

derance to it, if he were to conceal from view any real impediment, instead of pointing out where it lay, and suggesting the means of surmounting it.

It is with the view therefore, of proving that it is not a "falsehood" to say, the "entrance of the Columbia is a bad one"—that it has not as "good a mouth as any other river can boast," but that its difficulties and dangers are real, and not always to be avoided by either "good or brave seamanship," that this communication is presented. If it should be also made to appear, that what you are pleased to call "prejudices against the entrance," are coeval with its discovery, and not founded upon the loss of "two U. S. Vessels of War, and a ship of the Hudson's Bay Company," I am persuaded the disclosure would be grateful to your sense of justice.

The first written account of this river is from the voyage of Heceta, a Spanish navigator from the Mexican coast, 1775, who looked into the entrance, but did not attempt to get in. As he was seeking new discoveries, it may be inferred, that its appearance was altogether forbidding, or he would not have passed on without exploring it. Ten or twelve years afterwards, Lieut. Meares, of the British Navy, came for the express purpose of forcing his way into the river; but upon sight of the bar, he was not "brave" enough to attempt it. As evidence of what he felt upon reluctantly taking leave, he called its northern point, Cape Disappointment.

In 1792, Captain Gray, of the American ship Columbia, after being a long time baffled, succeeded in getting safely into the river, and from his ship its name is derived.

He attained a position fifteen miles within the Cape, but finding the channel neither "broad nor plain," and having tailed ashore several times, he congratulates himself on getting to sea again. He communicated the existence of the river to the celebrated explorer, Captain Vancouver, who came off the bar, accompanied by the Chatham; not liking the appearances, he sent in his Lieutenant (Broughton,) in the Chatham, who, encountering bad weather within the river, anchored off Chenook Point. In attempting to go out, she shipped a sea, which flooded her decks with water, and broke the rope by which the Launch was towed astern; a marine in the boat clung to her, and after being buffeted in the surf through which the tide swept the water logged boat, was "to the inexpressible surprise and joy" of his shipmates, rescued. Writing as I do, entirely from memory, and desirous of being brief and concise, some instances illustrative of well-grounded dread and apprehension of danger, from this navigation, may possibly be omitted. From Vancouver's time, I do not remember the visit of a ship until the arrival of Mr. John J. Astor's ship, the Tonquin, in 1811. She came on purpose to fix a fur trading establishment on the banks of the Columbia. Her Captain, acting upon the impulse of that "proper prudence," which should be exercised in undertaking this entrance, sent a boat to Sound out the channel. She was soon swept into the breakers in spite of the exertions of her crew, where she perished with all on board of her. He was "brave" enough to despatch another on the same errand; she suffered a fate similar to the other, but one of her crew survived the disaster. Captain Biddle, of the U. S. Sloop Ontario, came to the mouth of the river, in 1817, to take possession of Astoria; but the sight of the bar excited in his mind so strong a "prejudice," that he forbore to attempt a passage over it. In 1829, the Hudson's Bay Company's brig William and Ann, [Captain Swann, her master, had crossed the bar six times before,] was wrecked in attempting the entrance, and every soul on board lost. Two years afterwards, the bark Isabella belonging to the same Company, was wrecked about the same spot; but the crew escaped with their lives. In 1839, Sir Edward Belcher surveyed the bar in H. B. M. ship Sulphur; his vessel was several times grounded, and he describes the entrance of the Columbia, as a "nest of dangers."

In the spring of 1841, Captain Wilkes, with the U. States' exploring expedition, came off the mouth of the river, and having remained about a week in sight of it, although extremely anxious to enter, was so deficient in "brave seamanship," that he abandoned the idea, and passed around to Puget's Sound, surveying the coast as

he went, and in his ardent desire to perfect it, ran the dangerous channel between the rocks and the coast near Cape Flattery. In July of the same year, the U. S. Peacock was wrecked in attempting the entrance. The fate of the U. S. Schr. Shark, in Sept. last, is of too recent occurrence, I should think, to authorize its enrollment among the causes of founding "prejudices," and that event will not therefore, be considered in the schedule. Cases enough are cited without it. In addition, however, the writer will add, that he has seen Captain Wilkes' sailing directions for the Columbia river, in which it is described as "exceedingly dangerous, from the force and irregularity of the tides, shifting character of the sands, and great distance of any landmarks, as guides." The authority of every seaman, whose duties have brought him to navigate the Columbia, might with very few exceptions, be adduced in support of the same opinion. Indeed, Mr. Editor, such respectable, and I may add, universal authority, for it exists, that I am only surprised you should attempt to combat it, countenanced and supported by even such names as Captains Crosbie, and Couch: the first has more than once been very critically situated in the neighborhood of Cape Disappointment, and if I am not misinformed, the latter has had two anchors and cables of the Schr. Maryland corroding on the middle sands since 1840.

With that portion of your editorial, approving the creation of pilots and the employment of tug steamers, I most heartily concur; but if you look to the General Government to assist in the measure, it were wiser not to detract unduly from the dangers which attend the entrance and egress of vessels without such aid. Most unquestionably the introduction of steam, and the presence of good pilots would render the passage over the bar comparatively safe; although there are often in the winter season, periods of a week that it would be altogether impracticable: this is nothing compared to the detentions which now occur. I have already extended this article beyond the limits which the columns of the Spectator will conveniently accommodate; and although a great deal of relevant matter is omitted, I will conclude with the single remark, that Oregon needs no tawdry ornament or false gloss to set off her charms. Let her be represented but fairly, and she will display attractions which must, ere long, people her plains, her valleys and mountain sides with a nation of freemen.

A FRIEND TO TRUTH.

For the Oregon Spectator.

THEATRE AT VANCOUVER.—The first performance of this season took place on the evening of the 5th instant, on board H. B. M. S. Modeste, by the same party of sailors who got up the drama so creditably, and afforded so much amusement last winter. The plays were "High life below stairs," "The duce is in him," and "The Irish Widow;" and to do justice to these companions of the wave, the characters were, if not more ably, equally as well sustained as formerly. A numerous audience attended, (front seats graced by a beautiful circle of the fair sex) and all appeared much gratified with the fun and mirth of these entertainments. There appeared to us an improvement and greater taste in the dresses of the performers, particularly in those of Misses Lloyd and Hedgecock. We bid these happy fellows success in their diversions during the "winters drear." January, 1847.

APPOINTMENTS BY THE GOVERNOR.

16th January.
Richard Lane, County Judge of Vancouver County vice Dugald McTavish, resigned.
Ralph Wilcox, County Judge of Tualitin County, vice W. Burris, resigned.
Richard E. Wiley, Sheriff of Tualitin County vice W. Mulkey, resigned.

Caution.

THE SUBSCRIBER would hereby caution all persons against receiving a Note of hand given by me sometime towards the last of November, 1846, in favor of C. Avery or bearer, due on the first of Jan. 1847, to the amount of fifty-two dollars, as I have never received any value for said note, and shall therefore not pay the sum expressed upon the face of said Note.
WILLIAM WHEELER.
Jan. 9th, 1847. 3126.

COOPERING.

THE UNDERSIGNED having purchased the entire Stock, Tools, &c., of J. S. Armstrong, would notify the public, that he will continue the above business, on an enlarged plan of operation, at the same shop formerly occupied by J. S. A., being one door north of the residence of A. Hood, Esq., where he will fulfill all contracts in his line of business. BUCKETS, TUBS, CHURNS, FLOUR AND PORK BARRELS, &c., will be furnished at the shortest notice.
WILLIAM BARLOW.
Oregon City, Jan. 7, 1847. 2944.

PETER H. BURNETT. A. L. LOVEJOY.
BURNETT & LOVEJOY,
Attorneys and Counsellors at Law,
—And Solicitors in Chancery,
WILL practice in civil cases in the several Circuit Courts in Oregon Territory, and in the Supreme Court at Oregon City.
Jan. 1st, 1847. 254f

Female School.

MRS. N. M. THORNTON will open a SCHOOL in this city, on the 1st day of February next, for the instruction of young Ladies and Misses. A quarter will consist of eleven weeks. All the branches usually comprised in a thorough English education, will be taught in this School, together with plain and fancy Needle Work, Drawing and Painting in mezzotint and water color. For particulars as to terms, inquire of Mrs. T. Oregon City, Jan. 7, 1847. 3125

Medical.

DR. A. R. T. LOCEY, Physician and Surgeon, respectfully tenders his Professional services to the citizens of Oregon City and vicinity, as a regular "Botanic Physician." He has long since discarded the use of the murderous lancet, and with it the belief, that in "shedding man's blood," to restore life and health to his decayed and wasted energies, he can act in accordance with the principles of common humanity, or the dictates of reason or philosophy. He believes in purifying the currents of life, which are the seat of health or disease; and an accumulated experience of eighteen years practice in the States, has convinced him that, in Nature's ample garden, may be found herbs and plants of sufficient variety and efficacy, to remove, (by timely application,) any of the whole family of diseases to which man's frail nature is subject. Though bred to the study of mineral medicines, as are others, yet, from his knowledge of their effects, from conviction and choice, he has long since renounced, and denounced, the use of the bone rotting, flesh consuming minerals, falsely called remedies, which generate cramps and convulsions, and, in their consequences, subject the constitution to many abiding evils, to nervous excitement and debility, gradual consumption, and premature death. Acting as Nature's ministers of relief, his medicines are prepared to stand the severest test. The subscriber is willing to stake on the result of the timely application of his remedies to the most inveterate diseases, his reputation as a practical physician, and his honor as a man. He will pay particular attention to the diseases of women and children, to which he has devoted much time. Obstetric cases promptly attended to in the City and country. Office and residence on Water-street, at the late residence of Mr. P. H. Hatch, where he may at all times be found, unless professionally absent.
Oct. 29, 1846. 3m20

Dissolution of Partnership.

NOTICE is hereby given, that the Partnership heretofore existing in business between AMOS COOK and FRANCIS FLETCHER, is this day dissolved by mutual consent.
AMOS COOK,
FRANCIS FLETCHER.
Jan. 1st, 1847. 2125

Wagon and Cart Tire.

BAR IRON, suitable for Wagon and Cart Tire, assorted sizes, for sale at the Brick Store, Oregon City. Oct. 15, 1846. 194f

J. B. McClurg & Co.

SHIP CHANDLERS,
GENERAL AND COMMISSION MERCHANTS.
JAMES B. McCLURG, (HONOLULU, OAHU,
ALEXANDER G. ABELL, (SANWICH ISLANDS.
HENRY CHEVER,
Nov. 12, 1846. 211f

Dissolution.

THE HAT MANUFACTORY, by John Travers and William Glaser, is this day dissolved by mutual consent.
W. GLASER,
JOHN TRAVERS.
TO CUSTOMERS.
The Manufactory of Hats will be carried on at the old stand by WM. GLASER, who has taken charge of the entire Stock, and assumed the debts of the firm. Orders filed at the shortest notice.
W. GLASER.
Oregon City, Oct. 24th, 1846. 201f

Farm For Sale.

THE SUBSCRIBER offers for sale his valuable country seat, about seven miles above Oregon City, near the Willamette, in Baker's prairie. There are over three hundred acres of prairie, and one hundred ready for cultivation, surrounded with good fence. Upon the Farm is a good log house, 30 by 30 feet, a well of good water, being well calculated by nature for raising cattle or sheep.
LOTS.

FIVE TOWN LOTS in Oregon City, with buildings on them that pay a rent of \$20 per month. Also, his interest in the undisposed Town Lots in Clatskanie City.
Any persons wishing to purchase property of this kind, may do well to call on the Subscriber on Water Street. If any person wishes to pay specie, I will make a discount of fifty per cent.
A. HUSTED.
Oregon City, Jan. 7, 1847. 284f

Prime Chenook Salmon.

FOR SALE—60 Barrels Prime Chenook Salmon—Terms, Cash—Or Wheat delivered at the Bute Granary, or at Oregon City. Inquire at the Store of
JNO. H. COUCH.
Oregon City, Jan. 7, 1847. 294f

LIAN CITY HOTEL.

THE undersigned proprietor of the LIAN CITY HOTEL, being permanently located, respectfully invites the citizens of Oregon to give him a call. Country produce will be taken in payment of dues. **IF** READY PAY will be expected.
Oct. 15. 19 1/2. A. E. FRIER.

The way to keep things straight.

As those who have made accounts with H. M. Knighton for ferrage or tavern bills, will please call and settle. As I have sold my ferry and shall close my tavern business with the present month, I must bring things straight.
Dec. 10th, 1846. H. M. KNIGHTON.

Tavern and Tannery.

NOTICE is hereby given to the citizens of Oregon, that the undersigned is now occupying the stand formerly kept by Mulky, on the west side of the river, and hopes to give general satisfaction to all who may call on him. Terms—Ready pay, 25 cents per meal. Price for horse over night, 75 cents. All kinds of produce will be received for the same.
Also, Hides which he will receive and tan on shares. Places of deposit—Joseph McLoughlin, near the mouth of Yamhill river, and at the Tannery, also, at my Tavern stand.
C. D. SMITH.

Lian City, April 20, 1846.—71f.

PLOWS! PLOWS!! PLOWS!!!

\$10,000 Reward for every one to attend to his own business.
THE subscriber begs leave to inform the public at large, that he has established himself in the Blacksmithing in general, in Oregon City, where he will keep on hand an assortment of Plows, which cannot be surpassed in the States. Persons wishing to purchase plows, can be accommodated with them, finished or unfinished. Also, Patent Fitch Forks, Hoes, Axes, and all kinds of mechanics' tools. As the subscriber has had long experience in machinery, he feels himself competent to execute all kinds of mill work, shingle machines, and thrashing machines of the best approved patents.
Gentlemen wishing to purchase any of the above articles, will do well to call and examine for themselves on Main street, Oregon City.
D. C. INGLES.
February 19, 1846—21f

Farm for Sale.

THE subscriber offers his valuable claim, in Tuality plains, for sale. There are on the claim 80 acres in cultivation, under a good fence, with a log-cabin thereon, and also timber for a framed dwelling and barn, a quantity of shingles, &c. Persons wishing to purchase a good farm, will do well to visit the above, as it will be sold on good terms. For further particulars, inquire of Wm. Burrows, on the adjoining claim, or of the subscriber, at Portland. May 28, 1846—21f A. COOK.

WAGON AND CART BOXES, for sale at the Brick Store, Oregon City. Oct. 15, 1846. 194f

Farm for Sale.

THAT superior and most desirable claim, situated on the Yamhill river, and occupied by the subscriber, is offered for sale on favorable terms. It is situated at about the center of Yamhill county, well watered, and the best timber in Oregon. The fences are superior, and buildings good. For price and terms, apply to the subscriber, on the premises.
KANSOM CLARK.
Yamhill, Sept. 10th, 1846.—17f.

New Arrangement.

THE undersigned will furnish the best accommodation in his power, to both Man and Horse, and will charge nothing at all, as he will expect ready pay in all cases. Horses Bought and Sold as usual. \$1000 of Oregon Sarp wanted in exchange for Horses, or payment of outstanding accounts.
S. W. MOSS.
Willamette Falls, Nov. 26, 1846. 221f

Notice.

THE undersigned have this day formed a co-partnership for the transaction of General Commission Business at Oregon City and Portland, under the name and style of F. W. Pettygrove & Co.
F. W. PETTYGROVE,
J. E. WILSON,
DAVID McLOUGHLIN.
Oregon City, Nov. 16th, 1846. 231f

Clocks! Clocks! Clocks!

A FEW Fancy Metal Clocks for sale, at the store of John H. Couch, for available funds. An awful discount made for cash! No charge made for examining the article. For price, inquire at the store, or of
JOSEPH WATT.
Oct. 29th, 1846. 294f

Produce for Sale.

WHEAT, Oats, Corn, Peas, White Beans and Potatoes. Also, Bacon, Salt Pork, Tuck Sausage, and Breeding Sows.
Apply to the subscriber, at his home on the Yamhill river.
KANSOM CLARK.
Yamhill, Sept. 10th, 1846.—17f.

The Oregon Spectator.

Terms—Five dollars in advance; if not paid until the expiration of three months, six dollars, and if not paid at the expiration of six months, the discount to serve the right to discontinue.
IF Advertisements inserted at one dollar and one cent per square of sixteen lines or less, for the first insertion, and seventy-five cents for each subsequent insertion. A liberal discount to be made for cash.
IF Advertisements inserted at one dollar and one cent per square of sixteen lines or less, for the first insertion, and seventy-five cents for each subsequent insertion. A liberal discount to be made for cash.
EDWARD H. COUCH, Proprietor.
Oct. 29th, 1846.—17f.