# Daily Alta California. E. C. Kemble & J. E. Durivage, Editors.

# MONDAY MORNING, NOV. 11, 1850.

The City of Magnificent Expectations. Yesterday we promised our readers some of the

principal points in the misrepresentations which have been made for the benefit of speculators at the expense of a common respect for decency, to say nothing of information, honesty, and truth. It has made our merchants open their eyes to learn from the city of Washington that our city's commercial greatness is owing to the fact that it was, during the time of the Mexican war, " a trading post for hides and tallow !" If Benicia by nature possesses such paramount advantages, how happens it that neither the Franciscans nor the Jesuits-two classes of men never exceeded for shrewdness and masterly foresight, who have been for centuries fully as competent in their business habits and abilities, as remarkable for their energy and scholarship-have for ever failed to discover anything particularly desirable or prospective in that place

It will make our sea captains and pilots, and the whole corps of scamen, give an extra stare to be told by the wise (?) Senators in the federal city, and the honest (1) speculators who have egregiously imposed upon them, that the harbor of San Francisco is exceedingly dangerous, full of sunken rocks, shelves, and sand banks, of treacherous anchorage, of shelving bottom, the sand spits fast encroaching upon the harbor, and sunken rocks, which are great impediments to navigation, and similar drafts upon the fancy, ad infinitum. Is it not very singular that such terrifically dangerous waters, covered according to Commodore Jones, for the greater part of so many mouths of the year with dense fog, should have been navigated with such unprecedented success for three years, during which time probably at least two thousand square rigged vessels, most of them heavy ships drawing much water, have entered, and yet not one instance on record of a shipwreck !

The facts in the case of the "Joaquin," referred to by Commodore Jones, are these. This ship anchored close in to the land in shallow water, and swung over her anchor, upon which she settled during the ebb tide, and drove it through her bottom, sinking her. Between her position and "Alcatraces," with a fair wind, twenty ships can pass in, abreast, in perfect security. All this was, and is, perfectly known to Commodore Jones, and yet he is capable of being the south, (east about,) which winds prevail from October to author of such representations. We defy him and his whole clique, and indeed the whole history of navi-several days at a time. The southwest winds, blow gation, to show another instance where so great a number of vessels, such an amount of property, and shore by merchant ships' boats is interrupted for several so many living beings, have entered a harbor from any ocean or sea, without the loss of one vessel or eargo, or a single life.

And when, in addition, it is remembered that a vast majority of these shipmasters had never before is often the case, if a dozen or twenty vessels should ar been here, that they were entirely destitute of good set base of which there here here scarce one in aviat charts, of which there has been scarce one in exist-ence, that many of them were from foreign coun-tries, that frequently they had not seen land this side tries, that frequently they had not seen land this side of Cape Horn until they made the coast near the in DEEP WATER, and averaging a mile from the shore mouth of this harbor, that for a long while during this rush of shipping into it there were no pilots to when the winds and tides are adverse, there is a rough sea; and it is only at particular stages of the tide that vessels bound for Benicia can get under way. If a vessel bound for Benicia can get under way. take them in, and each captain had to act as such, and did so in every instance without loss when all this is considered, it will be rather difficult for those people, glib as they are at misrepresentations, to re-tor of 1845.6 brith 3 enclored down on shore, in the winand did so in every instance without loss-when all concile their assumed dangerous navigation of these waters, with the absolute and entire safety with which they have been traversed.

If any man will read the debates in the Senate of the United States upon the ports of entry bill, and notice on the part of Senators, not the absence of knowledge merely, respecting locations and facilities here, but a positive ignorance and misinformation, so forced into their credulity that they were absolutely the direct and natural route to Benicia, from the sea stubborn in contending for the reality of things which stubborn in contending for the reality of things which every well informed man here knows to have no existence in fact, he must come to the conclusion that nothing has been left undone, no stickling at conpalming upon the belief of honorable Senators base and unprincipled slanders upon our beautiful harbor. would be made to the risk of that part of the voyage, or and unprincipled slanders upon our beautiful harbor. We have sailed into all the principal harbors of the Union between the Bay of Fundy and Matamoras, and from our own knowledge are prepared to say own. That other harbor is Portland, in the State of Maine.

government or of Commodore Jones? This is the ] first instance on record where the armament of a U.S. vessel has been a saw mill. If men take it upon themselves to misrepresent the interests of a whole community and nation for their own selfish purposes, they had better take care that their skirts are clean and their conduct at least plausible. But to the let ter, leaving other fancy tales to another time.

To the Hon. PIERRE SOULE, Senator from Louisiana: Two ships entering the bay of "Sau Francisco," one bound to Benicia, the other to the anchorage off the bound to Benicia, the other to the antonage of the city of San Francisco, would part company immediately after passing through the straits of San Francisco, nov known as the "Golden Gate." The one bound to Beni cia would keep the left hand, or northern shore aboard and pass through Raccoon straits, which separate Ange d from the main land, and thence through San P island from the main land, and theore through san about straits, seven miles, enter the bay of the same name, int. which all the waters of the great Sacramento and San Joaquin rivers are discharged through the straits of Kar niquez, on the north shore of which strait the corporate ity of Benecia is located, distant about 35 miles from the ocean bar, or 25 miles from the "Golden Gate. Throughout this entire distance there is a clear open shi hannel, free from any danger, and nowhere less that one mile wide, with a minimum depth of 30 feef at low vater. The U. S. frigate Savannah has twice gone to water. The U. S. frigate Savannah has twice gone to Benicia, and *beai* most of the way. After passing the "Golden Gate," ships bound to the port of San Fran-cisco keep the starboard or right hand shore aboard, and must take care to avoid a SUNKEN ROCK, which lays on the southern side of the channel, off the "Presidio," on which the barque Annetta struck and received much dam and Externation on the same side of the channel, off the which the barque Annetta struck and received much dam-age. Further on, on the same side of the channel, off the northern limits of the city of San Francisco, there is a dangerous sacdspit, on which many vessels have struck and remained several days; and one, the fine ship "Ton-quin," with a valuable cargo, worth \$200,000, was totally lost last winter. This circumstance gave to it the name of "Tonquin Shoal," which is rapidly encroaching on the channel, here quite narrow, leaving but little room be-tween it and the barren rock of "Alcatraces," or "Bird island," on the north side of the channel. This rock, too, is a great impediment to sofe navigation, particularly to U. S. sloop of war St. Mary's was carried on it by the tide, and remained on the rocks about 24 hours. In a direct line between "Bird Island" and the island

of "Yerba Buena," abreast of the city of "San Francis-of," lays the *dangerous sunken* "BLOSSCM ROCK," on which there is only 4 feet water at low tide. This rock is which there is only 4 feet water at low tide. This rock is directly in the passage from "San Francisco Roads" to "Benicia;" and in consequence of the *strong* and *irregu-lar* tides which WHIRL *around* this rock, as well as about "Bird Island," it is extremely difficult at all times to keep "Bird Island, 't is extremely diment at all times to keep ships clear of them; and, as experience has already pro-ven, no art or skill can always avoid them." A fine ship coming in last winter, was driven on "Bird Island," knocked off her rudder, cut away her mast, and was so auch damaged in her bottom as to cause condemnation much damaged in her bottom as to cause condemnation Vessels bound from "San Francisco" to "Benicia," in shunning Blossom rock. must look out for "Southamptor shoals,"† which extend from the northwest point of "Yer ba Buena island," till you pass "Baccoon straits." These March, and sometimes blow with great force so as to cut from March to Oct., frequently in the afternoon, amount to the force of a tempest, so that communication with the

master get on shore, the custom-house is closed, and he must of necessity wait its opening the next day ; and, as ter of 1545-6.) with 3 anchors down; or a "souther," such as wrecked the brig "Col. Benton" on "Angel island" last winter-the ceremony of calling at San Francisco may, nay, assuredly would, cause she loss of much pro-perty and many valuable lives. An inspection of the accompanying charts, on which I have traced with red ink the routes described above, will

show that from the "Golden Gate" to the northeast end of "Angel island," via of Raccoon straits, is about seven miles, whilst by the way of San Francisco the distance to the same point is about eighteen miles. But what is of the greatest importance to the shipping interest is, that by all the way, thereby avoiding all risks and dangers, by which the circuitous route via San Francisco is so thickly studded. So insecure is the anchorage off San Francisco considered, that insurance cannot be effected either in England or the United States on vessels to science, no regard to the permanent good of this whilst insurance on any vessel, to lay the year round at country, has been had by those who have succeded in *Benicia*, is effected at the usual rates. But were vessels insured for Benicia, compelled by law to enter at San at any rate, additional premium would be required. From what I have stated above, the result of my own observations in the course of nearly two years' service in those waters, which I have frequently navigated and traversed in every class of vessel, from the Obio 74 down to a barge that there is but one port within the territory of the United States which, for safety and facility of en-trance, strength of its anchorage, and all the other requisites of a great seaport, can compare with our son of double that time: even if their crews do not run. son of *double that time*; even if their crews do not run away as soon as the ship anchors, which is frequently It has been recently alleged as an objection to Benicia So far as the interests and success of San Francisco are concerned, we can have no objection to Benicia being made a port of entry—that will not increase nor diminish the business of this emporium nor retard in still stronger, as the vacuum produced by seven hours ebb has to be filled by a six hour flood. These regular tides setting in and out of the straits, afford great facilities in the navigation of these waters. If strong tides, however, form an objection to "Benicia," protected as she is from violent gales, the objection is more potent against San Francisco, where the tides are much stronger than in the straits of Karquenez. This objection, how-ever, is futile, as is proved in New York where the tides in the East River are much stronger than any where in the Bay of San Francisco. The strength of the tide, as ascertained by the tide log thrown from the United States sloop Warren, at anchor in the "straits of Karquenez," and in San Fraccisco roads, is known to be from one-eighth to one-fifth the stronger in the "roads at San Fran-cisco" than in the port of Benicia. \* \* I omitted, the proper place, to mention another difficulty often acountered by vessels departing as well as entering the encountered by vessels departing as well as entering the port of San Francisco: I allude to the impenetrable fogs which, during the summer season, *i. e.* from April to Oc-tober, envelope San Francisco and the southern shore of the bay, which repriers the shoals and rocks above men-tioned doubly dangerous, from which the northern shore and the track to Benicia through the Raccoon straits, are almost *entirely exempt at all times*. THOMAS AP C. JONES, U. S. Navy. Weshington City, Angue 29th 1850

CALIFORNIA BOUND STEAMERS .- The last arrival rom Panama has placed us in possession of accounts f preparation for this port. The new steamer New Henshaw); A. Glevens. 43, Cambridgeport, Mass. cholora York, which put back to New York, having met with Enoch H. Dorman, 36, Machias, Me.; Florence Newell, 2 and weather and an accident, sailed again on the 26th of September for San Francisco. The Goliath, and the Wilson G. Hunt, repairing at Rio Janeiro, were still there on the 15th of August ; when they were to leave was not stated. The General Taylor, Capt. Averill, from New York also for this port, was at Maranham, Brazil, on the 16th of August. The propeller Washington, Bonney, put into Pernambuco with damage to machinery. She was still there on the 6th of August, and would be detained several days for repairs; her chief engineer died of yellow lever.

The William J. Pease, which left New York for San Francisco on the 27th of January, and recently reported having put into a port on the river Platte, is built upon, and beneath the house is a pig pen. In an at present running as a packet between Buenos Ayres and Montevideo. She would not resume her voyage to this port until December next. The new steamship Columbia, under command of Lt. Totten, and one of the Pacific Mail Steamship Company's vessels was to have left New York on the 19th of October. The Union, also new, in charge of Capt. Marks, late of the Carolina, was advertised to leave New York about the same time. The Fanny is also reported ready for sea, at New York, bound to this port, a new and handsome vessel upon the build and principle of the New World. Made her trial trip at New York on the 23d of September; she would leave for San Francisco in a few days. By an advertisement of Messrs. J. Howard & Son, we notice that the large and elegant steamship Constitution is expected at Panama, and that tickets for her have already been ssued at New York.

Independent of these, there are some seven or designed to run between this port and Canton, touching at the Sandwich islands.

GRAND JURY .- The grand jurors of this county have been in session for several days, and are expected to make their presentments this morning. We understand that the nature of their investigations have been very important, and that, among other things, the pile-driving operations in the harbor have claimed their attention. The following communication to the grand jury, by Capt. Casserly, is upon a subject of great interest to the community, for it must be acknowledged that the prison discipline is in a wretched condition :-

To the Foreman of the Grand Jury for the City and County of San Francisco:

SIR : Through you I desire to call the attention of the sitting Grand Jury to the utter inadequacy of the City Prison to meet the demands constantly made upon it, for e confinement and detention of priso ners. Three classes of persons are constantly brought to the

Prison for whom no proper accommodation exists there, viz : females, boys, and lunatics or idiots. 1. Females are, in all cases, as soon as brought in.

sent before the magistrate, by whom they are necessa-rily discharged, there being in the prison no sort of means for keeping them separate from the male prisoners. There are but six cells, all adjoining each other and open-ing directly into the station house. They require but to be looked at to show that they never were intended, and are wholly unfit for a mixed class of prisoners.

2. So, with respect to boys. As recently as yesterday, three boys, aged respectively 16, 14, and 9 years, were committed for horse-stealing. The two youngest were evidently not hardened in wrong, but there is too much reason to fear that the contact and association with old offenders, to which they are by the state of the prison un-avoidably exposed, will speedily, by completing their ed-ucation in crime, accomplish their utter ruin. Instances of this kind are by no means rare; and one is impelled to ask, by what right does society doom these young and thoughtless beings, for any offences of which they can be guilty, to moral and social perdition? 3. For those unfortunate fellow creatures who are per-

3. For those unfortunate fellow creatures who are per-manently or temporarily deprived of reason, the Prison affords scarcely any accommodation required by the com-monest dictates of humanity. If confined, the unhappy being is the victim of the rudeness and brutality of the drunken, the disorderly, and the depraved, which but too frequently darken forever those faint glimmerings of in-tellect which, if properly managed, might in many cases restore him to society, his friends and himself. If turned loose into the streets, therisk seems nearly as great; and the alternative presented by either course is painful to

the alternative presented by either course is painful to every natural feeling of the heart. The large and increasing population of this city, and the character of its criminal police, render a great reform-ation of the prison accommodation a matter of imperative necessity, which cannot be longer delayed without serius injury to public morality, order and the laws. I would further invite the attention of the Grand Jury to the almost universal habit, among the disorderly and depraved class of our population, of carrying concealed upon their persons, fire-arms, knives, "slong-shots" (a called,) and other deadly weapons, with which they are ever ready to assault the policeman in the discharge of his duty, to the jeopardy of life and limb. The increasing prevalence of this dangerous practice, in defiance of existing provisions of law, indicates that further and mor isting provisions of law, indicates that further and more severe legislation is demanded for its suppression, as well for the safety of the citizens generally, as for the protection of the officers of police, on whose security and energy in the performance of their daty, so much continually depends,

## CITY NEWS.

MORTALITY .- Deaths in this city, yesterday :-- Wm rom a number of steamers on their way and in course M. Henshaw, 31, Providence, R. L., cholera, (son of Bishop years, Sandwich Islands, dysentery ; Andrew Bradbury, 59. Maine, cholera ; G. C. Henderson, 35, Missouri, chol era; James N. Forintey, 36, Maryland, dysentery; S Jewett, 54, Middlebury, Vt.; David T. Hovey, 25, East Machias, Me. cholera ; Joseph Zuber, 39, Switzerland, dropsy of chest; Mr. Bellows, accidental death; sailor, name unknown.

> CHOLERA .- The number of deaths in this city, yesterday, from this disease, was smaller than on any day for a week previous. Many new cases were reported, how ever, by the physicians-nine cases in a small neighbor hood. One physician reported five cases. The public should bear in mind that many of these cases were in very filthy locations, one of which was a pond last win ter, which has been filled up with dirt and filth, and since other case one person was found dead and others sick in an iron house, which had no means of ventilation save by the door. Cleanliness and fresh air are essential to health

UNWHOLESOME MEAT .- The fact is undeniable that much of the meat exposed for sale by the butchers of this city, is wholly unfit for food. A few weeks ago it was in proof before the Recorder of this city that one butcher not anfrequently dressed calves which had "gin cout," from disease and sold the meat to his customers. Fifty dollars was the penalty for the offence, but who can say how much sickness was scattered by that same diseased meat A corrospondent asks what is done with the sick calves which lay on our wharves for whole days in the hot sun. Sure enough, what is done with them ? Before they are quite gone, the butcher's knife is put into them, and then, most likely, the public eat them. Who has not seen these poor animals on Central wharf? They are brought here from some distant ranche, and bound fast, unable to move a foot. In that condition they remain upon the wharf or eight on the stocks at New York in course of con-struction for the California trade, among which is one whole days) no food or water is given to them. Many of whole days) no food or water is given to them. Many of the poor animals do not survive the horrible usage they eccive. A doctor who has observed the same thing

says that he would as soon take poison ds eat veal the way it now comes to market. Under such circumstances, it is no wonder that sickness prevails. If the Board of Health will rigidly scrutinise the condition of our markets and restaurants, and report the facts to the Council, so that a stringent ordinance can be framed to meet the evil complained of, the public will be greatly benefited.

THE ENGINE COMPANIES were out yesterday, trying their machines and filling the reservoirs. Some of the engines need considerable repairs to place them in a condition to render efficient service.

BENEFIT OF MR. STARK .- To-night has been set apart at the Jenny Lind Theatre as the Benefit of Mr. STARK, on which oceasion he will appear as "Hamlet.' This greatest drama of the greatest poet is well cast, and n its presentation to-night the managers offer a treat to the public which we hope to see appreciated by an overflowing house. Give him a bumper.

MURDERS BY INDIANS AT HUMBOLDT BAY .- By the arrival of the brig Colorado, last evening, from Humboldt Bay, we learn that Mr. D. Turner, of Kentucky, while on his way to the mines with a drove of cattle, was attacked by three Mad River Indians about 20 miles from the settlement, and killed. On the 31st October a party of Elke River Indians attacked Mr. James S. Fryer, at his ranche, and killed him. When discovered, dead, he had nine wounds on his body and five on his head, inflicted by arrows, axes and knives. After murdering Mr. F. they plundered the house of everything. Mr. F. was a native of England, and was only 26 years of age. A party of about twenty proceeded from Humboldt and Euroka in pursuit of the murderers, and had put to death seventeen Indians.

### Foreign.

The California fever is now at its highest point in Paris. One of the journals publishes the names of forty-four mining societies which have been formed there. Their signs are stuck out in every street. Permission has just been given by the Government to La one of them to open a lottery of seven millions, the profits to be applied to the removal to California of master ive thousand Paris workmen.

Michelet has just published the fifth volume of his

October 28b, of disrrhosa, WILLIAM, son of W. P. WALL, of his cur, late of Maitland, N. S. Wales, aged 2 years 9 years

### MARKETS.

CALIFORNIA EXPORTS.—The exports from Boston to California from the 17th to 20th Sept, were as follows :—Ale, bore, Si Apples, cases 46: Alors, cases 2: Axe Hundles, No. 3454 Butter, bbls 20, cases 22; Bread, casks 37, hf bbls 50; Boots and Shoes, cases 107; Bitters, bxs 59; Corn Meal, plgs 340; Chier, bxs 100; Cheese, do 18; Cherolato, cases 10; Cocen Paste, do 50; Crockery, crates 31; Furniture, cases 10; Ghesse Paste, do 50; Grockery, crates 31; Furniture, cases 10; Ghesse Paste, do 50; Hardware, do 186; Hams, tes 33; Iron, packs 10; Linssed Oil, bbls 25; Leather, sides 173; Molasses, bbls 20; Mackeret, pkg 1350; Pork, bbls 200; Paper, renns 150; Pickles, canaes 200; Rakes, No. 24; Sardines, cases 10; Sherry Wine, bas 30; Sarsaparilla, do 15; Senna, bales 2; Sugar, bbls 20; Scales, bas 10; Shorels, No. 298; Tobacco, bxs 1112; Twine, bbls 4; Vin egar, do 150.

LONDON MONEY MARKET-Sept. 13, one o'clock .- The bas LONDON MONEY MARKET-Sept. 13, one o'clock, -- T is ma ket for the home funds opened steadily this morning at yeste day's closing rates, and has been well supported since, without a great deal doing. Consols for money are 96 to is, and 961 if for accoupt. Reduced Three per Cents are without a quot tion, the transfer books being closed. Reduced Three and Quarter per Cents 991 to 1; Exchequer Bills 63s to 66s pre-Bank Stock 214 to 215 prem. There is little doing in the foreign securities also, the atte-tion of the dealers being engaged settling the past half year account. Venezuela Bonds have partly recovered from the fa-which occurred yesterday; they are now 32 to 33. The Mark is generally firm. The Railway Market is rather flat; the chief occupation is the dealers is settling the account, which is large, and appea

the dealers is settling the account, which is large, and appe-to be passing over without any further failure than that of 1 J. B. King (alluded to yesterday), whose deficiencies amount

212,000. Three o'clock.—Consols for money 26% to ½; do. for accou 96% to %, 15th October.

#### IMPORTATIONS.

Per Mary & Jane-113 tons coal, 15 bxs porter, 138 do vine rar, 200 bskts corn meal, 100 doors, 15 cs shutters etc., 44,750 shingles, 233,215 ft timber. Per Shakspeare-200 tons coal, 50 bbls fruit, 1050 hf do 770

Per Shakspeare-200 tons coal, 50 bbls fruit, 1050 hf do 770 kegs 81 tcs 100 brs provisions, 92,756 feet lumber, 110,900 lath, 24 house frames, 1 box books, 6 cs stationery, 26 pkgs umbrel-las, 5cs 1 box clocks and weights, 561 pkgs mdze. Per Honolulu-248 sacks beans, 40,500 lbs outons, 11 cs 2000

Itas, 5 est Foots crocks and weights, 507 page model.
Per Honolulu-248 sacks beaus, 40,500 bis onions, 11 es 200) eigars, 1500 limes.
Per ship Amazon-7 bbls paint, 500,000 feet lumber, 33 cases boots and shoes, 12,000 laths, 17 bxs furniture, 11 esks mails, 14 do putty, 334 bdls and 282,000 shingles, 92 bbls lime, 88 pkgs wooden ware, 50 kegs 20 hf bbls sausages, 4 bxs bedsteads, 6 eks fish, 20 kegs 7 bxs butter, 107 bqs cheese, 10 bbls dried apples, 12 es oysters, 30 do pickles, 8 casks liquors, 50 bbls berley, 28 hogs, 20,000 hads garlie, 9 bxs furniture, 1 iron safe, 2 iron houses, 21 kb sheds and 282 esks claret wine, 778 bags barley, 29 hogs, 20,000 hads garlie, 9 bxs furniture, 1 iron safe, 2 iron houses, 21 kb sheds and 27 es pickles, preserved, etc. 1648 kitts herring, 350 pkgs mdz.
Per Openango-100 bxs cider, 4 cs crackers, 10 do tobaceo. 160 sides leather, 10 bxs saleratus, 35 es dry goods, 36 bbls augar, 32 hf bbls doi, 33 pkgs provisions, 233 do preserved meat, 18 cks 4 bbls oil, 1 es blacking, 15 es bots.
Per Colorado-178 piles, 5 pcs square timber, 30 hf sacks 11 gr sacks floar.

Per Courier-993 bags barley, 600 do flour, 360 bags beans

Per Mary Muir-196 tons coal, 100 boxes tin plates, 8900 Per data y mun-180 tons coat, 160 toxes the prates, 290 slates, 20 kegs and 10 firkins butter, 7 puncheons whiskey, 5 bbls and 200 hams, 51 frames felt, 30 bbls coal tar, 3 iron stores, 40 tons lumber, 225 cases wine, 50 sheets corrugated iron, 30 kegs tongues, 10 packages bacon, 61 bbls lime, 152 cases bottled beer, 6 tierces and 4 hbds brandy. Per Gen. Morgan-22,600 ft lumber, 50,000 lbs potatoes, 1000 coheres 50 numeking.

abbages, 500 pumpkins.

#### CONSIGNEES.

Per ship Amazon-Macondray & Co; G H Howard; S Mer-ritt & Co; W H Adrich; H G Gardner; C Webb; F H Price, F H Whittier; Mellus, Howard & Co; O B Wales; H Wether-bee; R Evans Jr; A J Pope; Howes & Hunter; S T Parker, F H Tremere; S Blumenthal & Co; Capt Evans. Per brig Amazon-W Meyer & Co; Winter & Latimer; H Gasole: Hall & McAlister; J Leclerd, D Gibb. Per Courier-Mickle & Co. Per Gen Morgan-Anthony & McLean, Per Openango-Isaac Perkins, Capt Currier. Per Mary Muir-F & E Rawson, Glen & Co, A H Lamont & Co; Goddefroy, Sillem & Co; Geuthe, Duncher, Bottehe & Co; Tucker & Merrill; I Sokolensky; Bernhart, Jacoby & Co; Fox & Co; G Sanneel.

Fox & Co; G Samuel. Per Mary & Jane-W Furniss, Capt Cowell. Per Honolulu-W Boyden, Salmon & Ellis. Per Colorado-Brown & Co; W H Knight.

## Shipping Intelligence.

# PORT SAN FRANCISCO, NOV. 11, 1850.

Arrived. Nov. 10th.—Ship Shakspeare, Clarke, 272 days fm New York, via St. Thomas 195 days, and Valparaiso 80 days—8 pass., coa-signed to master. Ship Amazon, Evans, 177 days fm Boston, 1 pass., to Macou-

Sinp Amazon, Evans, 177 days im Boston, 1 pass., to Macon-dray & Co. Barque Mary & Jane, Cowell, 190 days fm Philadelphin, via Valparaiso 71 days, 3 pass., to J. E. Young. Br barque Mary Muir, Milward, 214 days fm Liverpool, vie Valparaiso 68 days, to Bernhart, Jacoby & Co. Brig Colorado, Baker, 5 days fm Humboldt Bay, 24 pass., to Brown & Co.

Brig Openango, Currier, 158 days fm Salem, to master. Danish brig Courier, Krabb, 59 days fm Valparaiso, to Mickle

Brig Honolulu, Wells, 35 days fm San Blas, 7 pass., to Salmon

Brig Amazon, Watts, 65 days fm Valparaiso, to Winter &

Sch Gen. Morgan, Avery, 44 hours fm Santa Cruz, 2 pass., to

Memoranda.

The brig Amazon re stered a severe hu

TTED

So far as the interests and success of San Francisco nor diminish the business of this emporium, nor retard its progress. But we do object to dishonesty and fraud in all matters, and especially in high places.

Com. Jones speaks of nearly two years' service in this country ! Pray, whom did he serve-the U.S. government, or his own private interests? Did he serve the people of the nation while in the country's employ, or take advantage of his position to subserve the interests of his purse ! Why were all the vessels of the Pacific squadron kept in this harbor, while a thousand ships freighted with millions of property and tens of thousands of lives, were left to their own resources, without the presence of an American vessel of war in a single harbor this side of Cape Horn, or upon the waters of the Pacific ?

Was this serving the nation or the people? As a specimen, take this fact : The steamer Tennessee, on her passage round Cape Horn from New York, touched at most of the ports on the route, and yet never saw the American flag from one of her armed ships, never saw one of Uncle Sam's vessels during her voyage. What was the Pacific squadron sent out here for ? Was it to keep it here to subserve private interests ? Was it to oblige all the honorable under officers-favorites excepted-to remain within this bay against their will, and wish, and request, at an unavoidable expense far beyond their salaries, while the favored few could speculate and make their pile ? Who was served by purchasing old hulks, for a trifle, stationing them at Benicia and using them for storeships at such exorbitant prices that three or four months storage would pay the whole cost ?

Before the boasts of any man should have much weight with Congress or the public, it might be well to analize the manner and matter of the services so spoken of. And in conclusion, we would like to be informed who was to be benefited by the cruise of the propeller Edith down the coast when she was lost, with a saw mill on board to be put up among the ned-wood for-whose benofit-that of the U. States

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Washington City, August 29th, 1850.

\* NOTE BY E. C .- In this respect resembling Hulrgate, above ew Yor

New York. † Norg.—The U. S. store ship "Southampton," bound from San Francisco to Benicia, in February, 1849, struck on this shoal, and remained aground three days, notwithstanding every effort was made to get her afloat; nor would this have been ef-forted without discharging the greater next of her caree had fected without discharging the greater part of her cargo, had not a heavy norther set in on the night of the 8th, which drove ker off into deep water, and several vessels ashore at Sau Fran.

YELLOW FEVER AT RIO JANEIRO .- Accounts re eived at New York from Rio Janeiro, down to the 15th of Aug., state that the yellow fever had disappeared and that the place was perfectly healthy.

A strong stone prison is being erected on Broadway in San Francisco. Another evidence of the onward march of civilization—" onward like the slow but intrepid tread of a jackass towards a peck of oats."—Stockton Jour. It is rather surprising that the Journal man should endeavor to illustrate the advance of civilization and San Francisco by a reference to his own progress.

We would direct the attention of our housekeep. ng readers to an auction sale of furniture, &o., this morning, advertised in our columns, by Mr. Hart,

ends, I am, sir, very respectfully, GEORGE W. CASSERLY, Capt. 2d Police, District of San Francisco. San Francisco, Nov. 9th, 1850.

CALIFORNIA MINES AND THE ATLANTIC SECURITIES -From the able and universally admitted truthful commercial and monetary reports of the New York Herald we extract the subjoined speculations on the influence and effects of the California Gold upon the stock securities and trade of the Atlantic cities.

Mr. Hudson's estimate of the amount of dust received in the United States, we would state, is thought rather below the actual figure, though, as he says, much of it may still remain in the hands of private individuals.

"The remarks made a day or two since relative to the great and growing prosperity of this country in particu-lar, and the world generally, were confined to the preva-lence of peace throughout Europe, and the settlement of the numerous political questions which have so long agi tated our internal affairs. There is no doubt but that public confidence has been reinstated by the satisfactory adjustment of the political difficulties of the new and the old world, and the energies and enterprise of people of all classes have received an impetus calculated to pro duce most extraordinary results. In these remarks we an classes have received an impetus calculated to pro-duce most extraordinary results. In these remarks we made no allusion to the effect the production of gold in California must have upon the value of property, and the movements of trade and commerce throughout the world.

the fears and apprehensions caused by the revolutions and our own commercial operations were restricted by

the movements of Congress, and the uncertain condition of public affairs generally, the mines of California were tarning out millions upon millions of gold dust, and capi tal was rapidly accumulating at the most important com mercial points, ready for active operations when the pro per period arrived

It is estimated that up to this time full one hundred and fifty millions of dollars in gold dust have been exported from California, of which nearly twenty-eight millions have been received at the mints of the United States, and probably two millions of dollars worth of gold dust still remains in the bands of individuals, or has been used for the manufacture of jewelry and other trinkets, making an aggregate of thirty millions of gold dust received in this country

The next arrival from California, it is estimated, will give us an addition of at least two millions of gold dust to our present supply, and we have no doubt the banks of this city will have on hand, on the 1st of January, 1851, more than twenty millions of specie. The Government as on hand, in its various depositories, more than twelve millions of specie, most of which will be distributed among the commercial classes, by the Appropriation bill. All this tends to promote speculation, and as there appears to be no possibility of getting up any movement in any of our staple articles of commerce, on account of the abundant supply of each, we see no outlet for the speca-lative propensities of the public but in the stock market.

History of the French Revolution. Mr. Stephenson, the engineer, has been offered, and declined, the honor of knighthood.

Rossini is engaged on a new opera, which will be produced at Bol

St. Pierre copied his Paul and Virginia nine times, that it might be more perfect. The Duchess of Orleans has rented a cottage, for six

months, near Claremont, England.

The furniture of Alexandre Dumas, the novelist, has just been seized on execution.

The potato and other crops in Ireland continue to be favorably reported on from all parts of the country The journey of the French President costs 24,000f. a day, taken from his income and the secret funds. Berwick-on-Tweed is to be dismantled, and its walls converted into building sites, by order of the crown

In St. Pctersburg, six hundred and ninety thousand five hundred bottles of champagne are annually consumed.

For the first time since the Reformation, a number of Franciscan monks are about to establish a mission in England, at Bristol.

Mr. James Wallack is restored to health. He will play at the Haymarket alternately with Mr. Macready during the coming season

The new opera at Madrid will be composed of Frezzolini, Alboni, Gardoni, Formes, and Barhoilet.

M. Querard, a French author, announces that Delolme, who wrote a book on the English constitution, is the author of the Junius letters.

An equestrian statue of the Queen is about to be erected in Glasgow-the first equestrian statue of a woman in Great Britain.

Accounts from Tunis, dated August 3d, state that the cholera, after carrying off about thirty-two thou-sand persons, appears suddenly to have declined throughout the regency.

The state of siege has been proclaimed in Electo-ral Hessen; several newspapers have been suppressed, and the presses seized.

We learn from Algeria that the cholera had ceased at Bona, and had broken out at Biscara, where it attacked dogs, fowls and other animals, with the same virulence as human beings.

The Prince of Capua is on his road to England, for the purpose, it is said, of asking Lord Palmerston to attempt to effect a reconciliation between himself and his brother, the King of Naples. Should any arrange-ment be come to, the Prince will, it is believed, demand that the legitimacy of his children shall be recognized.

Korfio Tamis, Minister of Public Worship and Instruction at Athens, has been shot.

George Hamilton, the British Minister at Florence. died in that city on the 3d inst.

### PASSENGERS.

Per Gen Morgan-Messrs T Browne and E Anthony. Per Mary & Jane-Messrs T H Campbell, H K Wolf, Carl H

Per Shakspeare-Messrs E Harrison, Dr J Davenport, G Gib-on, G Jensen, P S Peterson, T O Farrell, W H Nesbitt, S Nes-

bitt Jr. Per Amazoa-W A Cornwall. Per Houolulu-Dr Tremaine, R W Noble, P Hale, 4 steerage. Per ship Amazoa-W J Blake. Per Colorado-Mrs C Boskill, Miss Martinez, A Jacoby, E S Saylis, N Hawkes, Dr J Dwelley, A Doble, J Underwood, J W Fawley, J H Purdy, D Badivin, M M Stimlaw, J Perkins, J P Sandford, J Rose, J S Nutting, R Brunson, W H Knight, N R Thom, J Hydes, S Sprotson, E Newsemb, S Kewcomb, S mith.

cane Oct. 3d, in fat 13 50 N, 160 116 50 W, commencing it over verging to SE, E, N, W, and ending at SW, lasting twelve hours, in which she lost maintopsail and foresail. Capt. Watts states that the gale was equally severe as rhose of the West Indies. Brig Colorado left at Humboldt Bay on the 5th inst. brig San N. Ion 116 50 commencing at SV

Belgian ship Charles for this port. Belgian ship Charles 5th, and a French barque name unknown, onsigned to Mickle & Co., sailed from Valparaiso in company

ith the Courier, Sept 11. Brig McLellan, hence, had arrived at Santa Cruz, and was ldg

consigned to Mickle & Co., sailed from Valparaiso in company with the Courier, Sept 11.
Brig McLellan, hence, had arrived at Santa Cruz, and was ldy for this port when the Gea. Morgan sld on the 5th inst.
Steam propeller Washington, Bonney, from — for San Fractice, was at Pernambuco on the 6th of August, and would be detained several days for repairs of machinery. The engineer had died of yellow fever.
Ship Rappahannock, of Bath, 1133 tons, about 10 years old, built of best materials, and a very large carrier, chaving taken nearly or quite as large a cargo of cotton as was ever shipped from the United States.) has been purchased in New York for the California trade for \$3500.
Steamer W. J. Pease, Jessup, which left New York on 27th January, and lately reported as lost, is at present running as a packet between Montevideo and Buenos Ayres, and will not resume her voyage for California until December.
Big Mate, Smith, from Boston for Sacramento City, which put into Gisucester 4th Sept. with loss of spars, sails, &c., in a gale 26th August, sailed again Sept. 12, having repaired.
Schr Florinda, Kennure, which sailed from New Orleans for California, july 6, 1849, is supposed to have been lost at seamon Jones and R. D. Bogert, who with the other two had chartered the vessel. The F. toenched at Rio Janeiro Nov. 22, 1819.
Since then nothing has been heard of her.
Barque Pentucket, of Boston, Nickerson, from Ealtimore for California, Aug. 29th, put into New York 17th Sept. in distresshaving lost her sails, spars, &c., Sth, in a gale from ESE, while in a stresshaving lost her sails, spars, &c., Sth, in a gale from ESE, while in a stresshaving lost her sails, spars, &c., Sth, in a gale from ESE, while in a stresshaving lost her sails, spars, &c., Sth, in a gale from ESE, while in a stresshaving lost her sails, spars, &c., Sth, in a gale from ESE, while in a stresshaving lost her sails, spars, &c., Sth, in a gale from ESE, while in a stressha

Spoken. Per ship Amazon-June 29th, in lat. 5 39 N., Ion. 15 27 W., sch Capacity, 41 days im Philadelphia for this port. Per brig Amazon-Oct. 29, lat 33 10, Ion 131 30 W, barque Kilby, 4 days hence for Calcutta. Barque John Brower, Warren, from New York for San Fran-cisco, Sept 8, lat 39 42, Ion 37 25.

SAG HARBOR, Sept. 14-In port, barque Acasta, Stratton,

SAG HARBOR, Sept. 14-In port, barque Academics, San for San Francisco, wig wind. BOSTON, Sept. 24-Chi ships Western, Star, Knowles, San Francisco: 23d, Talma, Haskell, do; Damuscus, Rogers, do; 20th, Josiah Quiney, Endicent, do; 17th, Cleora, ---, do. NEW YORK, Sept. 26-Chi steamship New York, Averill, San Francisco; 24th, barque Pentucket, Nickerson, do; 23d, ships Masonic, Cony, do; 21st, Clarendon, Brown, do; 16th, Helen, Patterson, do (see mem); 14th, sch Eagle, Thomas, Sa cramento City.

ships Masonic, Cony, do; 21st, Clarendon, Brown, do; 10in.
Helen, Patterson, do (see mem); 14th, sch Eagle, Thomas, So-cramento City.
Vessels advertised Sept. 28 for San Francisco: --Ship Robert
Hooper, Churchill, soon; steamers Culon, (new) Marks, Oct.
1st; Fanny, ---, do; ship Hindostan, Cushing, do; barques
J. Goodhue, ---, do; ship Hindostan, Cushing, do; barques
J. Goodhue, ---, do; ship Hindostan, Cushing, do; barques
Totten; ships Wellington, Mayo; Florida, Nickerson; Ozark, Bartlett; Elsinore, Riley; Uriel, Simpson; Audubon, Winsor;
Helena, Land; Bothnia, ----; Roscoe, Thompson; barques E.
Coraing, Corning; Cornwallis, Brewer. For Sacramento City;
Sant, Somers; Grand Turk, Washbury; Isabella, ---RIO JANEIRO, July 13--Sid brig China, Frost, (from New York) for San Francisco; barque Trenton, Sitzer, do; Callao.
Dearborn, (from Boston) do; Aug 3d, sch Pescatore, (Fr.) Bour-den, do; ity Green, (Bc.) Bray, do; brizs Venezuela, Picketti,
Onyx, Harding, do; 11th, sch Henry, Gill, do;
In port Aug 13th, ship Rebecca, Wrlf, for San Francisco Ids:
brigs Petersburg, Cooper, for do; Selma, Lockwood, from New York, for do; staamers Goliah, and Wilson & Hunt, both re-pairing, for San Francisco;
ST. THOMAS, Sept. 2-Sid barque Alabama, Wall, San
Fraacisco.

Francisco. MARANHAM, Aug. 16-Steamer Gen. Z. Taylor, Pitman, fm New York for Man Francisco.