

The Weekly Gazette.

SCOTTSBURG, FRIDAY, JUNE 30, 1854.

AGENTS:

Messrs. BURNS & WOOD, Randolph City.
AMOS E. ROGERS, Esq., Coose Bay.
COL. W. W. CHAPMAN, Elkton.
JESSE APPELDATE, Esq., Yoncalla.
M. PINKSTON, Green Valley.
C. S. DREW, Esq., Jacksonville.
— FLOOD, Esq., Winchester.
JOS. REYNOLDS, Canyonville.
JAS. A. GRAHAM, Esq., Fort Vancouver, W. T.

"Late and Interesting from Port Orford."

This is the caption of a letter from Port Orford to the San Francisco *Sailor*, dated June 1st; and if one-half of it was true, there would be no other town between San Francisco and the mouth of the Columbia River. We extract the following paragraph to show how things may be exaggerated: "Rich and extensive mines have been found on 'Galees Creek,' directly upon a trail which leads from this place to Jacksonville. There are now about six hundred men there, averaging from eight to ten dollars per day to the man, while some are making 'big strikes.' The distance from Port Orford to Galees Creek is about 75 miles, over a most excellent road. The trail from Port Orford to Jacksonville is now completed—entire distance ninety-five miles. It is said to be the best trail on the coast leading to the interior."

THE COOSE BAY COAL.—The specimen of coal, taken from the recently discovered mines at Coose Bay, has been analyzed by Dr. Evans, the Government Geologist, who pronounces it only lignite, but the best quality of that description he has seen on this coast. The following is his analysis:

Carbonaceous matter in coke and volatile matter,	55.5
Other volatile matter,	32.0
Ashes,	12.5

100

MARINE INTELLIGENCE.—By a private letter from San Francisco, we understand the brig *Fawn* was to have left that port on Monday, the 19th. She is heavily freighted with goods for this place.

The Schooner *Damariscove*, in attempting to go out of Coose Bay, got aground, and was seriously injured.

The schooner *Helen* sailed for San Francisco.

Some of our citizens, resolving not to be behind the times, held a meeting the other night, for the purpose of resurrecting the illustrious dead, but it was no go; and the party, after going through all the modes prescribed by the most favored mediums, gave up the ghost in despair, and revenged themselves on a tureen of oysters.

ACKNOWLEDGMENTS.—We are under obligations to Messrs. Allan, Lowe & Co., San Francisco, Messrs. Stearns and Wadsworth, and Mr. Shortess, who carries the Express between this place and Port Orford, for files of the latest papers, from which we present to our readers, in the present number, the latest intelligence from the Old and New World.

OUR WAGON ROAD.—Our road is now on the eve of completion; and we understand that the farmers in the valley are getting their wagons ready, to pay us a visit, as soon as the road is finished.

THE WEATHER.—For the last week we have had heavy rains, and we fear the wheat crop has received much damage. It is still raining.

MILITARY SPIRIT AMONG THE LADIES.—The *New York Tribune* is informed (correctly of course) that the city was to be visited "by three uniformed companies of organized and disciplined female infantry, (Lancers) from Pennsylvania and New Jersey, known as the 'Fairy Light Guards!'" This battalion is commanded by a masculine Colonel and Lieutenant Colonel, but the companies are officered by ladies throughout, the captains on horseback. This strange armament, the *Tribune* is assured, is composed of the best educated and most estimable young ladies of Patterson and Elizabethtown, N. J., and of Harrisburg, Pa.—all between 14 and 18 years of age. Such a regiment can take New York, by storm or otherwise, any day.

SUBMARINE NAVIGATION.—A Dr. Payot, recently, at Marseilles, France, descended in a machine of his own invention, with three sailors, and after remaining under water a considerable length of time, climbed into the port holes of a man of war, without being perceived by the crew. It is said that the machine will contain a four hours' supply of air for 14 men.

The Cost of the War.

The present war is a people's war, and the people will not object to pay for it. Pay for it, however, undoubtedly they will, and that very heavily indeed. Soldiers and sailors on all sides are warning us not to risk our wooden walls against stone fortifications. There is danger in shallow waters, and wear and tear in stormy seas. So we are advised to do the work with a strong but quiet and patient hand—to blockade and starve out the foe, and produce all the effects of war by a mere exhibition of power, but with hardly striking a blow. All this will be expensive, and is very expensive already. The estimates are now before the House, and will astonish our readers, unless they have taken the pains to follow up every paragraph of "Preparations for War" with some little calculation of their own. We say the estimates, but we should rather say the supplementary estimates; for an advance of about three millions on the expenditure of the previous year has already been voted. The supplementary estimate of the charge of the army for the year 1855, over and above the augmentation already voted, is £300,000. That for the navy, including the transport of troops, stores and ordnance, is no less than £1,533,731. That for ordnance is £742,132. The total is £5,595,863. This is only an estimate, which in war, and especially in such a war as that we are waging, always falls far short of the actual cost. Including what has been voted, here is not far from ten millions, which the British public are cheerfully putting down as one year's subscription to the great work of international police, to the protection of the weak, and the chastisement of the aggressor. The money might be spent much worse. Within the last ten years, perhaps ten times as much has been spent in ill-selected and superfluous lines of railway, which now answer little other purpose than to increase the cost and aggravate the inconveniences of traveling. It is true that when we look to material results, in the one case we can point to earth-works, bridges and stations; and in the other case, all we have to show for it are the ruins of towns and the remains of fortifications. But what we have to look to is the moral result; and among the uses of the war not the least is that it warns us to care less for the material than for the moral interests of humanity. In this case the moral work is the vindication of justice and truth on the greatest stage and the grandest scale in the world.

These supplementary estimates are at present in a very rough state. For the army only the totals are given. The number of men already voted for last year was 102,283. We have already voted an increase of 25,694, and Parliament will soon vote another 14,799 more—altogether 142,776. We cannot send 25,000 men to the East, and undertake to keep up the force only to that amount, with a less augmentation, for soldiers are not made in a day. We have already voted an additional charge of £832,470; and we shall soon be called on to vote £300,000 more. The supplementary estimate for the navy presents us with some rather startling items, for which, however, we might have been prepared—wages to seamen and marines, £461,700; victuals for ditto, £200,000; and naval stores for the building and repair of ships, &c., £397,331. But all these items sink into insignificance compared with those we find in the same estimates, but for the service of other departments of Government. Some attempt has been made to class under various heads the expenses of transporting troops and horses. The first of these heads professes to be the "Freight of transports on monthly pay, including steam vessels, or for the purchase of the same;" and opposite to it we find the rather alarming figure £2,610,200.—Next to this we find, "Freight of ships hired for conveyance of troops, including rations, £105,000." The precise value of the distinction we do not profess to understand. The coal for steam transports and freight ships alone is set at £160,000, while the other items show how much we have to pay when we want work done in a hurry. The Supplementary Estimate for the Ordnance vouchers a little more explanation. We expect to pay £30,000 more for horses than was voted before Easter. We expect to pay the like sum more for barrack supplies, £44,621 more for great-coats, and £22,113 more for boots and shoes. We confess ourselves, however, taken a little aback at such items as £72,673 for the Laboratory Department at Woolwich—supplemental, mind, to the vote of this session—that same laboratory asking for £13,332 in the item of timber, and £136,263 for miscellaneous stores. Under this last head the Tower asks for £100,000. Considering the immense quantity of rockets, shells, and we know not what infernal devices, we have been making all this century, it is rather remarkable we should find so much still to be done. We, however, must pay, and may as well pay cheerfully. But let us at least hope, as we are entitled to do, that the work will be well done.

In round numbers, it appears that the conveyance alone of every British soldier to the seat of war costs about £100, or rather, to state it more accurately, we have to pay an average of £100 passage-money for every soldier we keep up on the roll of the expeditionary force, including the passage of horses and stores. This seems enormous and contrasts strongly with the £5 a-head for which ten times the number have been

carried across the Atlantic every year for the last six or seven years. It contrasts, indeed, somewhat with the £30 for which a man may be steamed to New York in ten days, and have the best of everything on the voyage. But then those emigrants, or those first class passengers, have not horses, or arms, or baggage; nor are they carried over to the expense of a regular traffic, for which we have to pay heavy damages. The question we had before us was, whether to keep up an immense transport service, doing nothing in time of peace but rot in our harbors, and supply the pretext for costly establishments, or hire costly steamers for that purpose. In the latter case it was evident that we must pay heavily for the total derangement of the packet service that has ensued. But, as we observe that this monster charge of £2,610,000 for the monthly pay of transports supposes the purchase of some, we shall be gratified to learn that Government is able to carry on the transport service, now that the war is actually raging, and likely to rage some time, without having recourse to packets. Two or three steamers like the *Himalaya* would be amply sufficient to keep up the expedition at its present, or even a much greater strength, in the face of all casualties. The *Himalaya* alone would, and with ease and celerity, take 2,000 men to Yarna, and bring the same number back, every month of the year. For the continuance of that war would do well to provide, now that delay need no longer be felt towards the foe, it is evident, however, that if we want speed to do the work we must resort to some other plan than that under which our sea navy has hitherto been built. For the present we can buy such vessels as the *ave* on cheaper terms than we can build 'em, and such a purchase we hope to be benefited by the words of the estimate before us.

News from Europe.

Later by the Canada.

Despatches to the New York papers give full particulars of the news brought by the steamship *Canada*, which left Liverpool on the 20th of April.

GREAT BRITAIN.—Wednesday, the 26th of April, being appointed as a day of humiliation and prayer, all business was suspended on the occasion. The London Times publishes fourpages of sermons delivered on the occasion.

Parliament re-assembled on the 27th of April. In the House of Lords a long debate ensued respecting the recent burning of Tschum Kaleh. The Earl of Hardwick taxed the Government with having denied the circumstance, when in fact it was true. The Earl of Clarendon made a long explanation, and laid before the House a dispatch from the British Admiral contradicting the *Ellenborough* took occasion to mention that the Russians have 22 Circassian forts, but have destroyed only six.

The American Consul has determined to send from London to New York eight seamen of the clipper ship *Sovereign* of the Seas, for trial for mutiny. The relatives of the prisoners have petitioned Lord Palmerston to prevent the removal of the prisoners to America.

The Scotch Lord Cockburn, and the Marquis of Anglesea are dead.

ITALY.—The steamer *Ereolario* was lost off Villa Franca. Fifteen English passengers were drowned, and five saved. Sir Robert Peel was among the saved.

GREECE.—From Athens, 21st April, it is stated that the Gulf of Corinth was guarded by French ships of war, and communication stopped between the continent and Peloponnesus.

RUSSIA.—Decrees in the *Journal de St. Petersburg*, contain a notice from the Russian Minister of Finance, allowing English and French vessels six weeks from the 19th of April to escape from the Russian ports in the Black Sea, and six weeks from May 7th to leave the Baltic ports. The enemy's property, in neutral bottoms, will be regarded as inviolable, and may be imported. Subjects of neutral powers on board the enemy's ships will not be molested.

THE SEAT OF WAR.—Omar Pasha was at Shunla, concentrating his forces, apparently for defensive measures only.

The Russians were still fortifying themselves in the *Dobrudscha*. They had not crossed Trajan's Wall. Their strength in the *Dobrudscha* is about 30,000 men.

The forces before Kalefat were withdrawn towards Krajova.

Troops were retreating towards Bucharest, indicating a change in the plans of Russian operations.

The Sultan had offered a command to Abd-el-Kader. The expulsion of the Greeks from Turkey continues. Their stores and dwellings, in which some arms were found, have been seized and closed up.

The following brilliant feat has been announced: The British steamer *Fury*, of six guns, on the 11th inst., steamed under Austrian colors within three miles of the entrance of Sebastopol, where she saw two merchantmen, two brigs, two frigates, and a steamer leaving the harbor. The *Fury* dashed in and seized one of the merchant ships, and towed her off. The Russians gave chase, and the *Fury* was finally obliged to cut the prize adrift, but not until one of the frigates and the steamer came within range and exchanged shots. The *Fury*, after four hours' chase, succeeded in eluding the Russians, and carried off the merchant ship's crew as prisoners, who

gave important information respecting the strength of Sebastopol.

A bold and successful feat is also recorded of the Russians. A ship supposed to be a Russian despatch vessel, under British colors, boldly sailed from the Archipelago, passed the *Chios* and batteries, and succeeded in crossing the Black Sea.

From Asia, we learn that 4,000 Turkish irregulars refused to march from Erzeroum to the war, on account of the arrears of pay.

Accounts from Circassia, of the 1st of April, state that the insurrection against Russia is becoming general among all the warlike tribes of that country, where Schamyl's agents are indefatigable. The presence of the English and French fleets in the Black Sea, with the consequent abandonment of the Russian posts on the Circassian coasts, and the cutting off of the Russian supplies via Redoubt Kale, had made a deep impression on the mountaineers, and it was believed that Schamyl would soon be in force to attack the Russian head-quarters at Tills.

INDIA.—It is confirmed that Dost Mohammed seeks to form an alliance with Great Britain.

A revolution is reported at Ava. The Prince had poisoned his brother and seized the throne.

The discovery of gold in Ceylon has been confirmed, but it has not yet been found in quantities to remunerate diggers.

LATEST INTELLIGENCE.—The leading Irish Catholics in Great Britain have issued a protest against the Government inspecting the Nunneries.

Several tumults have occurred at Stockholm among the operatives, who are making strike upon strike.

Down to the latest dates, the French Government had chartered 351 ships, for the conveyance of troops to the East, of which 181 have been already despatched, and are each to make a second voyage. The whole can convey 170,000 men, and 10,000 horses.

The Paris Monitor denies that any requisition had been made by France and England on Prussia, with a view to force her to quit her neutral attitude.

Paskiewitch is making formidable preparations for an attack upon Silistria.

Captain Foote, a deserving English naval officer, has been accidentally drowned in the Baltic.

The Russians have completely evacuated Krajova, carrying their guns and stores to Wilna.

The Constantinople correspondent of the Daily News asserts that on April 12th, secret secret instructions to prepare quietly to withdraw from Turkey.

The Russian troops on the *Dobrudscha* are suffering severely from sickness, and cross the Danube in consequence.

The Latest Intelligence.

BOMBARDMENT OF ODESSA.

VIENNA, Friday morning, May 5. According to a Turkish despatch, several vessels of war and the powder magazines were destroyed at Odessa.

From a subsequent despatch, published in a third edition of the Times, it appears that, on the 23d of April the allied fleets destroyed, in a few hours, all the fortifications, the batteries, and the military stores. Two powder magazines were blown up, and 12 vessels of war were sunk. The merchant vessels were saved.

The loss of the allies was only five killed and six wounded.

Thirteen Russian vessels laden with munitions were taken.

The fleet left in the direction of Sebastopol.

The above highly important and interesting news is confirmed by a telegraphic despatch from the British Consul at Belgrade, which was read in the House of Lords last evening by the Earl of Clarendon.

RUSSIA.—A Supplement Extraordinary to the *Journal de St. Petersburg*, of April 11, (23d.) 1854, No. 379, gives the following Manifesto of the Emperor:

MANIFESTO OF HIS MAJESTY THE EMPEROR.

ST. PETERSBURG, Tuesday, April 11, (23d.) 1854.

By the grace of God, we, Nicholas the First, Emperor and Autocrat of all the Russias, King of Poland, &c., &c., to all our subjects make known: Since the commencement of our difference with the Turkish Government, we have solemnly announced to our faithful subjects that a sentiment of justice had alone induced us to re-establish the violated rights of the orthodox Christians, subjects of the Ottoman Porte.

We have not sought, we do not seek, to make conquests, nor to exercise in Turkey any supremacy whatever, that might be likely to exceed that influence which belongs to Russia by virtue of existing treaties.

At that period we already encountered distrust, then soon a covert hostility on the part of the Governments of France and England, who endeavored to lead the Porte astray by misrepresenting our intentions. Lastly, at this moment, England and France throw off the mask, regard our difference with Turkey as a mere secondary question, and no longer dissemble that their joint object is to weaken Russia, to tear from her a part of her possessions, and to bring down our country from that high po-

sition to which the hand of the Supreme Being had exalted it.

Is it for orthodox Russia to fear such threats?

Ready to confound the audacity of the enemy, shall she swerve from the sacred purpose that has been assigned to her by Divine Providence? No! Russia has not forgotten God! It is not for worldly interests that she has taken up arms: she combats for the Christian faith, for the defence of her co-religionists, oppressed by implacable enemies.

Let all Christendom know, then, that the thought of the Sovereign of Russia is also the thought that animates and inspires all the great family of the Russian people—their orthodox people faithful to God and to his only Son Jesus Christ our Redeemer.

It is for the faith and for Christendom that we combat!

Given at St. Petersburg, on the 11th day of the month of April, in the year of grace 1854, and the 29th of our reign.

(Signed) NICHOLAS.

POSITION OF THE GERMAN POWERS.

Prospect of a General War in Europe.—The Paris correspondent of the National Intelligence has strong doubts of Austria and Prussia joining the Western Powers.

indeed he is inclined to the opinion that when they abandon their neutrality they will make common cause with Russia. In his letter of April 11th, he writes as follows:

The German Powers are not yet committed to a policy that may compel them to declare war upon Russia. They are all arming; and will soon, it is asserted, have on foot an army of half a million of men, prepared to make their neutrality respected now and to act efficiently when the march of events shall compel them to act.

The invasion of the province of Servia, though not yet accomplished by Austria, as has been lately asserted, may be considered as an event of very probable and near occurrence. But it will not at first have the character of an occupation in favor of Russia, nor of one in favor of Turkey. It will be dictated purely by motives of self-protection and preservation. The signs of successful Russian intrigue to excite rebellion in Servia are already visible. When the rebellion actually breaks out the Austrian troops now quartered on the left bank of the Danube, in Slavonia and the Banat, will cross the river to quell it lest the rebellion itself should cross the river and arouse again the Hungarians.

Upon the occupation of Servia and Bosnia by the Austrian troops, whether with or without the consent of Turkey, the crisis compelling Austria to declare for Russia will soon arrive—the war will become general, and events will take place in the west of Europe which will rival, if not surpass, in interest and importance those which are now agitating the world's anxious attention in the East. The Austrian army in Hungary, under the command of the Archduke Albert, has just been placed upon a complete war footing. The rest of the military forces of the empire, exclusive of those on the Croatian frontier and coast, commanded by the Ban Jellachich, are divided into three armies, one of which, under Marshal Radetzky, keeps Lombardy in subjection; the second, under Prince Schwarzenberg, occupies Galicia and the Bukowino toward the north; and the third, under Gen. Staffick, is stationed in the provinces of Moravia, Bohemia, Styria, &c., composing Austria proper.

THE POSITION OF SWEDEN.—The accounts we have had within the last few weeks from Europe have strongly inclined us to the belief that ere long, the gallant Swedes will be in open hostility to Russia. They have strong reasons urging them into such a position. On this subject, the Paris correspondent of the National Intelligence, in his letter of April 11th, says:

There is a growing expectation that Sweden may ultimately be forced from the neutrality she has declared and side with France and England in active operations against Russia. The latter Power is represented as having accepted Swedish neutrality, but upon a condition that is inconsistent with the joint declaration of Sweden and Denmark, and which must yet be a matter of negotiation with Russia. Popular opinion also in Sweden is highly excited against the Czar. The present war is thought to afford the long and much-coveted opportunity to recover Finland. The people rush eagerly from great distances in the interior to catch from the shore a glimpse of the fleet of Admiral Napier, on its way to chastise their ancient and haughty foe. The pressure of this popular feeling upon the Government is very great, and may possibly, it is thought, urge the country into active hostilities. A tendency to this result is marked in the orders which have been issued to the Swedish fleet to get ready for sea and to provide a supply of provisions sufficient for three months.

MURDER AT A WEDDING.—The Cincinnati *Commercial* gives an account of an affray at a wedding near that city, which resulted in the death of one of the attendants, who received three balls in his body, and died almost instantly. He leaves a wife and two children. The murderer escaped.

A LONG STAGE LINE.—Among the different propositions now before Congress, is one for a line of mail coaches from St. Louis to San Francisco.