

OREGON FREE PRESS.

FOR THE

VOL. I.)

WEEK ENDING SATURDAY, JUNE 3, 1848.

(NO. 9.)

F. W. PETTYGROVE and CO.,
GENERAL COMMISSION MERCHANTS,
And dealers in Dry Goods, Groceries, and Oregon
Produce.

F. W. PETTYGROVE, Portland.
A. E. WILSON, Oregon City.
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Its.

Oregon City, April 7.

TVVAULT and THURSTON,
ATTORNEYS AND COUNSELLORS AT LAW,
AND SOLICITORS IN CHANCERY,

Will practice in the Supreme and Circuit Courts of
Oregon Territory. Office in Oregon City. Its.

P. G. STEWART,
CLOCK AND WATCH MAKER.

ALL orders executed with neatness and despatch -
on reasonable terms.

INVESTIGATION

CONCERNING THE LOSS OF THE VANCOUVER.

The Governor, with the Board of Commissioners on
"Pilots and Pilotage," consisting of N. Crosby, Jr., F.
W. Pettygrove, John G. Campbell, and Geo. L. Curry,
assembled in this City on Saturday morning last for the
purpose of an examination of the Pilot, in accordance
to law, relative to the late unfortunate occurrence of
the wreck of the H. B. Company's bark Vancouver.—
The following document was read and accepted:

To the Board of Commissioners on Pilots:

GENTLEMEN—

In accordance with the commission I received
on the 15th, from George Abernethy, Governor of Ore-
gon Territory, I left this place on the 16th for the mouth
of the Columbia, and on the morning of the 17th, fell
in with and boarded the H. B. Co's Brig Mary Dare at
Willow Point, there learned that no vessels were in
sight the day before at the mouth of the Columbia; al-
so that the officers and crew, late of the Bark Van-
couver, had proceeded up the river to Fort Vancouver;
therefore deemed it unnecessary for me to proceed fur-
ther, but return and ascertain the cause of the loss of
the Vancouver, which I did, and report to your honor-
able board accordingly.

The information I get is from Capt. Mott, and is thus:
That on Sunday afternoon, the 8th, he received Mr.
Reeve, the Pilot, on board, and with a fine breeze from
N. W. proceeded in over the bar—and after crossing
the bar, when, between the north and south sands, the
wind became baffling and more moderate than outside.
When near the south-west point of the middle sand,
and south sand, (which are connected,) the ship was
tried for, and while in the act of stays the wind hauled
some eight points westerly. The sails were trimmed
to make the ship range off the sand—but before the ship
could gather way she was struck aback by an unfavor-
able flaw. The ship having stern board, the anchor
was let go, the vessel club-hauled, and the sails
trimmed with her starboard tacks on board—but the
moment the anchor was away she was again struck
aback by another unfavorable breeze from the west-
ward, which gave the ship stern-board. The anchor

was immediately let go, but before sail could be got off
and the ship brought up, she struck the sand with the
anchor still dragging. She was soon hauled and fast, as
it was impossible to get anchors out to work the ship
off the same way that she went on. All sail was then
put on to force her over the sand into the south channel,
she being on shore on the south-west point of the mid-
dle sand, connected with the south sand. The tide fall-
ing, they did not succeed in forcing the ship far. Du-
ring the night the sea was rough with strong gales from
north-west. All sail was taken off to ease the ship un-
til the tide made—the sea making a fair breach over her
fore and aft. At 3 o'clock, A. M., on the 9th the ship
had worked within a short distance of the south chan-
nel, when she came upon hard bottom, bilged fore and
aft and fell over on her beam ends. The masts were
then cut away, and at 9 o'clock all the crew landed on
Sandy Island. Some hours after, Reeve the Pilot land-
ed. No blame is attached to any one. The Pilot stands
acquitted both by the Captain of the vessel and the offi-
cers of the H. B. Company. Capt. Mott states that
Mr. Reeve showed no excitement whatever while in
difficulty, but the perfect skill of a thorough seaman.

I have since ordered Mr. Reeve to come up as soon as
possible for examination, when no doubt he will ac-
quit himself honorably, and procure new bondsmen.

I notice in the Spectator "that the Vancouver struck
on the Shark Spit, and was wrecked there." There is
no such place as Shark Spit. If so many shoals as
South Sands, North Sands, Middle Sands, Peacock Spit,
Chinooke Spit, Shark Spit, and now Vancouver Spit,
and perhaps Isabella Spit will rise next, we surely
shall find no entrance into our river. It will look like
a "nest of dangers" in reality.

The Free Press also states, "the Vancouver missed
stays and struck upon the bar, and then let go her an-
chors." She did not strike upon the bar. There is at
no time less than five and a half fathoms of water—
and as to letting go anchors after a ship is on shore,
it would be considered folly.

Her anchor was let go before she struck, as the only
means to prevent her from going on shore.

I remain, gentlemen, respectfully,

Your ob't and humble serv't,

NATHL. CROSBY, Jr.

Capt. Mott, who was present on the occasion, and
who commanded the Vancouver at the time of the dis-
aster, submitted a most excellent detail of the circum-
stances attending the loss of his vessel; a copy of which
was requested by the Board for the purpose of placing
on file. This document contains all the particulars con-
cerning the misfortune, and we hope we shall be fa-
vored with a copy of it early enough to enable us to
place it before our readers next week.

The following resolution was then offered by John
G. Campbell, Esq., and UNANIMOUSLY adopted:

Resolved, That from the testimony of Capt. Mott
and officers, Mr. Reeve is not only fully exonerated
from blame in the loss of the H. B. Co's bark Van-
couver, but is entitled to praise for his calmness and sea-
manlike conduct upon the occasion.