

TO OUR SUBSCRIBERS, AND TO THE MEN OF SOUTHERN OREGON.

In launching forth our little bark on the waves of public opinion, and unfurling our sheet to the breeze, we trust that one and all will come forward, and extend to us, not only kindness and lenity, but that necessary support requisite to keep our boat afloat and in proper trim.

We call particularly on the farmers to put their shoulders to the wheel as the men who, in all civilized nations, make up the bone and nerve of a nation, and by their products furnish the nucleus, not only to the manufactures, but to the commercial interests of all lands.

We will wind up this article, not with a promise of things we never intend to perform, but with the assurance to all of doing everything in our power to render our sheet both useful and agreeable.

WAGON ROAD BETWEEN SCOTTSBURG AND WINCHESTER.—As we are acquainted with only a portion of the country through which this road is to be constructed, we trust that some one will furnish us with an article, setting forth the many advantages that must accrue from such a work.

As far as our own opinion goes, the construction of a wagon road from Scottsburg to Winchester, is of the greatest importance to the Umpqua Valley, as it not only opens a market to the farmer for his produce, but enables the merchant to send out his goods at a trifling expense, compared with the hitherto heavy rates of packing.

A GOOD SIZED FISH.—Some ten or twelve days ago, a grampus, from fifty to sixty feet in length, run into the Umpqua river, and took up his abode between Mr. Schofield's residence and Umpqua City.

We must crave the indulgence of our readers for a few weeks, until we get our exchange list properly established.

We tender our thanks to Dr. FISKE, Capt. HYNDALE, Mr. OFFENHEIMER, and other gentlemen, for their kindness in furnishing us with late papers, from which we clipped the principal news items to be found in our present number.

Through the kindness of Mr. B. J. Burns, and other gentlemen, residents of Randolph City, we hope to be able to furnish our readers each week with reliable news from Coquille, and other gold diggings along the beach.

"Small favors thankfully received, and large ones in proportion." We mean as regards advertisements. Our terms are moderate, as may be seen in another column. We are also prepared to execute at the shortest notice anything in the shape of Hand-bills, Business Cards, Bills of Lading, &c., &c.

AWFUL EXPLOSION OF THE STEAMER GAZELLE!!!

TWENTY-EIGHT LIVES LOST!! Thirty Others Wounded!

The Wallamette Falls Co.'s new steamer "Gazelle" left her wharf last Saturday morning at 6 o'clock, and had landed at the upper landing at Canemah, when at about 20 minutes before 7, a terrible explosion of her boilers blew her into atoms, killing nearly thirty persons, and wounding as many others.

Probably a more heart-rending scene has never occurred on the Pacific coast. As soon as the smoke cleared away a little, hundreds of citizens, who were very ready to assist the dying, gathered on the wreck, and the work of aid commenced.

Fragments of bodies were found scattered in every direction; some were blown into the river, others on to the shore; but the greater part of the killed found, were lying about the deck forward, among all kinds of fractured machinery and freight. A more horrible sight can hardly be imagined.

We have hurriedly collected these few particulars, and can give the names of those known (up to 10 o'clock) to be killed and wounded:

- LIST OF KILLED: David Page, of San Francisco, the Co.'s superintendent. David Woodhull of Michigan. Rev. Jas. P. Miller of Albany, O. T. John Bloomer, (deck hand.) Joseph Hunt, of Michigan, (Surveyor.) Mr. Hatch, (deck hand.) John Daly, (cabin steward.) John Clemens, (pilot.) David Fuller, of Portland. Mr. Wadsworth, (a passenger.) Judge Birch, of Luckiamute, (passenger.) James White, of Salem. John K. Miller, (deck hand.) J. M. Fudge, (pilot of Wallamette.) Mr. Morgan, of Lacey, O. T. A Spaniard, (name unknown.)

- MISSING: Mr. Hill, of Albany, O. T. Daniel Lowe, (passenger.) Mr. Knaut, (formerly of steamer Whitcomb.) Daniel McLane, of Lafayette, Indiana. Three firemen, whose names we have not learned, and two strangers, are known to be gone, in addition to the above.

- WOUNDED, SCALDED, &c. Capt. R. Herford, (of Gazelle) scalded. Mr. Prevaut, (passenger) scalded. B. F. Newby, (passenger) badly scalded. Mrs. Miller (lady of Rev. James P. Miller) had two ribs broken. Mate Boyd, both arms broken. Miss Pell, slightly scalded, and a gash in the forehead. J. Herald, scalded. Jas. Partlow, (pilot) slightly hurt. Michael M'Gee, (deck hand) scalded. H. Royce, scalded. David Davis, slightly hurt. Mr. Piant, (second engineer) scalded. Robt. Pentland, scalded. Chas Gardiner, slightly scalded, and arm broken. Crawford Dobbins, one leg gone—amputated. Preston S. Black, (cabin steward) slightly scalded. Robert Shortess, slightly wounded. Jas. Stanfield, (steward) slightly wounded. Henry Traul, badly scalded. Several others scalded and wounded, whose names we have not heard. Two brothers, (Messrs. Latah) Moses Tonie, 1st engineer; Z. Crowell, clerk; and Mrs. Piant and child, together with the little daughter of the Rev. Mr. Miller, escaped uninjured.

This distressing disaster has thrown a deep shade of gloom over the whole community. Stores, shops, iron-works, mills, &c., are closed for the afternoon—and business generally is hushed. In Canemah, a feeling of intense grief is manifested by nearly every one to be seen. Col. White, Mr. Post, John P. Brooks, and others, generously opened their places of business, and spare rooms, for the benefit of the wounded, and for the dead bodies, until they are recognized and cared for by their respective friends.

Since the account, on our first page, of the explosion was in type, three of the unfortunate sufferers have died, viz: Michael M'Gee, Mr. Piant, and Mr. Prevaut. The last mentioned name is given in the list as Blanchet, which is a mistake. Mr. Crawford Dobbins is in rather a critical situation yet, but will probably survive.

There are known to be six or seven others gone, who were on the boat at the time the accident occurred. If accuracy could be arrived at, the number lost will fall very little short of thirty, and some confidently assert that it would exceed even that.

Umpqua County Democratic Convention.

The Convention met, pursuant to previous notice, at Elkton, April 22d, 1854.

The Convention was called to order by BENJAMIN BRATTON, Esq., and organized by the election of DANIEL WELLS, President, EDWIN P. DREW, Vice President, and ROBT. J. LADD, and S. F. CHADWICK, Secretaries.

The Convention then proceeded to nominate candidates to be supported for office at the ensuing election, with the following result:

- For Representative—R. J. LADD. For County Commissioner—L. P. Brown. For Probate Judge—S. F. Chadwick. For County Superintendent—W. H. Spitzer. For County Treasurer—W. W. Wells. For County Assessor—E. Stephens. For County Surveyor—S. Scholfield. For Week Master—D. D. Wood. For Captain—J. J. Kellogg.

The Committee appointed to draft Resolutions reported the following, which were unanimously adopted:

Resolved, That the Democracy of Umpqua County, in Convention assembled, hereby express their unwavering confidence in the principles and policy of the great Democratic party, and believe party organization as indispensable in Territories as in States.

Resolved, That we unanimously commend the candidates this day nominated to the support of the untiring Democracy of Umpqua County, who are strengthened by defeat, and prompted to renewed exertions by the hope of ultimate success.

Resolved, That a copy of the proceedings of this meeting be sent to the "Times," "Statesman," and "Umpqua Gazette," for publication.

On motion, adjourned sine die. D. WELLS, President. E. P. DREW, Vice President. R. J. LADD, S. F. CHADWICK, Secretaries.

The Whigs will hold their Convention at Elkton, on Wednesday, the 10th of May.

The Amazon Gold Mines.

CALLAO, February 6th, 1854.

DEAR SIR—I have been here and at Lima for about a week. I have made diligent and careful inquiry for the "Amazon gold-washings," and from all I can learn they are a good thing; but that there is a prospect of a gold mine, I was informed by the Minister of Ecuador, that there are "gold-washings" in some parts of that country; the Government encourages immigrants to settle there; three hundred and forty acres of land are granted to each settler. I infer, from the fact that the mines are worked by a few poor people, that the Ecuadorian "placers" are not over rich. Here, in Peru, they encourage emigration to the Amazon, and have sent out some Germans to colonize there; they have been gone from here nine months, and no news has yet been received from them.

I have conversed with some intelligent Germans on the subject, who seem to think it impossible that the colonists discovered any gold, because they were ignorant of the process of finding it. Two companies have started from this place to prosecute their search for gold. They went from this place to the port of Huanchaco, that is the landing place of Truxillo. Talbot, of Murphy's, in company with some others, left here with no definite information to guide them, but thought they would "prospect, anyhow." The American Minister, Mr. Clay, resident in Lima, was kind enough to procure for us all the news that could be obtained. He is inclined to the opinion that "doubtful things are very uncertain." He does not advise Americans to come here, nor do I, by a slight. James Donner is still here, discharging vessels. There are quite a number of Americans that look very long visaged. Four of the company who came on the ship with me, are gone to San Francisco. Mr. Cheney, and David Knight, of Murphy's, have embarked for San Francisco. A large crowd have lately arrived from Australia. Tell every man you see not to come here. Write a note to Murphy's, telling them not to be in a hurry; I will stay here a while longer, to obtain further information. I may, perhaps, go to Huanchaco. Send a note to my brother William on receipt of this. I am going up to Lima again to-day, so I must close. Yours, &c., MICHAEL W. BYRNES.

LETTER OF THE EMPEROR NAPOLEON TO THE CZAR.

We publish a translation of the Emperor Napoleon's letter to the Emperor of Russia. It had been previously reported that such a letter had been written, but its existence was afterwards denied. But here is the letter:

PALACE OF THE TUILLERIES, JANUARY 29, 1854. SIRE:—The difference which has arisen between your Majesty and the Ottoman Porte has assumed such a grave aspect, that I think it right myself to explain directly to your Majesty the part which France has taken in this question, and the means which suggest themselves to me, in order to avoid the dangers which threaten the tranquility of Europe.

The note which your Majesty has just sent to my government, and to that of Queen Victoria, endeavors to prove that it was the system of pressure adopted from the commencement by the two maritime powers, which alone involved the question in bitterness. On the contrary, according to my view, the matter would have continued a cabinet question, if the occupation of the two principalities had not suddenly transferred it from the region of discussion to that of fact. Nevertheless, although your Majesty's troops had entered Wallachia, we advised the Porte not to consider that occupation as a warlike act, thus pro-

viding our extreme desire for conciliation. After I had consulted with England, Austria, and Prussia, I proposed to your Majesty a note, designed to give satisfaction to all. Your Majesty accepted it. We had hardly, however, been informed of this good news, when your Minister, by explanatory commentaries, destroyed all the conciliatory effects of it, and thus prevented us from insisting at Constantinople upon its pure and simple adoption. The Porte, for its own part, suggested some simple modifications in the note, to which the representatives of the four powers at Vienna were not indisposed to agree. They were not, however, agreed to by your Majesty. It was then that the Porte, wounded in its dignity, its independence threatened, and being compelled to raise an army to oppose that of your Majesty, preferred to declare war rather than to remain in a state of uncertainty and humility. The Porte had claimed our support; the cause of the Porte appeared to be a just one, and the English and French squadrons were therefore ordered to the Bosphorus.

IMPORTANT NEWS FROM EUROPE.

Immense Preparations for War.

Napoleon's Letter to the Czar.

New York, March 6, 1854.

The American Mail Steamship Nashville, Capt. Berry, arrived at half-past 4 o'clock yesterday afternoon. She left Havre on the 15th, and Southampton on the morning of the 16th ult. Her news is two days later.

The Nashville, off Portsmouth, England, passed through the English fleet on her way to the east of war.

The news by the Nashville is of a highly important character. It details the enormous military and naval preparations going on under the auspices of both England and France, for attacking the Russians as well in the Baltic as in the Black Sea. A British contingent of ten thousand men were to sail (on board steam transports specially chartered for the purpose) on the 18th, for Malta, there to be held in readiness for military operations for the protection of Constantinople. Thirty-six British ships of the line, and frigates, with ten or twelve French men-of-war of the largest class, were to assemble in the Downs on the 6th of March, for service in the Baltic.

In all the dock-yards and arsenals of England and France, the greatest activity prevails.

The French ocean squadron under Admiral Bruat had reached Algiers, and was embarking a division of the African army, amounting to 12,000 men; after which it was to set sail for Toulon, where an English squadron and transports was to meet it, and take on board 30,000 French troops. Both squadrons, with an army of 42,000 men, would then proceed to the Levant, enter the Dardanelles, and disembark the troops at Silivri, near Rodosto, on the Sea of Marmora—a spot fixed upon as the best for the protection of the Bosphorus and Dardanelles.

It appears, however, that notwithstanding these extensive and tremendous preparations for war, fresh negotiations for peace were actually in progress, and that an autograph letter had been written by the Emperor Louis Napoleon, with the consent of the British Cabinet, to the Emperor of Russia, proposing a fresh basis of negotiations. A reply to this proposition was expected to reach Paris by the 22d of February, and some persons professed themselves sanguine that these new efforts to preserve the tranquility of the world would not be unsuccessful. Others (and these the majority of the English people) thought that the Czar would be glad at any price to gain time, so as to strike his meditated blow at the Turks on the Danube before any assistance could reach the Emperor from the western powers. Generally great disgust at the prospect of any further negotiations was expressed, and a wish was generally entertained that war should be at once declared, and such measures taken as should speedily bring the Emperor of Russia to his senses, by means of a succession of vigorous operations against Sebastopol, Odessa, Cronstadt, and St. Petersburg.

According to the latest accounts, the British and French fleets were still at anchor in Beycos Bay. A telegraphic despatch from Constantinople affirms, that the moment it was known that the English and French fleets had returned to the Bosphorus, a division of the Russian fleet darted out, as before reported, and proceeded to attack Fort St. Nicholas, which had been taken by the Turks, and that after bombarding for five hours they were forced to retire. This news caused the greatest sensation at Constantinople, and a conference of the Ambassadors was held, at which it was determined that cruisers should be permanently kept in the Black sea, to prevent the repetition of a similar event. A fresh convoy of troops and stores for Batoum was to leave Constantinople, escorted by detachments from the French and British fleets, on the 2d of February.

Such, Sire, is the real result, and a statement of the facts. It is clear that, having arrived at this point, they must either bring about a definite understanding or a decided rupture. Your Majesty has given so many proofs of your solicitude for the tranquility of Europe, and by your beneficent influence has so powerfully arrested the spirit of disorder, that I cannot doubt as to the course you will take in the alternative which presents itself to your choice. Should your Majesty be disposed to declare that an armistice shall now be declared, that things shall resume their diplomatic course, that all hostilities shall cease, and that the belligerent forces shall return to the places from which motives of war have led them?

Thus the Russian troops would abandon the Principalities, and our squadrons the Black Sea. Your Majesty, preferring to treat directly with Turkey, might appoint an ambassador, who could negotiate with a plenipotentiary of the Sultan a convention which might be admitted to a conference of the Four Powers. Let your Majesty adopt this plan, upon which the Queen of England and myself are perfectly agreed, and tranquility will be re-established, and the world satisfied. There is nothing in the plan which is unworthy of your Majesty—noting which can wound your honor; but if, from a motive difficult to understand, your Majesty should refuse this proposal, then France, as well as England, will be compelled to leave to the fate of arms and the chances of war, that which might now be decided by reason and justice.

Our attitude in reference to Turkey is that of a protector, but it was not intended that we should address to the Sultan the advice of peace and moderation, persuaded that this was the best mode of coming to an agreement, and the four powers consulted together again, and submitted to your Majesty some other propositions. Your Majesty, on your part, exhibiting the eagerness which arises from the consciousness of strength, contented yourself with repulsing from the left bank of the Danube, as in Asia, the attacks of the Turks; and, with the moderation worthy of the chief of a great empire, your Majesty declared that you would act on the defensive. Up to that period, then, we were, I may say, interested spectators, but simply spectators of the dispute, when the affair of Sinope compelled us to take a more decisive part. France and England had not thought it necessary to send troops to the assistance of Turkey. Their flags, therefore, were not engaged in the conflicts which took place upon land. But at sea it was very different. There were at the entrance to the Bosphorus 3000 guns, the presence of which proclaimed loudly enough to Turkey that the two leading maritime powers would not allow her to be attacked by sea. The affair at Sinope was for us as painful as it was unexpected; for it matters little to us whether or not the Turks wished to convey munitions of war to the Russian territory. In fact, Russian ships attacked Turkish vessels in the waters of Turkey, while those vessels were riding quietly at anchor in a Turkish port. The Turkish vessels were destroyed, in spite of the assurance that there was no wish to commence an aggressive war, and in spite of the assurance that we would no longer our policy which received sanction; it was our military honor. The sound of the cannon shot at Sinope reverberated painfully in the hearts of all those who in England or in France respect national dignity. There was a general participation in the sentiment that wherever our cannon can reach, our allies ought to be respected. Out of this feeling arose the order given our squadrons to enter the Black Sea, and to prevent by force, if necessary, the recurrence of a similar event. Thence arose the collective notification sent to the cabinet of St. Petersburg, announcing that if we prevented the Turks from making an aggressive war upon the coast of Russia, we would also protect the Turks upon their own territory. As to the Russian fleet, in prohibiting its navigation of the Black Sea, we placed it upon a different condition, because it was important during the war to preserve a guarantee equivalent in force to the occupation of the Turkish territory, and thus facilitate the conclusion of peace by having the power of making a desirable exchange.

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