

The Weekly British Colonist.

AND CHRONICLE.

Saturday, August 1, 1868.

Is He Right or Wrong.

In another column will be found a letter from an American gentleman who has given us his name, and who holds an official position in the States. His letter, and the pertinent questions it contains, are indeed well worth consideration by all classes in this community. Were they answered faithfully, they would, as he says, enrich this Island. We have earnestly contended of late that were our coal fields opened to their full capacity, so that the supply could equal the demand, and the price at the pit be reduced, we should supply the whole coast and establish a business, which, in the reciprocity of trade, would alone build up this city. We are pleased that these self-evident facts have been noticed by a stranger; we are still more pleased to place them before the public, for most probably in this shape, they will have much influence. Were the Harwood and the Comox seams opened, instead of lying idle, while we have capital in abundance here to open them, we could, as our correspondent says, afford to wait for Confederation, and need not cry for help from any source. People say there is no profitable employment for capital in this Colony; and they know not what population would do where it came. Is this so? Most emphatically no. Since the augmentation of our coal which really commenced this year, we find the Vancouver Coal Company hitherto a non-paying institution, declaring a dividend of 10 per cent per annum; and observe if you please, that while this amount is declared, ships lie at the pit for weeks waiting for coal; other ships would come if they could get it in reasonable time; and every day increases the demand from the outside world. Hence had the Nanaimo mine two shafts instead of one, and thus double their supply, they would necessarily increase their dividend. We hold this, then, a self-evident fact—that if this company can pay a 10 per cent dividend without half supplying the demand, the Harwood, Comox, Queen Charlotte and other mines could do the same were they opened; and thus it is established that our coal interests alone are capable to-day of employing profitably a large amount of capital and a large increase of population. Again, we must recollect that if our supply were increased, the price at the pits would be reduced, and this would enable more people to ship our coal with success to Oregon and California. In Australia, as we have previously stated, the price per ton at the pit is only \$2.50; here it is \$6; yet there cannot be by any possibility a difference of \$3.50 per ton in the price of living and labor between the two Colonies. Thus \$6 a ton is too high, and is as prejudicial to the owners of the mine as to the country. Were the price at the pits from \$3 to \$4 per ton, it would give a larger and safer margin for profit to shippers to American markets, and at once enable us to supply the whole demand of Oregon and California. We trust these facts will be maturely considered by the public, and for the sake of the country, let everything that can be done to develop this great interest thoroughly, be done by our men of means at once. In reference to our correspondent's remarks about Confederation, we advocate it for the great reason that it will after all be the first means of bringing general relief and vitality to the whole Colony. If we could have had it immediately we should at once without trouble, and without angry discussions, have been freed from our fearful official expenditure, and thus have means accumulated each year to assist the development of our material interests. We might, perchance, also have obtained a more vigorous and far-seeing administration, which would foster commerce, trade and manufactures; liberalize our laws; and make at least some extra efforts to improve our roads and open up communications with different sections of the inter-

rior. We have advocated prudence and moderation from principle and conviction. Without exaggeration, we see our agricultural interests rapidly improving; we see real estate rising; we see our coal company paying dividends; we see our gold mines regaining their reputation; our quartz veins are being opened; and from these facts we look upon the present year as the date of regeneration, which henceforth will enable us to present to the world a statement that will imperiously command attention, and attract both capital and population to our shores. Over all we can say, or our friends in England and Canada can say in our behalf, nothing will speak so loudly and so potently as the fact that the Vancouver Coal Company, without being able to supply one-third of the foreign and domestic demand, have announced a dividend of ten per cent. per annum. It is a landmark in our pilgrimage that should be joyfully hailed by all classes, for the days of dividends are the days of real and lasting prosperity.

County Court.

[Before His Honor Judge Pemberton.]
Calhoun v Walker.—This case which occupied the court from 2 a. m. till half past 8 o'clock, ended in a judgment for defendant. The suit for \$120 was for medical attendance, when the amputation of a thumb became necessary from an accident. In giving judgment his honor distinctly took up the fact that Dr Calhoun had not made due provision whilst absent in attendance upon another patient, by which Walker was compelled to come to Victoria for attendance, and being a working man, was thereby caused much expense and loss. The fact of unskillful treatment his honor would not entertain, and remarked that the plaintiff left the court without any imputation upon his ability as a medical gentleman. The witnesses for plaintiff were Dr Calhoun himself, his cousin Dr S Calhoun and Dr Powell. For the defendant—Geo. Walker, Mrs Walker, Mrs McCord, Drs Holmcken, Ash, and John Mitchell. Mr Bishop appeared for defendant, and Mr Wood instructed by Mr Courtney for the plaintiff.

Bankruptcy Court.

[Before His Lordship Chief Justice Neidham.]
Wednesday, July 29, 1868.
Re James Wilcox. A petition for adjudication of bankruptcy was presented on behalf of James Wilcox, of Wharf street, Victoria, and he was adjudicated a bankrupt. Protection granted.

UNEXPECTED RESULT OF AN EXPERIMENT.—THE STEAMER SONORA BURNED.—The owners of the steamship Sonora, having stripped the hull of everything valuable, have been some time at a loss to know whether to break it up or burn it. It is said that they finally determined to do the latter, and yesterday was fixed for the performance. The proprietor of the Patent Fire Annihilator heard of it and obtained permission to extinguish the fire if he could. A large number of people were invited to go to Sanelito to witness the operation, and many went. The torch was applied to the steamer, and the extinguisher set to work, but it did not work well, and the fire kept gaining on it, finally overcame it and the Sonora was burned to the water's edge. Another story says that the owners did not want the vessel burned, but consented that she might be set on fire to test the Annihilator. When it was seen that the machine was useless for subduing the flames it was put ashore and an engine telegraphed for from the city. But it was too late—the ship was destroyed.

CARIBOO IRMS.—The Cariboo Institute has been closed for want of patronage. Mr J. J. Cowley was badly injured lately on Grouse Creek by having his leg broken. He was under medical care.—A piece of gold was taken out of the Willow claim, on Mosquito creek, lately, that weighed 13½ oz., the largest nugget yet found on that creek.—The Catholic Church was consecrated by Bishop D'Herbomez and the bell christened. A subscription was taken up on the creek for the benefit of the missions and schools.

THE VIENNA MURDER.—It will be in the recollection of our readers, that a fearful murder was committed some months ago by the Count Chronoski and the Baroness D'Ebergeny, in Vienna, by poisoning the wife of the former. The Baroness has, it appears, recently been tried, and sentenced to be deprived of rank and titles and to twenty years of hard labor. The Count will be tried separately, and without delay.

THE PHENIX INSURANCE CO.—The agent of this company, Mr Beaven, has transmitted a message by telegraph to London in connection with the late fire, and received a reply, all within the very short space of three and a half days. As will be seen by an advertisement, a prompt payment of the loss has been made.

The Enterprise returned last evening from New Westminster with thirty passengers, the mails and express. The cricket eleven swelled the list of arrivals. Amongst those who came down were Archdeacon Woods, and Messrs Ball, McMillan, Haines, Lamb, Major Downie, Dickinson, &c.

REAL ESTATE.—J P Davies will sell at noon, some desirable real estate property, previous to which will be offered provisions, &c., by auction.

Nanaimo.

EDITOR COLONIST.—I found on a visit to Sitka, during which we called at Nanaimo, that 2000 tons of coal were wanted and two steamers and two ships waiting there to get it. On the morning of the 27th July the steamer G S Wright arrived at Nanaimo with about two tons of coal and some two cords of cedar wood. She found the war ship Scout, the Shooting Star and the Flying Eagle all waiting for coal. The Wright by extra arrangements obtained 45 tons of coal with some 42 tons of screenings, and left.

I see by your morning paper, Mr Editor, as I have frequently noticed before, that you are crying for Confederation, and your people for Free Port and nobody knows what else; while, in fact, your capitalists leave the great and most important resources of your Island wealth to suffer from the want of labor, and while you are directing the attention of your own people to matters involving simply a change of government, people abroad clamor for your coal. Vessels are waiting to take it at your pits, and if it could be got quicker and cheaper many more would come. Why then seek Confederation or a change in your government or help from any source, when your capitalists allow nearly all your coal seams to lie idle? When this article is peeped by the cargo, it is bad policy to serve it out by the peck; when vessels want it in a hurry to meet the demands of the trade, why keep them at the mine for a month? Why not have cargoes ready on demand? If they cannot supply enough at Nanaimo, why not open the other mines which I am told exist in the neighbourhood and which are said to be larger and better than the one now worked. These are practical questions which if faithfully answered will enrich your Island.

A PASSENGER BY THE G S WRIGHT.

Cariboo News to the 22nd.

[From the Cariboo Sentinel.]
STRIKE.—The Big Lead co on Mosquito Gulch have struck good pay in their drift about forty feet from the bottom of their shaft, in the hill side. The quality of the gold and the dirt from which it is taken is precisely the same as that found in the Minnehaha, though it is found on a higher bed, which indicates that it came from the bill, and will prove favorable for the Junction claim adjoining it above. The reported strike by the Erickson on Cariboo gulch which we published in our last issue, has been confirmed. The shares in this company have advanced to a pretty high figure; \$2000 being refused for a single interest. It is reported that the Talisman on Grouse creek have struck good pay which is supposed to be the old Heron lead.

We paid a visit on Friday evening to the Barker diggings. They had struck a high bank of gravel, prospecting remarkably well. This company have gone to a good deal of expense and labor to get a bed rock drain to their claim, going through old broken caps and posts, and a sea of mire and slum three or four feet deep.

WILLIAM CREEK.
The following are the wash-ups for the week:
Wilson co 191 oz; McLaren co 91 oz; Brown 33 oz; Flume co 51 oz; Baldhead 115 oz; Stapekin 60 oz; Lilloet 37 oz; Cariboo 51 oz; Ruby 58 oz; Aurora 35 oz; Barker 28 oz; Welsh, expenses; Forest Rose 40 oz; Canadian co are cutting a tail-race preparatory to washing up.

STOUT GUICH.
Taftvale co 243 oz; Mucho Oro 61 oz; Floyd 60 oz; Alturas 10 oz; Jenkins, good pay.

CONKLIN GULCH.
The Reed, Rinfrew, and Erickson are the only companies that are doing anything, and each are taking out fair pay.

MOSQUITO CREEK.
Minnehaha co 432 oz; Hocking 170 oz; Willow 40 oz; Point 55 oz; Jeffrey 48; Discovery, over wages; Holman co have commenced their new tunnel and will take out pay this week; the Junction and Big Lead are still prospecting.

RED GUICH.
The claims did about the same as the previous week, with a better prospect for the future.

NEW IMPETUS SEEMS TO HAVE BEEN GIVEN TO THE MINING PROSPECTS ON THIS CREEK. In addition to the vigorous and hopeful efforts being made by the Talisman co to find the Heron lead, and that of the Discovery co to find a back channel at the upper end of the creek, the Grouse Quartz co have set to work in earnest to test the value of their new ledge, by ordering the construction of an adit, and by having let by contract the tunnelling of fifty feet of the ledge, following the vein. The Flume co are now washing up and are said to be taking out good pay. The Cariboo co are also doing well, and several other companies are making wages. The Discovery co took out 9 oz in two days, the commencement of their ground sluice in drifting for the back channel. The Ne'er-do-well co washed up last week 100 oz; the Cascade co 40 oz.

ANYLER CREEK.
Harkin co making wages. Boyd Smith co getting ready to work. McBride & McCully are doing well in some new ground in the creek. Several other companies will

be to work next week, working over old ground and fluming the same.

OSCAR CREEK.
Aurora co making ten dollars a day to the hand. Oliver Hare, A McDonald and J Barker have gone up the lake to prospect a new creek at the head of the South Fork Lake.

KNITLEY CREEK.
Grotto co are getting in well with their flume, will be in pay ground in two weeks. Two large China companies are working in the creek and doing well. Davis crossing Baxter co took out 30 oz for the week.

KNOWSHOE CREEK.
Scott & co have commenced to clean up and are paying well—Live Yankee; at the head of the creek, working Chinamen and paying about wages.

CUNNINGHAM CREEK.
Sharp & co still ground sluicing—Standish co making wages.

LIGHTNING CREEK.
Great Eastern paying over wages.—Great Western and Fifehire Lass prospecting. Lightning co.

AMADOR CREEK.
Hunter & co bottomed shaft and are running a prospecting drive.

VAN WINKLE CREEK.
Bell & co paying wages.

CHISHOLM CREEK.
Ross & co still prospecting.

LAST CHANCE CREEK.
Prince of Wales co will commence washing this week.

DAVIS CREEK.
Smeaton & co are washing up this week; Homeward Bound co will commence washing this week; they have their dump-box and sluices all set. The Moonraker co are in 200 feet.

ANDERSON CREEK.
A company of four men have struck a good prospect in this creek last week, and received and recorded discovery claims.

COLTER CREEK.
Two companies on this creek. The Discovery co commence washing this week. Myers & co sinking a shaft.

The North Pacific Railroad.

Preamble and resolutions, adopted by the Chamber of Commerce of New York on the 9th of April last:

Whereas, The development of the resources of the United States, by the opening of its vast unexplored territory to settlement by its own citizens and emigrants from foreign countries, should be, in the present condition of the national finances, the first great care of its people and its government; thereby to bring into tribute the products of new and virgin soil, and the labor of an increased population to the lightening of the burdens which now weigh heavily alike upon labor and capital; and

WHEREAS, Recent scientific explorations have shown the region of country between the western end of Lake Superior and the Pacific coast, comprising the State of Minnesota, and the wide Territories of Dakota, Montana, Idaho and Washington, to be unsurpassed in salubrity of climate, free alike from extremes of heat or cold, remarkable in the fertility of its soil, of its valleys, watered by abundant streams, and abounding both in animal and vegetable life and mineral wealth; and

WHEREAS, It is evident, that this important region, fitted by nature to receive a vast population, can only be opened to emigration and agriculture by the construction of a railroad, which shall connect the great system of American lakes with the Pacific ocean, a project which the reports of able engineers show to be feasible, by the use of the navigable streams, with the building of eight hundred and twenty-five miles of railroad, and which has received the hearty endorsement of distinguished officers of the army, whose profession and experience render them the most competent Judges, among whom may be named General U. S. Grant, the Quartermaster General, M. C. Meigs, and the Assistant Quartermaster General, Rufus J. Ingalls, as well as Mr Geo. Gibbs, for many years resident on the Northern boundary, in the employ of the United States Government; Therefore,

Resolved, That the Chamber of Commerce of the State of New York, keenly alive to every proposal which can add to the national productiveness and develop the national wealth, hereby cordially endorse the plan to construct a Northern Pacific Railroad, and respectfully urge upon Congress the propriety of affording to the Company which has initiated this great scheme, such aid as has already been granted to similar roads in other sections of the country.

Resolved, That this Chamber, further recognising the immense importance to this city of the development of the wealth of the great lake region, of the increase of the belt of cities which encircle it, and of the vast agricultural country of whose product they are the natural distributors, and believing that every addition to their prosperity will materially add to the wealth and prosperity of this city, which, from the date of the first construction of the Erie canal, has been universally admitted to be the Atlantic gateway of northwestern commerce; respectfully, but urgently, press upon the representatives of this State, in the Senate and House of Representatives, to use their utmost endeavors to secure for the enterprise its just proportion of governmental aid, not only as a measure of national importance, but of State policy.

Resolved, That the Secretary of this Chamber send copies of these proceedings

to the Chambers of Commerce and Boards of Trade throughout the United States, and respectfully ask their co-operation in behalf of this great national enterprise.

After thoroughly canvassing the various descriptions of the country before them, the committee arrived at the following conclusions:

WATER RAIL.

1. From Lake Superior to the Missouri River: country timbered to the Mississippi; prairie land to the Missouri..... 485
2. From the Missouri river to Great Falls; ready for continuous settlement; fair arable land and light timber..... 500
3. From Great Falls of Missouri to Flathead river; hard country; land poor, except on the mountain slopes; includes the mountain crossing..... 200
4. From Flathead river and Clark's river, navigable to foot of Fern d'Oreille Lake; fair grazing and arable country; spots of land very favorable for small farms, 175
5. From Fern d'Oreille Lake to Fort Taylor, on Lewis's Fork of the Columbia; generally fine, well timbered country; rich prairie land..... 140
6. From Fort Taylor on Lewis's Fork, to Portland, by Columbia river; poor land to Walla Walla; fine land at Walla Walla; poor to Cascades; fine valleys to Columbia..... 225

Total miles..... 900 825
Or 1725 miles, the entire distance by land and water from Lake Superior to Portland, Oregon.

To the people of New York State and city, say the Committee, the question of the North Pacific Railroad "is one of great importance. If there be hope or desire to bring any part of the Northwest into connection with the canal system of the State of New York, it must be through the extension of a railroad from the western end of Lake Superior." "The development of the Northwest and of British Columbia will find its natural outlet through the great system of lakes and canals by which the hand of the Creator and the capacity of man have united the destinies of New York State and city with that of the rich valleys of the interior."

Barnard's Express.

Wing to the infrequency and irregularity of Steam Communication between

VICTORIA AND SAN FRANCISCO

We have made arrangements with

WE FARGO & Co.

For the transmission of our Letters and Express Packages to

San Francisco via Portland, Weekly.

A saving of from two to three weeks will thus be made in the Conveyance of Letters to

CALIFORNIA, EASTERN STATES, EUROPE AND CANADA.

RATES PER WELLS, FARGO & CO.

Oregon and Washington Territory per 1/2 oz. 25 Cents
California..... " 25 "
Eastern States..... " 25 "
Canada..... " 37 1/2 "
Great Britain..... " 50 "
France and Germany..... " 63 1/2 "
Mexico and Sandwich Islands..... " 25 "
To which our Rates must be added; in all cases Letters must be pre-paid.

F. J. BARNARD.

made 3m w

LEA & PERRINS'

Worcestershire Sauce.

DECLARED BY CONNOISSEURS TO BE

THE ONLY GOOD SAUCE.

CAUTION AGAINST FRAUD.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine is to

ASK FOR LEA & PERRINS' SAUCE,

and to see that their names are upon the wrapper, label, stopper, and bottle.

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea & Perrins have been forged, L. & P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against Manufacturers and Vendors of such, or any other imitations by which their rights may be infringed.

Ask for LEA & PERRINS' Sauce, and see Name Wrapper, Label, Bottle and Stopper.

Wholesale and for Export by the Proprietors, Worcester; Grosse & Blackwell, London, &c., &c.; and by Grocers and Oilmen universally.

America via Victoria—Jain, Green & Rhodes.

made 3m w

BY ROYAL WARRANT TO HIS MAJESTY THE QUEEN

JOSEPH GILLOTT'S

STEEL PENS.

Sold by all Dealers throughout the World.

WEDDING & VISITING CARDS

NEW AND HANDSOME STYLES OF Type just received at the COLONIST OFFICE suitable for above.

RHINOCEROS IN New York Post, of June 22nd, rhinoceros which has spent twenty years in the steamers from Hoboken last men. The animal will be four years old, and a length and four and a half over three thousand feet and his length daily food he eats one of potatoes, and a half of hay, drinking a bucket of water. The of the black Asiatic morose and sullen, and violent fits of rash indiscriminately path. The horn of a formidable weapon. His protection against all to be impervious to the forelegs, under the breast, where the only places that can

PAPER.—The British this description was commenced on the 22, by "E. Mallent, at Fleet Bridge," a y near that of the. It was a single, and professed solely the editor or pub- his readers that he himself to give any 2, "supposing other enough to make re- lves." The Daily ased into the hands at the sign of the Britain"—a publisher nments, who after- nter of the Spectator, whole a useful and As a curious trait the government of icked entered in a ore a Secretary of ckley, Amen-corner, the Gazette—well fected to the Han- at of immense con- poch. The Daily 5 absorbed in the History of British

merica. Dispatches from Rio al advice from Para- allies have again bombardment of Hu- r. The Paraguayans e but were repulsed

residential election in a unknown. The re-

24.—The steamer Rio Janeiro Junerazil is still sending. The total number nearly 85,000. rived on the 20th launches ordered for the Amazon. e but a part was

of June 15th says directed by decree or, to pay up their 15th of June. A ntly made. The ury & Co. closed sed to pay.—It is ill assist them to ainst Flores.

pe. two persons have been, Italy, charged with surrectionary move-

—A London special rince of Wales and Admiral Farragut's dmiral Farragut's dmiral frigate Galatea itation then visited he House.

9.—Farragut's squad- flag ship Franklin th Admiral Farragut r vessels in different

JOHN HENRY DURHAM

DURHAM,

PERS

on Merchants

Victoria, V.I.

Saint Helena, Bishop's Bay

July 11m

TEAM PACKET

NY.

will go to ship

and return

OF SHIPPERS

the advantages offered

only in the Colon

Colon (Aspinwall) direct

saving of time on the

Southampton proceed

to Southampton, thus

of transshipment, and

Sancti. The Tarnan-

the 2nd June, made the

South.

SPROUT & CO.,

Agents,

July 21m