having already secured a house for that purpose.

The following Territorial officers were nominated by the Governor and confirmed by the Council on the 12th inst.: Jno. R. Wheat, Auditor; Frank Tarbell, Treasurer; Fred S. Holmes, Librarian; Mrs. Abbie Stuart, O. P. Lucy and L. B. Hastings, Immigration Commissioners; J. Brazier, J. Salter, A. Phinney, G. D. Hill and Geo. Barnes, Trustees of the Insane Asylum.

The remains of Mrs. Helmuth, one of the victims of the disaster to the Pacific, which were brought here by the Gussie on Saturday, were forwarded to Portland on Tuesday, where resides a sister of the deceased. Mr. and Mrs. Helmuth, with their child, were on their way east, from Walla Walla, where they had been residing, with a view to locating permanently, but were all three engulfed by the terrible disaster.

The most violent storm of the season occurred here on Tuesday night. During the afternoon preceding there fell an inch or more of snow, when the wind veered to the southward accompanied with rain and for awhile there seemed to exist a rivalry between them as to which should predominate. The rain fell in torrents and the wind howled fearfully, but at about 10 o'clock the rain subsided and old Boreas, exultant at the result revealed till near morning to the luminous risk of demolition on the part of every thing within his reach. The North Pacific reached here in the afternoon and remained in this safe harbor over night.

The steamship Los Angeles, Capt. Thorn, arrived on Monday, bringing 62 passengers and 80 tons of freight for ports on the Sound. Six of the passengers stopped here. She reported very heavy weather on the way up.

The steamship Dakota, Capt. Morse made this port on Tuesday morning, entered at the Custom House, and proceeded up Sound. She had a light passenger list.

OUR readers may expect a full report of the last session of the County Commissioners in our next issue.

The bark Revere, Capt. Connor, cleared at this port on Thursday for Nansimo, B. C. where she will load with coal for San Francisco.

The auction sale of the wreck of the ship Orpheus took place in this city on Thursday at the auction room of J. G. Clinger. The sum realized was \$587; from parties in this city.

LAST Tuesday afternoon, Mr. Todd, Chief of Police, of Victoria, arrived in this town and invited the Captain and crew of the ship Orpheus to go over to Victoria with him; the crew went there on the Los Angeles, on Wednesday night. Mr. Todd issued instructions from the Attorney-General of the Dominion Government, which is determined to know the why and wherefore of the recent appalling disaster. The Government has appointed a council, and also the Steamship Company have retained counsel to act in their behalf.

JOHN WILSON, one of the lads attached to the revenue cutter Wolcott at this station, whose time had just expired, took passage on the steamship Pacific for San Francisco, where his mother and sisters reside. A companion, whose time was out on Monday last, tried to persuade young Wilson to wait and they would go together, but the poor boy was so eager to go home he would not delay.

SINCE the erection of the French roof on Pugh's new hotel, appearances indicate that it will be, not only a substantial, but a very ornamental building.

From New Dungeness.

Special to the ARGUS.] Since my last letter quite a number of eventful acts have transpired: The contemplated school exhibition was held in Good Templars' Hall, and was pronounced a success by the spectators. The exercises occupied most of the time from 7 1/2 o'clock P. M. to 10. The County Commissioners' meeting was held at this place on Monday, the 1st inst. Among other acts of the Board, Major Boswell, an old resident of the Sound, was placed on the county as a pauper. Although he has been Auditor of this county for several months, he has not been able to attend to the business, and of course though he had the honor he did not have the pay. John Morris was appointed by the Commissioners to fill the unexpired term.

The mail was brought to this place in a small boat last week instead of the schooner Winnifred, Capt. Gilbert, his term having expired. On the trip back with the mail quick time was made: leaving Neah Bay at 7 1/2 a. m. they reached this place in the afternoon, swearing that they would never go back on that route again. On the way back while running with the gale the tiller broke, the man at the sheet became excited and let fly, when the boat veering around half filled with water. An oar was got out astern and all straitened in a short time.

Any one would think we were having tropical rains down in this part of the world just now, instead of the usual misty rains. It comes down in drops as large as—well I don't know what.

A brass band, under the leadership of W. Garfield, is being formed at this place. It will have from 9 to 11 instruments.

Some of the farmers here seem to be holding on to their potatoes for higher rates. I hope they will not be disappointed, but am afraid they will.

From Victoria.

Special to the ARGUS.] Our correspondent under date of the 12th inst. writes: No additional news has been received regarding the lost steamer, and all who had friends on board have given them up as lost.

The ladies were noticeably absent from the races this year, owing to the great calamity, but the worst is over, and our town is resuming its wonted activity.

The Los Angeles has replaced the Pacific on the line, and comes north with a large passenger list.

The Theatre has been closed during the week owing to the disaster, but will open Saturday evening, when a new star will make her appearance, under the able management of Mrs. Phelps.

A foot-race took place to-day at Beacon Hill, and was largely attended. The race was won by McNiff, of Seattle.

Father Brabant, who was sent for by the Government last week, has arrived here. [See first page for particulars of affair.—Ed.] He is convalescing, and doing as well as could be expected.

A body was discovered yesterday on the beach near Beacon Hill, and has since been identified, as the remains of Mr. Crowley, the agent of the Rockwell troupe.

The hotels are all full and times are quite lively.

The weather has been quite cool and winterish to-day. Snow fell on Sunday.

Acknowledgment. Before leaving Port Townsend, I wish, through the ARGUS, to tender my thanks to the officers and crew of the U. S. revenue cutter Wolcott for their kindness after rescuing me from my perilous position on a raft in the Straits of Fuca; also, to Capt. Thos. Stratton, Inspector of Customs, under whose kind treatment I was fully restored; also, to Rev. C. A. Huntington, Indian Agent at Neah Bay.

NEIL O'HENLEY, Late Quartermaster Steamship Pacific.

If you wish to make your little ones happy, read the "Variety Store" ad.

Marine Intelligence.

- Port Townsend. ENTERED. Nov. 11—Str S. L. Mastick, Connick, Nansimo. Bk John Bunyan, Graves, Yokohama. 12—Str Gussie Telfair, Gardiner, Victoria. Str North Pacific, Clancy, Victoria. Schr Miss Abernethy, Vict'a. 14—Hawalian bk W O Parks, Adams, Honolulu. 15—Str Los Angeles, Thorn, S. Francisco via Victoria. Str Dakota, Morse, S Francisco via Victoria. 16—Str North Pacific, Clancy, Victoria. 18—Schr Winnifred, Gilbert, Victoria.

- CLEARED. Nov 11—North Pacific, Victoria 12—Schr Mist, Victoria Str Gussie Telfair, N Westm'r Bk bark Sanbeam, Lyt'n N Z 13—LaGriondo, San Francisco 14—Bk Henry Buck, Nansimo 15—Schr Letitia, Nansimo Str North Pacific, Victoria Bk Malay, Australia 17—Str Los Angeles, Victoria 18—Str North Pacific, Victoria.

THE query has arisen in the minds of many—doubtless stimulated by the recent numerous disasters—in relation to the requisite qualifications of the steamer 'Teazer' to perform the duties of the service in which she is engaged during the winter and spring. She has no appliances for making sail in case an accident should happen to her machinery and would be left to the mercy of the winds and waves, the consequences of which can be easily imagined. We suggest the propriety of some action on the part of the owner regarding this matter.

MANY telegrams have been received in this city from all parts of the coast containing descriptions of friends who were on the Pacific, hoping they may be picked up.

THE ship Coquimbo was discovered early Friday morning off Point Wilson, disabled, having lost her rudder and, moreover, leaking badly. She was taken in tow by the Gussie Telfair for Port Madison.

THE court of inquiry on the late disaster convened in Victoria at noon yesterday.

THE ship War Hawk and brig Deacon arrived at Port Discovery yesterday.

Two bodies were picked up by Indians on the Vancouver shore on Wednesday—one that of a young man from San Francisco, the other that of Mr. Sullivan, Gold Commissioner.

ANOTHER snow-storm occurred on Thursday night.

PROF. HAYES, recently from California, is in town, prepared to give instruction in penmanship, to any desiring it.

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

NEW ADVERTISEMENTS.

Territory of Washington, ss. COUNTY OF ISLAND. In Justice's Court, R. S. HATHAWAY, Justice.

TO DAVID P. LUDWIG: YOU ARE HEREBY NOTIFIED THAT James Kingston has filed a complaint against you in said Court, which will come to be heard at my office in Cleveland precinct, in Island County, W. T., on the 31 day of December, A. D. 1873, at the hour of 10 o'clock A. M., and unless you appear and then and there answer the same will be taken as confessed and the demand of the plaintiff granted. The object and demand of said complaint is to recover from you the sum of twenty dollars, gold coin, due on a certain promissory note, with interest at the rate of one and one-half per cent. per month, and the sum of eleven dollars and fifty cents, gold coin, for cash and supplies with interest. Complaint filed October 25, A. D. 1873. R. S. HATHAWAY, Justice of the Peace.

Territory of Washington, ss. COUNTY OF ISLAND. In Justice's Court, ROBERT S. HATHAWAY, Justice.

TO D. PARKS LUDWIG: YOU ARE HEREBY NOTIFIED THAT the Island Protective Union Store has filed a complaint against you in said Court which will come to be heard at my office in Cleveland precinct, Island County, W. T., on the 31 day of December, A. D. 1873, at the hour of one o'clock P. M., and unless you appear and then and there answer the same will be taken as confessed and the demand of the plaintiff granted. The object and demand of said complaint is to recover from you the sum of thirty dollars and seventy-five cents (\$37.75) gold coin, for merchandise delivered. Complaint filed October 25, 1873. ROBERT HATHAWAY, Justice of the Peace.

Just Received A LARGE STOCK OF FALL AND WINTER GOODS! C. C. BARTLETT.

Dry Goods, CLOTHING, BOOTS, SHOES, HATS AND CAPS, CROCKERY, HARDWARE, GROCERIES, WINES, LIQUORS, Cigars, Tobacco, WALL PAPER, STATIONERY, &c., &c., &c. At C. C. Bartlett's

WATERMAN & KATZ, SHIPPING AND COMMISSION MERCHANTS

AND DEALERS IN General Merchandise, Keep Constantly on Hand

THE LARGEST STOCK OF ALL KINDS OF GOODS, And will Sell CHEAPER FOR CASH, Than any House on Puget Sound.

Our Facilities for Purchasing in the Leading Markets are Superior to any.

We will give and take Exchange on SAN FRANCISCO AND NEW YORK, At the most Liberal Discount. WATERMAN & KATZ.

AUCTIONEER! NOTICE! To Whom It May Concern: I HAVE JUST DISCOVERED A HAIR RESTORER, For Restoring FULL GROWTH of Hair on Bald Heads, and in a short time I shall publish sworn Testimonials of what it has already done. Parties residing in Port Townsend and suburbs that are troubled with baldness, or thinness of hair, can have it applied at a reasonable figure until I publish the sworn testimonials. I am giving a RARE OPPORTUNITY to parties residing in Port Townsend, as soon as may be readily furnished of what the Restorer has accomplished. It prevents dandruff, also the hair from falling off. For further particulars apply at J. Korter's Hair-dressing Emporium, PORT TOWNSEND, W. T. 9-11 J. KORTER. George Sterming WISHES TO INFORM HIS PATRONS that he is still doing business in the OLD STAND known as Sterming's Saloon Superior Qualities of Foreign & Domestic Cigars Constantly on hand. Friends and Patrons are welcome. Port Townsend, Feb. 7, 1874.

PEOPLE'S MARKET, Opposite Washington Hotel Constantly on Hand the CHOICEST MEATS AND Vegetables. Also, Corned Beef and Pork, Smoked Meats, Pork and Bologna Sausages, Head Cheese, Trips, &c., &c. T. JACKMAN & CO. Port Townsend, W. T. 12-14 North Pacific Saloon GERMANIA BEER HALL, Opposite Dalgrino's Hotel. C. LOUIS SCHUR, PROPRIETOR. THE BEST OF LAGER, ALE & PORTER Constantly on hand. Also the BEST BRANDS OF CIGARS & TOBACCOS Agent for Mukilteo Beer.

ROTHSCHILD & CO

Forwarding AND Commission MERCHANTS, Port Townsend, W. T. IMPORTERS, Wholesale and Retail Dealers in

DRY GOODS, CLOTHING, Boots & Shoes, SHIP CHANDLERY, Tobacco and Cigars, LIQUORS, HARDWARE, CROCKERY, STATIONERY, &c.

EXCHANGE

On San Francisco, Eastern, and Principal Cities of Europe Bought and Sold.

Liberal Advances MADE ON Consignments.

The Highest Price Paid for Wool, Hides, Furs and Produce.

GOODS Bought and Sold on COMMISSION, ROTHSCCHILD & CO.

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

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

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

GENTLEMEN'S CLOTHING and finishing Goods. ROTHSCCHILD & CO.

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

THE ORPHEUS-PACIFIC COLLISION. --No event, perhaps, within the memory of man has originated and developed a greater diversity of sentiment and opinion particularly in Port Townsend, than has the one referred to in the heading of this article. If the statements made by the crew should prove to be correct, that Capt. Sawyer was at fault, that he could have averted the collision, and that subsequent applications for aid from the sinking steamer, though distinctly audible on his ship were utterly disregarded, then will his name and conduct be reproachable throughout the civilized world. But it is very much to be hoped that such will not be the case. At any rate we should have the magnanimity to extend to the accused the benefit of the doubt, and not impute to him such utter heartlessness without the most complete proof. On the other hand, the steamer did not go down for nearly an hour after the collision. This afforded ample time to have saved the entire ship's company had she been commanded by competent officers with experienced mariners, furnished, as she appears to have been, with an adequate supply of boats. But the fact cannot be concealed that tokens of inefficiency or disorganization were manifest in this hour of peril, and the sailors (?) could not get the boats into the water without swamping them; and all this occurred not in the midst of a tempest in which the elements scorn the puny strength of man and baffle all resources of skill, but at a time of comparative calm, while the moon and stars were looking quietly down upon the scene. With these reflections, and the assertion that somebody has blundered, that the responsibility for the awful tragedy rests somewhere, we abstain from further comment until such time as a court of inquiry shall have rendered its decision.

THE revenue cutter Oliver Wolcott started on her second cruise in search of the remains of victims of the late disaster on Saturday morning last. She followed the shore line of the south side of the Straits, proceeded to Port Angeles, leaving instructions at Dungeness as also at the former place for parties to keep a sharp lookout for bodies that might be possibly floating thereabouts, and made an ineffectual attempt to secure a piece of board from the wreck, which a man at Elawah was said to have found with writing on it. On Sunday morning but little debris was visible on this side, so the cutter headed for the Vancouver shore. Here amid large masses of kelp, in Sooke Bay, about a mile from the shore, the

BODY OF A MAN, was discovered with a life-preserver attached to it. It was taken on board, and on it was found a silver American watch and \$97 in money. His diary revealed his name as D. C. McIntyre. He had been up the Fraser river, working on a rancho, and had arrived at Victoria just previous to the sailing of the Pacific. A receipt for road-tax paid in Marysville, Cal., was found upon him, where it appeared he had been employed as a herder by Mr. Reuben Hobbs. From his note book it appeared that he came direct from the east to Marysville, but nothing was found showing from what part of the east. A thorough search was then instituted of Sooke Bay, Beechy Bay and around Race Rocks, but nothing else of importance was discovered, and the cutter returned to her moorings in this bay, bringing the body, which was delivered to the proper authorities.

Since the above was put in type the Wolcott has returned from another cruise down the Straits, but without developing anything further of the effects of the disaster.

The Governor of this Territory has appointed the 25th inst., as a day of Thanksgiving.

LETTER FROM THE CAPITAL.

OLYMPIA, Nov. 17, 1875.

EDITOR ARGUS: In accordance with my previous engagement I send you the principal enactments recently passed by our Legislature in which your people may feel most interested.

An act authorizing the commissioners of Jefferson county to borrow money to repair or erect a jail.

Not more than two thousand dollars, coin, can be borrowed, and not more than one and one-half per cent interest can be paid.

An act directing Jefferson county in the election of Commissioners. Port Ludlow and Quilcine form one district, Chimicum forms one, and Port Discovery and Port Townsend form one.

The commissioners will be elected by the whole people of the county, but must come from these districts.

The bill amending the Pilot law was taken up on the morning of the last day of the session, on motion of Mr. Bradshaw. Mr. Blinn moved to amend, which Mr. Bradshaw opposed, insisting that the bill, if passed, should be as it came from the House. Motion to amend was lost by a vote of four for to five against. The question then being taken on the passage of the bill, Messrs. Hovey, Pickering and Boone voting for its passage, and Blinn against it, because he could not amend it to suit him.

The act placing the Insane Hospital under the charge of a Board of Trustees, and doing away with the contract system, passed and became a law. The bill was first defeated in the Council but revived in the House and passed there by a large vote, and on coming into the Council passed on the last day of the session by a vote of seven to two--Messrs. Sovey and Shaw voting against it. The Council conceded that some legislation was necessary, and the only hope of effecting any was by waiving their objections and allowing the bill to pass.

An act amending Port Townsend Incorporation act.

An act to amend an act in relation to quarantine of vessels.

An act to pay witnesses for attendance on court at Victoria in the case of Joe Nohanna.

An act repealing sheep act of Island county.

An act for the protection of deer in Island county.

An act for the protection of buoys and beacons.

An act in relation to the duties of Probate Judges.

An act relating to notaries public.

An act to regulate the sale of eggs by weight.

An act to regulate the running at large of sheep in San Juan county.

An act to establish a hospital for the Insane in Washington Territory.

An act to perfect the acknowledgment of deeds in Island county.

An act to amend an act entitled an act establishing a common school system for the Territory of Washington, approved November 14, 1873.

X.

THE STEAMSHIP PACIFIC.--This ill-fated vessel was built at New York in 1861, and consequently was twenty-four years old. By consulting American Lloyd's for 1871, we find at that time she was commanded by Captain F. C. Sholl. At that date her class upon the Maritime Register was A 2. She was built of oak and chestnut, and fastened with copper and iron bolts. She ran on the line between San Francisco and Portland. In 1862 she ran aground coming up the Columbia river near Coffin Rock, when it was discovered that the forward part of the vessel was quite rotten and not able to withstand a heavy shock. But the steamer was temporarily repaired, and continued to make regular trips. In 1869, being considered unseaworthy, she was placed on the ways at San Francisco, overhauled, and had new boilers put in her. Over a year ago the vessel was sold, and for some time past has been running in Goodall, Nelson & Co's line between San Francisco, Victoria and Sound ports.

CAPT. JEFF. D. HOWELL, was a brother of Mrs. Jeff. Davis, and a native of Natchez, Miss.; he served as midshipman under Admiral Semmes, in the Confederate service. Some months ago, when the Los Angeles was disabled off Tillamook Head, he, after encountering unnumbered perils reached land and brought intelligence of the disaster to Astoria. For his noble conduct on that occasion he was promoted to the command of the Pacific.

A LATE number of the British Colonist pays a handsome tribute of praise to the officers and crew of the Wolcott for their gallant and meritorious services on behalf of the sufferers by the late catastrophe.

Facts worthy of Consideration.

EDITOR ARGUS:

It may be gratifying to many of your readers, to learn the beneficial results of Indian agencies, after twelve years of training and a large expenditure of money for the benefit of the Makah Tribe of Indians at Neah Bay, illustrated during a recent cruise of the U. S. revenue cutter Oliver Wolcott, on her life-saving mission, after the sinking of the ill-fated steamer Pacific. She took with her from Neah Bay a crew of Makah Indians and canoe to assist in the search among the rocks on the shores of Vancouver Island, for any bodies that might drift on shore.

At the entrance of Barclay Sound they found the wreck of the ship Orpheus, and took the captain and crew on board. The captain stated that the Indians in the vicinity of the wreck had picked up several articles and returned them, and also rendered other services for which the captain was very grateful. The Makah Indians finding it out, told their British friends they were fools; that they ought to keep all they found, as it was their land, and everything which came on shore was theirs. How is that for twelve years' education and moral suasion! When the ship Hettie Bess was wrecked three years ago, right on the reservation, and the crew barely got ashore with their lives, and made up a fire to dry their clothes, they were stolen and the sufferers left naked. The Indians afterwards plundered the ship and interfered with the parties who bought the wreck. This was within a few miles of the sacred precinct of the Agent's house, and he knew it, yet done nothing. Now these Indians on the west coast of Vancouver Island have no resident agent, and are left alone so long as they behave themselves, but woe be unto them when they do wrong; there is no red tape or peace commission to retard justice. Our government done more with the six hundred dollars distributed a year ago among the tribe who assisted the crew of the bark Edwin, wrecked on the west coast of Vancouver Island than twenty Indian agents would accomplish at an expense of thousands of dollars expended every year.

It is to be hoped our government will not neglect to remunerate the Tribe at Barclay Sound for their assistance to Captain Sawyer and crew of the ship Orpheus, which will encourage other tribes to render assistance to poor shipwrecked mariners who may be cast on that iron-bound shore.

RUSTLER.

The severest gale of wind that ever visited Seattle was on last Tuesday night: The steamer Dakotas laid there that night and broke the front timbers of the wharf.

Three warehouses were blown down. Two were filled with hay and grain, and the buildings were not only blown down but torn all to pieces.

The Baptist church had its windows blown in, and the plaster torn off one end.

Schwabacher Bros. warehouse was moved eight inches, though it held suspended at least 100 tons of iron. The latter was thrown down destroying the scales and articles of crockery inside.

The main part of the house of Mr. Cull was broken loose, and turned clear over--roof down. No serious bodily hurt was done any one. A cedar tree fell upon the house of a family on the beach, crushing it and destroying the household effects. The mother and 3 children were stunned, and a fourth child buried in the rubbish but not hurt.

A shed and cook house at the Belltown ship yard were destroyed. The bark Aureola was blown down stern end ashore, but at low tide was not injured. Sheds and barns were overturned and unroofed.

One of the chimneys of the University was blown off, and two of the front pillars wrenched out of place.

The roads are all blocked with fallen timber and the telegraph wires prostrated.

The bark Harvest Home sailed from Seattle on Tuesday loaded with one thousand tons of Seattle coal.

The bark Iconium sailed from Seattle on Wednesday with 450,000 feet of lumber on board.

The fall term of the 2d Judicial District Court, Judge Green, presiding, will commence at Olympia on Monday next.

THE following lines were written by the editor of the Victoria Standard on the night previous to the loss of the Pacific, and inserted in his daughter's (Mrs. Mooto's) album at her special request: TO MY DAUGHTER LIZZIE--AN ACROSTIC. Lizzie, dear, what shall I write In your album, here, to-night? Zealously I've racked my brain, Zeal will not suffice, 'tis plain, I must try what I can do, E'er I speak the word, "adieu."

Accept from me a father's kindest love. May happiness your path through life attend. Oh! may your heart be fixed on things above. Oh! make the Savior your abiding friend; Then when your labors here on earth shall close, Eternal bliss be yours--a sweet repose.

THE San Francisco Bulletin of the 10th inst says: "The particulars of the steamship Pacific disaster have been discussed pretty freely to-day. Two steamship captains of long experience make a statement of not a little importance. They say that there is not a steamship sailing out of this port with a sufficient number of trained seamen to lower a boat from the davits properly. The proportion of able-bodied seamen on board of all our coast steamers is reduced to a minimum. They are merely DECK HANDS. Premising that this statement is true we can account for the loss of so many passengers on a quiet evening, near the shore, with the stars and a young moon giving light enough to see the shore line. The life boats were abundant. But up to this time we know of only one passenger who was saved, and he was not saved by a life boat. The steamer floated for nearly an hour after she struck and the wonder is that under such circumstances a single life was lost.

THE WRECK.--Another old hulk has gone to pieces, consigning a large number of persons to a grave in the sea. It is easy now to say that she was unseaworthy, and that such a vessel should not have been permitted to carry passengers. But how many of those passengers knew her condition before they went on board? They sailed with as little sense of danger as any who embark on the other rotten crafts that navigate the seas. A rotten ship looks as well when she is painted and put up as a sound one. This is not the first vessel that has fallen to pieces on her way up or down the northwest coast, and will hardly be the last one. The condemning comes too late when it is brought by the loss of hundreds of lives. It is time the authorities in such matters were called to an account by a distinct and unmistakable public sentiment for allowing such vessels to go to sea.

THE Pacific makes the fifth steamer that has been wrecked while making the voyage between Victoria and San Francisco, within 15 years. Two of them--that of the Pacific Mail steamer North-erner, the first on the list, and the Brother Jonathan--were attended with almost as great loss of life as the Pacific. But in each case the numbers of survivors to tell the harrowing details was greater.

THE scenes at the offices of the Goodall, Nelson & Co., in San Francisco, are affecting in the extreme. The friends of the passengers, crew and officers are continually filling them in quest of information that will lead to hope.

STATEMENT OF CAPTAIN OF SHIP ORPHEUS.--Left San Francisco for Departure Bay, B. C., on October 28th; had the usual light southerly weather till Thursday, Nov. 4th, when the wind commenced to breeze up from the S.S.W. to S.E. with thick misty weather; at noon Cape Flattery light bore N. by W. distant 95 miles, course steered N. by W. till 8 p.m., distance run 65 miles; then steered N.N.W. wind increasing and sea getting up; thick and rainy. At about 9:30 p.m. lights reported on the port bow, one point, 30 mate in charge of deck; altered her course to N.W. by W. and brought the light on starboard bow; I went on deck and found a steamer's mast head light, could see no colored lights, but saw several saloon lights. I kept the light on the starboard bow and brought the ship up to W.S.W., yards square and sails blank; 2d mate thought he could see red lights, but I could not; told the man at the wheel to keep her off; parted off about 2 points and then counter-manded the order and had the wheel put hard down again; in about 2 or 3 minutes the steamer then about 4 1/2 points on our starboard bow, blew her whistle, and in less than a minute afterwards she struck us in the fore channels by the after fore topmast fore-top, carrying away starboard fore-top gallant and royal back stay and royal mast, breaking in about 40 feet of our main rail with stanchion, splitting planks from plank sheer to copper, etc., etc. I halted the steamer as she passed astern and asked him to lay by and send me a boat, as I thought I was sinking. After sounding my pumps and finding the ship making no water I commenced to shorten sail and leave the ship to with her head to S.W. As I was about the pumps the man at the wheel reported to me that the steamer haled us three times with "ship ahoy." C. SAWYER, JR.

Scenes and Incidents of the Wreck.

A gentleman walking along the Beacon Hill beach, Victoria, on Sunday last, picked up a piece of white painted board on which were written in pencil these words, in the position we have placed them: S. P. Moody all lost.

The friends of the late S. P. Moody have recognized the handwriting as his. This fragment, after it had floated 100 miles on the breast of the hungry sea, had reached the shore within sight of the deceased gentleman's home. The feelings of a man taking leave of life under such circumstances can neither be imagined or described.--British Colonist.

The British gun boat Fantome left last Friday morning for the scene of the late disaster. Capt. Warron, has been engaged as Indian interpreter and pilot. Capt. Long, of the Fantome, has been authorized by the local Government to offer to the Indians along the coast a reward of \$100 for each person rescued alive belonging to the wrecked Pacific, and for each dead body a reward of \$20. This well advised step has been decided upon to stimulate the Indians to make search for the victims of the lamentable occurrence.--Victoria Standard.

Miss Fannie Palmer, was the daughter of Prof. Digby Palmer, of Victoria, who was going to San Francisco to spend the winter with her sisters. When bidding good-by to her friends on board the Pacific she was very sad and told them she "felt as if she should never see home again."

Last Saturday morning, two gentlemen of Victoria, picked up a body of a man floating among some kelp, near Holland Point, Beacon Hill. It was recognized as that of J. D. Crowley, agent of the Rockwell Troupe. The deceased was aged about 30, and 5 feet 8 inches high.

The Victoria Standard says: If any person acquainted with Wm. Powell a passenger on the Pacific, would kindly furnish a description of him, respecting age, etc., to this office it would be a favor.

Mr. S. Mooto, of San Francisco, whose young wife was on board the Pacific, has arrived in Victoria in the hope of recovering the remains of his wife.

The preachers of the several churches in Victoria on Sunday last preached most solemn and impressive sermons on the recent awful calamity.

The trunk of Mrs. Lawson that was picked up by the Wolcott, was sent from the Custom House at this place on Monday last to her friends in Victoria.

The Oregonian states that Bird and Herne, the actors, were on board, but such is not the case, as they are now playing in Victoria.

The owners of the steamer Gustie Telfair, refuse to accept remuneration for her three day's services in search of survivors.

Mr. Fred. D. Hard, recently postal agent of Washington Territory, and one of the victims, was a resident of Chicago.

G. T. Vining had on board 250 bales of hops, belonging to different parties in Pierce Co., the hops were insured.

Mr. John Tarbell, a merchant of Victoria, and brother of Frank Tarbell, of Olympia, is among the lost.

The news of the wreck reached San Francisco at the same time it reached Victoria.

The remains of Mrs. Kellar were forwarded from Victoria to friends in San Francisco.

Mr. H. C. Victor, the husband of the Oregon authoress, was also on board.

Mrs. Mahon, who was among the passengers, is a daughter of Mr. Job Carr, of Tacoma.

[Reproduced by request.]

The following are the names of the Pacific's crew, taken from the Hospital returns made at this port Oct. 30, 1875:

J. D. Howell, Captain; A. N. McDonough, First Mate; A. Wells, 2d do; J. M. Lewis, 3d do; O. Hite, Purser; T. H. Bigley, freight clerk; F. Hornston, chief engineer; D. M. Bassett, Ass't do; J. A. Coghlan, 3d do; J. LeStrange, fireman; R. Manders, do; J. O'Neil, do; Peter Garvey, do; Wm. Chaney, coal-passer; Frank Palmer, do; Chas. Norris, do; Richard Powers, do; Thos. LeStrange, Frank Elwell, others; R. Erickson, carpenter; Henry Norris, Lawrence Quinn, Nell O'Henley, Wm. Wilson, Peter Jamison, John Sherry, Jas. Johnston, Wm. McDonald, J. Murphy, Chas. Davis, C. Bennett, seaman; J. Martin, Chas. H. Jackson, S. M. Nicol, stewards; Martin Manning, A. J. Mackay, C. H. Whitney, cooks; John Mackay, baker; John O'Keef, porter; Richard Bell, Chas. Herbert, mess-men; D. Munroe, Robert Fitzpatrick, pantry-men; Andrew Walters, Michael Tobin, Alfred York, Oscar Clare, Luke McNevin, Jas. Johnson, Robert Williams, John Hardy, waiters; Catharine Rees, stewardess. The officers and crew numbered 52.

THE ship Menshikoff arrived at San Francisco, from Seattle on the 10th inst., and reports that on the 28th ult. she encountered a south-east gale, when sail had to be shifted, and the deck load thrown overboard, her bulwarks were stove and everything on deck moveable was washed away.

NEW ADVERTISEMENTS.

NOTICE DURING MY ABSENCE FROM PORT TOWNSEND BY THE GRAVE, I have appointed my Agent, H. L. THORNTON, Port Townsend, W. T., Nov. 1, 1875.

TOYS! TOYS! TOYS!

Fancy Goods FOR THE

HOLIDAYS!

W. H. LEARNED OF THE VARIETY Store, has just received a large and fine assortment of Toys and Fancy Goods for the holidays. Also, a fine assortment of Candles, Nuts, Flax, Etc., Etc.

DON'T FORGET, and give him a call when you next take a look at his fine stock of goods.

Ship Messenger. NEITHER CAPTAIN ISAAC F. GILKEY, of the ship Messenger, nor the undersigned Agents of the above named ship, will be responsible for any debts contracted by the officers or crew. ROTHCHILD & CO., Agents, Port Townsend, Nov. 8, 1875.

Bark John Bunyan. NEITHER CAPT. GEO. M. GRAVES of the bark John Bunyan, nor the undersigned Agents of the above named bark will be responsible for debts contracted by the officers or crew. ROTHCHILD & CO., Agents, Port Townsend, Nov. 11, 1875.

FOR SALE AT NEW DUNGENESS. AN ACRE OF LAND ON WHICH is a small house, at New Dungeness, for sale. Price \$500, cash. Apply to MARY ANN McDONNELL, New Dungeness, Oct. 23, 1875.

Spring Gardens. For Sale Cheap for Cash 33 ACRES GOOD LAND. 25 Acres well improved. 3 Acres Garden and Orchard. Apply to THOS. PHILLIPS, Real Estate Agent, Port Townsend, Nov. 18th. 39-4th

Costa Rican Ship Hermann. NEITHER CAPTAIN EDWARD PERKS, nor the undersigned Agents of the Costa Rican ship Hermann will be responsible for any debts contracted by the officers or crew of said ship during her stay on Puget Sound. E. S. FOWLER & CO., Agents, Port Townsend, Oct. 26, 1875.

New Goods!

RECEIVED EX-PACIFIC from SAN FRANCISCO A LARGE STOCK OF GROCERIES

PROVISIONS, Which are on sale at The Lowest Rates for Cash

CHARLES EISENBEIS, PROPRIETOR

Pioneer Bakery, PORT TOWNSEND, W. T.

Stock for Sale!

50 HEAD OF STOCK FOR SALE, comprising Cows, Steers, Two-Year Olds, And Yearlings.

For sale by M. HUNTOON, Elk Farm, Elwa Valley, Clallam County, Washington Territory.

THOMAS PHILLIPS, REAL ESTATE AGENT, Collector and Conveyancer.

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

S. L. STRANGE Is now prepared to do

Teaming and Hauling Of all kinds.

Will attend to Grading Streets and Lots on short notice.

Water furnished to Families & vessels. ORDERS PROMPTLY FILLED.