

The New Orleans Riots.

The account of the bloody riots in New Orleans—riots that, in the wholesale destruction of human life, have hardly a parallel on this continent—has been perused with feelings of horror by our readers; but, dreadful as has been the slaughter, heartrending as must have been the misery and destruction entailed—one cannot (while he pities the poor, ignorant blacks who were led into the trouble by designing whites) but entertain a feeling of detestation for the politicians in the North who, by their fanaticism or their villany, or perhaps both, have led to the enactment of the awful scenes. Let the reader look at the facts: Twenty-five white men, deeply imbued with Northern prejudice against Southern institutions, meet in Convention in a Southern city to arrange for the election of Radicals to Congress; finding that they will not be accorded military protection, the delegates call on the Freedmen to arm for the defence of the Convention. The call is eagerly responded to—the hall in which they meet is crowded with blacks, and the result is precisely what might have been expected. As well throw a lighted faggot into a powder magazine, or a package of nitro-glycerine into a blazing fire, and expect that an explosion will not ensue, as to arouse the prejudices of a Southern mob on the negro question without a bloody result. The most frightful scenes are represented as having occurred. Men were shot down like dogs, or beaten with sticks, until they became unrecognizable masses of humanity; the President of the Convention and several of his colleagues were slaughtered, and for hours the horrible scenes of butchery continued until 150 blacks and 25 whites had been killed, and a large number wounded. Nothing can be more cruel than a mob of excited men. The very tiger is merciful compared with men who have got "blood in their eyes." They cut, carve and destroy from very wantonness, and stop only from sheer fatigue. Shut out from participation in the administration of a Government the South are compelled to acknowledge—forced to accept as law the ipse dixit of Northern Radicals—taunted with a knowledge of the fact that an attempt has been made to place their former slaves in power, and believing that the Convention was composed of men who sought to outrage their feelings by sending black men to Congress to represent them, is there any wonder they rose and perpetrated the atrocities attributed to them? While we cannot excuse or palliate the acts of the mob, we can find no excuse for the course adopted by the members of the Convention. Hence, while we sympathize with the unfortunate blacks who suffered from the riot, we have none of that feeling to throw away upon the men who brought the trouble upon them. The North wants peace. They passed through four years of bitter, unremitting warfare to obtain it. But they can never have peace until they crush these fanatics and agitators who are never so happy as when they see others miserable. Slavery, the great stumbling block to Union, having been removed, what have the North to fear from the prostrate, disarmed and poverty-stricken people of the South? By admitting them to the full rights of citizens, the prejudice against the blacks would soon die out, and so soon as the Southern people knew that they were not to be forced to accord them political privileges, they would extend them voluntarily. Let the present agitation continue for six months longer, and a war of races that will cause rivers of blood to flow will be inaugurated.

COAL FOR THE SAGINAW.—The Emily Harris has gone to Nanaimo to bring down coal for the U. S. war steamer Saginaw.

The Isabel will be fitted up to carry fifty passengers and two hundred tons of freight.

LOCAL INTELLIGENCE.

Friday, Aug. 10.

THE DENNY-DEWOLF SHOOTING AFFRAY. The case of Mrs Margaret Denny, formerly wife of the painter of that name, charged with shooting at the widow of the late Capt. DeWolf, as she came out of Denny's studio, Washington street, on Monday, the 23rd instant, was partially heard in the Police Court, yesterday. Mrs DeWolf testified that Denny was absent at the Farrallones at the time, and having business down town she went to his studio to pass an hour before going to a funeral which she was to attend. She had come out of the studio, and locking the door, was putting the key over the door, when she saw Mrs Denny coming up the stairs. The latter bitterly unbraided her, charging her with seducing the affections of her husband from her, and after some words of denial, Mrs DeWolf turned to go down stairs. She had got but a few steps when Mrs Denny fired a shot from a revolver and ran away. Mrs DeWolf screaming that she was killed—it subsequently appeared that she was not hit—ran down into the streets, where a crowd was collected by her cries. Other witnesses testified to the fact that Mrs Denny had complained of being wronged by Mrs DeWolf and her late husband, and repeatedly threatened vengeance. Mrs Denny was sworn as a witness in her own behalf, and the story she told was certainly calculated to enlist the warmest sympathies of a jury in her favor. She is young and not unattractive in appearance, and gave a very straightforward, and apparently truthful account of the whole difficulty. Much of her testimony was of such a nature as could not well be published, and really ought to have been heard with closed doors—not in a Court room crowded with gaping spectators eager for every detail of a case painful enough to those who were compelled to hear it.—S.F. Alta. [The parties in this case are well known in Victoria.]

REBELLION IN THE CHAIN-GANG.—John Butts, the town crier, has rebelled in the chain-gang. Either the goose that he "annexed" the other day lies heavy on his conscience, or the chain hangs too heavily on his legs—but whichever may be the cause, John yesterday dropped the end of a plank, at the bridge, and declared that he would work no longer. "What's the matter?" asked the Superintendent, "Are you sick?" "Sick? Yes!" said John, "Sick of you, sick of the country—sick of everything—I'm driven to desperation—I'm a rebel!" "John," mildly expostulated the Superintendent, "you had better go to work." "Work, I work! You bet your life I won't work. I'm a gentleman, sir, in my own country, and I won't work here. You can't play that on me. I'll rebel—I'll join the Fenians, and make you "walk off" when henceforth you hear the name of John Charles Butt." When we passed the bridge John was standing at ease with his arms folded, presenting a capital model for a statue of a gentleman in disguise.

AN INCIDENT OF THE PANIC.—On the morning on which the suspension of Peto and Betts was announced through the London papers, four fellow railway contractors called upon Sir Morton Peto; the first laid upon the baronet's table £200,000; the second £100,000, the third and fourth each a similar sum, making in all \$2,500,000 placed at Sir Morton's disposal, on the simple condition that it should be sufficient to answer the purpose. Though the amount was more than would suffice for the actual wants of the week, Sir Morton decided not to embrace the offer so generously tendered him, lest the damage to his credit had suffered through the publicity of the difficulties of his firm should jeopardize his friends' names. Sir Morton preferred to endure the mortification of "suspension" rather than risk involving his kindly visitors even in temporary loss.

THE HOMESTEAD AND IMPRISONMENT FOR DEBT BILLS.—In our editorial comments yesterday on these measures we mentioned that the bills both originated in the Legislative Council this session. This statement, although correct, deprives the originators of the bills in the Lower House of the credit due to them. Both were introduced into the Assembly last session, the one by Mr. DeCosmos, the other by Mr. Dennes, but they were shelved in the Upper House. The same bills were again brought forward in the House in the early part of this session, but the Council preferred their own legislation to the Assembly's and framed the bills which have now virtually become the law of the land.

FROM QUEEN CHARLOTTE ISLAND.—Discovery of another seam. The sloop Leonede, from Skidegate Bay, Q. C. I., arrived yesterday morning, with one and a-half tons of anthracite coal from the Queen Charlotte Company's mine; which were taken from a seam recently discovered. The outcrop of the seam is from 2 feet 5 inches to 2 feet 7 inches wide. About 12 tons were taken out in three days. The coal is of the very best description of anthracite and the seam is situated some 500 feet above high water mark. A tunnel of three hundred feet will tap the vein, which workmen are engaged in running. The Indians are quiet and the workmen are all in good health.

FROM NANAIMO.—The steamer Sir James Douglas arrived yesterday from Nano with 12 passengers, among whom were Bishop Hills and the Rev. Mr and Mrs Jenns. A dinner took place on Wednesday evening at the Nanaimo Hotel, in honor of the Atlantic cable. About 40 persons sat down and Mr Franklin presided. The company broke up after a most sociable and agreeable reunion, at 2 a. m. The Fideliter was at Nanaimo on Wednesday and left for Bellingham Bay at 2 p. m., after the party had inspected. She had been to G'lam Bay The ship Riviere was still in the Straits.

THE FIRST OFFER.—The following communication was handed to us yesterday: "Victoria, V. I., August 8th, 1866. To J. A. McC—c, Esq., Sir: At a meeting last evening of our fellow Citizens, it was proposed that this question should be put to you: In the event of Vancouver Island being annexed to the United States, would you object to being named as first Governor?" The answer we understand is reserved.

SAVAGE.—Mrs Anna Cox was accused before Mr Pemberton yesterday by Mr Savage for permitting a savage dog to roam at large, to the terror of Her Majesty's subjects. Mr Savage's child it appeared was attacked by the savage dog, and had its arm badly bitten and mutilated, sufficient under the circumstances to make any father feel savage, and hence his complaint against the owner of the offending animal.

LEECH RIVER DITCH.—Tenders will be received until noon of the 14th inst, for cutting and delivering about 60,000 feet of one and one-half inch boards within two months from the date of contract. Should the contractor build a mill, he will be allowed for the same any sum not exceeding \$500.

ANNIVERSARY FESTIVAL.—The fifth anniversary festival of the Sing Verein will be held on Saturday next, 12th inst., at Oak Bay, and promises to be a very pleasant reunion. Tickets may be had from any of the Committee.

AMATEUR THEATRICALS.—An amateur performance will shortly take place in the Theatre in aid of the funds of the Cricket Club. The Amateurs have also been invited to give a performance on behalf of the Mechanic's Institute, which is in arrear.

RETURNED.—The Saginaw returned from the entrance to the Straits yesterday morning. She towed the Evelyn Wood to Cape Flattery, where the lines were cast off, and the bark set her sails for Sitka.

CABLE NEWS.—We present to our readers to-day the speech addressed by the King of Prussia to his Chambers only four days ago. This is the first news despatch in detail received over the Atlantic Cable.

OF COURSE.—The Columbian belabors the press of this Island for daring to apply opprobrious epithets to the "plain and unvarnished statement of facts by its esteemed Governor."

PUBLIC MEETING.—A requisition has been served on the Mayor, requesting His Worship to convene a public meeting on the Union question for Tuesday evening next.

IN THE LATE JAMAICA PARLIAMENT there were thirteen Jews, two in the Legislative Council and eleven in the House of Assembly.

COUNT OUT.—There was a count out at the Legislative Assembly yesterday—only the Speaker and Messrs Pidwell and Young being present.

"NANAIMO GAZETTE."—The press belonging to this establishment was shipped yesterday.

ABANDONED.—All the cases growing out of the Malowanski frauds have been abandoned by the prosecution.

LONG TRIP.—The Alexandra will not return from New Westminster until Tuesday noon.

Letter of Thanks.

His Worship Mayor Franklin has addressed the following neat expression of thanks, for favors conferred, to R R Haines, Esq., assistant superintendent of the State Telegraph Company. Victoria, V. I., Aug. 7th, 1866. My Dear Sir: allow me on behalf of the inhabitants of Victoria, to tender my sincere acknowledgments to the company you so worthily represent, and to the managers of other telegraphic lines, over which you passed, for having so liberally forwarded gratuitously the despatch and reply to and from the Lord Mayor of London. Those kindly interchanges of cordiality and sympathy expressed between the peoples of two far distant portions of the British Empire, lost none of their significance, but if possible, were rather enhanced in our estimation, by having been voluntarily transmitted through nearly 4000 miles of wires, stretching across a continent possessed by a great and friendly nation; and over which, let us fervently hope, none but such messengers of Peace and Good will, may ever be conveyed. I have the honor to be, dear Sir, your obedient servant, R R HAINES, Assistant Superintendent, California State Telegraph Company.

Governor Seymour and the Chamber of Commerce.

COPY OF A DESPATCH FROM GOVERNOR SEYMOUR TO THE RIGHT HON. EDWARD CARDELL, M. P.

NEW WESTMINSTER, March 21, 1865. (Received, June 29, 1865.)

SIR—I have the honor to forward a printed paper of which I have become accidentally possessed, containing certain resolutions passed and statements made by the Chamber of Commerce at Victoria.

2. You will observe that these resolutions and statements, which attribute somewhat unworthy motives to the Government of this Colony, were transmitted to you before I became officially aware of their existence. I feel that I should be neglecting my duty to Her Majesty's Government and to British Columbia were I to pass unnoticed statements emanating from a respectable source, and which have been published with something approaching to accuracy, in the daily periodicals of the neighboring Colony. Of the resolutions, had they been unsupported by the statements, I should not have had to complain. They are the expression of the opinion of a best man party. You are aware that the candidates on the Free Port side were rejected at the last Victoria elections. The beaten party have, however, the support of the people of Vancouver, in so far as they advocate a union with this Colony. With us, the Legislative Council has on more than one occasion, unanimously protested against the proposed connexion.

3. I will pass over the earlier portions of the statements, but must pause when I reach the assertion that Victoria—I have no word to say against Esquimalt—possesses "a capacious and convenient harbor, approachable at all times, by night or day, for sea going ships of every burthen." I must refer on this point to the highest authority I can procure, that of Captain Richards, R. N., the present Hydrographer of the Navy. In his sailing directions for Vancouver Island, page 20, I find, "The entrance to Victoria harbor, is shoal, narrow and intricate, and with S.W. or S.E. gales, a heavy swell sets on the coast, which renders the anchorage outside unsafe, while vessels of burthen cannot run in for shelter unless at or near high water. Vessels drawing 14 or 15 feet may, under ordinary circumstances, enter at such times of tide, and ships drawing 17 feet of water have entered, though only at the top of spring tides." Captain Richards proceeds to state that in the harbor "the space is so confined and tortuous, that a long ship has great difficulty in making the necessary turn; a large per centage of vessels entering the port, small as well as large, constantly run aground from these causes." Further on, "it appears not a little remarkable that, with the excellent harbor of Esquimalt within two miles, Victoria should have been continued as the commercial port of a rising Colony, whose interests cannot but suffer materially from the risks and delays which shipping must encounter in approaching the commercial capital." He concludes his notice of the harbor, while allowing that Victoria suited the former wants of the Hudson's Bay Company, "it has been a fatal mistake at a later date not to have adopted Esquimalt as the commercial capital."

4. I will add my own personal testimony, though entirely unnecessary, to that of Captain Richards. After threading in safety by the narrow channels among the islands of the Gulf of Georgia, I have found myself scarcely able to determine which of the indentations of the coast was the harbor of Victoria. No light of any kind marks its entrance, and in a small steamer, drawing but 3 feet 6 inches, we have shared the fate of the "large per centage of vessels, small as well as large," and run aground.

5. I wish to dispose of the questions relating to natural features, raised by the Chamber of Commerce, before following their arguments into political matters. Having thus lauded the harbour of Victoria, they proceed to deal in a less generous manner with Fraser River, narrow, and uncertain channel through the sand heads at the mouth of the Fraser, is available only for ships drawing 16 feet of water at the utmost, and then requiring the assistance of steam." They go on to speak of the "subsequent danger and delay attending river navigation to New Westminster, the currents during the summers freshets being very rapid." Either the Chamber of Commerce of Victoria or the Hydrographer of the Navy, is very much mistaken. I beg leave to refer to page 97 of the book already quoted: "Fraser River, in point of magnitude and present commercial importance, is second only to the Columbia on the Northwest Coast of America. In its entire freedom from risk of life and shipwreck, it possesses infinite advantages over any river on the coast, and the consequence of immunity from the dangers and inconveniences to which all great rivers emptying themselves on an exposed coast are subject, is sufficiently obvious." Captain Richards then alludes to the "fixed and unvarying character of the shoals through which this magnificent stream pursues its undeviating course into the Gulf of Georgia, and there can be little doubt that it is destined at no distant period to fulfil to the utmost, as it is already partially fulfilling, the purposes for which nature meant it—the outlet for the products of a great country." In descending the stream on reaching Langley, 12 miles above New Westminster, Captain Richards finds that "the river becomes a broad, deep, and placid stream, and, except during the three summer months, the influence of the flood stream is generally felt, and vessels of any draught may conveniently anchor. The depth is ten fathoms; the current not above three knots. Vessels of from 18 to 20 feet draught, may enter the Fraser, and proceed as high as Langley, or a few miles above it, with ease, provided they have or are assisted by steam power. The only difficulty is at the entrance, and that is easily overcome by providing pilots and the means of maintaining the buoys in their position." The Chamber of Commerce speaks of the "intricate, narrow, and uncertain" entrance. I have already quoted Captain Richards's expression of "undeviating." He adds later, "that the stream has forced an almost straight though narrow passage." I may strengthen the refutation of the alleged "uncertainty" of the entrance. I had the channel recently re-

surveyed by Mr Pender, R. N., charged with the Admiralty survey of this coast. He found that it had sustained scarcely any appreciable change since the passage was first marked out on the settlement of the Colony. 6. The statements made by the Chamber of Commerce on matters respecting the proof are somewhat remarkable. I hardly assume, in a body professing to represent the commercial capital and intelligence of the two Colonies, an ignorance of a book of sailing directions for their coasts, "published," if the title page would show them, "by order of the Lords Commissioners of the Admiralty." If Captain Richards is in error, and his sailing directions calculated to lead ships into danger, his statements ought, in the interest of commerce, to have been boldly met. But he has been left aside unnoticed and assertions directly opposed to those made public by the Admiralty, have been officially forwarded to you.

7. Although my own considerable yachting experience has led me to rely with the utmost confidence upon Captain Richards's directions, I feel that statements emanating from a Chamber of Commerce are at least entitled, where I allow myself to doubt their correctness, to the respect which requires ease in refutation. I add therefore, in support of the directions of the Hydrographer of the Navy, the enclosed letters from Vice Admiral Kingcome, lately Commander-in-Chief of the Pacific Squadron, and Captain Lord Gilford, commanding H. M. S. Tribune, authorities worthy surely, of weight with the Victoria Chamber of Commerce. These letters were published in the official Gazette of this Colony.

8. Admiral Kingcome notices that the arrival of H. M. S. Tribune, drawing 19 feet 6 inches, opposite this town, most conclusively proves that direct communication from New Westminster can be carried on by ocean ships of large tonnage." He says, further, "the approach to the entrance of Fraser River possesses many advantages over that of the Thames. In the first place the water is much smoother, and it is not exposed to any sea such as that raised in the North Sea by eastern gales, which, in many instances, has caused the loss of ships. Secondly, there are no outlying sands, and the channel is not near so tortuous, and marks can be placed on the land, which in the Thames is nearly impossible. Thirdly, the weather is much clearer and the position of a ship more easily fixed. Fourthly, the anchorage in English Bay is far preferable to that in the Downs. In both rivers, ships must wait for the tides, and with the same or even half the precautions in the Fraser but are used in the Thames, a perfect stranger would have no difficulty in taking ships drawing 19 or 20 feet to New Westminster."

9. In leaving the river the Tribune unfortunately grounded. Lord Gilford, in showing that the accident was caused by the dull white color of a pole which marks the Channel, reports to the Commander-in-Chief on the station; "I deem it my duty to state that notwithstanding Her Majesty's ship under my command having taken the ground on her outward passage, I am of opinion that vessels drawing from 18 to 20 feet could enter the Fraser in perfect safety, provided the channel be properly buoyed with marks which can be seen at a reasonable distance." The Chamber of Commerce is aware of these great improvements have, since Lord Gilford wrote, been made in the channel; that iron buoys have been ordered out from England, and tenders are invited, not only in our local papers, but in those of Victoria, for the construction of a lightship for the mouth of the Fraser.

10. I admit that Esquimalt possesses all the advantages ascribed to it jointly with Victoria, but the "fatal" mistake alluded to by Captain Richards now causes irritation and inconveniences in both Colonies. I can see no objection to merchandise destined from us being transhipped in Esquimalt, but I do object to the present system under which our traffic is artificially conducted up the narrow and tortuous harbor of Victoria, causing a great loss of time and increase of expense. I have no certain information as to the amount of delay, but I believe three weeks elapse after the arrival of a ship in Esquimalt harbor before any portion of her cargo reaches New Westminster.

11. The 12th paragraph states that under a former rule the advancement of each Colony was regarded as the benefit of the other, unquestionably, even now the legitimate advancement of each Colony is regarded as the benefit of the other.

12. I am in ignorance of the motives which induced Her Majesty's Government to make two Colonies of the British Possessions to the westward of the Rocky Mountains, to lay out the plan of a city of vast dimensions near the mouth of the Fraser, and to sell the lots on the faith that on them would stand the future Capital of British Columbia. If the mainland was to continue to be the dependency of an outlying island, no second capital was required and steps ought boldly to have been taken, regardless of the private interests of the Hudsons Bay traders and others, to erect a great commercial town on the fine harbor of Esquimalt. Unquestionably, under the rule of my predecessor, Victoria became the principal English port on this coast, and New Westminster commenced a retrograde course early in its history. It could hardly have been otherwise. The Governor and other public officers drew their full salaries from British Columbia and resided in Vancouver Island. Victoria escaped all indirect taxation while heavy duties were collected on all articles consumed on the mainland. The Hudsons Bay Company ran their steam vessels to the Fraser to connect with the river steamers, and draw down to the seat of Government and of commerce, the miners immediately on their arrival from the gold field. The San Francisco steamers called at Esquimalt, only, and thus passengers for California had no inducement of any kind to remain even a few hours, voluntarily in this Colony. While waiting for the steamers the miners spent their money in Victoria, and thus billiard rooms, drinking saloons, and other places acquired sufficient importance to depopulate New Westminster not attaining any solid foundation or considerable prosperity for itself. The Chamber of Commerce speaks of the Trade with China, the Sandwich Islands, Russian America, and other places. How, if this be important, is it that the prospect of a portion of the traffic of British Columbia, taking the

short and tedious routes by the straits of the whole of Victoria's social foundations, and causes a state of ferment such as the Island has never known. Victoria did not attain any solid while having her interests set above this Colony and of the whole of Island not included in the town lots state how British Columbia fared.

13. I had not seen, even in the die's so melancholy a picture of dis- hopes as New Westminster present arrival. Here, however, there was of every wanting in the tropics, and such of trees of the largest dimensions had been felled to make way for the expected to rise on the magnificent ed for it. But the blight had ea many of the best houses were u The largest hotel was to let, decay on all sides, and the stumps and fallen trees blocked up most of the Westminister appeared to use the m- pression "played out."

14. But it would have been ur- the excitement in Victoria, that Colonies prospered, and that the matters but slightly if those who bo in New Westminster were loser speculation. It is not for me to re- count of Vancouver Island, but state that British Columbia is not. You are aware of the passionate separation which came from this The revenue of 1864 fell short of th at by £15,000 and but for the discovery of gold on the Kootenay close of the year, the receipts w shown a deficiency of £21,000 on t- ated revenue. At the time of m- over the Government these was a l- of £53,858 in addition to that in England, composed chiefly of Ro- and an overdraw account at the British Columbia. The miners i- prosperous and the laborers in Ca- diminished in number. What does the saying? Merchants there but fe- Chamber of Commerce states (par- there is not at this moment a singl- mercantile establishment throug- Colony. Yet the number of tra- have taken advantage of the Insol- Act was one-third greater in 186- 1863. Perhaps, however the coun- men who had introduced large ca- acquired land at a low price, were who flourished while their inter- Not so, I regret to say. Prosperity yet favored their meritorious lab- Legislative Council expressed a- some unpaid magistrates should be offered a commission to three of- cial country gentlemen; one acce- office; a second told me frankly he- everything, and was on the brink- vency, unless some further remitt- ed from England; the third sent- statement of his circumstances, sho- if pressed by his creditors, he wou- able to meet his liabilities.

15. This is the state upon whic- Columbia entered the London mar- applicant for a further loan of- What security had it to offer? The- of Victoria were in no way liable; t- owners of the most valuable cla- no habitation in the Colony. The- respecting the importing merchan- wife of the truth. Our creditors, f- fore but the hard pressed owners o- to depend upon.

16. It will hardly be cause for- a document which deals loose- should exhibit carelessness when- to deal with motives. The Ch- Commerce, without any communic- myself or the Legislature of this- state that our recent legislatio- "intentionally antagonistic to- This view was adopted at a publi- held in that town. I enclose a c- petition which they originated, a- reply. The Legislative Council a- little weight to the signatures the- tion was not even taken up by t- My answer will, I trust, dispos- of merits in the 23rd paragraph. A- dissatisfaction supposed to exist i- to exist, I may at once say, that- other men, are not partial to tax- that although they have been vo- in every way by the political a- Victoria; the only public manife- feeling which we have seen rece- the receiving the steamer (whic- brought up the petition in New W- with three groans for the Hudson- whose agents are prominent amo- tators against recent legislation.

17. The 25th paragraph allud- circumstance of vessels having to New Westminster instead of Vic- the north-west trade. I would- call your attention to the Duke- castle's despatch, No 33, of the- 1860, which states that the Ch- Commerce is well aware of, that th- of duties at Victoria, on vessels- this Colony cannot be enforced. m- merce of Vancouver Island is pu- venience by coming up the Fra- only say, it is by the action of m- or. His proclamation of 2nd J- declares New Westminster to be- port of entry in the Colony. I ha- the Legislative Council to give- dinance, the power of creatin- ports; and I shall avail myself- ions in relief of the north-west tra-

18. You will observe in the in- graph, a minute account of the inc- and loss to which a vessel was- having no alternative, but to ele- Westminster, when the doing a- physically impossible, on account- on the river. I send a statement- made by the collector of customs a- from which you will observe, h- inaccurate are the statements of- ber of Commerce. Mr Hamley- proves all the assertions respectin- of the river by ice for four mo- winter. Without further explan- simply say, that during an officia-