

reached the 'Californian'; it gives nothing further, however, of importance. The ratified Treaty of Peace with Mexico was signed by President Polk on the 4th of July.

MOUTH OF THE COLUMBIA.

The following letter from Capt. NETCHER will be read with interest—touching as it does a matter of so much importance to Oregon. We are pleased to find his views corresponding with our own.

MR. CURRY—In addressing you a brief synopsis of the wreck of the whale ship MAINE, of Fairhaven Mass., at the bar of the mouth of the Columbia river, on the 24th of August, 1848. I do so with the view of placing the facts before the public, and exonerating from censure the imaginary difficulties of the bar at the mouth of the Columbia. I arrived off Cape Disappointment on the 21st, made signal for pilot, saw the brig Henry, Capt. Kilborn, pass the bar without a pilot. On the 23d saw the Mary Dare, Capt. Scarborough, with his signal for pilot, enter and pass the bar—supposing that I was not near enough for a pilot to come out I followed the Mary Dare. The breeze continued with the Mary Dare, but failing me, I was compelled to anchor in 1-4 less than 5 fathom water—Cape Disappointment bearing N. about 2 leagues—apprehended no danger until about 9 P. M. came on heavy blow from the S. W., with cross tide, driving me on South Sands. Let go big anchor, —ship taking her anchor. At 10 o'clock and 30 minutes P. M., ship struck in three and a half fathoms water. We then lowered our boats to save crew. At 4 A. M., 25th August, the boats were laying at anchor in the channel—discovered the main and mizen masts gone, could not approach her. We then came up to Astoria—the Indians had arrived on the 24th, with the news that the ship's stern was out and ship bilged, and cargo floating to sea. I offered one third salvage to any who would save any part of the vessel, or cargo. Nothing was or could be saved—merely saving our lives, as it was then blowing a fresh gale. Had I known the nature of the tides across the bar, I have no doubt but that I could have passed the bar in safety. Not knowing the cross tides, nor the requisite wind, and the absence of a pilot, are, in my opinion, alone the causes of the loss of my vessel. The Henry and Mary Dare passed in safety both without pilots, but the masters of both vessels were well acquainted with the bar, and kept the wind. With Capt. Scarborough's chart I think I could have passed in safety, notwithstanding the wind failed me at the time it did, if the breeze had continued, I still think I would have passed in safety.

The channel is from seven eights of a mile to a mile and a half wide—at low water three and a half fathoms in the channel. I consider the channel across the bar into Baker's bay perfectly safe, notwithstanding the loss of my ship. There has been seventy pilotages across the bar, in and out, since the establishment of the Pilotage, with but one loss, that the H. B. Co's ship VANCOUVER. Had the bar at the mouth of the Columbia been an intricate place, it seems to me that with the experience of one man only, for about 14 months, if there had been unusual danger there would have been more losses than there has been. I considered but one danger at the bar, that is the wind leaving the vessel while under Cape Disappointment. A ship having a commanding breeze can come in or go out at any time. If such were not the fact, how could pilots take out and bring in vessels in the night, and in fogs, without any bearing to guide them in their course, but the sound-

ings, which are perfectly true, shallowing Peacock Spit, also were you near the South sands?

I consider the Columbia a safe harbor of access, would recommend a pilot, if obtained, should any attempt to pass in with and the wind fail, it would be most safe side the bar again if possible, without anchor.

I would recommend whale ships, in want of provisions, to come to the Columbia—wood, water, beef, pork, potatoes, beans, butter and cheese, in fact, all the necessary supplies can be obtained here very cheap and that for their trade.

The MAINE—her tonnage was 294—cargo on board 1450 barrels of whale and 150 barrels sperm oil, 16 000 pounds bone—crew 29 all told, and all saved. Sailed from Fairhaven, 11th of August, 1846, E. Sawin agent. I cannot conclude without again returning my thanks to the citizens of Oregon territory for the many hospitalities shown me, my officers and crew, while on shore.

Astoria, 24 Sept. '48

GEO. E. NETCHER.

LEATHER.

UPPER, SOLE and HARNESS LEATHER, in lots to suit buyers, for sale at Portland, by
(tf) F. W. PETTYGROVE and Co.

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Bro. sheeting, do. shirting, do. drilling bed ticks.
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Oregon City, Sept. 1, '48. 22s.

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FRANCIS W. PETTYGROVE,
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Agricultural Implements, Boots and Shoes,
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The above articles are of superior quality, and will be sold low by
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C. L. ROSS,

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Refer to KILBORN, LAWTON and Co., Oregon City,
GEO. ABERNETHY, do.
San Francisco, April 1, '48. 1s.