t Arrivals,

STORE. ERIES!

sions!

lear Oregon BACON; gon HAMS (New); RUTTER, (selected); each, E. B. SYRUP:

PICKLES; ES, Sperm and Adamantine: s each, California Family

YEAST POWDER; ARD; SSES; FFEE; red, pink and Bayos; PLES; ACHES, (dried); PEACHES, (dried); STARCH

AISINS; wich Island SUGAR: BAGS: San Francisco (A) SUGAR ural Leaf TOBACCO: URRANTS

EACHES, in 2 lb. cans : een CORN. t English PICKLES, in

dTURKEY, 2 lb. cans; CHICKEN, do; field's OYSTERS, 2 lb cans TOIL, "Plagniol," DLATE, superfine family use Pouchong," nt supply of FLOUR of all from California, Oregon and

ind Liquors.

ET and SAUTERNE Wines ET, family use: OPORTO, various brands; ALICANTE Red Wine : SHERRY, do ets CHAMPAGNE WINE

e PEKNOD; h NOILLY ; in's Wine BITTERS: wasser RYCORDIAL, genuine; ETTER'S BITTERS; SCHINO:

EM BITTERS : CAO, in jugs; LIQUORS, in fancy De-ESSY and MARTELL

nessy, Martell and Imperial, in

M-50 per cent. above proof, in

N-In bulk. rate Prices and Liberal Terms.

HOTELIER,

from the country promptly

rf Street, Victoria.

laims for Sale.

in the Ayrshire Lad. in the Highland Chief.

MER IMMEDIATELY e latter immediately above the n, Lightning Creek. Both claims e of this paper.

HINERY R SALE.

ET SOUND AGRICUL-MPANY offer for sale a lot of orticing, Moulding, and Groov-ight Saw Frames, etc., etc., all h manufacture. plmie, or Mr. Munro, Hudson's ffice, or to Mr. Mackenzie, at e the Machinery may be seen.

use to Let.

SE ON THE SAANICH o Mr. Finlayson's, hitherto oc red Fellows Garden and a well of water.

MR. THOMSON, At the Gas Works.

THE WEEKLY BRITISH COLONIST.

VICTORIA, VANCOUVER ISLAND, TUESDAY, MARCH 28, 1865. VOL. 6.

NO. 20.

THE BRITISH COLONIST to return in their ministerial or kingly

PUBLISHED EVERY MORNING. (Sundays Excepted, AT VIOTORIA, V. .

Per Week, payable to the Carrier, ----- 25 Advertisements inserted on the most reasonab

THE WEEKLY COLONIST urnished to Subscribers for \$6 a year; \$4 for six

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EUROPEAN AFFAIRS

more than usually interesting. Two great | tion has, it appeared, given way to cotton, events have happened, and almost about the and the consequence is a dearth of the means same time, which are likely to be warmly of sustenance. Although, however, much appreciated by the English public. The misery is in many places occasioned by the Bank of England has reduced its rate of transfer of wheat to cotton cultivation, there discount to four and a-half per cent., and seems to be no end to the cotton speculation. Her Majesty has at length emerged from | Companies of every description and name that close retirement in which she has have sprung into being. The shares in one lived since the death of Prince Albert. The | company established for reclaiming a portion first of these events will, no doubt, be bailed of the foreshore in the harbor of Bombay with joy by the commercial and trading have risen from £1000 to £14,800. Town classes generally; although it would seem that lots are selling at £50 a square foot-or the recent financial crisis has impressed something in the vicinity of two million dolmonetary circles with a slender belief in the lars for a lot 60x120. Eastern tales have stability of low rates. The idea is becoming always been pre-eminent for their highly prevalent that money in a few years will fetch increased interest, and that, as foreign fields for its investment open, the increase will continue, until treaches a figure note will continue, until treaches a figure note will continue, until treaches a figure note will continue, and the time occupied in the work was precisely seven minutes. The growth of rapid communication formed under the direction of James Gamble, Esq., Superintendent of the California alt, who were drifted over into south channel ble, Esq., Superintendent of the California and picked up by a life boat from the fort, but that if anything can be done in the matter it should be done immediately. The supposition is that those persons will not be able to contend against their hardships and excortes position in the circumstance. countries. The growth of rapid communication

-whether it be steam or telegraphic between England and the rest of the world, tends of course, towards this result. The be paying famine prices for corn which in Cornwall was unsaleable from its superabundance." "Formerly Brazil might have been willing to give twenty per cent. for money, while Lombard street was offering three, but as there was no communication between them three remained the English rate." The future is, therefore, dreaded by men whose incomes are fixed-or whose existence is wrapt up in the consols. To the nation at large, however, a grander destiny than ever is before it. Greater and greater is becoming the demand for capital, and while England stands to the world in the position of the Rothschilds to the more poverty-stricken power in every quarter of the globe will, as a on the British coast for a number of years. necessary consequence, day by day increase

Another collision has taken place between the King of Prussia and his dutiful and patient subjects, the members of the Lower Chamber. These gentlemen, now that the glory of those great victories over the Danes begins to look more faint as the events themselves recede, are gradually relapsing into their former relations with the Prussian monarch. In the debate on the address to be presented to the King, the members took a decided stand against the kingly prerogative of maintaining a larger standing army than the people are disposed to pay. Bismarck, the minister, declares that the King will not yield one inch on the military question, and the representatives declare their determination not to sanction the expenditure asked, and as an indication of their temper, probably, have refused two addresses that were drawn up for presentation to his Majesty. It would seem, indeed, their intention to present no address at all. The King, with his newly organized and largely increased army believes, no doubt, that he has sufficient power at his back to overawe the members of the Lower House, and conserquently takes a very high and supercilious stand on this question. There have, however, been other kings who made similar blunders-who relied too much on the power of their standing armies to carry them through every description of chicanery and breach of faith; but history gives the Prussian monarch a rather disheartening picture of the results of these attempts, and and his royal master had made an ignoble

exit one day from the city of Berlin, never

The most important intelligence in the which the cotton production is creating in the in the most palmy days of California and Australia was there a tithe of that excitement which now rages in Bombay-never, in the One clerk who not long ago was in receipt of ported to have fallen over the bank at Nicar- after awhile the breeze raised again, when L P. Fisher is our only authorized Agent for the ollecting of advertisements, etc., in San Francisco. has increased to forty millions, and this year it is estimated as high as fifty millions. The Co's, steamer Labouchere cleared for the native, in the extravagance of his suddenly | north-west coast on Saturday with a general acquired wealth, is replacing the iron tires of cargo of the value of \$8,000 in round figures. his cart-wheels with tires of silver. The only be the hitherto envied officials. These men of the Russian American Telegraph line. have to pay famine prices for everything, and are, it is said, only able to obtain meat once Our European news by the late mail is a week. Every other description of cultiva-

TO THE EDITOR OF THE BRITISH COLONIST. here by a ball and supper in the evening. No greater or more graceful compliment to enjoy themselves highly.

SHIPPING. The barkentine Constitution, from the Sandwich Islands via San Francisco, arrived on the 14th, bringing a small mail from the former place. 18th-Cleared, Alice Thorndike, Carver, with lumber to Montevideo: and a French ship, loaded with spars for Bordeaux. 19th-Sailed bark Mitchell, for San

Francisco. Port Angelos, W. T., March 23.

FEARFUL GALES ON THE ENGLISH COAST -The following is from a recent number of the European Times: "In defiance of the warning of an impending gale, which amounted, when it came, to one of the Governments of Europe, her influence and severest Eurricanes that has been witnessed The steamer Lelia, a blockade-runner, left the river and was overtaken by it; she was wrecked, with a loss of 44 lives. The marine intelligence from various parts of the coast is most distressing, and shows the intensity of the storm. One of the most prominent catastrophes is the loss of the Brizilian Packet off Land's End, all on board having perished; and another, the loss of the Columbian, a new steamer belonging to the West Indian and Pacific Company, which foundered off Brest, all being lost but three seamen." The Columbian had a number of packages on board for merchants and traders

> FEARFUL EXPLOSION AT BUENOS AYRES -On the morning of the 9th December, 1864, the city of Buenos Ayres was awakened by an explosion louder than artillery, and comparable only to the sudden outburst of a volcano beneath our feet. The Retiro barracks were blown up; 100 soldiers, dead or dying, were hurled into the air or buried under the ruins, and the shock was felt for half a mile around, smashing the windows as if it were the effect of an earthquake. Nor is this the only disaster; the news arrives of an alarming collision on the Western Railway, in which three persons have lost their lives, and numbers were injured. while mangled limbs and headless trunks

LEECH RIVER .- Barnett, the mail carrier and expressman, arrived yesterday from Leech River. He reports the snow disappearing without causing the river to rise. Five companies on the flat are at work. The Bacon Bar Company will commence to-day. velling on the trail is improving.

British Columbia.

The steamer Enterprise arrived on Friday British Columbia had \$129,218 on board.

[From the Columbian.] miserable native ryot to the British merchant, in the Fraser is reported at a lower stage than the pilot, and tacked ship three times. agua Slide, and was killed.

THE U. S. REVENUE CUTTER "SHUBRICK" left on Saturday for Sitka. She carries Col. poor persons, in fact, in the country seem to Buckly and staff, who go up in promotion

RRITISH COLUMBIA AND THE FEDERATION. -We clip the following from a Canadian exchange :- " A letter has been received in Quebec from the Governor of British Colum-

vithout any public recognition whatever. CUSTOMS' RECEIPTS for week ending March

dues, £19 1 10; head money, £24 16; tonnage dues, £15 4. Total, £701 13 ff. THE TELEGRAPH CABLE LAID - Tuesday, the 21st March, 1865, is a day long to be remembered in the history of this colony—a day which will take its allotted place in our almanacs as that upon which the telegraphic cable was submerged a cross the Fraser. On Tuesday, shortly before noon, the work of submerging the cable was successfully per-

operation, the star spangled binner, the years, whose father and mother were still on rably the little steamer during the whole Sir .- St. Patrick's Day was duly celebrated while, proudly waving from the main peak. lowing dispatch placed on our table as we

sat down to lunch :--Opposite New Westminster, March 21st, 1865, 11:45 A.M.

To the Editor British Columbian :and working. It was laid in seven (7) min-

to work from this end of the line, and they will probably meet the other party in the course of a week, so that it is not unreasonable to hope that in ten days or a forttelegraphic dispatches from California and

THE KOTENAY MINES. - The Walla by on the Touchet and Snake rivers, on ac- landsman. count of cold and stormy weather.

BISHOP HILLS IN PORTLAND .- We find the following in the Oregonian of the 21st :- The Victoria papers notice the arrival of the Rev Dr. Hills, the Lord Bishop of Columbia. But the latter occurrence is almost forgotten St. Stephen's chapel in this city found themin the awful details of the Retiro tragedy, selves, owing to the illness of Bishop Scott, p. in; lay off and on forty-one hours; crossed are carted off to the cemetery, and a line of lish clergyman, who was accidentally present, bark Industry in the breakers; arrived at carriages conveys the wounded to the offered his services and officiated for the oc-various hospitals.

Astoria at 1 p. m.; left Astoria with men casion, he being no less a personage than the and boats for the purpose of rescuing part of Bishop of Columbia, who was then on his

way to his diocese. MONTHLY STEAMER-The officers of the Oregon are unable to state what arrangefuture despatch of the mail steamers from on the 19th, The miners generally are in better spirits. San Francisco to this port, and the agents | Captain Johnson, of the Oregon, informs we may yet have to chronicle that Bismarck | The Chinamen are as thick as bees on Sooke have received no advices on the subject, but | us that while crossing the bar at about nine River, there being now upwards of 500 there, it is asserted by those who ought to be an o'clock on Saturday evening, he saw the and fresh batches arriving every day. Tra- authority, that the next steamer for Victoria wreck plainly. Looking with his glass, he

WRECK OF THE INDUSTRY.

FOURTEEN LIVES LOST.

Mr. C. B. Heald, one of the passengers on English papers is the sudden transformation from New Westminster with 40 passengers the ill-fated bark Industry, gives us (the and a small River Express. She brings no Oregonian) the following particulars of social and financial condition of India. Never later intelligence from Cariboo. The Bank of her wreck upon the middle sands of the Mouth of the Columbia: On Thursday, March 16th, Captain Lewis, of the back, seeing the Pacific go out, and the pilot beat in FROM UP-RIVER .- The steamer Hope ar- sight, lying to for him, as he thought, underhistory of the world, have such large fortun s rived from Harrisonmouth on Tuesday even- took to cross the bar. The wind was unfair been amassed in so short a period. Men who ing, bringing an express for Dietz & Nelson. -we are told by experienced sailors-and a few years back counted their gains by the There is no news of interest. The steamers probably the pilot boat was unable to go out. hundred pounds now reckon them by huna large force of men at work improving the —almost alongside. He says the captain dreds of thousands. Every class, from the road across the Douglas Portage. The water undertook to follow verbal instructions from

but one hundred and fifty dollars a year, is now worth, through speculation, ten mile a notice of a meeting of Caribco miners held ship, and the vessel missed stays. The seclions. Ordinary commercial men have, at the Colonial Hotel here, at which a resolu- ond attempt to tack was attended with the by a leap as it were, jumped into millionaires tion in favor of union was carried by "a same result, and after the second time missing es substantial as the Baring Bros. A cotton majority of nine in an assembly of fifty pers stays she went on the reef. The anchors sons." Some wag has been selling our con- were immediately dropped, but the bark trade of seven million pounds sterling a year temporaries, as no such meeting took place." dragged her anchors and struck on the mid-FOR THE NORTH- WEST COAST .- The H. B. dle sands about 2 o'clock on Thursday afternoon, between Sand Island and the light house, inside the bar. She struck stern on, and the captain immediately loosened the cable and endeavored to drag over the sands to the middle channel. She was within 5 or 100 yards of the channel, when she stuck fast and sprung a leak. After the false keel was gone, and with a hole in her bows, all efforts to save her were abandoned. The large boat was then launched, but was immediately swamped, and the first mate drowned. He was probably jammed between bia, concerning the Confederaion scheme, the boat and ship and injured, as he made and saying that British Columbia was ready but few efforts to save himself, though he had one leg over on oar. Before he went down St. Patrick's Day.—Yesterday passed off he recognized his comrades on the bark, and waved his hand in farewell to them. The boat was righted, but the sea was too heavy 18th, 1865 :- Duties, £642 11 11; barbor to launch her again. They now waited for the moon to rise, thinking the sea would go down; but it grew worse, and at 9 o'clock took to the rigging. During night the upper works, cabins, etc., of the bark were carried away, and the boats lost. Weather was clear and pleasant; did not suffer from cold; no. wind, but a heavy sea. From 6 to 81 o'clock. A. M., the sea was smooth, but no boats in sight. They made two rafts-one of the pumps, and another out of the spars. The first one launched had on it five persons in

lifeboat reached them. two men only being Though such a grand affair as that in your could have been paid to the Telegraph Comp rescued. Ten persons remained upon the case is thus put by writers on the subject:

"Before roads had been made London might be paying famine prices for corn which in be paying famine prices for corn which in long to the managers. All seemed long that in your could have been paid to the Telegraph Computer pany and to the enterprising nation to which they belong. We were first apprised of the long they belong. We were first apprised of the long they belong they with his wife and daughter-and a passenger. The lifeboat put them on board a sloop from Astoria. The steamer Wright Capt. Lewis, came in at 11 o'clock Friday morning, without a pilot, and was therefore unable to render any assistance. The Wright returned We have to announce that the cable is laid the same evening to the spot with several pilots on board, and Captain Lewis says there was no possibility of rendering assistance. There were then three persons in the rig-It will hardly be necessary to explain that | ging. The rest were, no doubt, washed off this dispatch was merely transmitted from and drowned. The persons saved were John the opposite bank of the river a battery hav- | West, sail r; James Peterson and an uning been taken over for the purpose of test- known one, both sailors; Silas Wightman ing the cable. The line crosses, as we have and Charles B. Heald, passengers. The peralready indicated, from Albert Crescent to sons drowned were Caviner, 1st Mate; Stewthe south west corner of Mr. Brown's ranch. ard, name unknown; Matilda Marks and two We learn that a party commenced yesterday | Chinamen, passengers. On the wreck were left Captain Lewis, Green, 2d Mate, and five should the weather prove at all favorable sailors, names unknown; Mr. and Mrs. Marks, returning to Walla Walla. If there were only three persons on the wreck Friday morning there must have been fourteen night from the present time we shall be end drowned up to that time. Mr. Heald speaks abled to place before our readers regular in the highest terms of the officers and crew of the unfortunate vessel during the trying events of the shipwreck. All measures for Mr. Conway starts to-day with a party to the preservation of the vessel and lives of explore the route for the Collins line from those on boad aken wi hout con'usion. His statement is that the bark expected a pilot, when the boat came near them; and he ap-Walla Statesman, of March 10th, says: A pears to think that a pilot could have easily come on board when the vessel first anchored party arrived in town from the Kootenay but Mr. Heald is not a sailer, and owns that mines this week. They left Fisherville on he does not feel competent to say what should the 1st February, and say that prospectors or should not have been done. Those who were returning there from the upper Colum- knew Edwards, who was in charge of the bia, reporting that the Columbia diggings Pilot Boat, will not readily believe that any were a humbug. This party confirm the fault can be attached to one so fearless of former reports in regard to the hill diggings danger and prompt in the discharge of duties. at Kootenay. The pack trains that started The report from Pilot Edwards will throw for the Kootenay mines a week or two ago light upon the matter, and show facts confrom this city, have been compelled to lay nected with the wreck not apparent to a

Additional Particulars.

The following additional particulars are

given by the Oregonian:

Per steamer George S. Wright-Left Vica Some two weeks since, the congregation of toria, V. I., March 14th, at 11, a. m.; arrived off the Columbia river on the 15th, at 6 without the services of a minister. An Eng the bar on the 17th at 11 a, m.; saw the the crew remaining on the wrecked vessel. Found it impossible to render any assistance, as the surf was breaking entirely over her; saw three men in the rigging, supposed to be the last remaining on board. Left Astoria ments are in contemplation in regard to the on the 18th, at 6, p. m., arriving in Portland

will probably net leave before the 14th April. discovered no person on the rigging-sup-

posed all had left the wreck, and was surprised on arriving at Astoria, to learn that not long before persons had been seen in the main and fore tops. The mizzen mast had der water; the masts stood straight up with all sails flowing. In the tops were apparently benches of something that he supposed to be canvas stowed there, as is sometimes the case, but which might possibly have been the survivors of the wreck huddled together for warmth. He heard at Astoria that there were canned oysters in the tops, on which they could subsist for several days, and water could be easily caught. The masts were standing Sunday morning, and pilot Cole was going to the wrock. The pilot boat and wha e boat to its and resonance the sur

the curve s. sel, as she lies at lavoring tide and ca

THE LOSS OF THE BARK INDUS-

From Captain Lewis, of the Geo. S. Wright, we learn that this unfortunate vessel, full particulars of whose loss we published in our last issue, has gone to pieces, not a vestige of her remaining when the Wright crossed the bar on Saturday morning. The unhappy persons who were reported as having taken refuge in the rigging are therefore all drowned, making the total loss seventeen lives, and saved, seven. The Oregonian has the following paragraph in regard to the

More About the Wreck - Three of the sailors who left the wreck of the bark Industry on Friday last are now in this city, and rom them we learn sufficient information has been obtained to add new hope that the survivors on the wreck, Captain Lewis, Mr. and Mrs. Marks, Mr Bean, and three seamen would yet be saved. These unfortunate persons, through the effor's of Captain Lewis seem to have been provided with a quantity of subsistence to serve the purpose of life whilst they should be compelled to remain in the masts of the ill-fated ship, for safety from the angry breakers. An effort was being made yesterday, in strength of the hope for their relief, to charter the steamer G. 8. Wright, whose commander appears willing to do all in his power, and make a bold attempt to reach the sufferers. Mayor Failing, Captain B. F. Smith and others, we are informed were making arrangements for

nerve every human being to some exertion for their rescue. The thought of a woman perishing in such a situation would be hard indeed. We are not inclined to doubt but that our people will take prompt action in the matter, and do whatever can be done for the infortunate ones remaining to be saved

This vessel has been long in the Oregon packet line, and was always considered one of the best. Captain Paul Corno has commanded her for many years, and only a small time since gave command to his chief officer, Mr. Lewis, who was acting as master at the time of the disaster. Those who were fortunate enough to escape from the wreck give Captain Lewis great credit for his cool manner, and having known him for some time we feel assured he did all that mortal could do, for those under his charge, while he had an opportunity. It is another of those unhappy incidents on the Columbia bar that can only be prevented by the use of steam tugs. Capt. Lewis, of the G. S Wright, coming in the day following the disaster, did all that was possible to save those still clinging to the wreck: but as will be seen by his statement in the marine report, it was utterly useless to attempt it. Our merchants had a very valuable cargo of merchandise aboard, but we are unable at the present writing to give with any certainty the losses.

" FOOD FOR THOUGHT,"

TO THE EDITOR OF THE BRITISH COLONIST, SIR :- Food for thought," says the New Westminster organ, on looking over the Estimates. Yes, tood for the thoughtful miner. say I, when sticking in the mud on the trai 1 between Cottonwood and Van Winkle, with a heavy pack on his back, imagining as he rounds a stump that he espies a dry spot to step upon. Vain thought! You may just as well follow the mule trail right along, as you will only tear your blankets and bruise your limbs by trying to make a cut-off. And when you think that this has been the same old thing since '61, and more money spent on twenty miles of road than would have made it all the distance to the Creek. And when you look at the figures put down for nothing -\$12,500 for a street in New Westmin-eryou will agree with me, it is "food for thought." Again, \$80,000 for the Chillcoaten Expedition-result, about half a dozen Siwashes who gave themselves up-you will repeat, "food for thought." Again, \$2,100 for silver plate to the commanders of the Expedition, bought in San Francisco by the Governor's order-" food for thought." Yet again, \$15 000 to assist immigration to New Westminster at a time when many of us in Victoria cannot pay our way up the Fraser to try Cariboo again where we have spent onr all and impaired our health-" food for thought."

A POOR MINER. Victoria, March 25th, '65.

THE NEW BRITISH MINISTER AT WASHING. TON-In the European telegraphic intelligence published in the Colonist of Saturday mention is made of the appointment of Sir Frederick Bruce as British Minister at Washingtou vice Lord Lyons. The Hon, Sir Frederick William Adolphus Bruce was until recently Envoy Extraordinary and Minister Plenipos tentiary at the Court of Pekin.