Oregon Spectator.

[illegible]

Friday Morning, September 30, 1853.

Internal Improvements.

Whenever [illegible] explodes it is time for it to be [illegible]. This kind of policy should hold good [illegible] as well as everything else. We never any measure or line of policy [illegible] until it is run in to the ground [illegible] keep driving it. It was the doctrine [illegible] the Whigs to contend for a National Bank. The necessity for one is no longer urged and the Whigs have dropped it. This is right and proper. [illegible] credit for it. When a ship is sailing [illegible] high time to make for land, and [illegible] who seeks such an advantage should be [illegible] for so doing. So when a democratic [illegible] pursue a policy that is [illegible] untenable and is about to be swamped, it is right to face about and look for the shore. Now that they have got to [illegible] in good earnest, internal improvements. They should be encouraged rather than censured. When they find themselves wrong let them be [illegible] and advise the course that time has proved to them to be correct. We are disposed to see the strenuous advocacy of the democratic press here of the building of the Pacific railroad a project that is bound to succeed, let opposition be what [illegible].

The N. Y. Herald is very good authority, however, gives it out that President F. Pierce occupies [illegible] ground on that subject, and in an allusion to his position, holds the following language:

"In the conversation referred to, it was especially proposed, that he considered he was elected President of the United States, and not President of a railroad. [illegible] members of the Cabinet are concerned, it is known that none of them will oppose, by any act, any law which the United States will grant more than the mere right of way, as unconstitutional. It is possible the statement now made may be construed in some quarters."

The little giant, or "Young America," is a bold advocate of this enterprise. He has mounted it as his hobbie. As to his motives we have nothing to say, unless he should come out and say it is a measure that belongs to the democracy. In that event we shall say "*hommage dulce*" instead of River and Harbor improvements. Col. Benton too fearlessly exposes the doctrine of its unconstitutionality. To his honor be it said, he is an old champion of this gigantic project, it is no new thing for him, and on this score we are willing to say he is right, and working in conjunction with the Whigs.

There [illegible] not an individual opponent to a railroad in Oregon, neither whig nor democrat. And this remark is doubtless true of California too. If we may judge [illegible] one of the papers, the people [illegible] it without a dissenting [illegible]. The democracy would compel us [illegible] our fear lessly [illegible] where in the west.

The democracy have always hung [illegible] upon internal improvements [illegible] have opposed, for years, River and Harbor improvements [illegible] West simply because it [illegible] to be immediately [illegible]. They are putting on [illegible] measure, and we [illegible] to its support warmly. [illegible] mind once becomes [illegible] with the motion, the adage [illegible] pursue any course it will go forward anything [illegible] set in its favor, and powers of the opposition [illegible] relatively little against it. [illegible] of the result.

[illegible] the building of railroads, establishing of banks for [illegible] are cutting up the [illegible] direction. Banks are [illegible] over the State, and its [illegible] unprecedented. Yet she [illegible] United States Senate [illegible] River and Harbor [illegible].

However, the national [illegible] changes there, too, in [illegible], although democratic [illegible] degree in many things [illegible] railroad right or wrong, [illegible] engaged in pushing it for[illegible] the State. We are glad to [illegible] workers in this magnificent [illegible].

[illegible] through Adams & Co.'s [illegible] the steamer Lot Whitcomb [illegible] to Portland a few days [illegible] is a report, generally be[illegible] the brig "Pallas" has been [illegible] Bay within a few days. [illegible] and six of the crew lost [illegible] wife and some passengers [illegible] is simply a rumor and no de[illegible].

[illegible] yet, Sept. 30; the foliage [illegible] generally looks green and [illegible] summer, and no visible indication [illegible].

The Pacific Railroad.

This all-absorbing topic has become the daily theme of the papers on both sides of the Rocky Mountains. We are pleased to see the almost unanimous voice uttered in behalf of the project. Even the democrats, who used to be bitter opponents to internal and national improvements, have given in and now go for this great enterprise with a rush. This kind of opposition policy cannot be denied by the democratic organs. Even the young giant himself, one of the great five leaders, has opposed internal improvements for years, and advocated the doctrine that for the government to engage in internal improvements was a violation of the Constitution. Now, we are not aware of the Constitution having been amended, whereby these difficulties were removed. That instrument remains the same, while the policy of the democracy of 1853, is directly antagonistic to the democracy of 1848. The River and Harbor bill was defeated on the ground that it was unconstitutional. The same watchers are now advocating in proper earnest the building of the Pacific railroad. What was anti-democratic three years ago is now democratic. It shows one thing: the leaders dare not oppose the popular current. Such shifters to popular opinion is characteristic. True there are some honorable exceptions, and Col. Benton is one of the number. The responsibility of defeating internal improvements attaches to the democratic party. They look rather queer through their new spectacles. Upon this subject the Cincinnati Herald pertinently remarks thus:—

WHIP BEHIND.—The attempt now making by sundry and divers crafty politicians of the Legislature, to smother the Pacific Railroad scheme, forcibly recalls bygone days. Lucky was the urchin jumping on behind, he escaped the envious notice of his less fortunate fellow mates, and happy was he in the history of a stolen ride, until the fatal cry, "whip behind," brought curses from the driver upon his head, and welts upon his legs.

There is nothing bold and manly in the tactics of our opponents; they are content to follow on in the rear, satisfied if they but catch the popular current, willing and ready to rack at a moments notice, if so be they are satisfied their course is the wrong one, to reach the only haven they seek—success.

On the subject of the Tariff, Locofocoism has changed fronts, and from being uncompromisingly opposed to any form of enactment which should directly or indirectly favor protection, it has come to be almost as friendly—and quite so, taking its own word for it—to the Tariff as the Whigs.

The election last had, resulted in the elevation to the Presidency of a very worthy man, whose notoriety only grew out of his determined opposition to internal improvements, but it would seem that on this question too, public opinion can no longer with safety be resisted; and the President authorizes one of his ministers to announce that he has "come round," and now is to be found among the advocates of the most gigantic internal improvement scheme ever projected on the Western Continent. This is "jumping on behind" and the example is followed by a considerable portion of the party to which the Executive belongs; yet no sooner is the feat accomplished, than the strictest constructionists, who recognize nothing as constitutional unless called by name in the constitution—hitherto danger to this Whig measure, and already have started the omnipresency of "whip behind," leaving the interesting question yet to be settled as to who shall carry the day.

So far as the Whig party is concerned, it is its mission, as well to originate schemes of State policy, which, working their way by force of innate merit into popular favor, finally come to be appropriated without credit, to the use of the Locofoco party, as to carry out that policy under its own organization; and it matters nothing, so long as the country enjoys the benefits of Whig measures, which party makes the practical application. Whigs are magnanimous, and in the main care but little for politics, and not making them a study or business, are only by apprehension of imminent danger ever induced to seize the reins of government, hence they make no complaints when their opponents, with an impudence so unblushing as to be laughable, coolly "face about," and stealing whig thunder, appear as advocates of the very measures previously condemned.

We certainly have no disposition to "whip behind;" the acknowledgment of the wisdom of whig measures, is a compliment—although unintentional—of such decided character as to neutralize any rising indignation at the boldness of the *appropriation*—we will not say larceny—and as this great project of reaching the Pacific by rail, needs all the friends it can enlist, its success should not be jeopardized by quarreling about places. We advise all locofocos who wish to be on the strong side—and what more powerful inducement can be held out to them—to jump on, and "stick and hang" too, although the party lash may make their legs tingle; philosophizing as the school boy did, who, under the torture of an undeserved punishment, comforted himself with the reflection that although the present flogging was not merited, he had often escaped scot-free when he richly deserved thrashing.

This sympathy with the great project of the day was a forced acknowledgment of the correctness of one of the prominent traits of Whig policy which have marked our political struggles from the famous Maysville road veto of Gen. Jackson, down to the days and it becomes an interesting episode in the political history of the times, to witness this easy and pliant yielding of principles—avowed to be unbending and rigid—to suit the day and occasion, when from a contrary course favor might be withdrawn or political death ensue. Arguments in favor of the Pacific Railroad were used to show the constitutionality of the scheme, so that even a Virginia abstractionist might not cavil, and yet not an argument was adduced which cannot, when the emergency demands, be reiterated in favor of any of the numerous internal improvement projects successfully battled for by the Whigs, and as recklessly opposed by the party now in power.

It was supposed, at the time of the advance on the part of Mr. Pierce to the Pacific railroad, that it turns out, that rumphat it's declaration has been pronounced by prominent members of his party, against any alliance with the whig measure, and a serious rupture of political friends must ensue. There is no hedging, there can be none, the administration is pledged to give its support to the Pacific road and Virginia's Senators Mason and Hunter are just as decided in their opposition, backed up—as is asserted—by the Union newspaper. If this be so, even President Pierce despite his organizerness will amount to a "general smash," and the eye need not be prophetic to foresee that internal improvements may be the question upon which Locofocoism will be wrecked.

☞ There was laid on our table yesterday two special specimens of mammoth size; one of which measured 4½ inches in diameter. They were received from the hands of Mr. Samuel Vance, who raised them on his farm several miles east of this city.

Correspondence.

For the Oregon Spectator.

MR. EDITOR:—DEAR SIR:—How much the world is indebted for the fact that we were born in and are citizens of the model republic—left to a heritage of freedom—and it is most that freedom and equality (not precisely equalization and reformers, humanists and religion. How careful then should we be to guard this precious heritage and not to be inconsistent in our boast that freedom is the companion of courage, of humanity, and of religious tolerance, equally careful we should be that no stain of cruelty, treachery or cowardice is cast upon our garments. It is a prevalent idea among Americans that they are a peculiar people, that every thing that is excellent belongs to them—is of talent or morality—qualities of head or qualities of heart, together with all the admirable qualities of soil, climate, productions—all that is novel in art, useful in science or magnificent in nature all in the mind of the mass seem to be held as superior to all the rest of the globe. Undoubtedly there is a [illegible] able ground for all this national pride, but still there are blemishes—blots—shameful outrages. Without throwing a single stone at the peculiar institution," or going east of the Rocky or into Mexico we can find them—blots on our escutcheon, and I fear that men guilty of such crimes to humanity will be found devoid of courage. I refer to some rumored stories of Indian warfare and murder some recent, others, incidents of more remote occurrence. It was published not more than two or three weeks since in some of the papers of this Territory and without a word of comment, that a band of Indians on Grave creek were induced by promises of kind treatment, of presents and a feast to enter a dwelling where were some whites, who immediately closed the doors and upon the poor unsuspecting Indians fell without mercy, leaving but one male of the tribe living, a boy of ten or twelve, out of a company of twelve or fifteen. A son of a chief was also shot by a ruffian concealed for the purpose, on his coming to receive presents, promised him as a token of the good faith of the white men. *Good faith!* What an idea this would give of the good faith of Americans!

There is also a story of a band of eighteen who were invited to a feast and treacherously murdered, and that, as it is reported, after Gen. Lane's treaty. I hope all these rumors are false, they are too bad to believe. Stories are also current about a certain Capt. W——, a noted Indian fighter, miner, packer, &c., who, on one occasion, invited a number of Pitt river Indians to a feast, where he intended to poison them with meats already prepared with strychnine. Love had thrown a charm over the life of a pretty squaw, and her lover, a Clickitat Indian, belonging to the train of W——, told his dusky inamorata, and through her the party were saved from a death by poison, for a preferable one by balls which were showered after them in their stampede. Rumor says 22 were killed. Perhaps it was the same fiend of whom the story is told that having one of his pack-mules wounded by the Indians, who, when the packers left would take it for food, killed the animal and put in the strychnine—he left it thus prepared and eighteen were said to have died from eating it.

These stories are too horrible to be believed. I state them only as stories one hears in conversation in the streets, in the road, public houses and elsewhere. I hope they may prove only the gas of foolish travelers fond of exaggeration, and of making the credulous large swallowers. Yet, if they are true, how shameful! and how necessary that the community should visit the wretches with the scorn they so well merit, and show the world, that by far the larger part of Oregon is peopled by humane and civilized beings.

Winchester, Sept. 23, '53. RANDOM.

For the Oregon Spectator

EDITOR SPECTATOR—DEAR SIR:—I have just perused in the "Statesman" of last week, a correspondence relating to the Umpqua harbor, its entrance &c., upon which I beg to make a few remarks, as they may possibly tend to open the eyes of some of the parties engaged in that correspondence, they having certainly been shut when they made their remarks as to the practicability of entering the Umpqua in safety, and of finding safe anchorage when vessels did enter. In making my remarks I shall set down naught in malice, but shall state facts, being a great admirer of the poet Burns, who say that "facts are stubborn chiels that winna ding and canna be denied." I consider it for the welfare of our Territory that whatever respects its general interests should be plainly stated. I go in for no particular section of the country, but wish to see all prosper alike, and to see justice justly meted out. I consider it one of the greatest privileges appertaining to our great Republic, that every citizen, however humble his station, can give his ideas freely, and that when they are proved to be correct, they will be sustained by the citizens at large.

I shall commence with Mr. Aspinwall's letter to the Post Master General. Mr. A. states in that letter that he has put on a smaller steamer than the one especially constructed for the Oregon route, by several hundred tons. Now he can only have reference to the "Freemont," and I believe it can be proved that the steamer especially constructed for the Oregon route is the Columbia, and that she is only 881 tons, while the tonnage of the *smaller steamer*, the "Freemont," is 900. Fair play is a jewel, all over the world, and I believe duly appreciated by all men, so let us have our note of it in the Umpqua. Let Mr. Aspinwall prove his assertions against ours, and we shall then be satisfied, but not till then. We do not now, nor have we ever pretended to point out the Umpqua river entrance as a first rate one, but we maintain that it is equal to any of the bar harbors on this coast. Let Mr. Aspinwall send some one here to survey the bar and the river, and when he does so, and they report fairly, we shall abide by the result. In the meantime, he has done the Umpqua a gross injustice, too much so to be tolerated or I should not have noticed this correspondence, not being in the habit of writing.

The next letter to Mr. Aspinwall is in the shape of a note from A. McBurns, Commander of the Fremont, addressed to Capt. Knight. In this note Capt. Burns expresses his horror in no measured terms of the Umpqua river bar, its entrance and dangers, but he forgets entirely to state that when he went out he had the brig "Fawn" in tow. Now I have it from the pilot of the Fremont, Capt. Spicer, that she was not in the channel when she touched, and that the Fremont drew, entering the harbor, 12 feet, and going out 11½; in fact the Fremont is a vessel totally unfit for such service. Let Mr. Aspinwall ask the Columbia river people whether they would have the Columbia or the Fremont enter their river. The channel of the Umpqua bar is 300 yards wide, and at low water, not less than 2½ fathoms in depth.

I pass over the communication of H. W. Denham, Esq., to Horatio King, Esq., because there appears to me nothing in it worthy of remark, and now, therefore, come to the extract made by Mr. Benham from Capt. Wilks' report:

Capt. Wilks gives the latitude found by Lieut. Bonnes at the Fort, and the account given the Lieutenant by Mr. "*Gagnier*," or as we call him, Gagnier, and having known him now for nearly twenty years, we believe we cannot only vouch for the correct orthography of his name, but also for the veracity of his statements, and also make due allowance for their embellishments.

Capt. Wilks gravely states, on the authority of this Gagnier, that the Umpqua is navigable from the ocean to the junction of the Umpqua and Elk rivers, and as he says about three miles below the Fort for vessels drawing six feet water, that the mouth of the Umpqua offers no harbor for sea-going vessels, and has only nine feet water on its bar. I have, I believe, already proved, on the authority of the pilot of the Fremont, the gross error made in the latter part of this statement, and that a vessel drawing 12 feet water, instead of nine, came in. Let us now proceed to examine, and carefully, the other items of Capt. Wilks' statement:

The junction of the Elk and Umpqua rivers instead of being three miles below the Fort, is exactly opposite that establishment, and with respect to vessels drawing six feet running up there, I have only to say for my own part that I most sincerely wish it was really the fact, as in that case I should have been located there instead of at Scottsburg. Why, an Indian canoe can scarcely get up the rapids above upper Scottsburg, let alone a vessel drawing six feet water.

In regard to the mouth of the Umpqua offering no harbor for sea-going vessels—we have had three in and out twice each this season—the "Pawa," "Frances Helen" and "Judson," besides the surveying steamer "Active" once, and we refer to their captains in respect to the anchorage near the mouth. In the above remarks you will most assuredly find that in the main I am correct, and if I am not I shall be most willing, when proved that they are not so, to correct them, and to make the amends honorable. In the meantime, as a citizen of this great country, I cannot tamely submit to see such imposition practiced to the detriment of its general interests, and trust that some one possessed of influence will look into it, and speedily.

For tonnage of the steamer Columbia, (881 tons) see Boston "Journal" of June 6, 1853. For tonnage of the "Freemont" (900 tons) see "Alta California" of April 20, 1853. T.

Scottsburg, Sept. 12, 1853.

For the Oregon Spectator

DEAR SECRETARY:—Agreeable to promise I send you a few lines from this place, with the assurance that it will afford me infinite pleasure if I can make myself in any way serviceable to our old friend the "Spectator," which comes back to us again looking so perfectly natural that we almost question whether it has been absent from our hands for so long a time, but being convinced that such is the case, we can only hope that the recreation it has enjoyed, may give it renewed life and interest, and that its columns may come forth richly laden with stores of knowledge and items of importance for its many warm friends. And in a word, may the "Spectator" be such a paper as your beautiful Territory, and its generous inhabitants richly deserve. I feel a deep interest in it, for this reason: that when I first arrived in the Territory, nearly four years ago, it was the only paper published, and we were accustomed to watch for its appearance with considerable impatience, to glean the news from other portions of our then thinly populated country—and although before its exit, other papers were introduced, yet, it left a blank, and seemed like the loss, or departure of some old familiar face from our midst. "May its shadow never be less."

We Californians are now in the enjoyment of some of the most delightful weather I ever experienced, and our evenings for some time back have been glorious, with a moon twice as large and bright as the poor States people ever see; and to stand back in the upper part of the city and look over the bay, covered with shipping on one of these moonlight nights, and I cannot imagine anything more grand.

You would be surprised to see the improvements made in this city within the last year. More beautiful and substantial buildings have gone up than during any previous year. Blocks of brick and granite have been erected, equal to any in our eastern cities, reflecting credit upon their builders and owners for the masterly style of their work; and now as we walk the streets, we gaze with admiration on each side of us, upon the bold fronts displayed, seeming to defy the direful element which has heretofore swept them off with such apparent ease; and not only in regard to the beautifying of our city do we notice improvements, but every month shows a marked difference in the morals and character of our citizens, giving evidence of the influence exercised by the numerous churches, and under the control of able and intelligent ministers, and we may also attribute a part of it to the many arrivals in every steamer of wives and families joining their husbands in this country. But two or three years ago a lady passing through the streets of San Francisco, was looked upon with much curiosity. Men stopped in the streets to gaze at her. But now what a difference—our streets at certain times of the day present to the eye crowds of fashionable and beautiful ladies, such as any city might be proud of, compose fashionable and intelligent women, who have left their eastern homes to follow the fortunes of their husbands, showing the devoted and affectionate wife. And I may here remark that our ladies possess a greater freshness of look, and elasticity of step, bearing witness to the healthfulness and purity of our climate.

Our election which has just been decided and settled, has been one of the most exciting and interesting ones for many years, and has of course disappointed very many in their anticipations.

Our markets are becoming a little more regular now than formerly. During the fore part of the season goods were extremely low, and did not begin to pay the shipper, but for three or four months past, they have gradually attained a fair price, affording a profit. There are yet quite a number of fine large clippers due, and when their contents are poured upon our wharves it may cause a lower market again. Butter is now selling here for 25 cents—much less, I presume, than your Oregon farmers would be willing to take.

I perceive by the late papers from Oregon that T. J. DAVER, Esq., of the "Oregonian," together with others, have been making the ascent of Mt. St. Helens. This must have been a very interesting and romantic adventure, and such as I would have gloried in accomplishing. They should have planted a "Star spangled Banner" on its peak, showing, that although presenting such a formidable appearance, with its covering of snow, and spouting forth of fire and smoke, yet, it cannot restrain the aspiring American, or withhold the stars and stripes from waving over its head.

You will perceive by our papers, lately, that considerable of a brisk business has been carried on in the shooting and stabbing line. This is a pastime that some of our citizens seem perfectly at home in. Were it only the outcasts of society who rid the city of one another, it would not be so bad; but we are too often called upon to record the death of some influential citizen. The habit of carrying weapons about the person is one reason for so many fatal rencounters of this kind. A man feeling himself insulted or imposed upon, possessed of a fiery temper, without reflection or hesitation draws his weapon and commits an act which he repents of too late.

I must now close, as time and paper will not admit of further continuance. Hereafter I may give you something of more interest; in the meantime, believe me, Yours truly, DAN.

San Francisco, Cal., Sept. 20, '53.

☞ Lieut. Col. Black, of Pittsburgh, Pa. has been appointed Governor of Oregon.

For the Oregon Spectator

EDITOR SPECTATOR—DEAR SIR:—[illegible] sume you have never been on this side the Coast range of mountains, and [illegible] you are like editors generally, fond of news and variety, I embody a few facts relative to this comparatively little known country. Tillamook is situated about [illegible] miles, I think, west, or perhaps south west from Oregon City. As yet there is no road across the mountains, there is a trail made and used for years by the Indians, but it is very much interrupted now from falling timber. A great portion of the mountain region having been overrun several years since with fire, has destroyed immense bodies of timber, which being in a decayed state, has fallen down in every direction across the trail, and makes it hard traveling. There is a party now engaged in cutting out a road across the mountains, in the direction of the Tualatin plains. It is expected that they will complete it sufficient to be traveled this fall yet.

We are yet few in numbers here, there being only four families; there has, however, been quite a number of others here this fall on a visit with the view of locating. We have quite a number of bachelor claimants. There have been several arrivals from your part of the Willamette valley, or rather from Marion county, in the neighborhood of Butteville. I should not be surprised if our population by next fall would be swelled to over one hundred and fifty persons, indeed, it may not stop at that. Could you not be induced to pay us a visit? We will promise you the best fare the country can produce.

I consider the soil here superior to that of the French prairie. The fern grows very high and differs very much from that which grows on the prairie with you, and is much easier destroyed.

There are about four hundred first class claims in what is known as the Tillamook country, enough to make, when settled, a very respectable county. We have no town laid out yet.

We have an excellent range for stock. The timber is excellent and the country generally well watered.

Tillamook is about 60 miles south of the mouth of the Columbia river. The harbor is next, I believe, in point of entrance and safety, to that of the harbor of the Columbia river. There are 17 feet water at low tide in the channel, and in the harbor there is not only plenty of room for vessels to lay, but they can remain in perfect safety.

We have an abundance of all kinds of shell fish, as well as every other kind.

I would like very much to see your ugly phiz peeping over the mountain, so that you might see the shape of things for yourself. We will promise you a feast of the best if you only come. Yours truly, adieu. T.

☞ The President has appointed O. B. McFadden, of Washington county, Pa., an Associate Judge for the Territory of Oregon.

This will relieve some one of the officials resident in Oregon of his premature honors. We suppose the axe is intended for the head of Mathew P. Deady, who has never qualified, although he has attempted to hold court in the place of Mordecai P. Deady. We suppose the department at Washington did not recognize them both as one and the same person. This will, no doubt, prove there *is* something in a name. We see also that O. B. McFadden has been appointed special mail agent to accompany the U. States mails. This will secure him a free passage to Oregon. He was to have left on the 5th of September.

☞ We learned from Mr. Robbins who just returned from Walla Walla last week that there are many immigrants between this and the Dalles who are entirely destitute of any visible means of conveyance; their teams having broken down and perished on the road. There are some families in very great want from this cause. Although the general health is good there is a great deal of distress. Assistance is much needed from the Willamette valley. There has been no snow in the mountains to impede the progress of the immigrants to our present writing, Sept. 20th; the sky is bright and the weather warm and balmy.

ASTORIA, Sept. 22, 1853.

T. J. DAVER, Esq.—*Sir*:—I am sorry to inform you of the loss of the bark "Oriole" of Baltimore, loaded with materials for the light-house to be built on Cape Disappointment. I give you the following statement from Capt. Lentz, the master of her. We took a pilot on Sunday night, at nine o'clock, and stood off and on until daylight. At noon a breeze sprung up from the S. W.; squared away and stood in for the bar. At 3, P. M., wind died away, ebb tide making strong and a heavy sea on the bar. She struck in seventeen and a half feet of water, the tide drawing twelve feet. She sprung a leak, and filling very fast sunk in five fathoms water, having drifted just outside the bar—she being unmanageable from the loss of her rudder, and abandoned by all hands in boats, she had sunk to her topsail yards. She went down in fifteen fathoms after she struck.

The crew and mechanics, thirty-two in number, were out all night at sea in the boats, the surf on the beach being too heavy to land, and were picked up by the pilot boat next morning. There was nothing saved, scarcely any with an entire suit of clothes. Immediately on hearing the news at our place, several of the citizens volunteered their services and went on board of the pilot boat, and in ten minutes she was under way and standing for the bar. I write in haste.

C. J. TRAMMELL.