

PIONEER AND DEMOCRAT.

DEVOTED TO THE INTERESTS OF WASHINGTON TERRITORY, POLITICS, EDUCATION, NEWS, AND GENERAL INTELLIGENCE.

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From the Bangor Mercury of 1845.
Lights and Shadows of Western Life.
A FAITHFUL PICTURE.

BY A RESIDENT "SUCKER."

CONCLUDED.

19. Q.—Would a millinery dress-making and fancy goods shop, or a clothing, hat and shoe store, in which a gentleman could purchase nearly every article of a man's dress, from a hat to a pair of boots, be likely to succeed in your town or any other pleasant village within your knowledge, or do your traders mingle all kinds of goods in one store, so as to render his success doubtful?

A.—I think a milliner would do a fine business here, as most of the milliners in this country find it profitable to be profuse of their smiles and favors to the young men, and our ladies (God bless them) are sadly in want of the little fixings made by milliners. The same thing may be said of the dress-making business. As for the clothing, boot, hat, shoe and variety store, it would be glorious. I myself, would fit out with two entire suits, (provided I could get them on credit) and have no doubt but what every loafer in town would do the same thing, if they thought they would never have to pay for them. And I know many places in this country where you could operate in the same manner, provided you did business as you would have to do in this place. I am sorry to say that it is true that our traders do mix and mingle all kinds of goods in store, from soft soap to Queen Victoria blond veils.

20. Q.—By reference to the map, I see that Carrollton is thirty-five miles from Jackson, and is the county seat of Green county. What is the character of the inhabitants &c.?

A.—As to the twentieth question, I do know that Carrollton is thirty-five miles from this place, and that it is the county seat of Green county, and that its inhabitants are a most woful set of sinners, toppers and lovers of buck-wheat cakes and honey, and also partridges, milk-punch, and grog in any shape. And as for Hamburg, Gifford and Milton, there is but one house in the three places, and that is in Hamburg, and inhabited by ghosts and witches. Milton has entirely been washed away by the Mississippi and the population has been washed away by whiskey. And as for Gifford, it is of that class of towns now extinct, which makes a great show in history, and on the maps of their country, but like Babylon the great of old, the precise spot where it once stood is now unknown—but it is thought they are a very moral people, as they are of that genus and species called ducks, geese, sand-hill cranes and tadpoles. All I know of Alton, is that the Penitentiary is located there, and also four meeting houses, and that it would tire a large man exceedingly to walk over the town, it being on a hill, very muddy and picturesque.

21. Q.—Where do publishers of newspapers in Illinois and Iowa purchase their printing establishments, and their stocks of paper, and what wages do they generally pay their journeymen? Are the Ramage or wooden presses much used? Is there not great difficulty in collecting newspaper bills? What number of subscribers do village papers generally obtain?

A.—Publishers of newspapers do not purchase their printing materials—they are carried on entirely by subscription. They give their journeymen their board, and furnish them with liquor. All sorts of presses are used here, but the most common kind are cedar-presses. There is a great difficulty in collecting newspaper bills, inasmuch as the thing is never attempted, it being morally impossible so to do. Some papers have a large others a small subscription list. For further particulars and information on this subject, I refer you to Mr. J. G. Edwards, of the Hawk-eye, at Burlington, Iowa. I will, however, here add that the most powerful presses that are used here, are the constables and sheriffs, who understand both the wooden, Ramage and all other kinds of presses, in the course of their operations.

22. Q.—What newspapers are published in Illinois, North of Peoria, except those in Ottawa, Chicago and Galena—what their character and location, and are they well supported, and if not, what is the

reason? What town in Northern Illinois or Iowa, so far as your knowledge extends, presents the best opening for a neutral, interesting family newspaper, which would be conducted with industry and ability, particularly devoted to the advancement of that section of the country, and to the great and prominent interests of society in general? Is there any paper published on Rock River or on the Mississippi, between Quincy and Galena, excepting at Stephenson and at Burlington and Davenport in Iowa—or is not one wanted in that region?

A.—As to question twenty-second, I am as profoundly ignorant as yourselves; but think you could ascertain more fully by personal examination.

23. Q.—What number of traders and professional men, such as lawyers, physicians and editors, does Jacksonville or any other of the towns named in the third and twentieth interrogatories, contain, so far as you know—and what is their general reputation for talents, uprightness and efficiency of character—and would another lawyer or editor of correct principles and habits, who had both the power and disposition to do honor to his profession and to be useful to the community, be well received, and likely to succeed—and what town within your knowledge presents the best opening for one of either profession.

A.—Every man in the county is a trader. I have known two men to make ten thousand dollars each by swapping lots; the lots in both places being not more than twenty feet, nor less than ten feet under water. We have ninety-seven doctors, thirty-eight lawyers, one and a half of an editor, in this place, and their characters are very much diversified. Lamborn is the best, but will not study. McConeill is a politician. Billy Brown does not stay at home. McClure is the most attentive. John Hardin stutters, and is also a politician. Houghton and Billy Warren do not practice, and McDonald, Yates, Smith, Sargent and Dusenbury, have just come here, are young and do not practice much. Seymore has not yet procured his license, and Thomas is appointed Judge; and I do sincerely and candidly think that there is an opening for a smart, upright and talented lawyer, and do not know of a place in all creation except the city of— in Central Africa, that now presents so great an opening as this place, for such an individual as yourself.

24. Q.—Do not the soil, climate, progress of settlement, and the other facilities of business, in Iowa and Wisconsin present quite as many inducements to emigrants, as those of the State of Illinois?

A.—In answer to question twenty-fourth, I can say, emphatically, that they do not. Wisconsin and Iowa are both filled up with the seam of creation, and no decent man would attempt to live in either territory, all the inhabitants of both places having run away from their former homes, and are now, or ought to be, looked on as outlaws, not having the fear of God nor the sheriff before their eyes. There is no doubt that they are a most hardened set of wretches. I will further state that in Wisconsin they are generally frozen up about eleven months in the year, the inhabitants being all this time in a torpid state and perfectly docile. And as for Iowa, the last news we had from there fully confirms our worst fears.—The news is that a battle is now raging, and there is no telling how many will be killed. It appears that an army of the Missourians, consisting of six pirates and a captain, have been attacked by the Iowan army, near the boundary line, and that on meeting, one of the most unparalleled fights took place between them with snowballs; and when the express left, it was doubtful which party would conquer. There was a suspension of hostilities, in order that the belligerents might take a horn and warm their fingers. But some two or three of the Missourians, on account of their having moccasins on, while the Iowans were barefoot, the probability is that both parties will uphold the standard and honor of their country as long as the liquor lasts, consisting of a fifteen gallon keg of whiskey on the Iowan's side, and the same quantity on the Missourians' side, together with one gallon of number six.

25. Q.—In fine, what are the advantages and disadvantages of a location in the West, and what part of the country do you candidly think presents, at this time, the best opening for a New Englander whether professional, mercantile, mechanical or agricultural, as to health, prosperity and general happiness, and would it be safe for one of generally good health, to migrate thither in July or August, provided he could not get ready earlier? I am aware that autumn is deemed most auspicious.

A.—This is important, all important.—The greatest advantage in this country is plenty of cash, and the greatest disadvantage is the want of it. And I candidly think that the best place for you is somewhere between the Rocky mountains and the coast of the Pacific ocean. The precise spot I leave for you to select; and it would be perfectly safe for you to migrate there in August, or in any other part of the year, provided you went in large bodies, and were well armed, and gave the Indians plenty of tobacco and whiskey.

26. Q.—I saw, during the last summer, a somewhat ambiguous account of a strange kind of vehicle, in which some twenty or twenty-five persons removed from Massachusetts to Rock River—it was called "Noah's Ark" and the "Great Western"—it was propelled by horse-power on your

rivers, but it did not appear how it was propelled on land, or how it got from Boston in the month of March, into the Western waters. What do you know of the character, dimensions and cost of this strange craft?

A.—As to the twenty-sixth question, I am at a loss to answer it; but refer you to the aforesaid J. G. Edwards, for further information respecting this and the abolition of slavery. My opinion is that it is one of the long and much talked of mammoths, which have created so much talk. It is a singular fact in the history of this animal, that they are very much reduced in size, and more commonly known in this country by the name of gophers.

27. Q.—What portion of the year is the navigation of your Western rivers severely affected by drought, sand-bars and ice?—Are there any small craft on them, which are propelled by sail and wind? Do considerable vessels, such as are common to the Atlantic States, and moved by sails, ever ascend the Mississippi as far as St. Louis.

A.—About twelve months in the year, or at least that is the case with Skunk river, which is by law (see laws of 1839), made navigable as far as Osxville, though it is not so far navigable by nature. We intend to make it navigable, so far as Israel's mills by law, notwithstanding it is perfectly dry in the summer, and frozen up in the winter; and as a law-loving people, it will no doubt be navigable, when the law is made, as far as Kilmarnock; farther than that, I think it impossible to go. Considerable vessels do much by sails, inasmuch as our largest steamboats are frequently sold at Sheriff's sale. There are also many private sales both of steamboats, keel and flat boats, and also rafts about St. Louis and Lower down.

28. Q.—What mode of traveling in the West would be most convenient and economical, and also afford sufficient time for inquiries and observation to one in making selection of a location near some of the great water courses, where he could witness the operations of navigation and commerce at the east? The steamboat stoppages would not, I presume, admit of time and opportunity. Would a small boat, a single horse wagon or a saddle horse, be the best? Are the roads good?

A.—As to the twenty-eighth question, the best mode of traveling is "on foot and alone," it being the cheapest, most convenient, and affording ample opportunity to examine the country. I would recommend St. Peters as a proper place to make inquiry about our commerce and navigation;—and it being best, I think, we ought to commence at the beginning, and if that did not satisfy, you could make a raft and proceed down the river to the "diggins." At St. Peters there is a large commerce carried on between the whites and red-skins, for beads and whisky, to exchange for skins and gumbo. You could travel by water in a single horse-wagon, or on the lakes and rivers, with a jacksack or horse, if he could swim well. And if you come by land, by all means, come in a boat. The roads are horrible, there being no road at all, except the one in the hymn book, which leads to death, and that's not traveled any here.

29. Q.—Suppose a genteel family of three or four persons, with baggage weighing seven hundred to one thousand pounds, well boxed up, intending to settle in the neighborhood of Rock Island, or some of the large villages on Rock river, should leave Maine and take the lake route, after the Western rivers had got low, by what means, and what expense of time and money, could they get from Chicago to Milwaukee, to their intended region of settlement?

A.—I would advise you, by all means, not to box yourself and family up, in the manner proposed, as it might seriously affect your health; and as to expense, it would be owing to circumstances. If you have plenty of money, and the landlords knew it, it would cost you all you had with you. If you were poor and had not the money, it would not cost so much, and you would have to do as others do, run, hook, beg and steal.

30. Q.—If you know or think of any other matter that would be interesting to immigrants, please to state in your answers. As it may be natural to inquire, on the perusal of such a letter, "Who is this fellow?" it may not be amiss to state here, that the writer was formerly a merchant, several years an editor, and is now engaged in the profession of law. He has a wife and daughter, a young woman; and desirous, so far as he is personally concerned, in these inquiries, of selecting an *educated, level, healthy and thrifty* town, possessing an extensive view, with a moral, enlightened and liberal community, good taverns, lyceums, schools, &c., &c., where he could practice law or conduct a paper, or both; but has no wish to participate in party politics. Or where he could unite with his professional business that of a farm if necessary. Do you know a Mrs. Adams? I have no personal acquaintance with her myself, but believe she lives in Jacksonville.

A.—There are many other things which would be interesting to you. There is a great want of wives in this country, inasmuch as no man is satisfied with one, and those who have none are in a condition truly pitiable, and if you can by any possible device relieve us, for mercy's sake do so.

I would also state for the benefit of those interested that there are those here who are broken merchants, ex-editors, lawyers *stetio quo*, also runaways of all descriptions,

who are too proud and lazy to work, and ashamed to beg, who are compelled to cheat, lie and steal, in order to keep soul and body together, and that a large proportion of the community are of that honorable class of citizens called loafers (which seemed to have escaped your notice entirely,) of which, as St. Paul says of sinners, "I am Chief," though I say it myself. And I am authorized and instructed by the Loafer Club in this place, to say that, should you conclude to come here, we will receive you with open arms, and try to fleece you out of every pica-yune you have in the world in less than twenty-four hours, and most effectually initiate you into the mystery of living without money and labor. And should you at any time hereafter, want any more information in regard to this country, I will most cheerfully give it to you.

You could, I think, find such a place as you desire, in the middle of the grand prairie, the country being level, healthy, and possessing an extensive view as desirable. And it is probable, if ever you have any neighbors they would be moral, &c.; and you might open a tavern, which you could endeavor to keep well, and in good order. You might also keep a school and have a lyceum, in which you could discuss both sides of any subject that might be brought up; and as for practicing law, I have been sued in every court since that time. You could also carry on a farm; so that I think the *very* place for you is the middle of the Grand Prairie.

As regards Mrs. Adams, I am in the same predicament with yourself, as I have no personal acquaintance with her, but she is probably known by reputation, and if you want to know who knows I refer you to her.

31. Q.—What number of people who went from Maine, so far as you can judge, do you suppose reside within two hundred miles of Rock Island?

Now, sir, I am fully sensible that it is much easier to ask than to answer questions, and I can hardly expect a very accurate reply to all my interrogatories. I hope however that no answers will be given without considerable reflection and inquiry.—But presuming you are a gentleman who feels an interest in the prosperity of the State in which you reside, and a disposition to accommodate any one making inquiries of this nature, I trust that you will excuse the liberty taken, and favor me with as early a reply as the circumstances will permit. Should your personal engagements be such as to prevent an answer, please hand this letter to some intelligent friend who will perform the service.

I am, dear sir, very respectfully yours,
CHARLES LOWELL.

A.—As to question thirty-first, I do not know of but one man from Maine living within two hundred miles of here on Rock River, and he doesn't live there.

And now, my dear sir, I have endeavored to answer your inquiries respecting our happy country and I hope my efforts have been successful. But if you should want any more information respecting it, I will be happy to give it to you, if it is in my power. In conclusion, allow me to give you some advice, or at least to make a suggestion. Your life would be in less danger fighting Indians in Florida, than if you were here and asked half as many questions you have in your letter. We have a mortal antipathy to greenhorns, Mormons, Yankees, and men without money; and if you want to know anything more of this country, I would advise you to come and examine it for yourself. And I do hope, my dear sir, that you will arrive here in the course of next summer, and allow me to say that you will be welcome with open arms, and should you choose some other place for your future home and abiding place, I have no doubt but what the citizens will welcome you in the same manner, and cheat you out of all you have, and that you will not have the fever and ague more than three hundred and sixty-four days out of the three hundred and sixty-five, and that so long as your money lasts you will be of great advantage to the country.

I now wish to ask some few questions of you which I will thank you to answer as soon as convenient. What would be the probable cost of a tunnel under the Atlantic, from Ellsworth to Bristol, England, and how long it would take to construct one?

How many pine trees do you think there are in the State of Maine, including the disputed Territory, and how many feet of lumber would they make, and what would it be worth at home and abroad?

How many potatoes are there in Maine, more especially in Ellsworth, at this time, and how many do you candidly think there will be in five years hence?

I have on hand about five million shares in the grape vine system, a new system of gymnastics, and it consists of a new way of swinging on grape vines without spitting on the hands which we should like to dispose of. Can you recommend any one in Ellsworth whom I could make an agent in this matter? The price per share is two fifty-dollar dogs, or four pups at \$25 each, or the same proportion in coon skins.

How far is it from Ellsworth to Bangor and Augusta, and how far is it back again?

Also, how far is from Ellsworth to the nearest part of the Disputed Territory, on

a straight line, and how far on a crooked one?

What is the size and breed of ticks about Ellsworth? and is it true that the land is so poor that they sometimes starve to death?

What is the average density of the fogs in Maine, and more especially in Ellsworth? Does the sun ever shine off the banks of Newfoundland? If so, at what season of the year, and what effect does it have?

Is the mackerel and cod fishery profitable at Ellsworth and other parts of the world?

What kind of bait do you use, and can it be easily procured, or do you use scines or nets? Is the business profitable, and what part of the coast of the Atlantic do you sincerely think the best place to fish?

How will the question of the Disputed Territory be settled? When will the line be run? How many acres are there in the Disputed Territory, and what is its value?

What is your opinion of Bonaparte, and of matters and things in general?

How many barrels of pork and molasses are used in Ellsworth in the course of a year, and what is their value?

What number of unmarried ladies do you think there is within two hundred miles of Ellsworth, between the ages of eighteen and twenty-two, and what commission would you charge on each to send out one or nine thousand to this country?

Do the ladies of Ellsworth get married or otherwise?

What is the moral, social, and intellectual condition of Bangor, Eastport, Augusta, Bristol and Ellsworth, also of Quebec, Halifax, and Portland, and the New England States generally?

What is your opinion of the sea-serpent, is it a hoax or not? If not do you think it would be policy for our government to tame a number of them in order to guard the harbors?

What is the price of pepper? and how much pepper do you candidly think Owl's Head Light would hold?

What is the price of axe-handles in Ellsworth and what would it cost to get them from Jacksonville to Ellsworth?

What would a pica-yune's worth of gingerbread sell for in Maine, and how much in Ellsworth?

These things of course depend on a variety of circumstances. And now, Mr. Charles Lowell, let us liquorize.

PROTRAIT OF A MAN DESTINED TO A LONG LIFE.—Let me now be permitted to delineate a portrait of a man destined to a long life. He has a proper and well-proportioned stature, without, however, being too tall. He is rather of a middle size, and somewhat thick set. His complexion is not too florid; at any rate, too much ruddiness in youth is seldom a sign of longevity. His hair approaches rather fair than the black; his skin is strong but not rough. His head is not too big; he has large veins at the extremities, and his shoulders are rather round than flat. His neck is not too long; his abdomen does not project; and his hands are large, but not too deeply cleft. His foot is rather thick than long, and his legs are firm and round. He has also a strong voice, and the faculty of retaining his breath for a long time without difficulty. In general there is a complete harmony in all his parts. His senses are good, but not too delicate; his pulse is slow and regular. His stomach is excellent, his appetite good and his digestion easy. The joys of the table are to him of importance; they turn his mind to serenity, and his soul partakes of the pleasure which they communicate. He does not eat merely for the sake of eating; but each meal is an hour of daily festivity; a kind of delight, attended with this advantage, in regard to others, that it does not make him poorer, but richer. He eats slowly, and has not too much thirst. Too great thirst is always a sign of rapid consumption. In general, he is serene, loquacious, active, susceptible of joy, love and hope; but insensible to the impression of hatred, anger and avarice. His passions never become too violent or destructive. If he ever gives way to anger, he experiences a useful glow of warmth, an artificial and gentle fever, without an overflowing of the bile. He is fond, also, of employment, particularly calm meditation and agreeable speculations; is an optimist, a friend to nature, and domestic felicity, has no thirst after honor or riches, and banishes all thought of to-morrow.—*Art of prolonging Life.*

SLAVERY OF THE PRESS.—The person who penned the following deserves a pension.—They are our sentiments—every word of them. None know the drudgery attendant upon the publication of a daily paper, except those who have had experience. The writer says:

"I know of no state of slavery upon earth like that attendant upon newspaper life, whether it be as directors or subordinates. Your task is never ended, your responsibility never secured, the last day's work is forgotten at the close of the day on which it appears, and the dragon of to-morrow waits open mouthed to devour your thoughts and snap up one morsel more of our vexed existence.

"Be as successful as it is in the nature of things to be—be indifferent to praise, and lion hearted to blame, still will the human frame wear out before its time and your body, if not your mind, exhibit some symptoms of dry rot."

Omer Pacha.

This distinguished officer, who commands the Turks on the Danube, is fifty-two years of age. He was born in Civatia, and his family name is Lattos. He received a military education in Transylvania. Towards 1830, after having had a dispute with one of his chief officers, he passed into Turkey and embraced Islamism.—Chosrow-Pacha, who was then General-in-Chief of the Turkish forces, took him under his protection, placed him in the regular service, and attached him to his person. He even made him marry his ward, one of the richest heiresses of Constantinople, daughter of a Chief of the Janissaries, whose head he had cut off in 1827, at the time of the revolt of this body against the Sultan Mahmood.

Omer Pacha is described as a little below the medium height, with a martial look and a face full of expression. He speaks, with equal facility, Servian, Italian and German. After the insurrection in Hungary, he took in hand the defence of the refugees, whose extradition had been demanded by Austria and Russia. He went in person to Slumla, where he made the acquaintance of Kossuth and the other principal members of the refugees; and, upon his arrival at Constantinople, he actively intervened in their favor with the Sultan. He brought several of them with him into Bosnia and Montenegro, and confided to them important posts. Several of these distinguished themselves, and have remained in the service of Turkey. The distinguished Hungarian officers, Denbinski and Klappa, who fought so nobly for the independence of their country, were among this number, and they now have the command of 20,000 men in the camp of Omer Pacha. There are other foreign officers of distinction in his staff, mostly refugees from Russian and Austrian oppression. The Asiatic division of the Turkish army, now collected at Erzerum, Mount Arrarat, in Armenia, and destined to prevent an invasion of the Russians from the north-east shore of the Black sea, is commanded by Abdi-Pacha, an Asiatic, of the same age and youthful activity as Omer Pacha.

A DISTINGUISHED TABLE.—At the opening of Willard's Hotel in Washington, Edward Everett made a very happy speech, in the course of which he spoke of the establishment in other days, and said:

Under this roof I have had the honor and happiness, in company with my messmates, of entertaining at one and the same time, John Quincy Adams, Chief Justice Marshall, Judge Story, Mr. Calhoun, Mr. Clay, Mr. Webster. These are all gone, but together with them I can name another now living, and not unworthy to be associated with them—Washington Irving. Think of men like these, six or seven of whom I have now named, gathered together at the same time around the festive board under this roof. That was, indeed, the feast of reason, not merely the flashes of merriment which set the table in a roar, but that gushing out of convivial eloquence, that cheerful interchange of friendly feeling, in which the politician and partisan were forgotten. Yes, gentlemen, there were giants in those days, giants in intellect, but in character and spirit they were gentlemen, and in their familiar intercourse with each other, they had all the tenderness of brethren.

AMERICAN ACTIVITY.—We live in a country where it is very uncomfortable to do nothing. Loafing is at a discount, and is the most wearisome of occupations. Carlyle says that "ease is for no man," and if ease means idleness, he must have been thinking of us. In the cities of Europe there is a class which passes through life without doing anything useful. Time has sanctioned the profession, and it consists of sufficient numbers to keep one another in countenance. But here the attempt is a desperate one, and of such doubtful estimation that the most inveterate loafer feels it necessary to incur the expense of a gilt sign, to indicate that he has a place of business. It is in vain that he goes round, seeking for sympathy. He feels that he is in everybody's way, and is like the truant boy in the story, who invited every animal he met to play with him, and finally concluded that he had better go to school.

SIGNS.—When a man finds a great deal of fault with a newspaper which he never fails to read, it is a sign that he has not paid for it.—People seldom pick flaws in their own property.

When a young lady signifies her intention to devote the remainder of her days to taking care of "the old folks at home," it is a sign that she would rather not, but is preparing to make a virtue of necessity.

When you see a young gentleman begin to pay marked attention to his legs and nether extremities, it is a sign that he is "shaky" at the other end. The call is more than the man.

When the mother of seven unwedded daughters regrets that the time will soon come when the dear things must be parted, it is a sign that she would not like to go into mourning on that account.

When a single gentleman takes studiously to Moore and Byron, grows fond of the *Callet*, finds it difficult to distinguish calico from muslin; detects himself in the habit of gazing at French pictures in shop windows, and has a good deal of trouble in passing a clothes line without counting all the long stockings—these are signs that he ought to get married, and the sooner the better.

LIFE OF THE WEST POINT CADET.—He sleeps in the barracks, in a room with one other; at five o'clock in the morning in summer, and at half past five in the winter, the reveille awakens him; he immediately arises, doubles up his blankets and mattress, and places them on the head of his iron bedstead; he studies until seven o'clock; at that hour the drum beats for breakfast, and the cadets fall into ranks and proceed to the mess hall. Twenty minutes is the usual time spent at breakfast. Guard mounting takes place at half past seven, and twenty-four are placed on guard every day. At eight o'clock the bugle again sounds, the professors dismiss their respective stations, the cadets form ranks opposite the barracks and march to dinner. Between eleven and one a part of the cadets are occupied in riding, and others in fencing, daily. After dinner they have until two o'clock for recreation, and from two to four they are employed in recitations. At four the bugle sounds, and they go either to battalion or light artillery drill. This exercise lasts an hour and a half. After that they devote the time to recreation and parade, which takes place at sunset. After parade they form into rank in front of the barracks, and the names of the delinquents are read by an officer of the cadets. Supper comes next, and after supper recreation until eight o'clock, when the bugle sounds to call to quarters, and every cadet must be found in his room within a few minutes at study, and must remain there until employed until half past nine. At half past nine the bugle again sounds; this is called tattoo; and at ten the drum taps, and every cadet must be in bed, having his light extinguished, and must remain there until morning. If, during the night, the cadet is found to be absent from his room more than thirty minutes, and does not give a satisfactory account of himself, charges are preferred against him, and he is court-martialed. The use of intoxicating drink and tobacco is strictly prohibited; so are playing at chess, wearing whiskers, and a great many other things. The punishment to which cadets are liable, are deprivation of recreation, extra hours of duty, reprimand, arrest, or confinement to his room or tent; confinement in light prison, confinement in dark prison, dismission with the privilege of resigning, and public dismission. Through the months of July and August, the cadets are encamped, and during the encampment the instruction is exclusively military.

CORPULENCE A CRIME.—Mr. Bruce, in his classic and historic portraits; speaks of the dangers of becoming too fat in Sparta: "The ancient Spartan paid as much attention to the rearing of men as cattle breeders in modern England do to the breeding of cattle. They took charge of the firmness and looseness of men's flesh, and regulated the degree of fatness to which it was lawful, in a free state, for any citizen to extend his body. Those who dared to grow too fat or too soft for military exercise and the service of Sparta, were soundly whipped. In one particular instance, that of Naucles, the son of Polybus, the offender was brought before the Ephori at a meeting of the whole people of Sparta, at which his unlawful fatness was publicly exposed, and he was threatened with perpetual banishment if he did not bring his body within the regular Spartan compass, and give up his culpable mode of living, which was declared to be more worthy of an Ionian than a son of Lacedaemon."

ISSUES THROUGH EXCESSIVE JOY.—A writer describing the Lunatic Asylum at Blackwell's Island, says: "Here is a woman whom joy has deprived of her senses. Her husband and child were on board a vessel which was wrecked. Going down to the shore every day, as if with the wish of being nearer the beloved objects that lay buried beneath the sea, suddenly she beheld them leading from a vessel which had picked them up and saved them. An overwhelming flood of joy pervaded her bosom, and then reason was gone forever. She never has known them since, but sits on what she thinks the same rock, where she used to bewail their fate, wringing her hands and moaning most piteously; while every week the husband and son come and gaze on her face, in hope to rouse one gleam of memory, but in vain."

A gentleman, well qualified to pronounce an opinion on a question of the kind, who has just returned from a tour of inspection in the United States, has declared that in some of the mills now in operation in that country there are workmen who, on account of their superior intelligence, skill, and knowledge of the principles involved in their labors, and having perhaps the advantage of superior machines, are enabled to produce four times as many goods as many ordinary workmen employed in a similar manner in England. One consequence of his statements has been, that a deputation of competent persons is on the point of being sent from this country to investigate the condition of the manufacturing of the United States—principally with reference to the education of the workmen.—(London Inquirer.)

A Dutchman married a yankee wife, who turned out to be an intolerable vixen. One day when irritated beyond all endurance by her tongue, the poor fellow began to rail a little in turn. He tried, indeed, to call the woman by that very offensive epithet, which signifies the female of the canine species; but shocked at the thought of using so unbecoming a phrase to a lady, he gave vent to his wrath in an ingenious circumlocution, by swearing that she was der wife of a tam dog.

Eddy was up for exhibition, and was being catfished before his admiring friends: "Who was put into the fiery furnace," asked his father. "Shadrach, Meshach and Abednego," was the answer, after some assistance. "Who put them in?" "Little Johnny Green!"

CHEAP STORE!

PREPARE & USTATE.
THE undersigned having permanently located himself at Olympia, in the new article business, has on hand and is constantly receiving goods adapted to the wants of the country. Among his assortment may be found:
DRY GOODS, GROCERIES, HARDWARE, BOOTS, SHOES, TIN WARE, CUTLERY, CLOTHING, &c.
All of which will be sold "Cheaper than the cheap."
Persons desirous of purchasing goods will do well to call before making their purchases.
A word to the wise is sufficient.
G. A. BARNES.
Olympia, Sept. 7, 1853.—31.

THE PUGET MILL CO.,

At Port Gamble, Hood's Canal, W. T., AND SAN FRANCISCO, CAL.
THE new erecting, at Port Gamble, a steam gang and single saw mill, in the new article business, has on hand and is constantly receiving goods adapted to the wants of the country. Among his assortment may be found:
Manufacture of lumber of every description, including planed and grooved boards, to order; will contract for digestion framing timber of any kind.
Their boilers and machinery have just arrived from Boston direct, in their schooner L. P. Foster, the first of a line of packets to run between Port Gamble and San Francisco, via Port Townsend, which will include the fast sailing schooners Kalama, J. B. Brown, Cynosure, and Julius Pringle. Their clipper tug Boston will run to the Sandwick Islands.
For terms and other particulars, apply to J. P. KELLER, Agent, Port Gamble, or A. J. POPE, California Street Wharf, San Francisco, California.
Sept. 17, 1853. 24

LIVERY STABLE.

NEW ARRANGEMENT!
THE undersigned, having completed their large and commodious stable in Olympia, are now prepared to stable at one time one hundred horses, and intend keeping a number of excellent horses for hire. Also horses kept by the day or week.
For freight, passage or other particulars, inquire at the Washington Hotel.
A. J. Baldwin will be found in the office attached to the stable night and day, ready at all times to attend to any call in the line of his business.
A. J. BALDWIN & CO.
Olympia, Feb. 11, 1854.

"BUY WHERE YOU CAN BUY THE CHEAPEST"

JUST RECEIVED, Ex Leoness, a full and general assortment of
PROVISIONS, GROCERIES, DRY GOODS, CLOTHING, LIQUORS, STOVES, &c., &c., &c.
Being anxious to close out the present stock, I will sell cheaper than can be purchased elsewhere in the Sound.
C. C. TERRY.
Alto, Feb. 1, 1854. 22

WATCHES! WATCHES!

C. TURNER would inform the public that he has opened a shop in Olympia, and is now prepared to
REPAIR WATCHES AND JEWELRY
in a neat and workmanlike manner, and on short notice. All work warranted.
Nov. 12, 1853. 10

DR. J. R. CARDWELL,

DENTAL SURGEON.
PORTLAND, OREGON.
DR. C. is prepared to insert the improved Force-Ign Gun Teeth on the atmospheric pressure principle, which may be worn with comfort, answering every end of the natural teeth.
Particular attention paid to the plugging of decayed teeth with gold or tin foil, thereby preventing further decay. Teeth extracted with improved forceps, giving the least possible pain.
All operations warranted to give entire satisfaction, or no charge made. Ladies visited at their residence if requested.
Feb. 18, 1854. 24

BIGELOW & BROOKS,

ATTORNEYS AT LAW,
OLYMPIA, THURSTON COUNTY, WASHINGTON TERRITORY.
Advice given in regard to filing notifications of land claims, and all Agencies of Town property, entrusted to our care, belonging to non-residents, faithfully and promptly attended to according to order.
Olympia, Dec. 17, 1853.

BOLTON & WILSON,

SHIP CARPENTERS AND CHANDLERS,
STEELACONG, WASH. SOUND.
VESSELS of all classes built, rigged and fitted for sea. Sails, spars, rigging, netting, chandlery &c., supplied to order. Canisters and all other repairs made in the most satisfactory manner. Ship carpenters will be despatched to any part of the Sound whenever required. The patronage of persons wishing to build, owners, consignees and masters of vessels, is respectfully solicited.
Steelacong, Aug. 6th, 1853.—17

NEW BLACKSMITH SHOP.

THE undersigned would respectfully inform the citizens of Steelacong city and vicinity, that he is prepared to do all work in the Blacksmithing line lower than at any other establishment on Puget Sound. All orders from a distance executed with neatness and dispatch.—**PLUMS, N. MILL, BROS., &c.**, of a superior quality can be obtained upon short notice, and at very reasonable rates.
Shop, corner of Second and Columbia streets.
Steelacong city, Sept. 5, 1853.—21

OLYMPIA BAKERY

AND
BEEF MARKET!
THE undersigned would respectfully inform the public that they are prepared to furnish Bread, Cakes, &c., of every description, on reasonable terms. Breads and parties furnished on the shortest notice.
Also Beef, Butter, Eggs, Potatoes.
H. H. KISER.
Olympia, Sept. 1, 1853. 14

CARTER & PAGETT,

DEALERS IN
PRODUCE, MERCHANDISE, GROCERIES AND PROVISIONS,
Cowlitz Landing, W. T.
Also, proprietors of the
COWLITZ HOTEL,
where travellers can find good fare and accommodations.
Dec. 3, 1853. 13

SEATTLE STEAM SAW MILL.

H. L. YESLER & CO. are now manufacturing a superior article of sawed lumber.
Seattle, Sept. 3, 1853. H. L. YESLER & CO. 14

FOR COWLITZ LANDING.

PERSONS desirous of procuring good horses to ride to the Cowlitz Landing, can be accommodated by leaving orders at the Columbia Hotel, Olympia, or calling on the farm of J. G. VANDERBILT.
Travelers overland from Oregon will also find good horses at the Cowlitz Landing by calling at the residence of
Cowlitz Landing, July 2, 1853. F. A. CLARKE.

GROCERIES

AND
CHOICE AND WELL SELECTED STOCK just received and for sale by
PARKER & COLTER.
Feb. 4, 1853. 22

HENRY JOHNSON & CO.,

IMPORTERS AND WHOLESALE DRUGGISTS,
149, Washington Street, near Montgomery, SAN FRANCISCO, CALIFORNIA.
OFFER for sale, for cash, at the lowest prices, a large and well selected assortment of East India, Mediterranean and European Drugs and Medicines; French, English and American Chemicals of all kinds; and also an extensive variety of Perfumery Articles, Fancy Soaps, Brushes, Paints and Oils, Eye Stuffs, Labels, Window Glass, Extracts, Essences, Tricels, Lozenges, Surgical Instruments, Druggists' Glassware, Hatters' Goods, Shakers' Herbs and Roots, &c., together with every article comprised in the stock of a Druggist or Physician.
H. J. & Co. are the proprietors of Wholesale Agents for Dr. Jayne's Family Medicines, Sarsaparilla, Old Towne's Sarsaparilla, Malt's and Brandreth's Pills, Davis' Pain Killer, Congress Spring Water, &c., &c.
Henry Johnson & Co. have made such arrangements in New York, Boston and Philadelphia as will enable them to purchase their stock at the lowest rates, and they are determined to give their customers the benefit of low prices, and at the same time the best quality of goods.
July 27, 1853.—41.

PUGET MILL CO.,

AT PORT GAMBLE, HOOD'S CANAL.
I HAVE JUST RECEIVED, direct from Boston, by their packet S. R. L. P. Foster.
Flour, Pork, Corn Meal, Beef, Hams, Sugar, Tea, Coffee, Flour, Pickles, Ship chandlery, Hardware, Hollow ware, Cutlery, Dry Goods, Books & Stationery, Tinware, Nails, Brushes, Glass, Doors, Windows, &c.
Agricultural Implements, Carpenters' Tools, Ready-made Clothing. One new Surf Boat, and small articles.
Port Gamble, Sept. 14, 1853.—21

W. T. SAYWARD,

HAS established himself at Port Ludlow, where he has now, and will keep constantly on hand the largest assortment of
PROVISIONS, GROCERIES, AND DRY GOODS.
to be found in Washington Territory—and will sell at wholesale or retail at the lowest price possible. And having a very large Launch, Clipper built, will forward to any port on Puget Sound.
Port Ludlow, July 30, 1853.—47.

STEAMER FASHION.

THE FASHION is now plying and will continue to ply regularly between
MONTICELLO AND PORTLAND,
twice a week, connecting with the boats and canoes on the Cowlitz river, and with the PEYTONA, Capt. Hatch, from Portland to Oregon City.
Passengers may confidently expect to meet the Fashion at Portland every Monday and Thursday mornings, and at Monticello on the evenings of the same days.
Dec. 1, 1853. J. O. VAN BERGEN.

PILLOW & DREW,

Watch Makers and Jewelers,
NEXT DOOR SOUTH OF ADAMS & CO'S EXPRESS OFFICE, PORTLAND, OREGON.
KEEP constantly on hand, and are receiving by every steamer, new and rich pieces of
Watches, Clocks and Jewelry,
which they offer at the lowest prices.
—CONSISTING OF—
Gold and Silver Watches of Every Variety, Clocks of all kinds, Gold Fob and Breast Chains, Guard Chains, Seals, Keys and Charms, Finger Rings of Oregon Gold, Ladies' & Gentlemen's
BOSOM PINS, GOLD AND SILVER THIMBLES,
Silver plated Tea and Table spoons, German silver and Wire strengthened spoons, Butter knives & salt spoons, Britannia Tea and Coffee Pots.
Fca Rells, Shell, Ivory and Buffalo Combs, Accordions, Music Boxes, Britannia Casters, Pocket Cutlery; every variety of Coral Necklaces and Armlets, Fancy Beads for Indian trade, Fancy Bed Hags and Purse, French Fert Hangers, &c., &c.
PILLOW & DREW.
Feb. 18, 1854. 24

WATCHES AND JEWELRY!

G. COLLIER ROBBINS,
WATCH MAKER & JEWELER,
(LATE OF ST. LOUIS, MO.)
TAKES pleasure in announcing to the citizens of Oregon and Washington that he has permanently located in Portland, where he is prepared to repair all kinds of
WATCHES AND JEWELRY.
G. C. R. hopes by strict attention to business and a desire to please, to merit a share of the patronage of the public.
Fronthead, next door to Ladd & Co's. Third door below the Columbian Hotel.
Sept. 10, 1853.

THE OFFICE OF

JNO. B. PRESTON,
IS over PRESTON, O'NEILL & CO'S store, in Main street, Oregon City, where he is prepared to attend to any business pertaining to Land or Land laws in Oregon.
Oregon City, Dec. 1854, 16

NEW STORE.

LATELY received and for sale cheap, a large assortment of
Groceries, Hard Ware, Crockery Ware, DRY GOODS, LADIES "FIXINGS,"
and a large assortment of things too tedious to mention.
M. LOUISON & COS.
M. LOUISON, I. LIGHTNER, S. ROSENAU
Olympia, Nov. 26, 1853. 12

Saw Logs! Saw Logs!

THE undersigned will let a contract for furnishing his mill with saw logs on the following terms: He will allow \$6 per M, to be paid in lumber at \$20 per thousand. Application to be made immediately at his mill on the Puyallup Bay.
N. DELIN.
Jan. 20, 1853.

NEW MUSIC STORE.

PILLOW & DREW,
Watchmakers & Jewelers,
HAVE in connection with their regular business, opened a music room and have on hand Piano Forte of the most celebrated makers. We also have on hand piano forte, flute, accordion and melodeon music and music books. All orders filled at short notice.
Dec. 3, 1853. 6m.

PORTLAND IRON FOUNDRY

AND
MACHINE SHOP,
First Street, opposite the California House, PORTLAND, OREGON.
Turnbull, Monastres & Davis.
ARE happy to inform the citizens of Oregon that they have just opened an Establishment of the above description, and are now prepared to execute with dispatch FORGINGS and CASTINGS of every description. Orders from all parts of the Territory will be promptly attended to.
April 9, 1853.—31

SOUTHWORTH & CO.,

NO. 61, BATTERY STREET, CORNER OF HALLECK, SAN FRANCISCO, CALIFORNIA.
IMPORTERS of English and American Hardware, Bar and Sheet Iron—Portable Grist Mills, Saw Mill IRONS COMPLETE,
Horse Powers; Carpenters' Tools; Tinners' Tools and Machines;
Together with a full and well assorted stock of goods in the Hardware line.
On hand and will be receiving, those celebrated steel Plovers manufactured by Evans & Adams, Galena, Illinois. Also from the manufactory of Joel Porter, Plattsville, Illinois.
San Francisco, Aug. 2, 1853. 51

In Store and Now Receiving,

AT THE Fire-Proof Brick Building, Front street, Portland, Oregon, a choice and well selected assortment of
HARDWARE, GROCERIES, PAINTS, OILS, WINES AND LIQUORS;
Among which are Nails, Horse-shoes, Horse-hoe nails, Bar Steel and Iron Squares, Tin Snuffers, Board Nails, Collins and Simpson's axes, Hand-saws, Buck-saws, Draw Knives, Spirit Levels, Hand-saw files, Mill saw files, Ben's planes, and a fine assortment of Cutlery. Also, Sugar, Coffee, Tea, Rice, Syrup, Tobacco, Candies, Sausages, Dried Apples and Peaches, Starb's Beans, &c. Wine glasses, Tumblers and Bar Decanters. Wines and Liquors in five, ten and twenty gallon packages. White, Black, and Red Lead, and Baled Oil, Spirits Turpentine, Sperm Oil, Window Glass, &c., &c.
W. S. LADD & CO.
Portland, June 20, 1853. 11

Schietwoot.

THE SUBSCRIBER would respectfully inform the public that the above named saw has been finished, and put in readiness to convey goods from points below to this city. She is capable of carrying a large amount of freight, and is perfectly water-tight. Orders from all parts received and promptly attended to at the lowest rates.
A. J. BALDWIN.
Olympia, Sept. 10, 1853. 11

Proposals for Carrying the Mails.

PROPOSALS for carrying the Mails of the United States, from the 1st day of July, 1854, to the 1st day of July, 1858, in Oregon, will be received at the Contract Office of the Post Office Department, in the city of Washington, until 9 A. M. of the 31st of April, 1854 (to be decided by the 31st of April, 1854) on the routes and in the times herein specified, viz:
OREGON TERRITORY:
12760* From Astoria, by Cathlamet, Oak Point, Rainier, St. Helen's, Columbia City, and Steamer's Island, to Portland, 120 miles and back, once a week.
Leave Astoria every Monday at 9 a m;
Arrive at Portland next day by 6 p m;
Leave Portland every Thursday at 11 a m;
Arrive at Astoria next day by 8 a m.
Bids for two trips a week are invited. Bids to run by a different schedule will be considered.
12701 From Astoria, by Hillsboro', Tualatin North Yamhill, Hampton's, Neamith's Mills, King's Valley, Calapooia, and Yoncalla, to Shasta, (Cal.) 630 miles and back once in two weeks.
Leave Astoria every other Monday at 7 a m
Arrive at Shasta in three weeks;
Leave Shasta every other Monday at 7 a m
Arrive at Astoria in three weeks.
12702 From Rainier, by mouth of Cowlitz, Monticello, and Cowlitz Farm, to Olympia, 75 miles and back, once a week.
Leave Rainier every Tuesday at 6 a m;
Arrive at Olympia next day by 6 p m;
Leave Olympia every Thursday at 6 a m;
Arrive at Rainier next day by 6 p m.
Bids to extend 28 miles to Steelacong are invited.
12703 From Olympia to Seattle, 65 miles and back, once a week.
Leave Olympia every Thursday at 6 a m
Arrive at Seattle by 7 p m next day.
Leave Seattle every Monday at 6 a m
Arrive at Olympia by 7 p m next day.
12704 From Olympia to Gray's harbor, 75 miles and back, once a week.
Leave Olympia every Thursday at 7 a m
Arrive at Gray's harbor next Saturday by 12 m;
Leave Gray's harbor next Saturday by 12 m
Leave Gray's harbor every Monday at 7 a m
Arrive at Olympia next Wednesday by 12 m.
12705 From Columbia City, by Washougal, to Cascade, 50 miles and back, once a week.
Leave Columbia City every Tuesday at 7 a m;
Arrive at Cascade next day by 11 a m
Leave Cascade every Thursday at 7 a m
Arrive at Columbia City by 11 a m next day.
12706 From Cascade to Dalles, 45 miles and back, once a week.
Cascade every Thursday at 6 a m.
Arrive at Dalles by 12 m next day.
Leave Dalles every Tuesday at 6 a m.
Arrive at Cascade by 12 m next day.
12707 From Dalles, by FortBoise, and Fort Hall, to Salt Lake, in Utah, 800 miles and back once in two months.
Leave Dalles at 9 a m on the first day of every other month.
Arrive at Salt Lake in four weeks;
Leave Salt Lake at 9 a m on the first day of every other month.
Arrive at Dalles in four weeks.
Bids for monthly trips are invited.
12708 From Portland, by Milwaukie, to Oregon City, 13 miles and back, twice a week.
Leave Portland every Tuesday and Thursday at 12 m.
Leave Oregon City every Tuesday and Thursday at 6 a m.
Arrive at Portland by 10 a m.
12709 From Portland, by Harris' Ferry, Chehalis, Lafayette, Forest's, Rickel's, and Laville's Store, to Marysville, 100 miles and back, once a week.
Leave Portland every Tuesday at 9 a m.
Arrive at Marysville Thursday by 4 p m.
Leave Marysville every Friday at 7 a m.
Arrive at Portland Monday by 2 a m.
12710 From Portland by Hillsboro', Tualatin, and Wapato lake, to Lafayette, 45 miles and back, once a week.
Leave Portland every Tuesday at 1 p m.
Arrive at Lafayette next day by 3 p m.
Leave Lafayette every Thursday at 1 p m
Arrive at Portland next day by 11 a m.
Bids to carry twice a week will be considered.
12711 From Oregon City to Lafayette, 35 miles and back, once a week.
Leave Oregon City every Thursday at 6 a m
Arrive at Lafayette by 7 p m.
Leave Lafayette every Wednesday at 6 a m.
Arrive at Oregon City by 7 p m.
Bids to carry twice a week will be considered.
12712 From Oregon City, by Molalla, to Calapooia, 80 miles and back, once in two weeks.
Leave Oregon City every other Wednesday at 2 p m.
Arrive at Calapooia next Friday by 6 p m.
Leave Calapooia every other Monday at 6 a m.
Arrive at Oregon City next Wednesday by 10 a m.
12713 From Oregon City, by Willamette, Buteville, Champagne, Fairfield, Salem, Cincinnati, Independence, Bloomington and New Albany, to Marysville, 150 miles and back, once a week.
Leave Oregon City every Monday at 6 a m
Arrive at Marysville next Wednesday by 6 p m.
Leave Marysville every Monday at 6 a m.
Arrive at Oregon City next Wednesday by 12 m.
12714 From Linn City, by Mountsylvania, to Hillsboro', 22 miles and back, once a week.
Leave Linn City every Saturday at 6 a m,

Arrive at Hillsboro' by 12 m.
Leave Hillsboro' every Saturday at 2 p m;
Arrive at Linn City by 8 p m.
12715 From Lafayette, by Dayton, Spring Valley, Rickel and Lockemote, to Marysville, 56 miles and back, once a week.
Leave Lafayette every Wednesday at 4 p m.
Arrive at Marysville next day by 7 p m.
Leave Marysville every Tuesday at 6 a m.
Arrive at Lafayette next day by 3 p m.
12716 From Salem by Doak's Ferry, to Lafayette 45 miles and back, once a week.
Leave Salem every Monday at 6 a m
Arrive at Lafayette same day by 8 p m.
Leave Lafayette every Tuesday at 6 a m,
Arrive at Salem same day at 8 p m.
12717 From Salem, by Cincinnati and Rickel, to Dalles, 17 miles and back, once a week.
Leave Salem every Tuesday at 1 p m,
Arrive at Dalles by 6 p m.
Leave Dalles every Tuesday at 6 a m,
Arrive at Salem by 11 a m.
12718 From Salem, by Santiam, City Central, Washington, Calapooia, Fort Shaw's, Mills, Wente, Waiilatette Forks, Skinner's, and Spencer's Butte, to Pleasant Hill, 104 miles and back, once a week.
Leave Salem every Wednesday at 6 a m,
Arrive at Pleasant Hill next Saturday by 6 p m.
Leave Pleasant Hill every Wednesday at 6 a m.
Arrive at Salem next Saturday by 6 p m.
12719 From Marysville to Kings Valley, 13 miles and back, once a week.
Leave Marysville every Thursday at 4 p m,
Arrive at King's Valley by 8 p m;
Leave King's Valley every Thursday at 9 a m,
Arrive at Marysville by 1 p m.
12720 From Marysville, by Jennyopolis, Starr's Point, and Sin-lau, to Yoncalla, 75 miles and back, once a week.
Leave Marysville every Friday at 5 a m,
Arrive at Yoncalla next day by 6 a m;
Leave Yoncalla every Wednesday at 6 a m,
Arrive at Marysville next day by 6 p m.
12721 From North Canyonville, by Middle Ferry, on Rogue river, Dardanelle, Jacksonville, and Tlamah, Cal., to Yreka, 140 miles and back, once in two weeks.
Leave North Canyonville every other Tuesday at 7 a m;
Arrive at Yreka next Friday by 6 p m;
Leave Yreka every other Tuesday at 7 a m;
Arrive at North Canyonville next Friday by 6 p m.
Bids for weekly trips will be considered.
12722 From Yoncalla, by Elkton, Mouth of Umpqua, Scottsburg, and Gardiner to Umpqua City, 60 miles and back, once in two weeks.
Leave Yoncalla every other Monday at 6 a m;
Arrive at Umpqua City by 6 p m next day;
Leave Umpqua City every other Monday at 6 a m;
Arrive at Yoncalla by 6 p m next day.
Bids to carry once a week will be considered; also, bids to start at Elkton, or Sias-lau, instead of Yoncalla.
12723 From Yoncalla, by Oakland, Deer Creek, and Winchester, to North Canyonville, 60 miles and back, once a week.
Leave Yoncalla every Monday at 7 a m;
Arrive at North Canyonville next day by 5 p m;
Leave North Canyonville every Monday at 7 a m;
Arrive at Yoncalla next day by 5 p m.
12724 From Port Orford to Shasta, Cal., 100 miles and back, once in two weeks.
Leave Port Orford every other Monday at 8 a m;
Arrive at Shasta next Thursday by 12 m;
Leave Shasta every other Friday at 8 a m;
Arrive at Port Orford next Thursday by 6 p m.

SPECIAL OFFICES.

Proposals will be received for supplying the following offices at a sum to be specified by the bidder, and limited to their net revenue:
Chenook, from Astoria, 6 miles, once a week
Clarkamas, from Oregon city, 9 miles, once a week;
Lexington, from Astoria, 9 miles, once a week
Pacific city, from Astoria, 9 miles, once week
Parkersville, from Fairfield, 8 miles, one week.
Port Townsend, from Olympia, - miles, once a week;
Port Clatsop, from Astoria, 9 miles, once a week;
Salt Creek, from South Yamhill, once a week
Sublimity, from Salem, 15 miles, once a week;
Washington Butte, from Santiam City, 15 miles, once a week.

FORM FOR A BID.

"I (or we, as the case may be) [here write the name or names in full] hereby propose to carry the mail on route No. —, from — to — as often as the Postmaster General's advertisement for proposals for the same dated October 13, 1853, requires, in the time stated in the schedule contained in said advertisement, and by the following mode of conveyance, to wit: (Here state how it is to be conveyed,) for the annual sum of (here write out the sum in words at full length.)
Dated _____ (Signed) _____
Form of a Guaranty.

The undersigned undertake that, if the foregoing bid for carrying the mail on route No. —, be accepted by the Postmaster General, the bidder shall, prior to the first day of July next, enter into the required obligation to perform the service proposed, with good and sufficient securities.
Dated _____ (Signed by two guarantors.) _____
Form of Certificate.

The undersigned (postmaster, judge, or a clerk of a court of record, as the case may be) certifies that he is well acquainted with the above guarantors and their property, and that they are men of property and able to make good their guaranty.
Dated _____ (Signed.) _____
INSTRUCTIONS.

Embancing conditions to be incorporated in the contracts to the extent the Department may deem proper.
1. Seven minutes are allowed to each intermediate office, when not otherwise specified, for assorting the mails.
2. On routes where the mode of conveyance admits of the special agents of the Department, also post office blanks, mail bags, locks and keys, are to be conveyed without extra charge.
3. No pay will be made for trips not performed, and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one fourth of the compensation for the trip is subject to forfeiture. Deduction may also be ordered for a grade of performance inferior to that specified in the contract. For repeated delinquencies of the kind herein specified enlarged penalties, proportioned to the nature thereof and the importance of the mail, may be made.

4. For leaving behind or throwing off the mails or any portion of them for the admission of passengers, or for being concerned in setting up or running an express conveying commercial intelligence ahead of the mail a quarter's pay may be deducted.
5. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters, or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to take the mail from, or deliver it into, a post office; for suffering it (owing either to the unsuitableness of the place, or manner of carrying it) to be injured, destroyed, robbed, or lost; and for refusing, after demand, to

convey the mail as frequently as the contract runs, or is concerned in running, a coach or steam boat on a route.
6. The Postmaster General may annul the contract for repeated failures to run agreeably to the instructions of the Department; for refusing to discharge a carrier when required by the Department to do so; for assigning the contract without the assent of the Postmaster General, for running an express as aforesaid; or for transporting persons or packages conveying mailable matter on the mail.
7. The Postmaster General may order an increase of service on the route by allowing therefor a pro rata increase on the contract pay. He may also order an increase of speed, he allowing, within the restrictions of the law, a pro rata increase of pay for the additional stock or carriers, if any. The contractor may, however, in the case of increase of speed, relinquish the contract by giving prompt notice to the Department that he prefers doing so to carrying the order into effect. The Postmaster General may also curtail or discontinue the service, at pro rata decrease of pay, if he allow one month's extra compensation on the amount dispensed with, whenever in his opinion the public interests do not require the same grade of transportation. He may also change the times of arrival and departure (provided he does not curtail the running time) without increasing the pay.
8. Payments will be made for the service through drafts on postmasters, or otherwise, after the expiration of each quarter—say in February, May, August, and November.
9. The distances are given according to the best information; but no increased pay will be allowed should they be greater than advertised, if the points to be supplied be correctly stated.
10. The Postmaster General is prohibited by law from knowingly making a contract for transportation of the mails with any person who shall have entered into, or proposed to enter into, any combination to prevent the making of any bid for a mail contract by any other person or persons, or who shall have made any agreement, or promise to give or perform, any consideration whatever, or to do or not to do any thing whatever, in order to induce any other person or persons not to bid for a mail contract. Particular attention is called to the 25th section of the act of 1836, prohibiting combinations to prevent bidding.
11. A bid received after time, viz. 9 a. m. of the 3d April, 1854, or without the guaranty required by law, or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal reasonable in amount.
12. A bidder may offer, where the transportation called for by the advertisement is difficult or impracticable at certain seasons, to substitute an inferior mode of conveyance, or to intermit service a specified number of days, weeks, or months. He may propose to omit an inaccessible office, or one not on the stage or railroad, or at a steamboat landing, as the case may be; or he may offer to substitute an inferior mode of supply in such cases. He may propose different times of arrival and departure, provided no more running time is asked, and no mail connection prejudiced. He may ask additional running time for the trip, during a specified number of days, in seasons of very bad roads, but beyond these changes a proposal for service differing from that called for by the advertisement will not be considered in competition with a regular bid reasonable in amount. Where a bid contains any such alterations, their disadvantages will be estimated in comparing it with other proposals.
13. There should be but one route bid for in a proposal.
14. The route, the service, the yearly pay, the name and residence of the bidder; and those of each member of a firm, where a company offers, should be distinctly stated, also the mode of conveyance, if a higher mode than horseback be intended.
15. The bid should be sent under seal, addressed to the Second Assistant Postmaster General, superscribed "Mail Proposals in the State of —." It should be guaranteed, and the sufficiency of the guarantors certified. (See forms.) and should be dispatched in time to be received by or before 9 A. M. of the 3d of April, 1854.
16. The contracts are to be executed and returned to the Department by or before the 1st of July, 1854.
17. Under the act of March 3, 1845, the routes are to be let to the lowest bidder tendering sufficient guaranties, without other references to the mode of transportation than may be necessary for the due certainty, certainty, and security of such transportation. When the lowest bid proposes a mode of conveyance inadequate to the due certainty, certainty, and security of the mails, it will not be accepted.
18. When the bid does not specify a mode of conveyance, also, when it proposes to carry "according to the advertisement," but without such specification, it will be considered as a proposal for horseback service.
19. Since the passage of the act of March 3, 1845, a new description of bid has been received. It does not specify a mode of conveyance, but engages to take the entire mail each trip with certainty, certainty, and security, using the terms of the law. These bids are styled, on the books of the Department, "star bids." The experience of the Department enables it to lay down the following rules, viz:
When the mail on the route is not so large as to require two-horse coach conveyance, a star bid, if the lowest, will always be preferred to the specific bid.
When the mails are of such size and weight as to render it necessary, in reference to them alone, to provide two-horse coach conveyance, the specific bid, though the highest, for coach service, if adjudged to be entirely sufficient for the route, will be preferred to the star bid, in case the difference is not such as to interfere with the policy of the law of 1845, which looks to a reduction in the cost of transportation. Exceptions, however, may be allowed where the star bid is made by the owner of the stock now used on the route in the performance of coach service.
On routes of the highest class, where four-horse coach or steamboat transportation is required by the size and importance of the mails, and the specific bid is adjudged sufficient for the route, the preference for the specific bid will be, if necessary, carried to a greater extent of difference than on the inferior coach routes.
20. A modification of a bid, in any of its essential terms, is tantamount to a new bid, and cannot be received, so as to interfere with regular competition, after the last hour set for receiving bids.
21. Postmasters are to be careful not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; and all bidders, guarantors, or sureties are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the accepted bids their legal liabilities will be enforced against them.
22. The contracts will be substantially in the forms heretofore used in this Department, except in the respects particularly mentioned in these instructions; and on steamboat routes the contractors will be required to deliver the mails into the post offices at the ends of the routes and into all the intermediate post offices.
23. Present contractors and persons known to the Department must, equally with others, procure guarantors and certificates of their sufficiency substantially in the forms above prescribed. The certificates of sufficiency must be signed by a postmaster, or a judge, or clerk of a court of record.
JAMES CAMPBELL,
Postmaster General.

Post Office Department, Oct. 13, 1853.