COLUMBIA RIVER BAR.

The number of marine disasters which have lately occurred at the mouth of the Columbia River have partly verified the remarks made in these columns not long since, to the effect that, before the Winter months had passed, many vessels would leave their bones on the dangerous sands. The fine ship Nimbus, one of the best and strongest of American vessels, has become a wreck by grounding on the bar, and together with a very valuable cargo, is a total loss. The ship Pilgrim struck on the bar and was badly damaged, and the ship Leading Wind, was driven ashore from her anchorage inside. Both these vessels will have to come to San Francisco for repairs, and as the cargoes are damaged, they will also have to be overhauled. An English vessel also struck on the bar and was so badly damaged that her cargo will have to be transferred to another ship and the damaged vessel brought here for repairs. The steamer George W. Elder, commanded by Capt. Fred. Bolles—a gentleman who has been identified with the Portland trade for years and is thoroughly acquainted with the navigation of that portion our waters—also struck in the river, but fortunately got off without apparent damage. All these accidents occurred within a period af three days. Formerly, the policies of insurance distinctly prohibited any vessel over fifteen feet draft, entering the river, except at their own risk. The dangers of crossing the bar are so conclusive, that it will not be long before the Underwriters will return to their former rule in regard to this river.

Let us review the several cases referred to: The ship Pilgrim, 956 tons, three years old, built at Medford, and owned by Henry Hastings, cleared on December 10th with a cargo of 35,239 centals of wheat, valued at $54,874; the ship herself was valued at about $45,000. The Leading Wind, a ship three years old, built at Bath, owned by Goss and Sawyer, valued at about $60,000, and having on board 33,870 centals of wheat, valued at $72,916, cleared on December 14th; while the ship Nimbus, owned by Patton & Son, of Bath, where she was built, was eight years old, 1302 tons register, valued at about $45,000, and having a cargo of 42,565 centals of wheat, valued at $92,498, cleared on December 17th. All had to wait until December 28th, when they got what they supposed a favorable change to venture across the dangerous waters. The sequel shows the way they were deceived. The Underwriters and owners sustain a loss on the Nimbus of about $140,000. The damage on the other two vessels, not taking the English ship into consideration, will make the losses in this affair alone over a quarter of a million of dollars. Does the extra freight of £1 per ton cover the above? We think not, and we fear also that we shall hear many more of the same kind of accidents before the Winter is over. No vessel of over sixteen feet draft at most should be permitted to cross Columbia River Bar.—"Alta California."

Since the furore raised over the Columbia river bar on account of recent marine disasters, the Portland papers have been trying to smooth matters over by attacking Puget Sound interests, and parading the Osmyn disaster in support of their statements derogatory to our shiping business. Every one who knows anything about the loss of the Osmyn can easily see that the disaster was merely the result of a collision which might have occurred on the high seas as readily as anywhere else, while the perils of Columbia river navigation are so palpable that Oregon papers have to conceal them as far as possible. After inserting the clipping from the "Alta," dispatches came as follows hereinafter about the disaster in San Francisco Bay. It is a well known fact that the last named bay is fast filling up with debris from the Sacramento river, and that the harbor there is being thereby rendered unsafe. Who will not agree with us that it requires no great stretch of the imagination to set the day a few years hence when Puget Sound will be sought as the only safe and reliable haven for storm tossed vessels, on the North-west Coast of this Continent? The dispatches read:

SAN FRANCISCO, Jan. 25.—The ship Western shore, for Seattle, bark King Phillip, for Port Gamble, and the Bolivian bark Don Nicolas, for Victoria, were towed to sea this morning. The tugs left them inside the bar. The wind was too light to enable the ships to work across against the heavy rollers, and all three were carried about a mile south of the Heads, where the breakers are continuous from beach to bar. All anchored in the breakers this afternoon; the King Philip parted her cables and went ashore—the others still holding on, but they are liable to at any moment, from the heavy sea running owing to the recent gale. The fate of the crew of the King Philip is not yet ascertained. She will undoubtedly soon go to pieces. All were in ballast.

SAN FRANCISCO, Jan. 26.—Western Shore and Don Nicholas both still on bar but Capt. Blinn, of the Western Shore, formerly of the Jenny Pitts was killed yesterday by breaking hawser. The King Phillip's crew all saved.

BEEF IN ENGLAND.

The following, taken from an English paper, explains inself. Those who are interested in the exportation of beef and live stock, may wish to know something about the sentiment across the sea upon the subject:

Last week a deputation from the Royal Agricultural Society waited upon Lord Beconsfield and represented to him that it was of exceeding importance that the importation of live cattle for food purposes should only be permitted under certain stringent regulations. Our readers will remember that Dr. Chaplin said something to the same effect a day or two ago. It is hardly to be believed, but it is a fact nevertheless, that what we may call town papers, the representatives in journalism of Manchester and the other great towns, continue to advocate a simple freedom of trade between Great Britain and the Continent. The answer to this is, first, that we find that when we restrict the movement of cattle inland, say under dread of cattle plague, we kill all the other costly diseases to which our domesticated animals are subject. Pleuro and foot and mouth disease both disappear when you take action against cattle plague. That ought to teach us that the best thing we can do to increase our food supply is to prohibit the importation of all live animals for food purposes. Why should they be driven from point to point of the Continent, then shipped to us, and after that kept until they are again fit for slaughter? We add to our expenses in the feeding and keeping, and after that get worse meat than we should have had if we had determined that we would only take dead meat from our neighbors. The reason why there are not better things done is that we have vested interests concerned, and that these vested interests mean to take care of themselves, without regard to the needs or the well-being of the community at large.

There is nothing that so convinces a man that there is truth in religion as to see true religion in Christians.

The horn of the hunter is no longer heard on the hill. It is carried in a pocket flask.

Dissolution of Partnership.

THE undersigned, late partners of the firm of McNaught & Haller, hereby give notice that they have on this, the 1st day of January, 1878, dissolved said partnership, by mutual consent.

JAMES McNAUGHT,
4w G. MORRIS HALLER.