SIXTEEN DAYS

LATER FROM CALIFORNIA.

ARRIVAL OF THE CHEROKEE.

$2,200,000 IN GOLD.

CONVENTION FOR DIVIDING THE STATE.

CAPT. WATERMAN

AND THE SHIP CHALLENGE.

GREAT EXCITEMENT IN SAN FRANCISCO.

THE MINES.

News from Oregon and the Sandwich Islands.

MARKETS, DEATHS AND MARRIAGES,

&c. &c. &c.

The steamship Cherokee, Capt. Windle, arrived at this port on Saturday evening, with over 200 passengers, and $2,265,504 in Gold Dust. She left Chagres on the 20th instant, and brings San Francisco dates to the 1st instant, sixteen days later than our last advices.

Among the passengers are Hon. Thomas O. Larkin, of California, and Col. E. B. Green, editor of *The Panama Herald*.

The following is the Specic List of the Cherokee:

Wm. Bradford & Co.	$6,300	R. Gavitt & Sons	3,000
W. W. Wakeman	4,000	Winter, Latimer & Co.	3,416
Howland & Aspinwall	27,000	Johnson & Lowden	7,615
J. Cunningham	6,004	S. Schelle & Bras	2,255
Adams & Co.	390,445	Beale, Mellck & De Witt	11,000
C. B. Merrison	5,000	Mandlebaum & Silverman	3,008
Reed, Wade & Co.	8,100	A. H. Lissak & Co.	5,373
P. Sprague & Co.	1,650	Dennis, Perkins & Co.	5,000
Hall & Myrick	950	Schlaes, Bros.	3,700
Chambers & Heizer	9,800	Gans, Leberman & Co.	2,600
Dall, Austin & Co.	3,968	Thos. Wattson & Sons	2,255
Glidden & Williams	10,505	A. Van Valkenburgh	11,000
Howard, Son & Co.	5,000	A. W. Canfield	4,105
C. W. & A. Thomas	10,000	T. H. Rogers & Co.	5,500
John Henry & Co.	10,000	H. & H. Freeman & Co.	5,878
D. Hamburger & Bros.	1,744	Sontter, Symington & Co.	3,000
Aaron Jacobs	12,600	Newhouse & Spiles	8,000
Weeks, Kelly & Co.	20,400	Stokes, Gilbert & Co.	2,444
Corning & Co.	9,000	A. Fobes	2,000
Chas. F. Toy	4,000	N. Reggio	12,500
W. F. Burgess	1,464	Cammann, Whitehouse & Co.	38,000
T. Brunner	2,880	T. D. Walter & Co.	3,650
Amer. Exchange Bk.	553,319	Chas. H. Cummings	1,450
L. H. Videau	3,852	Grinnell, Minturn & Co.	12,238
J. Fenner & Co.	791	H. Joseph & Co.	7,616
U. S. Mint, Phila.	5,100	Isaac Wormser	2,500
C. G. & H. Coffin	3,000	F. A. Delano	10,000
Beebe & Co.	140,000	G. B. Upton	3,000
H. C. Knight	5,282	Chas. King & Co.	10,812
Mariet & Roberts	4,690	Drew, Robinson & Co.	50,000
Isaac Meyer	6,400	Spofford, Tileston & Co.	20,000
W. Hoge & Co.	26,000	J. G. Miller	234
E. C. Bates & Co.	5,000	Everitt & Brown	670
Brown Bros & Co.	30,000	Order	41,392
Davis, Brooks & Co.	7,000	Total	$1,926,004
Peter Eiles	456	In hands of passengers	313,500
Minot Hooper	5,300	Total	$2,265,504
W. W. Swain	5,000		
Drexel & Co.	10,000		
Collins, Cushman & Co.	11,200		
Chambers & Heizer	50,000		
Case & Freeman	10,000		

The following is a list of the Cherokee's passengers:

J. L. Summers, C. C. Pell, J. M. Chase, J. Chandler, D. Evans, S. Willes, J. R. Merritt, J. W. Chase, A. B. Appleton, P. Judson, J. Brown, H. Stone, G. Bedmont, J. Ederton, E. T. Price, F. Evans, H. Smith, J. Greenleat, D. O. Cornell, Chas. Stinson, W. Williams, Wm. Cott, Mr. Huntington, M. Vale, W. Evans, D. Alexander, C. Taylor, M. A. Clarke, J. H. Thompson, F. Parks, W. Asberry, M. Murgan, Wm. Moore, S. Segmham, E. K. Green, A. Van Salsen, C. H. Seaman, T. Gunn, E. F. Winney, W. Montcomery, A. W. Johnson, B. Whitcomb, D. Warren, J. Brockway, Geo. Houghtaling, T. P. Shaw, I. R. Reese, D. Marble, J. Ward, J. Brown, G. Kincade, Wm. Shaish, M. C. Jones, R. M. Hood, J. Bischart, T. A. Bias, D. Cline, H. Wetsell, T. Granberry, J. Kooney, C. Richardson, P. Fay, T. J. Williams, D. Wickham, J. Bemas, D. Lews, A. S. Nace, J. W. Somerdy, W. Paddock, J. Williams, J. Kelsen, J. Halm, W. Evans, H. J. Videau and lady, T. O. Larkin and servant, Mrs. Kane and child, W. J. A. Fuller, W. H. Hobbs, F. Richter, J. C. Willard, E. Dodge, W. Watus, W. Dodge, J. J. Le Comyt, B. C. Bent, H. Holden, D. T. J. Hymes, M. Dobbins, H. K. Benton, J. W. Ingalls, E. Seymour, J. A. Roath, H. Tony, J. Sarvin, J. Adriance, A. Connence, H. Coper, J. B. Pendrick, G. W. Frelnick, L. Love, J. D. May, J. Murphy, Wm. Nicholson, W. W. Walsworth, D. McCoulled, Chas. Swan, G. Emerson, J. Roof, M. Gardner, O. Joseph, A. McCoy, J. H. Fischner, M. Levi, J. Jamison, M. D. Williams, J. Nevins, J. Secret, A. D. Savit, W. Richardson, J. Poisno, G. J. Whatlaw, C. Leers, P. D. Reed, J. Scott, O. H. Winslow, A. C. Mitchell, P. Dine, B. Fano, C. Harrison, A. Denning, D. Weaver, O. McIntosh, J. Cavender, J. A. Slade, W. Philips, W. Andetson, R. C. Stevens, J. W. Miller, P. Smith, J. R. Richards, A. N. Drummond, A. Engtemen, J. Wilson (2,) F. Dunbar, J. Oliver, E. D. Bowen, J. Jacobs, J. D. Russell, J. R. Shephard, Mr. Isham, J. R. Busphey, D. Felly, James Hase, N. Benjamin, W. W. Kempton, E. Nickerson, P. G. Mercer, D. Carson, G. D. Hicks, J. Williams, E. Sober, William Dyes, Joan Dyes, Geo. Dyes, D. H. Scovy, John Macfatosh, A. J. Berlew, E. S. Roberts, V. Lebeue, J. H. Jacobs, W. Haskell, R. Barnes, D. C. Hatch, H. Shey, R. C. Murphy, D. Culiy, O. Welden, A. N. Peters, W. Bowers, H. P. Lee, J. Wiskck, R. Small, F. F. Keith, D. Farn, L. Engleman, L. Johnson, J. McMahan, J. Curis, L. Richardson, C. Curtis, W. Drew, J. Curtis, F. S. Everitt, J. Farnham, M. J. Reed, Wm. Morris, E. B. Green, G. H. Slack, G. MacGregor, J. Campbell, D. Page, W. S. Rumsdell, W. Whitney, Mail Agent, J. C. Swan, J. Whittam.

The Pacific Mail steamship Tennessee, arrived at Panama on the 10th ult., with two and a half millions of dollars in gold dust on freight, and five hundred passengers. The Tennessee left San Francisco on the morning of the 1st, at 7 P.M. and was detained by dense fog until 9. The Pacific to sail on the same day at 4 P. M. The Isthmus sailed on the evening of the 30th ult., with mails for Mexican ports. She arrived at Acapulco on the morning of the 9th, having stopped and left the mails at Monterey and San Diego, detained six hours by fog in former port four hours. Sailed from Acapulco on the morning of the 10th, at 4 A. M., met steamer, supposed to be the Golden Gate, same morning, bound up. On the morning of the 15th saw two steamers, supposed to be the California and New-Orleans, bound up. The Tennessee is but 14 days 20 hours from port to port—her upward trip was 15 days 4 hours. The above time includes all stoppages, and is unprecedented in point of speed.

A large number of her passengers went on board the steamer Alabama at Chagres, for New-Orleans: the balance came on by the Cherokee.

The brig Masardis, of N. Y., Capt. J. H. Hopper, sailed from Navy Bay, Aug. 21, bound to Florida, went ashore on Savanilla Reef, on the night of Aug. 30, and was lost. The Cherokee brought the Captain and two of the crew from San Juan to Chagres. The balance of the crew were left on the Key.

Summary of News.

From the Alta California, Nov. 1.

The ocean steamers which sail from this port to-day, although bearing hence the usual burden of freight and passengers and a heavy Atlantic mail, convey on the route to the Eastern world a "beggarly account" of news matters. Since the departure of the last mail few events have occurred of the nature that ordinarily characterizes the steamer news which this State sends "homeward" and abroad by her semi monthly mail departures.

In commercial and monetary affairs the most important changes and improvements are noticeable, particularly in the city of San Francisco. The reports from the mining region present but few attractive features. Many apprehensions are entertained that the winter, from scarcity of rain in the mountains, may prove unfavorable to mining operations. Large quantities of auriferous earth have been extracted and got in readiness for washing, and the miners are anxiously seeking after signs.

The first rains of winter have already fallen, and the usual "dry spell" which, like an Indian summer in the Atlantic States, precedes the winter season, has set in with hazy atmosphere and sultry days.

The political waters have sunk to rest since the result of the election showed the State to be so strongly Democratic. In this city, one or two cases of contested election have come up, and exhibited at least much mismanagement, or no management at all, on the part of some of the inspectors of election in one or two of the wards. The return of the State archives to the "first love" of our citizens, the capitol of San Jose, has created considerable feeling, particularly among those in this country and in Washington City interested in the real estate prospects of the legislatively-located city of Vallejo. Gov. McDougal, finding the accommodations at this latter place altogether unsuited to the wants of the seat of Government, and not "according to contract," ordered the removal of the archives. The Vallejo party confidently maintain that the spot to which the capital was legislated is the site of a great city and the seat of a wise government, and that they can compel its location there or sink the State in a heavy lawsuit for damages. Meanttime the old interest in San Jose is beginning to be revived. Stock in the contemplated railroad will doubtless soon be readily taken. A line of telegraphic wires extending to that city, from this point, and thence performing a circuit through the valley of San Joaquin and Sacramento is being agitated by parties in this city. Col Bigler, the Governor elect, recently passed through this city from the north. It is rumored that the coast counties, on account of their unfavorable ballottings during the late gubernatorial election, may be expected to fare meagerily during the next administration. Although Col. Bigler is a Sacramento man and warmly identified with the interior and agricultural districts, yet the seaport cities and counties expect much from him. Regarding the vacant U. S. Senatorship, the next Legislature will be so thoroughly democratic that the chances of an election of a Whig U. S. Senator are very faint. The political waters have not begun to move decidedly in that direction as yet.

The Southern Convention for resolving the question of State division met on the 20th ult., and after a three days' session adjourned without accomplishing anything in favor of the much talked of movement.

Lieut. Stoneman's company of dragoons has been ordered to Port Orford, Gen. Hitchcock deeming the recent intelligence of Indian troubles in that vicinity sufficient to call for a movement on the part of the U. S. troops to protect this new Oregon settlement. Since this expedition sailed we have received news from Southern California, of troubles between the Indians on the Gila River, and of a threatened annihilation of Lieut. Sweeney's company of twenty-three men stationed there. At this point, the necessity of a strong detachment of U. S. soldiers has been very great ever since the country came into the power of the United States, and yet it is the weakest and most unprotected post.

An expedition composed of several families, and many of our oldest and most respectable citizens, sailed in the clipper ship Game Cock on Wednesday last, for Honolulu, S. I. The precise object of their visit is not made known. It is quite certain, however, that they have not gone thither with hostile intentions against that Government, and it is equally certain that their mission is destined to produce a change in the government of those islands. The expedition numbered about 125 men. Another is soon to follow.

Over six millions of gold dust and specie have been shipped from this port since the first October. The financial condition of the city at the present time is the cause of much congratulation.

Considerable excitement existed in this city yesterday relative to the reported conduct of the Captain of the Challenge on his recent trip to this port.

The Clipper Challenge.

From the Alta California, Oct. 30.

ARRIVAL OF THE CHALLENGE.—This splendid clipper ship, commanded by Capt. Waterman, whose arrival has been so impatiently awaited at this port, arrived yesterday at 1 P. M. She has experienced light winds on her passage and off Cape Horn had heavy gales of twelve days' duration. She has also experienced an unusual mortality, ten men having died on board since she left New-York. A few days before her arrival a difficulty occurred on board between the mate and some of the sailors, the mate having been stabbed.

Her greatest run in 24 hours was 300 miles. The most she made in one hour was 14 knots with sky sails set and the wind abreast the beam. Her least day's run was 35 miles. She was 56 days from New York to the Cape, 34 days from the Cape to the Line (which she crossed in long. 110 deg. 20 min. W.) 19 days from the Line to this port. Capt. Waterman states he has had no chance during the whole passage to try her speed. Capt. Waterman informs us that she is a noble sea boat and behaved well off Cape Horn during the heavy blows.

From the Alta California, Oct. 31.

GREAT EXCITEMENT. — ATTEMPTED LYNCHING OF CAPT. WATERMAN AND HIS MATE.—Since the arrival of the Challenge, a large number of reports have been in circulation relative to the conduct of Capt. Waterman and his mate toward his crew during the passage. We have made particular inquiries respecting some of them, and will state that however true a certain portion of the reports may be, there are many that are absolutely false, and it would be well for the public to reserve their opinion at least until it is known which of the stories can be relied upon. Yesterday afternoon the Challenge warped in to the wharf. Considerable feeling has been excited by the above-mentioned reports among the boatmen and sailors on shore against Capt. Waterman and his mate, and they collected in large numbers in their boats and on Pacific wharf to catch them and lynch them. Capt. W. had, however, gone on shore yesterday morning to transact business with the Custom-House, and has been concealed in a secure place ever since. Not so with the mate. The boatmen collected upon all sides of the vessel to prevent his escape. The crowd meantime increased to hundreds.

As the ship neared the wharf, the boatmen deeming that there was no possibility of the mate's escape, rowed up toward Sansome st. to secure their boats and walk down the wharf to join and lead the crowd. That side of the vessel farthest from the wharf was thus left unwatched by them, and after they had reached their landing he sprung over the side into a boat of a friend, and the two rowed toward the city for the purpose of landing. It was not a minute before they were observed, and seeing the boatmen making after them they rowed toward Commercial wharf, and passing it reached Rincon Point, where the mate was landed. Meanwhile quite a number of boatmen had got under headway after him. They landed at Rincon Point also in considerable numbers, and there was much excitement among them. To all appearances, had they caught the mate they certainly would have hung him. They commenced the search for him, as the last that had been seen of him he had run into the bushes. A little after dusk they had not caught him, and up to a late hour last night we were able to learn nothing at all of his whereabouts. There were many rumors about respecting the above-mentioned affair last evening, but the above will be found substantially correct. One of the rumors was that Captain Waterman had cleared his decks of a crowd by pointing a swivel at them. We are informed on good authority that Capt. W. was not on board the vessel after morning.

From The Alta California, Nov. 1.

THE EXCITEMENT YESTERDAY.—Yesterday morning the excitement against Capt. Waterman, of the Challenge, and his mate, Mr. Douglass, had not been calmed. The sailors who had been maimed were removed to the Marine Hospital, and a large crowd early collected on Pacific wharf. At last having determined to search for the captain and mate, they went in a body to California st., to the store of Messrs. Alsop & Co., the consignees. They must have numbered nearly two thousand. The gentlemen of the firm assured the multitude that the men were not concealed there. This, however, did not satisfy them, and a committee of six was appointed to go through the store and search it. Meanwhile the bell of the Monumental Engine Company was tapped by order of the Mayor to call together the citizens in order to disperse the mob. The members of the Vigilance Committee met in quite large numbers at their rooms and offered their services to assist the Mayor if any attempt were made by the mob at violence, or to stand by him and see that the crowd were dispersed.

We must pause to call attention to the prudence and firmness and judment which has been displayed by this body of men, in the midst of every trying scene. Where now are those who called the Committee a mob—who predicted that they would establish riot and ruin in our midst? Where are they who lamented for the lost "trial by jury?" Where are they who predicted that the Vigilance Committee would ride rough-shod over the community? Let the events answer. The Committee found society in a chaotic state—the distinction between *mein* and *tuum* was almost gone—life, even, was in danger—and those institutions corrupt to which, in a well regulated community, we look for security. They formed themselves together, conscious of the solemn responsibility which they were self-imposing. They seized upon culprits and promptly punished them; they dragged those in high station from their criminal recesses, and held them up to the public gaze; Crime shrank before them, and Order sprang from the chaos. Having restored security to the city, they yielded their power to the regularly constituted authorities, trusting that they would be enabled, unassisted, to keep off the floodings of crime. And now the Committee are found on the part of the authorities, upholding the law. And they will be found there until the courts can no longer afford us protection.

To return, the Committee did not find the Captain and mate in the search, and meanwhile the Mayor, who accepted the services of the Vigilantes as a body of citizens merely, gave the mob ten minutes to disperse in. At the end of the time the crowd had mostly left. They, however, soon reassembled on Pacific wharf in large numbers. Here a proposition was made to scuttle the ship or burn her. It was stated by one person, who mounted a box, that it was the owners' fault that the outrages were committed; that they knew the character of the Captain, and should not have shipped such a man; they were the parties to suffer, and that he would be one of a party to burn the ship. No violence was, however, committed. The U. S. Marshal went on board the vessel and dispersed the crowd, informing the sailors that if they had any complaint to make they might go with him. The complaint was made, and yesterday the U. S. authorities were searching for Capt. Waterman and his mate.

FURTHER PARTICULARS.—Up to a late hour last night Mr. Douglass, the mate, had not been found. It is supposed that he has gone down in the direction of San Jose. We are informed that by the warrants against Capt. Waterman, he is charged with murder and with knocking a man down. We learn that he is ready to stand his trial and to place himself in the hands of the U. S. Marshal so soon as there is a certainty that he will be secure from the people.

From The San Francisco Herald, Oct. 31.

THE EXCITEMENT IN RELATION TO THE CHALLENGE.—It was rumored throughout the city yesterday that the crew of the clipper ship Challenge, recently arrived from New-York, had been subjected to a series of horrible cruelties on the passage, and that a number of them were still lying in a precarious state in consequence of the injuries they had sustained. As the Challenge drew in to her berth, alongside Pacific-st. wharf, a large crowd, drawn together by these reports, awaited her approach. The first mate, fearing danger from the menacing aspect of the crowd, and previously informed of their hostile intentions, left the ship before landing and took to his boat.—We are informed that he was hotly pursued by a dozen boats filled with men, but by sturdy rowing managed to effect his escape. When the ship was brought alongside the wharf, the crowd boarded her and found many of the sailors in a bad condition from the punishment that had been inflicted upon them. A number of gentlemen have called upon us and made statements going to show criminal severity on the part of Capt. Waterman and his first mate—statements which if well founded would justly render him liable to the severest penalties of the law. From other sources we have heard stories of dark crimes committed on the passage. Other gentlemen have called upon us and declared that there is no truth in these tales, and that the officers of the ship only inflicted that punishment necessary to preserve the discipline of the ship. We are not prepared to express an opinion as to which of these conflicting statements is correct. The sailors have employed counsel and lodged their complaints before the proper judicial tribunal. The investigation which will follow will elicit the true state of the facts.

Convention of Delegates in favor of a Division of the State.

The Convention of Delegates to concert measures to alleviate the condition of the southern portion of California and to prepare a plan for its division, met at Santa Barbara on Monday, the 20th day of October, at four o'clock in the afternoon.

The following are the resolutions adopted, and which were agreed to unanimously, with the exception of the fifth and sixth, to which a minority report was made:

Whereas, within the last four years an empire has arisen upon the shores of the Pacific, whose unexampled growth has attracted the admiring wonder of the world; and, whereas, during the earliest days of its birth, anarchy spread its dissolving influence over society and government, so that it became necessary, in order that life might be protected and property secured, to effect any organization, even if its pillars should bear hearth upon and oppress a section of the country then comparatively unimportant; and, whereas, to realize these great objects of protection to life and property, such an organization had been erected and placed in efficient and active existence, whereby the peace, security and happiness of one section of the State was obtained amid the sacrifices of the other, so that while the favored portion has increased in all the elements which constitute the greatness of a State, the other has gathered from bitter experience the results which a present unpropitious and gloomy future disclose. Therefore, be it

1. *Resolved*, That we, the Delegates from the Southern Counties of California, in Convention assembled, announce to our fellow citizens of the State and of the Union at large, our solemn conviction that the political connection which exists between the northern and southern sections of the State should cease and be dissolved.

2. *Resolved*, That the people of the southern portion of this State have sent us here to raise their feeble voices to their fellow-citizens, and solemnly protest against the continuance of a union which is not only antagonistic in the various interests which society has built up, but is in contradiction to the eternal ordinances of Nature, who herself has marked with an unerring hand the natural bounds between the great gold regions of the north and the interior sections of the State, and the rich and agricultural valleys of the south.

3. *Resolved*, That the results of experience, in our opinion, demonstrate the fact, that no uniform system of civil, criminal or revenue laws can be framed whereby the wants and requirements of the entire State can be satisfied, and that it is a necessary consequence that the interests of one portion must be sacrificed, however reluctantly, to contribute to the welfare of the other.

4. *Resolved*, That considering the foregoing, and many other obvious reasons, we recommend that every effort be used to effect a division of the State, and the formation of a Territorial Government in the southern counties of California, under the paternal guardianship of the General Government.

5. *Resolved*, That viewing the representatives from the various Counties present in this Convention, and gathering from their presence the evidence that their sections of the State are in favor of the division of the State, and are desirous of being associated in the proposed Territorial Government, we recommend the following as a suitable boundary line for the proposed Territory: commencing at the north-western point of Monterey County, and running along the boundary line of said County to its north-eastern point, thence due east to the main coast range of mountains, thence southerly along said range of mountains to a point due west from the extreme northern point of the Tulare Lake, thence east to the extreme northern point of said Lake, thence in a north-eastern line to the boundary line of the State, thence along said boundary line of the State southerly to the boundary line between Mexico and the United States, thence along said line to the Pacific, and thence up the north-western coast of the State, including all the islands along said coast, to the point of commencement.

6. *Resolved*, That in designating said line, we are uninfluenced by any narrow or restricted interests, and if there be other Counties united with us, in interests or sufferings, yet not finding their delegates in this Convention, we do not feel ourselves authorized to assume any power to speak or to act for them.

7. *Resolved*, That we seek this division by itself loyally and in good faith, apart from any party strife, and free from any agitating public question; that we will exhaust all legal means to effect our ends; and that without anticipating or limiting at contingencies which may hereafter occur in case of a disregard and neglect of our just and reasonable wishes, we confidently believe that a division of the State and the establishment of a Territorial Government will be accorded to us.

Prospects of Trade.

The stagnation in business for the last eight months has arisen not from the want of money or merchandise, but from the want of population. Our markets have been overstocked with shipments from the Atlantic States, from Europe, and from the islands in, and the countries adjacent to, the Pacific. Had the same amount of merchandise been shipped to any other State, with no more population than we possess, that has been shipped to California, the shippers would hardly have realised a farthing.

The people of California, as a whole, have lived, by considerable odds, more sumptuously than the people of any State in the Union. The miners all work hard, and therefore eat freely. The farmer and the gardener have always abundant to eat, and a plenty to spare to their neighbors. The merchants, living generally away from their wives and sweethearts, have their social gatherings when their day's work is over. The lawyer and the doctor always have a large body of people whom they keep quiet or moving, as policy may require.

The most of the merchandise that is lost by being impaired in most cases falls on the California purchaser. The eastern shippers are generally saved by the sagacity and tact of our merchants in preventing perishable goods from falling upon the hands of their first owners. The miners generally have to pay for one half of the articles which may become unfit for service before it is used. The people of California have paid better prices for goods, considering the quantity in market for the consumers, than any other people we ever knew.

Our friends in the Atlantic States do not appear to study our condition. They purchase without discrimination, and ship to California, considering that as we have an abundance of gold, we have also an abundance of consumers. Although they may be seriously damaged by every shipment, still, like the man who has lost at *faro* or *monte*, they continue to play with the hope of soon winning a fortune. Had one-third of the merchandise shipped here been kept at home, it would have been beneficial, no doubt, to both sections. Prudence and discretion are most generally purchased at a great price. [Alta Calif.

Death of Geo. Endicott, Esq.

From The San Francisco Courier, Oct. 30.

It becomes our painful duty to announce the death of a much valued friend and public-spirited fellow citizen, in the person of Geo. Endicott, late County Treasurer and President of the Board of Aldermen. There were but few men connected with our City Government, who showed more public spirit, and who rendered more efficient service for the welfare of his adopted City and State, than Mr. Endicott. In his death, the city has sustained a loss. We feel the loss greatly, for he was a warm and confiding friend, true as the needle to the pole. In adversity he aided and cheered us, and in our prosperity felt gratified. We have often taken counsel with him. Together we commenced on these shores in laying the foundations of the Whig party. But he will now no longer mingle among the living.

He was a native of Salem, Massachusetts, where his mother now resides. He was the eighth lineal descendant of Governor Endicott, who founded the Colony of Naumkeag, now called Salem. He left there before he was of age, to live with a wealthy uncle, who was a merchant in Rio de Janeiro. In that city he remained for six years, where he distinguished himself as a merchant. At the time the excitement broke out about the discovery of gold in California he wound up his affairs in that city, and came to San Francisco. Here he formed an acquaintance with, and took in with him as partners, Mr. Greene and George J. Oakes, the latter of whom has preceded him to the grave only one day. His popular manners, and energetic character, soon brought him into notice, and at the first election of this County he was chosen, by a handsome majority, County Treasurer. In this situation he discharged the duties of a public officer with fidelity and ability.

Death of Geo. J. Oakes.

It becomes our painful duty to record the death of Geo. J. Oakes, one of the firm of Endicott, Oakes & Greene. His death was sudden and unexpected. He was a warm friend and a public-spirited citizen.

The Sir John Franklin Expedition.

The ship Dædalus, the supply ship from the expedition sent out by the British Government in search of Sir John Franklin, arrived at San Francisco on the 22d of October, from Port Clarence, Behring's Straits, which she left on the first of that month. She brought, as passengers, Lieut. Cooper and Dr. Simpson, of H. M. ship Plover, which vessel has returned to Port Clarence, from her summer expedition, having been unable to penetrate farther north than 71 degrees—being three degrees short of their excursion last year.

The Plover's consort had not returned to her winter quarters at the sailing of the Dædalus. No vestige of the expedition of Sir John Franklin was discovered; and it is the opinion of the two officers from the Plover, who came passengers in the Dædalus, that all further attempts to find traces leading to the discovery of the Arctic voyagers will prove fruitless.

The following is the report of the Dædalus:

Her B. M.'s ship Dædalus, Capt. G. G. Wellesley, from Port Clarence, Behring's Straits, Oct. 1, arrived in our harbor yesterday, and anchored at Saucilito. The Dædalus was dispatched from Valparaiso last Spring, to visit the provision which is kept at Port Clarence, as a depôt and point of succor, in case either Sir John Franklin's expedition, or the other vessels in search of him, should be obliged to quit their ships and take to their boats. The Dædalus arrived at the edge of the ice (which was then close to St. Lawrence Island) in the middle of June, when she fell in with a large fleet of whalers, principally Americans, waiting for an opening to proceed northward.

There had been but little done in taking whales this season, although large numbers of them had been seen in the Arctic seas in the early part of the season. Most of the ships had gone south. Capt. Wellesley thinks that all the vessels had passed the Straits for the south before the Dædalus sailed. The summer season is later than usual, the first snow having fallen on the 1st October, the day the Dædalus sailed from Port Clarence.

Nothing had been seen or heard of the unfortunate Franklin's expedition. The Advance and Rescue had not been heard from, but it is to be hoped they are safe, and may yet meet with success.

Capt. W. reports large quantities of ice in the Straits, which were in fact almost blocked up. The D. had several narrow escapes, and was at one time in imminent danger of being foundered. She is a fine vessel, mounting 20 guns and 250 men.

Capt. W. reports hearing of the ship Globe, of New-Bedford, on East Cape, about the 10th August. Also, the ship Amity and New Hibernia, of New-Bedford, time not stated. He also reports the names of several which have been before reported per ship Nile, at this port. [Alta California, Oct. 23.

The Mines.

From The San Francisco Picayune, Oct. 31.

The success of the miners still continues undiminished, and the accounts from every quarter of the gold-bearing district are most encouraging. So far from the quantity of gold extracted from the earth diminishing, as was confidently anticipated last year, each day's yield proves greater than the previous one, even in the old diggings, while new placers, new quartz leads, and new deposits of gold, are discovered every day. The yield of gold this year will be enormous, and there is no knowing to what point it may be carried in years to come.

From the extreme northern section of the State our advices are neither sufficiently ample or accurate to furnish grounds for a reliable statement of the operations or returns from that part of the country. Reports occasionally reach us of new discoveries on the Trinity, Klamath and adjoining rivers; but the hostility of the Indians, in that section of the country, naturally hinders the gold seeker from prosecuting his researches in a proper manner, and, although accounts reach us of men making from $10 to $12 per day, we are inclined to think that the success which has attended the miners in that region has not been brilliant. The amount of gold brought down by the steamers has not been large, and the probability is, that the diggings on the coast are paying less than those in almost any other section of the State.

In what are more generally called the Northern mines, embracing those which extend along the base of the Sierra Nevada, the miners are doing unusually well. Coyote diggings are being discovered in every direction, quartz leads are being prospected on all sides, while the placers and gulches are yielding admirably. Hardly a mail reaches us that does not bring accounts of the projection or completion of new flumes and ditches, each of which, it must be remembered, is constructed for the express purpose of enabling the miners to extract the precious metal from gulches and ravines, which otherwise would remain unproductive; and each of which is a source of wealth to the country, hardly appreciable by those who have not witnessed the quantities of gold obtained by those who work by means of them.

The miners in the vicinity of Downeville are doing remarkably well. Several new quartz leads of, as is reported, surpassing richness, have been discovered while the placer diggings are paying better than at any previous time. The citizens of Nevada have been turning their attention, in a more especial manner even than heretofore, to quartz mining, and there are now, in that immediate neighborhood, no less than twenty-five quartz mills, either in operation or in process of construction. In relation to this subject a late number of *The Nevada Journal* says:

"We design, in a short time, to give an estimate of the average yield of quartz, so far as worked, in this section and the degree of richness necessary, per ton, for safe investment. The common opinion upon this subject, especially at a distance from quartz operations, is much at fault. We have seen statements in the papers below, that quartz paying not more than five or eight cents a pound, under the best system, would not pay to work. We think we can show this is an error, and that quartz averaging even as low as one cent per pound will yield handsomely, with proper work."

The same journal furnishes the following list of mills now in operation, or in process of erection, in the neighborhood of Nevada:

MILLS NOW IN OPERATION.

	Stamps.	Wgt. lbs.		Stamps.	Wgt. lbs.
Gold Hill Co.	15	300	Weight & Co.	12	250
Judge Walsh	10	600	Gold Tunnel	12	250
Collins & Co.	12	600	Lloyd & Co.	—	—
Hogan & Co.	5	500	English & Co.	Chil. process.	

MILLS IN PROCESS OF ERECTION.

	Stamps.	Wgt. lbs.		Stamps.	Wgt. lbs.
St. Louis Co.	10	550	Whitesides & Co.	10	600
Dr. Musson, for Wyoming Co.	20	800	Stevenson & Co.	—	—
Utah Co.	10	600	Van Ernon & Co.	—	—
Kentucky Co.	24	—	Iehama	20	550
Central Co.	24	500	American Co.	10	600
Wasson & Co.	12	—	Kelly & Co.	24	500
Empire Co.	—	—	Bunker Hill Co.	Rogers' pat.	
Col. Done	12	600	Rogers & Co.	—	—
			Dunavan & Co.	Chil. process.	

The reports from most of these machines are very encouraging.

The accounts from the American River are equally good. On the North Fork some very extensive operations are going on, with every prospect of success. Ditches are being dug in many places, dams constructed or strengthened, and where the beds of the river have been already exposed, pumps are being worked, night and day, for the purpose of keeping deep holes dry, the earth removed from which is being piled up, until the rain renders further excavation impossible. It must be remembered that the parties employed in such works as these are, at present, adding nothing to the quota of gold which is now coming into market; the results of their labors will be manifested at a later period, when those of many engaged in other branches of mining will be suspended. This will have a tendency to equalize the amount of gold produced, and to engender a confidence in the regularity of the product, which otherwise would not be felt.

In the middle and southern sections of the State the miners are doing equally well. In the vicinity of Mokelumne Hill, which is at present the great point of attraction, the most extensive diggings have been struck. Sections which were abandoned eighteen months ago as being too unproductive for profitable labor, are being taken up, and, with the improvements introduced of late in washing, are paying admirably. In this and the southern section of the mining district, from the Calaveras to the Mariposa, there is probably more dirt being thrown up than in all the rest of the State besides. The dry diggings abound throughout all this portion of the auriferous region, and there can be no doubt that if even a moderate supply of water be furnished in the coming season, the yield of gold from the middle and southern sections of the State will be immense. Piles of dirt have been standing for months past, thrown up by parties who calculate on a plentiful harvest during the wet weather, and there is no calculating the amount which will be extracted from them as soon as the rainy season sets in.

The most momentous question which agitates the public mind, at present, in the gold region, is the probability of a heavy rain falling during the three months now approaching. Should the season prove as boisterous as that of the year before last, or even one half as much so, there can be no doubt that the amount of gold extracted from the earth will be enormous. The most of the dirt is thrown up in gulches and ravines, through which steady streams will flow in the event of a wet winter, but which will be as dry as at present, in case the season prove as mild as the last one.

What the probability of a wet or dry season may be, we confess we are unable to determine. The Indians, we understand, prognosticate a dry one; and it is certain that, as the wild fowl have made their appearance very late in the season, the probabilities incline to prove them correct. Our hopes can only go with the miners; and although at San Francisco, the rain renders the condition of the town unpleasant, there could not, we are sure, be found a single one of its citizens who would not submit to almost any inconvenience, sooner than the miners should lose the reward which their labors so richly merit.

The health of the miners has been generally good, although, in the northern mines, erysipelas has prevailed to some extent. We hear, however, of very few cases which prove fatal, and there can be no doubt that the mineral region is full as healthy as any other part of the remarkably healthy State of California.

From San Diego.

From The Alta California, Nov. 1.

The steamer Gold Hunter, Capt. Thomson, arrived in our harbor yesterday, from Realejo and the ports along the coast. She made the trip in 23 days, and brings us *The San Diego Herald* to the 16th inst.

Her passenger list numbers forty-five. She left Realejo on the 24 inst., arrived at Acapulco on the 7th, leaving on the 8th. On the 14th she arrived at Mazatlan. We are informed that it was quite sickly at this place, and that from twenty to thirty deaths from cholera and fever were said to occur in the city daily. She left on the evening of the 15th and arrived at San Diego on the 21st. On her way up she touched also at Santa Barbara and Monterey.

They are attempting to get up something in the Vigilance Committee line at San Diego. We copy as follows from the Herald of the 9th:

VIGILANCE COMMITTEE OF SAN DIEGO.—"Paddy Welsh," a soldier in Major Heinselman's company, was arrested on Tuesday, by the Deputy Sheriff, on a charge of stealing $100 or $500, and some notes of hand, from the keeper of the New Orleans Hotel, at the Plaza. While the officer was taking the prisoner to Old Town to be examined, a boy of men styling themselves the Vigilance Committee, seized the soldier by force, and took him to Dr. Painter's office, where he was detained some six hours, undergoing an examination. He was finally discharged, there being no positive proof of his guilt. What this self-constituted tribunal intended to do with the prisoner, in case they found him guilty, we have not been informed; but we do know that every mother's son of them would have been brought before the Grand Jury if they had committed any outrage on his person.

It seems that the worthy County Assessor and County Clerk were of the Vigilance party.

The Herald states that society in that neighborhood is little infested with secondrels, that the Courts are uncorrupted and efficient, and administers a rap upon the knuckles of the officials above mentioned for the action they took putting to them a pertinent question touching their oaths to support the Constitution, &c. Two columns off from the above we find the following interesting item:

COUNTY AND CITY JAIL.—We were informed, yesterday, by good authority, that the prisoners now (or who should be) in custody are allowed to cruise about town whenever they choose to do so, taking the key of the jail with them, and return to their quarters at night to lodge at the public expense. If our informant has led us into error in this matter we shall be most happy to make the necessary correction.

JEWISH FAST.—The Israelites of San Diego, faithful to the religion of their forefathers, observed their New Year's day and day of Atonement, with due solemnity. The day of Atonement, one of the most solemn and sacred days in the Jewish calendar, was observed by Messrs. Lewis Franklin, Jacob Marks and Charles A. Fletcher, (the only three Hebrews in town), by their assembling in the house of the former gentleman, and passing the entire day in fasting and prayer.

COURT MARTIAL.—A Court-Martial has been ordered to be held at this place