

d about a 1/4 of a past reported land; I ran into the bell; I was on the deck, and the Indian boy was more than a quarter of a mile from me...

of Drake Bay; I have doubts that I went on Point Reyes; I believe I did strike there, but I don't know. The Court—It has been presumed that I struck on Point Reyes, I don't know that I did. Examination resumed—In the morning I found myself opposite Point Reyes and equally opposite the Farallones; the fact of my compasses being out 3/4 points was not the cause of my going ashore.

them, I might have been able to carry the box to the top of the Point; I did not stay there long enough to know what became of the goods, except by hearsay; I never sent anyone to fetch them; Mrs Pidwell was on top of the hill; only that which came into my own possession; I have not heard of anything being recorded; on my solemn oath I can't say the cause of the accident. To Mr Ring—I never swung my ship; it was never pointed out as a duty; I know of no maritime rule making it imperative to swing a ship; swinging is one means of adjusting compasses; witness stated several methods which are used for detecting errors in the compasses; I used the means best, as I thought, to adjust my compasses; the mere sounding by the deep sea lead would not be the means of ascertaining my position or of finding my way back to San Francisco; up to the present moment I can't say in which compass was the error; assuming there was a pilot boat there it would take some time to take me; at the time my ship was making water very fast. In connection with evidence as to the adjusting of the compasses, His Lordship referred to the 301st section of the Merchant's Shipping Act, and asked witness as a master mariner did he think it his duty to ascertain if there was local attraction affecting the compasses, and if found to exist, to have it neutralized? I don't consider it my duty except if I found it I would correct it; my ship was not surveyed at my request; I mean I don't know; I never had a copy of the regulations issued by the Board of Trade.

To Mr Ring—There is no British surveyor or files certificates in San Francisco; in my judgment I took steps to adjust my compasses; the magnetic condition of a ship is changed as she moves on; the book states that it is absolutely dangerous to place too much reliance upon the swinging of a ship; the most effectual way of guarding against local attraction is to raise the compasses above the deck of the vessel; I could have saved the ship had it not been for the alterations made in the compasses; I had an Indian lookout and my second mate; he was on the land side and the Indian forward. James Smith, sworn, and examined by Mr Walker—I was second mate on the Labouchere; I have been 33 years at sea; the compasses of the Labouchere were sent ashore to be adjusted; I have been mostly in wooden ships; never saw any of them swung to adjust the compasses; I have sailed from the London docks and there is only the Victoria dock where ships can be swung; I was on the starboard side (from 8 p.m.) of the ship when she struck; it was thick and foggy and very dark; I could see only about 100 yards when she struck; I was keeping a sharp lookout; kept my eye on the Indian boy as well as on the compasses; the compasses were being the best night lookout; I knew him about 3 months; he first gave the alarm being 50 feet further forward than I; I kept my eye on the man at the helm; the course given was West nothing to the North; this was at 8 o'clock; the compass was on the port side; there was a compass on that side; the pumps were in order after the accident, the engine pumps and the hand pump; the engine pumps sucked for a little time; the weather still continued thick and foggy up to close on daylight; the vessel was kept running all night; in my judgment there was no other course to follow; I was on the steamer before the alterations were made; we lessened the amount of iron about the smoke stack; there was about as much iron put in as was taken out; there was an iron chain around the wheel before the alterations; after the alterations the amount of iron there was diminished; the only extra iron was the connecting rods under the deck. Cross-examined by Mr Wood—I have been a quartermaster in an iron ship; have been in wooden steamers; came from England in the Labouchere; don't think the Labouchere was swung in London; came out before the mast; never heard any complaints of the compass; am employed by the F. B. Co. on the wharf at present; there is a regular place for swinging ships at Greenwich; an iron ship should be swung before going to sea; I don't think it necessary to swing a wooden steamship; I did not consider it necessary to do anything more than Captain Mout did; I was not present when Captain Mout was taking an observation of Point Bonita; he was starting I never saw great confusion on board; the compasses were out of the ship about half an hour before starting; I think Captain Mout did perfectly right; I attribute the accident entirely to the weather; the compasses may have been wrong; I am not acquainted sufficiently with the coast to know if the course steered was correct; I never gave an opinion on this case before because I was in California; there was nothing that Captain Mout did but what I would have done. To Mr Walker—He tried to find his way back by the lead the water would have gained on the pumps; had there been no fog there would have been no difficulty in getting back and saving the cargo; I was not on board the Labouchere in England until on or two months before she left; had she swung I think I should have known it; I think I was absent from her about three days when she was on her trial trip; I don't know how she headed while being built. Capt. Thos. Martin, examined by Mr Walker—Am master mariner; been 35 years at sea; have a Board of Trade certificate [produced same]; renewed 1851—got it in 1848; never swung vessels; to test compasses I would generally take observations; never saw a vessel swung; it is not usual in wooden ships; it is in iron ships; I have been chief officer on board the iron steamer Vesta; she was not swung before leaving London; I know of no Board of Trade regulations requiring the swinging of ships; I have carried a cargo of iron and found observations at sea sufficient to correct my compasses; generally carried but one. By Mr McCreight—There was no rule to swing iron ships in London that I know of; I believe that an optician fixes a compass sufficiently to steer by; never did more than shift the compasses; have been in the F. B. Co.'s service about 18 months ago; I would have my deep sea line ready before leaving shore; to bend sails depends on circumstances; taking an observation by the eyes at Point Bonita may or may not have been a sufficient means of testing the compasses; I would have taken a different method in testing. To the Bench—I might have moved a compass to the mainmast and compared it with the compasses below; if they differed I would trust to the one aloft until I got observations. By Mr McCreight—I could not trust the cabin compass before testing its accuracy. By Mr Walker—Providing the steering gear had not been removed I would not consider it necessary in going out of port to take a compass to the mainmast; have taken a cargo of iron from London to Madrid. Capt. Hedstrom, of British ship Vortigern, sworn—Have been a master mariner since 1846; never swung a merchant ship under my charge; have carried a cargo of iron twice without accident; compared the compass on board and if I do not find more than half a point difference feel I can trust them until I get an observation; remember once on the coast of Norway, when I had a cargo of iron, and when there was a vivid Aurora Borealis, there was a great variation; we had no guide of the compass at the time, they seemed to have lost their magnetism; I could depend on them before and a few hours afterwards; have sailed out of San Francisco harbor; believe the nature of the land is volcanic. Cross-examined by Mr Wood—When coming out of San Francisco I nearly lost my vessel; I noticed a ship out of its proper place, but whether it was caused by the currents or the variation of the compass I could not tell; I had to anchor near Point Reyes to save my vessel from going on the rocks. To the Court—I don't think the alterations on the Labouchere caused any material variation in the compass; if I had had alterations made in my ship, such as were made in the Labouchere, I should not consider it prudent to put to sea without submitting my compasses to some test; I should place my compass outside of the attraction of the iron, and should place my ship's head where there was no local attraction and then change it to the opposite side. To the Solicitor General—I have no experience, by practice, as an officer of a steamship; my idea of adjustment is not the same as Capt. Mout's; I should not content myself with sending the compasses to an optician; it would have nothing to do with adjusting for local attraction; do not think the alterations in the Labouchere caused any more local attraction than before; never knew a fog to affect a compass. The witness was proceeding to give a detailed account of the place in which he found his ship near Point Reyes, when His Lordship interrupted, saying that the evidence must be rejected, because the voyage of the ship Vortigern was not being inquired into. Counsel for defence objected, and asked that a note be taken of their objection. Capt. Hedstrom then repeated the evidence given in his direct examination with regard to finding himself, from some unknown cause, nearly on the rocks at Point Reyes. The Court here adjourned until 10 o'clock on Thursday morning. By Electric Telegraph SPECIAL. TO THE DAILY BRITISH COLONIST

The War on the Plains.

SALT LAKE, June 9—John Sharp's team of about thirty wagons were attacked by Indians last night at Washakie, 100 miles east of here; one man was killed and several head of stock run off; they also run off 4 head of stage stock. Ben Holladay and party proceeded East from Weber this morning. SALT LAKE, June 9—At 3 p.m. on Thursday the 6th, Plum Creek Station, 150 miles east of Julesburg, was attacked by 200 Indians. The operator fought them 3 hours, when the Indians were driven off. They returned on Friday morning and it is reported that the operator and another man were killed and scalped. The Indians drove off a lot of stock at that point. Three companies of volunteers will probably leave Denver tomorrow for the head of the Republican on an Indian hunt. Central City has raised \$5000 to be paid for Indian scalps at the rate of \$20 a scalp with ears attached. SALT LAKE, June 9—The lines is working as far as Julesburg; both have been down for five days one hundred miles east of that place from Indians, storms, &c. Indian troubles thicken between here and Denver. Ben Holladay returned here to-day to go via San Francisco. We have received the following from Julesburg: Gen Sherman recommends the wires to be moved to the north side of the Platte on the railroad and that the stage lines transfer their passengers at Julesburg or the end of the track as it will save him guarding both sides of the Platte when one is sufficient for all. The Stage Company have commenced by bringing their boats and stock up the end of the track about 30 miles from here, where they commence transferring to-day or tomorrow. Gen Stevens and Gen Gibbons are moving with a force up Pole Creek, and Gen Auger with another force is moving to the South Fork. There are a great number of small bands stealing horses and scalping all through the country, but no large bands or villages that troops can strike. General Custer is moving north and driving them from the vicinity of the Republican. It is expected the Indians will divide and pass around his flanks to the rear and strike the Smoky Hill route. One telegraph operator was killed east of Julesburg, and several others driven back. Mexico. GALVESTON, May 3—Quartermaster letters say Maximilian has probably escaped into the United States. NEW YORK, June 4—Letters received at Galveston from Queretaro say that Maximilian, Mejia, Castillo, Campos, and their entire army, with artillery and ammunition, had surrendered to Escobedo. Miramon was captured in the streets. Mendez is alone missed. Over 200 subalterns, it is reported, were shot May 6th. Maximilian had a severe attack of dysen-

tery on the 15th, when the private physicians of Escobedo were sent to him. Private correspondence from San Luis says Max was expected here. By way of Havana, May 27th, we learn that O'Hara was shot by Marquez for treachery and collusion with the rebels. A protest has been made by prominent citizens of Chihuahua against any interference by the United States as to the disposal of Maximilian. Central America. A letter dated on board the steamer Oceola, at Aspinwall, May 12, says that seamen taken off the Ryo state that the Ryo ran down the bay and ran out guns to bombard Santa Martha unless the Colombia officers imprisoned there were given up. The demand was acceded to, and the steamer left with the officers and the Colombia flag flying for Carthagena. Eastern States. WASHINGTON, June 7—The judiciary committee did not take all the evidence offered as to the complicity of the President in the assassination, on the ground that the resolution did not authorize investigation into that charge; but Butler and Ashley assert that they will bring the question of impeachment to a square vote in the House, and that the majority and minority of the House will be presented. Canada. MONTREAL, June 4—Parties from the Eastern border report that bands of Fenians are prowling about preparing for demonstrations before the middle of the month. The authorities are fully informed of what is going on. Communication is said to have taken place between the Governments of Canada and Washington, with a view to concerted action in case anything occurs. California. SAN FRANCISCO, June 10—Arrived—Brig Orient, 11 days from Port Orford. Sailed—June 9, bark Carlotta, Puget Sound; June 10, ship David Woodley, Puget Sound. South America. NEW YORK, June 2—A special cable despatch to the Herald from London furnishes Rio Janeiro news of May 9th. Pomado declines the mediation proffered by the United States in the difficulty with Paraguay because the Allies are preparing to attack Paraguay as soon as the contingent under Baron de Heurl could join the forces which the former had sent to the upper Parana. There had been no further fighting. Cholera is raging in the camps. It is rumored that General Urquiza, with 10,000 men, had raised the standard of revolt and pronounced against the triple alliance. A revolt in the Argentine Provinces is reported. New York, April 7—Nicaragua papers say that the mission of ex-President Martineau to England is to obtain the incorporation of the Mosquera Company. Nicaragua will soon demand payment for the bombardment of Greytown, and a call for indemnity for Walker's ravages is likely to follow. The Plains. CHICAGO, June 8—An Omaha special says Sherman has withdrawn his forces to the south side of Platte river, between Forts Sedgwick and McPherson. The stages have been withdrawn from that portion. Sherman will probably abandon the expedition into the heart of the Indian country and concentrate his troops to protect the stages and railroad, deeming that more important. Attempted Assassination of the Czar of Russia. NEW YORK, June 8—The Herald's special cable has a long account of the attempted assassination of the Czar of Russia. The assassin fired two shots; the second barrel exploded, wounding his hand. The first ball penetrated the head of the horse ridden by the Imperial groom. The assassin says he came from Belgium with the intention of killing the Czar, and declares he has no accomplice. The Americans in Paris will present an address to the Czar through General Dix. The address is congratulatory of Napoleon, and is extensively signed. Several towns in France held the services of the Russian Church to-day. The Czar, Grand Duchess, and the sons of the Czar attended service in Paris, and offered thanksgiving for the escape of the Czar from assassination. Coronation of the Emperor of Austria. PARIS, June 7—All the Powers having diplomatic relations with Austria, except America, will be represented at the coronation of the Emperor Francis Joseph to-morrow. An amnesty will be proclaimed to all Austrian subjects charged with political offenses. Washington Territory Election. PORTLAND, June 11—The Oregonian says that Walla Walla County gives '25 majority for Clark; Stevens County 55 for Clark. If Pacific City gives 100 for Flanders he has 114 majority. Waiakium County yet to hear from. California. SAILED, June 11—British ship Nation's Hope, Nanaimo. Eastern States. BOSTON, June 9—The Traveller's special dispatch says that typhoid fever is alarmingly prevalent in Washington. Hundreds of cases are reported. NEW YORK, June 9—The Herald's special Washington dispatch says it is expected that telegraphic communication with Florida, Georgia, and the whole South will be established by June 15th. WASHINGTON, June 10—The trial of Surtut very pale and careworn. European. CHICAGO, June 9—The steamship Bremen brings European news to May 30th.

The Princess Mary was delivered of a daughter on May 26th. The Daily News says the Reform Bill is making rapid progress in spite of its faults. The main object of the Reformers has been attained. At Berlin, May 25th, a royal decree was issued granting full pardon to persons in the military service who emigrated without permission from lately incorporated provinces. Cendia intelligence through Greek sources, states that two fresh engagements occurred on May 15th and 16th, resulting in favor of the Greeks. CHICAGO, June 10—The Cable has transmitted a long account of the coronation of the Emperor and Empress of Austria as King and Queen of Hungary at Pesh, on June 8th. The coronation took place at Ofen, across the Danube, with mediocrity of splendor, and the concluding rites at Pesth—8000 Hungarian and Austrian Nobles, a hundred Diplomats and a number of strangers witnessed the ceremonies. The Greek Bishops performed the ceremony. The Emperor when anointed wore the ancient robes, shoes, crown and mantle of Stephen, the first Christian King of Hungary. The Empress was anointed under the right armpit; the Emperor took the oath in which he promised to reconquer the ancient rights of Hungary. The despatch says nothing like this has been witnessed for centuries and will probably never be repeated. The ceremony closed by the King riding upon a mound of earth brought from different departments of Hungary, waving his sword to the four points of the compass and solemnly swearing he would defend the Kingdom against the world. This was followed by a grand banquet and illumination at night, the Pears acting as servants at table. The Hungarian Diet voted a hundred thousand ducats as a present to the King and Queen. Ten archdukes were present. A general amnesty for political offences was proclaimed amid excitement and enthusiasm indescribable. The nobility of Warsaw met on Sunday and resolved to send a deputation to Paris expressing their horror at the recent attempt to kill the Czar. THE PEOPLE'S FRIEND. PERRY DAVIS' VEGETABLE PAIN KILLER. The Greatest Family Medicine of the age. Taken internally, it cures sudden colds, coughs, etc., weak stomach, general debility, nursery sore mouth, canker, liver complaint, dyspepsia or indigestion, cramp and pain in the stomach, bowel complaint, painter's colic, Asiatic cholera, diarrhoea and dysentery. APPLIED EXTERNALLY, cures felons, boils, and old sores, severe burns and scalds, cuts, bruises and sprains, swollen joints, ringworms, and tetter, broken swellings, frosted feet and chilblains, toothache, pain in the face, neuralgia and rheumatism. IT IS A SURE REMEDY FOR A RHEUMATISM AND CHILLS AND FEVER. Fever and Ague—Astonishing Cures—The Eminent Dr. J. C. Davis, formerly of the Medical College, Philadelphia, and now one of the most popular physicians in Minnesota, writes to a friend in New York, that Dr. Perry Davis' Sugar-coated Pills are working wonders in that region, in cases of Fever and Ague, and Bilious Remittent. The following extract from his reports is published by permission of the gentleman to whom the letter was addressed: "I am not, as you know, much in favor of advertised pills. Most of them are worthless, and some dangerous. But Bristol's Sugar-coated Pills are an exception. No better family cathartic could be desired. There is nothing in the pharmacopoeia, as far as I am aware, that is equal to them. Nor is this all; the antiseptic properties of the pills render them a positively invaluable medicine for the bilious remittent and intermittent fevers so common in this region. I have found them exceedingly efficacious in ague and fever. 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For chafers are requested to see that the words "ESSENCE OF WATER, MURRAY AND LUNSMAN, No. 69 Water Street, New York," are stamped in the glass on each bottle. Beware of this name is genuine. The Responsible Organ.—The stomach is responsible for more evils than were contained in Pandora's Box. Atonic dyspepsia or simple indigestion, is the first indication of more than half the diseases enumerated in medical books. Meet it at once with Bristol's Sugar-coated Pills, the most genial tonic and corrector, which the botanical kingdom has yet yielded to chemical science. Invigorate the stomach and gently stimulate its gastric action with this famous restorative. Remember that the digestive apparatus is the primary source of vitality from which the whole body draws its supplies, and that Bristol's Sugar-coated Pills are specifically for the disorders that affect it. 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