By Electric Telegraph.

SPECIAL TO THE DAILY BRITISH COLONIST.

DELAYED DISPATCHES.

California.

SAN FRANCISCO, Jan. 18—Some two weeks ago a man named Jaretzky was married to a widow after a very short acquaintance, but before the marriage ceremony took place, she exacted a promissory note of $3,000 payable on demand, as a guarantee for his good behavior. After the marriage was consummated, she refused to occupy the bridal couch until he had paid her $10. They lived together only four days, when she caused his arrest, alleging that he had whipped her, and after the case was disposed of, they agreed to separate. She then demanded the $3,000. He deeded his property to his brother-in-law in trust for his children, when she 'raised Cain' and had him arrested again, and before the case was heard he cut his throat. He will probably recover.

There have been nearly 200 workmen dismissed from Mare Island Navy Yard within the past week, among whom were eighty ship carpenters.

Washington Territory.

SEATTLE, Jan. 28 and 30 and ——. It appears in relation to the shooting yesterday, that one B. Gibson, formerly of Idaho, and who rumor said was an escaped murderer some time since jumped the land claim of Charles Wren of Victoria, and was made to vacate it by a Justice's Court subsequently. The same man rejumped the claim, was arrested, and brought on trial on Friday last before E. R. Rogers, J. P., who granted Gibson a continuance until Saturday, at 1 o'clock. On Friday night it seems that Chas. McDaniel and said Gibson rode to several farm houses in the country, and threatened bodily injury to the owners, among the number to McLain Chambers. The impression now prevailed that said McDaniel was an accomplice of Gibson's, and upon such impression the citizens of Muck Prairie formed themselves into a Vigilance Committee, and started in pursuit of the jumpers. Early on Saturday morning, at a point about five miles from town Gibson was shot, supposed mortally, and was brought to the city. Meanwhile McDaniel had entered the city, and made boisterous demonstrations and while doing so the Vigilance Committee came in with the body of Gibson, and surrounded McDaniel at Westbrook's Saloon. McDaniel disarmed himself of all weapons, excepting a large knife, and wanted to make a statement, but would not be listened to, when one of the Committee cried out: "Shoot the son of a b——." McDaniel then ran through the alley-way, jumped over the railing, and was making his way out between Woods' law office (formerly) and Cates' building, when a ball entered his left temple, and he fell. After struggling about three hours he died. Gibson, in the meantime, was taken up on the hill beyond the jail, when lo! and behold he raised up and grabbed John Highstream's pistol and made fight, firing two shots—the balls taking effect in the legs of Joe Legard and Highstream, but wounding them very slightly. Gibson was then shot through the head and died instantly. The bodies were taken charge of by the Sisters of Charity and will be buried today.

The Committee have abandoned their organization, and returned home; and thus has ended a most deplorable trouble.

Iron Steamships for the Pacific.

From the New York Bulletin.

We learn that there are now on exhibition at the office of the Superintending Engineer of the Pacific Mail Line several working models of iron steamships of increased dimensions and diminished drafts of water, which will combine economy in the consumption of coal with increased rate of speed, while they at the same time afford unusual security to life and property. The dimensions of these vessels are to be as follows:

Length on water line 500 feet. Length over all 515 feet. Breadth of beam 60 feet. Breadth over all 93 feet. Depth of hold 32 feet. Tonnage 8,000 tons. Freight capacity 3,300 tons. Coal capacity, 2,000 tons. Weight of hull and outfit 4 000 tons. Launching draught 9 feet 2 inches. Two engines, with boilers, water, &c, 2 000 tons. Draught of water 12 feet 8 inches. Passengers and cargo 2,000 tons. Draught of load line 18 feet 6 inches.

As planned, these steamers would have staterooms for 250 first-class passengers, and steerage room for 1500 third-class emigrants. The whole of the steerage can readily be converted into freight room, and the second class staterooms, being constructed with shifting bulkheads, can also be made available for cotton and other freightage. Steam jets will be placed in each bunker and cargo space, so that it seems impossible for fire to gain any headway in any part of the vessel. The pumping capacity will be so great as to lift the entire weight of the ship in eight hours. The tanks for fresh water will contain 40,000 gallons, and the Normandy condensers will made 6000 gallons of drinking water each twenty-four hours. The vessel will be divided into six water-tight compartments, and will be so constructed as to be water and air tight between the outer and inner shells of the ship. The staterooms will be provided with life-saving mattrasses made of cork, which, with the life-lines attached, will buoy up 250 pounds, or sustain twelve persons in the water holding on to the life-lines. Each of these mattrasses, by its peculiar construction, contains a locker, in which bread and fresh water is placed if required, and are so arranged that they can be joined together and form a raft capable of floating the entire crew and passengers.

Commercial Relations with the States.

In an article on reciprocal trade between Canada and the United States, the Buffalo *Courier* says:

'Our political relations with Canada are usually brought forward when commerce with her is discussed, as a reason why we should place impediments in our trade with her; but if the trade is undesirable under our present relations it would remain undesirable under any other. Many who freely admit that the trade would be valuable to both parties, imagine that we ought to refuse it, that we may thus coerce or bribe the Dominion to enter the Union. The plain way of looking at this part of the case as the best. Do we increase the desire of any one for an increase of intimate relations with us, by a repeal of intercourse and neighborly offices. Would the State of Maine or New York, or any other be influenced by any such consideration to unite itself to a foreign government? In such affairs as this, the Canadians are very much like ourselves.

'There are a few Canadians, said to be representatives of the old Canadian French rebel element with perhaps two or three of the Anglo Saxon race, who are said to be diffusing the shallow belief that trade with Canada will defeat the hopes of annexation, and that non-intercourse would lead to an early demand for union with us. This is not a new theory—and the further time has progressed since it was started the more remote does this realization seem to be. Annexation is something that should be sought for because it is to be valuable to us and is of very little value and a very poor source of pride and satisfaction if it comes from any kind of coercion.

'One of the very few Canadian volunteers in favor of annexation gives us the following woeful picture of Canadian distress, in which he seems to rejoice gleefully and luxuriously. He says:

'You know that business is at a standstill—that being deprived of a market by the repeal of the reciprocity treaty, our commerce is entirely broken down—that we are producing less than one-half what we have to pay for our importations—that emigration is going on at a fearful rate—that the past summer one fifth of our cultivatible lands did not give any crops for the want of hands to till them, and that our list of insolvents is longer than that of the whole northern and western states together.'

'It need not surprise any one that those who rejoice in such a state of affairs as Mr. Aubin depicts do not see that he is endeavoring to play the part of such a secessionist as we all condemn when our own country is the object of such attacks. He professes to believe that reciprocity would turn all this distress among his own countrymen to prosperity, and yet he does his utmost in opposing the beneficial change.

'But let us examine his statement. By the latest authentic records, the exports of Canada instead of being less than one-half of the importations, were nearly six-seventhes or as 57 to 71—and considering that Canada might expect to be paid more abroad for her productions than they were worth at home, that a considerable amount of European capital is every year, with advantage to Canada, finding its way there, and that a considerable amount of the goods imported into the Dominion are unsold for use on this side of the line—the exhibit is not a bad one. A shrewd observer might travel a long time through Canada without discovering any of those symptoms of distress which answer the purpose of Mr. Aubin's argument.

'The breadstuffs and other agricultural productions of Canada find the same market as the surplus of our own, at the same prices. No doubt 60 or 75 cents is a poor price for Canadian wheat, but the farmers in many of our best wheat producing states have to take less. Their lumber and their products in general have usually brought higher prices since the reciprocity treaty was repealed, than before.

'If annexation is the only object to be desired in connection with the Dominion friendly feelings and liberal commercial intercourse should be cultivated with it. Certainly such a course would not only be the best financial policy, but would begin at once to bring its own reward in promoting our national industry, and putting money into the pockets of the citizens of Buffalo.'

Explanation of the Column of Magnetic Light.

Professor J D Steele has communicated the following to the Elmira *Advertiser*—

There appeared in the *Advertiser*, some weeks since, a paragraph—copied, I believe, from a Michigan paper—declaring that a column of magnetic light is shooting out from the sun at a prodigious speed—that it already reaches half way to the earth, and that in all probability by another summer we shall have celestial and atmospheric phenomena besides which our rudest Winter winds will seem like a 'June morning in Paradise.' In fine, that when this big tongue of fire touches the earth it will lap up our globe at one mouthful. Very many have made inquiries of me concerning this progidy and, with your leave, I will try to satisfy their curiosity and perhaps allay their fears.

It has been known for some time that during a total eclipse red flames were seen to play about the edge of the moon. During the eclipses of 1868 and 1869 it was definitely settled that they were entirely disconnected from the moon, and were vast tongues of fire darting out from the sun's disc. By observations with the spectroscope, and also by means of the wonderful photograph of the sun taken by De La Rue during the eclipse of 1860, it was discovered that these fire mountains consisted mainly of burning hydrogen gas. This was precious information to secure in the midst of the excitement and novelty, and in the very brief duration of a total eclipse. It did not however satisfy scientific men. For two years Mr Lockyer, aided by a grant from Parliament to construct a superior instrument, had been experimenting and searching in order to detect these flames at other times than at the rare occurrence of a total eclipse. On the 20th of October, 1868, he obtained a distinct image of one of the prominences which he afterwards traced entirely around the sun. Astronomers can therefore now study these flames at any time.

The results of observations now being taken show that storms rage upon the sun with a violence of which we can form no conception. Hurricanes sweep over its surface with terrific violence. Vast cyclones wrap its fires into whirlpools at the bottom of which our earth would lie like a boulder in a volcano. Huge flames dart out to enormous distances and fly over the sun with a greater speed than that of the earth itself through space. At one time a cone of fire shone out 80,000 miles and then died away, all in ten minutes time. Beside such awful convulsions the mimic display of a terrestrial volcano or earthquake sinks into insignificance.

There is nothing in these phenomena to alarm us. They have in all probability happened constantly for ages past. That we have now means for investigating their nature, and measuring their height and velocity furnishes no cause for anxiety. Rumors of these discoveries have crept into the papers, and, exaggerated by repeated copying and sensational additions, have given ice to these mysterious and uncalled-for predictions.

A Western Journal says—It is stated that the directors of the company owning the franchise of the Northern Pacific Railway have completed a financial arrangement by which they will be able to commence the construction of that great national work. Messrs J Cook & Co and E W Clark & Co have undertaken, to provide $5,000 000 with which the work will be put under way. The ability of those eminent houses is known, and what they have hitherto essayed to do in the way of raising loans has been accomplished. The plan of the company is to commence construction at a point on the Mississippi and Lake Superior Railway about 25 miles from Duluth, and to proceed west in a direct line to Fort Abercrombie, on the Red River of the North, a distance of about 200 miles. The western portion of this section—terminating on the Red River—passes through an open country of great fertility, unrivalled in any part of the world, according to all accounts, for wheat growing. The next work to be undertaken will be the section extending from Fort Abercrombie to Fort Clark, on the Upper Missouri, through a region possessing a fine soil and climate. When the line once reaches the Missouri it will command the trade of Montana and the whole mountain country and bring it to the lake region. The work is to be pushed steadily towards the Pacific until completed. Afterwards it may be extended from its junction with the Duluth road to Mackinaw. In the meantime Duluth will remain its virtual eastern termination, and for all time will be its outlet for such of the produce of Dakotah and Minnesota as is intended for shipment down the lakes, and the point to which commodities intended to go west on its line will be carried by steamers and sail vessels from the lower lakes.'

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FRAUD

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LABELS

of Messrs CROSSE & BLACKWELL, London, and was sentenced by Mr Justice Phear to

TWO YEARS RIGOROUS IMPRISONMENT

And on the 30th of the same month, for

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