

Tho's Wyatt, Peter D. Cline, Isaac Wyatt, Ind. Jacob Miller, John Dennis, John McKee, Dan'l Trullinger, Mercer co. Ill. Richard Hutchinson, Tho's Adams, Porter co. Ill. Fendall Sutherlin, Polk co. Inda. John and Nathan and Gabriel Trullinger, Levi Grant, Davis co. Ill. Isaac and Christian Miller, Montgomery co. Ind. Benj. Cleaver, Jersey co. Ill. Isaac Owens, Macoupan co. Ill. Horace Rice, David Prestly, Isaac VVinkle, Wm. Porter, Mo.

3D COMPANY—Isaac and George and C. and H. Belknap, Chapman and David and Jesse Hawley, Abitha and Isaac and Norris Newton, Rev. John Starr, w. Bethers, G. Kittredge, M. Neff, Van Buren co. Io'a. Andrew and martin and P. Hagey, Anderson De Haven, Adam Cooper, w. Armpriest, Des Moines co. Io'a. Geo. w. Jackson, (from Oregon in '47,) Benj. B. and Andrew Jackson, John Miller, Henry Moody, Peoria co. Ill. Burrel Griffin (and two others whose first names are not given) Macon co. Mo. John and William and — and Edgar Lindsay, Pettis co. Mo. Henry Henninger, Marshall co. Ind.

4TH COMPANY—Capt. Greenwood, Des Moines co. Io'a. Ja's Valentine, Geo. Irvin, Putnam co. Mo. Clinton Kelley, Ky. Nathaniel Hamlin, C. Emerick, St. Joseph, Mo. Samuel Welch, St. Clair co. Ill. P. Gearheart, Jefferson co. Io'a. John Moore, Johnson co. Io'a. J. A. Cloneinger, Colwell co. Mo. J. C. Lane, Schuyler co. Mo. P. Hebbert, B. Smith, Tazwell co. Ill. B. Moore, Rock Island, Ill.

5TH COMPANY—William and Stephen Porter, H. N. V. Holmes, watt Tucker, J. Lewis, — Coffey, Pike co. Mo. John Pervine, Geo. Graham, Morgan co. Ill. — hooker, Scott co. Ill. w. v. and w. m. walker, Pike co. Mo. Farley Pierce, Pliny Richison, Simon Markham, Knox co. Ill. Daniel Cushman, Fox river, Ill. — Ball, St. Charles, Mo. A. Prussel, m. Shelley, Jefferson Io'a. A. v. Holcomb, w. F. Adams, Knox co. Ill.

Three hundred vvagons are said to be on the road to California. The 2 largest companies, commanded by Capt. Waumbaugh, and Chiles. Col. Fremont is vvith that portion of the Immigration going again to that country, as vve understand, for the purpose of settling some government matters that had been left unadjusted by him.

WRECK OF THE "MAINE."

The following extract of a letter from Capt. Crosby, gives the particulars of the late disaster at the mouth of the Columbia. This misfortune is to be the more lamented, as this vvas the first vvhaler that has ventured into our river. Her safe entrance and departure vvould have encouraged other vessels of her character to come here for their supplies, and thus occasioned a new and profitable trade for Oregon. As it is, this trade will probably be retarded by this unfortunate occurrence, although, in our opinion, it must eventually come:

PORTLAND, Aug. 29, 1848.

GEO. L. CURRY, ESQ.:

Dear sir—I am pained to inform you of another misfortune at the mouth of the Columbia. On the 23d inst. the vvhale ship Maine, Capt. Netcher, of Fairhaven, Mass., 20 months out, vvith 1400 barrels oil, after being three days off the river signal set, and firing for a pilot, attempted to run into the river, after seeing the Mary Dare run in. She got in over the bar and up near the middle sands vvhen it fell calm, and about sun-set she vvas obliged to anchor for the night. At 10 P.M. the flood tide setting in strong, vvith a heavy sea on, and strong wind set in, the ship took her anchors and drifted in vvith both anchors ahead and on to the middle sand, connected vvith the south sand, vvithin 100 yards of vvhere the wreck of the Vancouver lays, and there bilged. The boats vvith all hands soon left the ship for the safety of their lives, and lay off in the channel during the night. The next morning they

found the ship had become a perfect wreck—the main and mizzen mast gone—and the sea making a fair breach over her. They could not board her again that morning—and after some difficulty landed through the breakers, at Capt. Scarborough's on Chenook Pt., vvho conducted them to Ft. George, and vvwhose hospitality vvas unabating.

N. CROSBY, JR.

Complaints come to us of the conduct of the late pilot Reeve, vvho (it is said) threw obstacles in the way of Mr. Hawks the pilot, that prevented him going out to this vessel in time to be of any service. Now, notwithstanding the charges that had been preferred against Mr. Reeve, the Board of Commissioners permitted him to take two vessels out and bring one in, the pilotage of vvhich amounted to upwards of 150 dollars. Under the circumstances it vvould have redounded greatly to his credit had he rendered all the assistance in his power in such emergency. From Capt. Natcher, vvho commanded the vessel, we have the following:

MR. EDITOR: Permit me, through your valuable columns, to return thanks for myself, officers, and crew, to the inhabitants of this Territory for their extreme kindness. We landed, entirely destitute, from the wreck, and had we not received hospitality from the settlers, must have suffered much. As it is, we have wanted nothing that vvas in their power to provide—for vvhich we again offer our heart-felt thanks.

Oregon City, Aug. 31, '48.

GEO. E. NETCHER.

A number of articles have been necessarily deferred.

DIED—At sea, on the 11th ult., JASON LEE, son of Wm. K. and Caroline Kilborn, aged 3 years and 9 months. The funeral solemnities took place at the family residence, in this City, on the 29th ult.

"Mourn not for the child from thy tenderness riven,
Ere stain on its purity fell;

To thy questioning hearts, lo! an answer from heaven:
'Is it well with the child?' It is well."

WILL be sold at public auction, on Monday, the 11th of Sept. next, at 11 o'clock A.M., at Astoria, all of the cargo, tackle and apparel of the wreck of the late ship Maine, of Fair Haven, together vvith the wreck as she may then lay upon the middle sands at the mouth of the Columbia river, consisting of sails, cordage, hoop-iron, blocks, sperm and vvhale oil, etc.

Aug. 31, '48.

GEO. E. NETCHER.

BOYS' SCHOOL.

THE Rev. P. McCORMICK vvill commence teaching on Monday, Sept. 4th, to a limited number of pupils.

TERMS—Two and one-half dollars per month, cash, or the value in currency.

Oregon City, Sept. 2, '48. 22uu3.

OLD STORE.

NEW GOODS at KILBORN, LAWTON and Co.'s Just received per Henry the following goods:

Bro. sheeting, do. shirting, do. drilling bed ticks.

ribands: bl'k, green and gun powder

tea: coffee: sugar: pepper:

glass: nails: lead: smo-

king tobacco: etc. etc.

All of vvhich vvill be sold lowv for cash or produce.

Oregon City, Sept. 1, '48. 22s.

F. W. PETTYGROVE and Co.

OREGON CITY, PORTLAND, and CHAMPOEG.

KEEP constantly on hand the usual variety of groceries, dry goods, hardware, and other merchandise—and deal extensively in Oregon produce.

FRANCIS W. PETTYGROVE,

A. E. WILSON,

DAVID M'LOUGHLIN.

July, 15, '48.—15s.