

THE NEWS.

The intelligence brought yesterday by the Sierra Nevada is unusually exciting. Three severe battles, it would appear, have been fought at different points. On the 15th ultimo a heavy engagement took place between a portion of Sherman's army and Hardee's forces at Overlyboro, or rather Averyboro, on the Cape Fear river, about twenty miles north of Fayetteville. This only account of the fight are from Southern sources. The Richmond papers announce the result as a great victory for Hardee, and put down the Federal loss at 3,800, and that of the Confederates at 450. The disparity of the losses is no doubt exaggerated, but we can easily understand that the Federals suffered more severely than their opponents. It was the policy of Johnston, the Southern commander, as stated in the despatch, to concentrate the Confederate forces and limit them on one or other of the wings of Sherman's army before that general could effect a junction with Schofield. With all the advantages, however, attached to the Confederate position, there was little disposition to assume the offensive, and Sherman's left wing had advanced as far as Averyboro, before anything like a fighting position was indicated by the Confederates. Here, however, Hardee is strong force had taken up a position on Cape Fear River, and it was in forcing this position that Sherman lost so heavily in the river. The river was ultimately crossed, and Hardee retreated, leaving Sherman's left wing still pressing on towards Goldsboro. On the 19th Sherman had advanced on Bentonville, twenty miles beyond Averyboro, and about half way to Goldsboro. Here his forces encountered the enemy under Johnston, and another heavy battle ensued, which is claimed as a victory by the Confederates. Like the victory at Averyboro, however, it did not seem to disarrange Sherman's plans, for we find him still advancing until he at length formed the desired junction with Schofield. In the meantime the right wing advanced from Fayetteville on the wagon road that connects that town with the Wilmington and Goldsboro railway. The distance between the two wings was about twenty miles. This right wing was less liable to molestation than the left, for Terry's forces were marching on the Wilmington line of railway and would be likely at short notice to form a junction with Sherman. On the 21st the right wing came in contact with the Confederates at Mount Olive, on the line of railway about ten miles south of Goldsboro. The fighting was of short duration, however, for on the same day Schofield on the Newbern line had entered Goldsboro, and the Confederate forces were therefore flanked, necessitating on their part a rapid retreat towards Raleigh. Sherman's right wing then opened communication with Schofield and Terry, and his left marched on Smithfield almost half-way between Goldsboro and Raleigh. The latter place, the capital of the State, was expected to make but short resistance. In this last effort at the converging lines the Federals have been signally successful, and show what strides they have made in military movements since the blunder at Pittsburg Landing. Sherman starts from Charleston, and travels over the hundred miles through the enemy's country, before he can form a junction with the Federal forces in North Carolina. It is arranged, however, that Schofield shall advance from Newbern in a north-westerly course and meet him at Goldsboro, seventy-two miles from Newbern, and that Terry shall push eighty miles northward from Wilmington, and form a junction at the same place. Despite several pitched battles, and numberless skirmishes, the converging forces meet at the scene and almost at the time appointed, after having swept like a tornado over the best positions of the Carolines. This demonstration of Sherman's power of combination and execution would in the absence of any other circumstances, stamp him as one of the great generals of the age. It is not surprising, therefore, that the Virginia campaign of the Southern army, after many days' hard fighting, had succeeded in capturing Richmond. Such is the short telegram that was announced in Portland on the 10th. It is not clear from the Richmond telegraph how the Federals have gained possession of a fort in a commanding position on the Federal line, and turned the guns on the Federal troops. Emboldened by this success, they attacked a second work called Fort Blenheim. Here, however, the Federals were more on the alert, and the Southern forces were repulsed with heavy loss. The fort in the possession

of the Confederates was then assailed by the Federals, but it was not until after several attempts had been made that the Northern troops were successful. The place was ultimately taken, and with it 2,500 prisoners. Grant puts down the total losses of the Confederates in this engagement, or rather series of engagements, at 3,000, and his own at 800. It is just possible that this important collision may have led to a general battle, resulting in the rather startling demonstration announced by yesterday's steamer, and that Grant, after cooping up the Southern army for the best part of a year behind the walls and breast-works of Richmond, had at length achieved the great object of Northern ambition—the capture of the Southern capital. A few days will decide the truth or falsity of the statement; in the meantime, however, the position of the South, whether we look at it from a military, financial or social point, is becoming more and more untenable.

**NANAIMO NEWS.**  
The work of building the first Literary Institute in these colonies is commenced. Nanaimo, the second town of importance in this colony, is first in this work and will have the honor of planting a most valuable institution. Though only second in commercial importance, Nanaimo may be considered a rather higher rank when its mineral wealth is taken into account. Last month a greater quantity of coal was raised than the mines ever yielded in a like period; the stock of coal on hand is consequently increasing, while the demand continues steady. The expectation of some animation, however, is general. A market for the coal is much needed; this great want once secured, the prosperity of the town would be largely enhanced. The fine new wharf, is approaching completion, and the bridge leading thereto, 1,100 feet long, is now being planked preparatory to the laying down of the rails. Several hundred tons of railway iron were received by the General Wyndham and Knight Bruce, to be used on the new branch of the railway, which is calculated to still further improve the present means for loading the largest class of vessels. The large outlay made by the Victoria Coal Company at Nanaimo the last two years, must ultimately be productive of results beneficial to the holders. The power of adjudicating upon small debts is now understood to be given to the magistrates at Nanaimo, an act to this purpose having been passed. Scarcely anything could be more acceptable to the merchants and traders here, than this law, and the sooner it is put into operation the better.

**CALIFORNIA NEWS.**  
(Telegraphic to the Oregonian.)  
SAN FRANCISCO, April 11.—The overland line commenced working again at 5 o'clock this evening.  
William Ross, boatswain of the Great Republic, was to-day convicted of beating a seaman with a dangerous weapon—an iron belay-pin.

The Yellow Jacket Mining Company declared a dividend of one hundred dollars per foot; the Imperial a dividend of ten dollars per share.  
The coroner's jury found that Mrs. Muller was accidentally killed by her brother-in-law, John Muller.  
The opposition steamer Moses Taylor will sail on the 13th. The rates of fare have not been fixed yet, but will be about one hundred dollars for the first cabin, sixty-five for the second, and thirty-five for the steerage.  
Currency exchange to-day 60 premium; draft 1 1/2 per cent. Legal tenders opened dull at 6 1/2, @62, but closed firm at quotations. Flour—1,000 sacks of Oregon superfine sold at 13 25 cash; 2,000 qr. sacks Oregon superfine sold at 13 50. Wheat—some sales at 50; barley—500 sacks good to choice sold private; 780 bushels feed at 30. Hay—50 tons sold at 19 00. Cattle—some sold at 20 00.

Arrived—steamer Brother Jonathan, three days from Portland, and had about 200 passengers.  
San Francisco, April 24. Arrived, British ship Kacchabadi, 60 days from Yokohama full cargo; bark Onward, 20 days from Honolulu. The Golden Age sails to-morrow, carrying about one hundred passengers. No other local news.

**ROBERT TERRELL'S**  
The steamer Robert Terrell, which was chartered by the Government, has been received at the wharves, and is now lying at anchor. The vessel is a fine one, and is well equipped for service. The cargo consists of various goods, and is being discharged at the wharves. The vessel is expected to sail for Victoria on the 15th.

**THEATRICAL.**—Wheatleigh and Harry Courtaine are playing with great success at Maguire's Opera House, San Francisco. The Call says that the Courtaines of the palmy days seem to come back in Harry's acting, which it eulogizes highly. Julia Dean Hayne closed a short and not very successful engagement at the Metropolitan theatre, and came up to Portland on the Sierra Nevada. Mrs. Fanny Morgan Phelps succeeded Julia Dean Hayne at the Metropolitan. A new debutante, Mrs. Julia Trentley, was to make her first appearance at Maguire's Opera House. Schoniata Maria, a young danseuse, was creating a furore in the Bay city. Matilda Heron was playing with success in Sacramento. Mrs. W. H. Leighton has commenced her engagement at the Bowery Theatre, New York, with Yankee Locke. A new farce had been written for them, styled "Patience or Dad's Ile." Mrs. Emily Jordan is playing in Albany. Miss Lotta, an old Victoria favorite, is in New York, looking for an engagement. Ed. W. Booth has been playing Hamlet at the Winter Garden, New York, for 18 consecutive nights. Mrs. John Wood, at the Olympic, has also had a run of 61 nights in "The Streets of New York."

**TELEGRAPHIC.**—Mr. Haines, superintendent of the work of laying down the telegraph line to these colonies, came down from New Westminster Wednesday afternoon. He informs us that the connection is complete to New Westminster, but, owing to the line having been blown down in several places between that town and Seattle, no despatches had been received. Parties had been sent out to repair the breaks, and the line was expected to be placed in working order by Friday or Saturday. Mr. Haines goes over on the Anderson this morning to Seattle, whence he will despatch competent parties northward to put and keep the line in order. Mr. Gamble, superintendent of the Telegraph Company, may be expected down by the next boat.

**IMMENSE SAVING OF LABOR.**—We clip the following from the New York Tribune, of March 25th: On the Pacific side of the British dominions, meanwhile, the Governors of the two provinces of British Columbia and Vancouver Island are agreed in recommending a union of these provinces, and their opinion is shared by a majority of each of two Legislatures. This unanimity, we are assured by the press of those provinces, promises in a short time to secure their union; and that achieved, the connection of the Pacific provinces with the great Canadian Confederation will be almost an accomplished fact.

**BIRTH OF A FRENCH PRINCESS.**—The Duchess de Chartres has given birth to a daughter, the first great grandchild of the late French King. The event took place at Ham, common near Richmond, in the presence of Dr. W. O. Pringle and Dr. de Mease. The news was immediately telegraphed to Queen Victoria, at Osborne, and to Queen Amelia, at Claremont.

**STEAMSHIPS FOR CALIFORNIA.**—The Pacific Mail Steamship Company are building two new steamers for California, the one called the Colorado and Henry Clay. The first named is to be 3,500 tons burthen, the latter 3,000, and both are to be fitted up in first class style. They have also completed two others for California waters, named the Arizona and Washoe. The Baltic and Atlantic are also spoken of as for the California trade. From these additions to our steam marine the Bulletin thinks the Pacific Mail Steamship Company intend to secure the China and San Francisco mail steam service, and design to put some of the new craft on that line.—Oregonian.

**ACQUIREMENT FOR THE GOVERNOR'S RESIDENCE.**—Mr. Underwood that Capt. Wm. McNeil has offered ten acres of land on Foul Bay Road as a site for the projected gubernatorial residence. The situation is one of the most beautiful in the whole vicinity and is well worthy the consideration of His Excellency. The liberality of the wealthy landholders in this offering, such large and valuable building sites, is highly commendable, and should be duly appreciated by the colony, which will thus be so considerably enriched; and no one will be grudge the proprietor whose offer may be accepted, the substantial advantage to his property which the erection of a handsome Government House in its immediate neighborhood will be sure to bestow.

**RELEASE OF THE FAIGATE BIRD.**—Mr. Fearless, of Pease & Grass, who went over to Port Gambell last week, returned yesterday on board the ship Faigate Bird, which he had succeeded after much difficulty in releasing from the parties who had held her up. After settling all just claims against her, Mr. Fearless had her towed down the Sound by the Crown Walker, and arrived with his charge in Royal Roads yesterday morning. In the afternoon she was towed by the Biddle into Esquimalt, where she will be supplied with stores, etc., and continue her voyage.

**ANY ONE CAN USE THEM.**  
A basin of water is all that is required to produce the most perfect and beautiful colors in Silks, Woolens, Cottons, Ribbons, &c. in ten minutes, by the use of  
**Judson's Simple Dyes.**  
These dyes will give the most brilliant colors, and are of a permanent nature. They are of a simple nature, and can be used by any one. They are of a permanent nature, and can be used by any one. They are of a permanent nature, and can be used by any one.

**Pure Drugs, Chemicals, &c.**  
**BURGOYNE & BURRIDGES**  
EXPORT DRUGGISTS,  
GOLEMAN ST. LONDON.

**The Invalid's Friend**  
**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**Pure Drugs, Chemicals, &c.**  
**BURGOYNE & BURRIDGES**  
EXPORT DRUGGISTS,  
GOLEMAN ST. LONDON.

**Pure Drugs, Chemicals, &c.**  
**BURGOYNE & BURRIDGES**  
EXPORT DRUGGISTS,  
GOLEMAN ST. LONDON.

**Pure Drugs, Chemicals, &c.**  
**BURGOYNE & BURRIDGES**  
EXPORT DRUGGISTS,  
GOLEMAN ST. LONDON.

**Pure Drugs, Chemicals, &c.**  
**BURGOYNE & BURRIDGES**  
EXPORT DRUGGISTS,  
GOLEMAN ST. LONDON.

**Pure Drugs, Chemicals, &c.**  
**BURGOYNE & BURRIDGES**  
EXPORT DRUGGISTS,  
GOLEMAN ST. LONDON.

**Pure Drugs, Chemicals, &c.**  
**BURGOYNE & BURRIDGES**  
EXPORT DRUGGISTS,  
GOLEMAN ST. LONDON.

**Pure Drugs, Chemicals, &c.**  
**BURGOYNE & BURRIDGES**  
EXPORT DRUGGISTS,  
GOLEMAN ST. LONDON.

**Pure Drugs, Chemicals, &c.**  
**BURGOYNE & BURRIDGES**  
EXPORT DRUGGISTS,  
GOLEMAN ST. LONDON.

**Pure Drugs, Chemicals, &c.**  
**BURGOYNE & BURRIDGES**  
EXPORT DRUGGISTS,  
GOLEMAN ST. LONDON.

**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**The Invalid's Friend**  
**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**HOLLOWAY'S PILLS.**  
Nervous Disorders.

**HOLLOWAY'S PILLS.**  
Nervous Disorders.