The Weekly British Colonist, AND CHRONICLE.

Saturday, May 23, 1868

The subject of a mail subsidy does not seem to have arrested public attention to an extent commensurate with its importance. Impressed with this idea, we proceed to recapitulate much that we have already advanced under that head, and also, to add such further points in its favor, as we may think apposite. We have hitherto supported the claims of the G. S. Wright, for such a subsidy, simply because, in such an arrangement we saw a great public advantage; and we are still under the impression that, that vessel is the only one likely to perform the service required, when the means at our disposal are considered. It is true that her accommodation for passengers is not so great as could be desired; but this is a secondary consideration since it is quite clear she would not be left on the route without competitors. Thus we should secure all the advantages of opposition, which implies low rates of freight and passage. The necessity for competition between this port and San Francisco, has been but two palpably made apparent to us; the carelessness and irregularity which have recently marked the transmission of our mails, the uncertainty attending the delivery of goods, and the high rates for freight and passage have inflected serious injury on our progress; showing very plainly, how little our interests are considered in the hands of a company possessing a monopoly of the trade. California at this moment is wholly incapable of absorbing the present large influx of population arriving by every steamer from the East. Super abundant labor eagerly seeks out the places where remuneration and land offer the best prospects of future success. The most prejudiced cannot deny that in British Columbia, these desiderata are more promising than anywhere else on the Pacific Coast. All that is necessary in order to make this Colony the point of attraction; are cheap and easy means of reaching it, and these will only be created by an opposition line from San Francisco to this port. From a commercial point of view, the evil effects of irregular communication with the outer world, are absolute paralyses to business. The loss arising from the detention of correspondence and consequent disorganisation of exchange transactions is something large. We need not allude to the many vexatious annoyances in private life, that proceed from the same cause. We have then, the power within our grasp to free ourselves from all these evils, and we can show that from a financial point of view, the adoption of the course suggested, would be most beneficial. Setting aside the immediate results from lower freights and larger importations, a greater immigration would draw capital along with it and set free the funds now lying idle in our Banks. The revenue would be largely increased, reimbursing the Government a hundredfold for any immediate outlay. Without any desire to repeat old grievances, we would remind our readers, that a large sum was expended in a bootless attempt to direct commerce from its natural centre, in prolonging the voyages of steamers arriving at this port, by sending them to New Westminster. The addition of a like sum to that now paid for, the present ill-ordered service would meet all the necessary outlay at this juncture. Our natural advantages of centrality as inferred in the subjoined extract, unmistakeably shows the urgency of promptitude in the case, so that we may firmly hold unquestioned our great superiority over all the neighboring localities. The immediate result will be the rapid increase of our commercial importance. The vexed question of the Seat of Government is now finally set at rest, and with that, we trust, all our sectional squabbles. By securing cheap and regular communication with the Bay City, we shall widen the channel through which must flow the capital, and population, we stand so much in need of. The following, taken from the San Francisco *Times* is the extract alluded to above:

The Port Townsend *Message* complains of the irregularity with which the mails from San Francisco are distributed upon the Sound, and says there is no hope of any reform until the American towns upon Puget Sound have direct communication with this city. The *Message* says:

There is no use in disguising the facts that the great milling interests of Puget Sound represent an amount of capital and a body of men whose rights should be as well cared for by our Government as the foreign city of Victoria, which is at the present time fostered, encouraged and built up by the American Government, by means of its mail steamers, and its naval and military commanders. The troops at San Juan draw their supplies from Victoria, which is virtually their headquarters. Our naval vessels go to Victoria for coal and for the benefit of the telegraph. The steamers from the Columbia river and San Francisco all go to Victoria, and now we see the anomaly of our Government granting a subsidy to a line of steamers to carry the Sitka mail *via* Victoria. Why is Puget Sound ignored, and why is it that we are building up a foreign city, to the detriment of our city?

It would not add much, if anything, to the length of their trips, if the Sitka steamers were compelled to stop upon the American side in preference to going to Victoria, and the military and naval supply station should certainly be there. It is not our policy to help Victoria at all until Victoria becomes an American town, while it is our policy to try to settle and develop our own territory upon the Sound. As the demand for lumber increases, the northern part of Washington Territory becomes more and more important. In a few years it will be the great ship yard of the Pacific, and communication with San Francisco would greatly aid this desirable result. The California and Oregon delegations in Congress should take the matter in hand.

Monday, May 18.

Good Prospects.—In speaking of the condition of Cariboo and the present confidence of the public, the *Sentinel* says:—"Perhaps at no time in the history of Cariboo has there been so satisfactory a feeling in regard to the mining prospects as is felt at the present moment. From the outlying creeks and gulches in every quarter comes daily the gratifying intelligence of good prospects, and good indications of a profitable mining season. Old and abandoned claims are being reprospected with success; new ground is being discovered, which with the increased experience in mining makes the results of this year's operations seem already a success beyond any former year." In another column will be found the first general summary for the season. Mr T Ladner got the first pack train of the season to Barkerville on the 3rd inst., being nearly a month earlier than the arrivals of previous years.

Theatre Royal.—The entertainment of Saturday night, so far as the main object goes, was successful. As to the expression of personal feeling towards Mr Clarke the public did their duty considering the short notice, and Mr Clarke has every reason to be satisfied. Of course the performance was a secondary consideration, and the good humor prevailing throughout testified how little our people thought of anything but that of saying good-bye to "that fellow Clarke," as Lord Dundreary called him. However, Clarke's Dundreary was good; his valedictory feeling, truthful and sensible, was well received and gave every satisfaction. Some of Mrs Stone's acting was quite up to her reputation, and Mr Callingham's new song was deservedly *encored*. There is no doubt, we understand, about the troupe leaving on Monday, and so we say good-bye and sincerely wish them success.

Projected New Town on Puget Sound We learn that a site has been selected on Puget Sound for the terminus of the Oregon Central Railroad, the ground for which has just been broken at Portland. The parties interested in the selection are large capitalists who are also concerned in the construction of the railroad. They propose to furnish wharf accommodations for sea-going ships, which, landing their cargoes from abroad, will take in return cargoes of lumber or produce. In view of the very difficult and dangerous navigation of Columbia river, it is believed by the projectors that the bulk of the goods destined for Oregon will be landed at the new townsite, whence it may be transported to its place of destination in a few hours. The scheme seems feasible.

St. George Hotel.—This handsome and comfortable hotel has recently been undergoing a thorough renovation for the reception of guests and will be re-opened on the Queen's Birthday. Mr Jacobs, recently from San Francisco, is sparing no expense or pains to make the house worthy of patronage. The walls, floors, furniture, gas and cooking arrangements have all been renovated and refitted. Families can be supplied with suites of rooms. Such a house as the St. George was much needed in Victoria, and we trust the enterprising proprietor may be well patronized.

Arrived below.—The steamship Oriflamme arrived at San Francisco on Saturday morning last.

Northern Pacific Railroad.—Information has been received in Portland that Edwin F. Johnson, Chief Engineer of the North Pacific Railroad, and James Tilton, Chief Engineer of the Pacific Division of the North Pacific Railroad, left New York about the middle of April, to make a hurried preliminary and exploratory trip across the continent, in the interests of the above road.

To-morrow Mr McCrea will sell at 11 o'clock in the morning all the balance of stock of dry goods etc etc, of Messrs McCutchan & Callingham. The sale will be held on the premises of the firm, corner of Fort and Broad street. The stock offered is said to be of superior quality, selected expressly for this market, and will be sold without reserve.

From New York.—A private letter to a gentleman states that Mr Mercer, of "Female Immigration" notoriety, has a vessel laid on for Portland direct. She is an A 1 brig, called Sally Brown. The writer says that he intends shipping 100 tons of freight by her. The size of the vessel is not stated, she is designed for the coast trade, supposed.—*Oregon Herald.*

The steamer Active reached her berth at Brodrick's wharf last evening about 5 o'clock. She left Portland on the 15th and Astoria on the 16th inst. On her way up she experienced a southeast blow with weather very thick and wet. Her cargo only consists of some 10 tons of grain and flour. The list of passengers, 14 in number, and consignees will be found in their proper column. She also brought the Naval and general English mails. The steamer Ajax leaves Portland to-day for San Francisco.

Stabbing Affray.—A young man named Alijk stabbed another man named Smith on board the ship Sidon, loading at Moody's mills. Smith has since died from the wound, and Alijk been convicted of murder and sentenced to seven years' penal servitude. A first jury could not agree.

The *Cariboo Sentinel.*—We have received the first copy of this journal, issued for the season. It contains a cheering amount of mining news and seems to be well patronised. It is published by Mr Robert Holloway, lately of this city, assisted in the general management by Mr H E Seelye, also of Victoria.

Towed in.—The str. Sir James Douglas towed in the bark Enterprise to Janion, Rhodes & Co's wharf on Saturday evening. She drew fifteen feet of water.

Cement Works—At Astoria, Oregon, extensive cement works are about to be opened by Mr Knapp of San Francisco. The gypsum is of the finest quality, far superior to the California cement. Fifty thousand dollars have been laid out in buildings and machinery by the firm.

Attention is called to the important sale of free-hold property by Mr Backus, at 12 o'clock to-day at his salesroom, Wharf street, under order of the Supreme Court. The property to be sold lies in Victoria and Esquimalt.

Large forest fires are reported north of New Westminster, from which it is feared much valuable timber may be destroyed at Burrard Inlet. Severe punishment ought to be inflicted on those persons by whose carelessness such fires originate.

The steamer Enterprise returned from New Westminster on Saturday afternoon with a number of passengers and a small freight. The Cariboo express came down but no Bank treasure.

For Victoria, B. C.—The schooner S D Bailey, of the Merchants' line, was loading at San Francisco for this port and was to have cleared May 9th.

H M S Forward is again off the slip and will leave at once for Esquimalt. It is reported she will join the Wyanda to investigate the Growler wreck.

H. M. S. Sparrowhawk arrived at New Westminster, but it was not stated when she would return with His Excellency.

For Victoria.—The steamer California is advertised for Victoria from San Francisco, to leave to-morrow (Tuesday.)

For Burrard Inlet.—The bark Gem of the Ocean, cleared from San Francisco on the 9th for Burrard Inlet.

Machinery from Abroad.—The effect of trade combinations in driving trade from old localities has of late been frequently alluded to. During the past week a cotton mill in Preston has received a large consignment of spinning machinery from Belgium, which, notwithstanding the cost of transit, has been supplied at 16 per cent., less than the English prices. Once Preston was a noted place for the manufacture of machinery, and it supplied a great part of Lancashire; now its machinery is being actually imported from the Continent.

A pebble picked up by a child at the Cape of Good Hope, and used as a plaything, turns out to be a diamond worth twenty-five thousand dollars.

Cariboo Mining Intelligence.

[From the Cariboo Sentinel.]

WILLIAM CREEK.

There are at present about 16 companies in active operation; before the end of the present month there will be about forty-five companies at work, nearly all of which are known to have claims that will pay to some extent, and some of them will no doubt turn out big. The companies are thus enumerated: Above the Canyon are the San Francisco, hydraulic hill claim; the Fortune, ground sluice, hill claim; the Forest Hill, ditto; the Hyack, hill claim, hydraulic; the California, creek claim, ground sluice; the Cornish, hill claim, hydraulic; the Six-toed Pete, ditto; the Steadman, ditto; the Dutch Bill, ditto. The three latter are running cuts in the flume. The Red Jacket hill claim, hydraulic; Tennessee hill claim, ground sluice; Brown, ditto; Wilson, ditto; McLaren, ditto; Casket, Hamilton, Forwaid, Jenny Lind and Deadwood, hill claims, will drift; the Wide West, a creek claim, will drift.

Below the canyon are the Black Jack, hydraulicing in the old Burns tunnel. Little Diller, a hill claim, is drifting and have struck what is supposed to be an old channel. Barker, creek claim, running a drain. Sheepskin paying over expenses. Bald Head paying well. Welsh taking out pay. Australian opened shaft this week. Cariboo paying well. Lemeure struck a good prospect. Aurora and Borealis not commenced working. Lillooet taking out good pay. Watson, hill claim, getting small pay. Caledonia paying wages. Moffat, Last Chance, Cameron and Dead Broke not commenced. Forest Rose, a hill claim, have been prospecting all winter, struck a good prospect and are now sinking a shaft. Raby taking out good pay. Ballarat running a tunnel 1500 feet in order to drain the Prince of Wales, Adams and other old claims.

M'CULLUM GULCH.

There are four claims on this gulch, two of which have paid well all winter.

MINK GULCH.

The Perseverance Co are drifting, with a good prospect.

WALKER GULCH.

The Comet Co, hill claim, worked all winter; small pay. Four other claims prospecting with moderate success.

STOUT'S GULCH.

The Emery Co is at work and making about wages; Mucho-Oro and Jenkins companies are not doing anything for want of water; Taltvale Co cleaned up for three days' work, 90 oz. Alturas Co are preparing to wash; Floyd Co commenced washing on Monday with very encouraging prospects.

CONKLIN GULCH.

Point Co, hill claim, ground sluicing. Ericsson Co, creek claim, taking out expenses. United, hill claim, drifting. Reid, creek claim, have been working a week, paying over expenses. Lone Star, tunneling. Renfrew, tunneling.

M'ARTHUR GULCH.

A company is working from the Artesian shaft, with good prospects. The New Brunswick Co. are prospecting higher up the gulch.

WILSON GULCH.

The Lewellyn Co. are taking out a little over wages. They are not yet in the channel, but expect good pay when they get properly opened; the gravel is about seven feet.

The Discovery Co. are now ready to work; they have been running alongside the channel on high rock. Their tunnel is about three feet too high; they are confident, however, of soon getting on good pay.

The Consolidated Co. are running a tunnel; they are in three hundred feet, and are raising an air shaft, and will get to the surface this week. The Treleven Co. are not working at present; they started a fine shaft last fall, and built a cabin which the Blacksmith Co. are now occupying. The Blacksmith Co. are sinking a shaft, and are down seventy feet; have no water, and expect to reach bed rock this week. The Thistle Co. are sinking a shaft, with what prospects we did not learn.

MOSQUITO GULCH.

Our correspondent 'B,' from Centreville, gives the mining news from this and Red gulch.

CANADIAN CREEK.

There are about a dozen companies on this creek, eight of which are working. The Clear Grit Co. are running a tunnel. The Miller and two other companies are waiting the result of the Clear Grit tunnel. The Princess Royal Co. are prospecting. Dexter Co. not commenced. The Sovereign Co. are sinking their second shaft, the result of which will prove, to a great extent, the value of the entire creek. The Homestake Co. are also sinking a shaft. The New Dominion, this is a discovery claim, there are eight interests to 1200 feet; the pay dirt is thirty feet wide, and six feet deep. A good season's work is anticipated. The None Such Co, are sinking a shaft. Star of the West Co. not commenced; This claim runs from Canadian to Grouse creek

GROUSE CREEK.

There are eight companies at work, five of which are taking out pay; the whole number of bona fide companies on the creek, are twenty-three as follows:

Blind Channel Co. drifting from a deep shaft, and getting small pay. Hard Up Co. prospecting two seasons; no pay. Star of the West, searching for the Heron channel. Flume Co taking out pay. Wild Goose Co. not working. Short Bend Co. have been working all winter, and taking out small pay. Full Rig Co. working all winter; taking out good pay. Discovery Co. working all winter and paying well. Ne'er-do-Well—considered a good claim, not commenced this season. Carolina Co. prospecting all winter with a little pay. Ontario, Salt Spring, Rocky Point and the Reid Companies not commenced, but are considered paying claims. There are also eight claims above the Reed, which will commence to prospect on the 20th of this month. Below the mouth of Grouse creek are about five French companies, ground sluicing, and getting good pay. The Metropolitan, in Gayel ravine, is considered one of the best.

NELSON CREEK.

Five companies at work, two of which are tunneling at the head of the creek. Robertson & Co have got in ninety feet and struck the gravel below the clay; they expect to strike bed rock in the next 200 feet. Ross & Co are drifting in bed rock.

This is likely to be one of the liveliest creeks in this neighborhood this summer. Somewhere about fifty men will in a few days be stopping on it.

A party of French Canadians are prospecting on a creek emptying into Swamp river, lower down than Nelson creek.

COLTER CREEK.

Is all taken up, and considerable prospecting going on in it.

The company prospecting on Van Winkle creek have sunk one shaft to bed rock, bottoming at forty feet, and commenced a second one, and are down twenty feet; they expect to bottom in a week or ten days.

LIGHTNING CREEK.

Above Van Winkle the Fifeshire Lass and Great Eastern have been taking out pay more or less all winter. The Old Segel are stripping on the top; the Great Western are running a drain; the White claim prospecting; the Lightning Co running a tunnel to drain the creek channel at the head of Toe Jam flat and above the renowned Butcher and Discovery claims. A party of men have been prospecting during winter the hill side behind the Butcher and Discovery claims, but with no satisfactory results. Below Van Winkle a company was formed during winter to sink a bed rock shaft; they are now running a drain to tap surface water.

VAN WINKLE CREEK.

One company prospecting. Poor Man Dead Man and Chisholm creeks were quite deserted.

LAST CHANCE CREEK.

The Prince of Wales Co are running a drain to the head of their ground; have a good piece of ground already drained.

DAVIS CREEK.

White and Smeaton's claim (hydraulic) preparing to pipe. Homeward Bound Co, taking out pay all winter. Moon Raker Co running a tunnel at foot of creek; have been much obstructed by slum and water.

CUNNINGHAM CREEK.

Sharp & Co have just commenced work, having during the winter imported very expensive hydraulicing apparatus from San Francisco. The company are very sanguine of success.

KEITHLEY CREEK.

There are four companies at work. The Grotto is paying $20 a day to the hand; two other companies are taking out good pay.

CEDAR CREEK.

The Aurora Co commenced work yesterday. No other claims are working.

The streets of London, if placed in a line, would reach from Liverpool to New York. They are lighted by 660,000 gas lamps. The traveling public sustain 5,000 cabs and 1,500 omnibusses, besides all other sorts of vehicles. 2,400 physicians find employment in London. It contains 350,000 houses and 853 churches. But Yeddo the capital of Japan, contains 1,500,000 dwellings and 5,000,000 inhabitants. Some of the streets are 22 miles long.

Ice in Deep Mines.—The occurrence of ice in very deep mines in Northern Europe is not unusual. In the Dannemora iron mine at Presburg, in Sweeden, in some places the ice is ninety feet thick. In drifts, columns of ice are left in lieu of wood for supports. This fact, however, does not contradict the well known law, which is that pits become warmer in proportion to their depth.

Singular Properties of the Opal.—The South American opal is affected by the atmosphere of the body and by electricity. It is a fact that it will change its color, according as the wearer is excited or depressed, and this it is that has given rise to the superstition connected with these beautiful gems.

The Famine in Algeria.—Deplorable accounts continue to reach Paris of the sufferings of the native inhabitants of Algeria, who are dying by thousands from famine. Owing to two years of unexampled drought, and an invasion of locusts unparalleled since the settlement of the French colony, the harvest has almost everywhere totally failed, and sufficient forage can by no means be procured for the maintenance of the cattle.

A Democrat being told that Thomas Jefferson and George Washington voted with negroes, and believed in equal suffrage, retorted: "Well, Washington and Jefferson were gentlemen, and could afford to vote with niggers. I can't."

The steel pen manufactories of Birmingham employ 320 men and 2000 women. They turn out weekly 98,000 gross of pens, in which 10 tons steel, valued at $15,000 is used.

Stains in marble caused by oil can be removed by applying common clay saturated with benzine.

Royal Artillery.—Holloway's Ointment and Pills.—A serjeant in the Royal Artillery writes, on December 12th, 1862, from Poonamattee, Madras Presidency, that his right leg, from the ankle to the calf, was a quagmire of disease and corruption that he was on the hospital roll for twelve months without any improvement in his case; that he, as a forlorn hope, resolved to try Holloway's celebrated Ointment and Pills. These soon gave ease, expelled the bad humours from the limb, healed the apparently incurable sore, and restored him to sound health. Soldiers and sailors are earnestly recommended to have recourse to these invaluable medicaments for curing old wounds, sores, or ulcers—more particularly when they have arisen from imprudence, and seem incurable.