

The Weekly British Colonist.

Tuesday, August 8, 1865.

THE CONDITION OF CALIFORNIA.

Second only to the interest we are bound to take in our own industrial and commercial progress, is our interest in the trade and commerce of California. We are so intimately connected in many ways with this flourishing American State, that every information with regard to its general condition, is to us a matter of considerable importance. The statistical returns for the six months ending in June, just published by the San Francisco *Alta*, are as complete as they are instructive. We there find a condition of affairs in many respects similar to our own, with this exception, however, that our reaction, in the absence of substantial industries, bent the country almost to the dust, while theirs is in various instances compensated by the vigor of domestic production and manufacture. If we turn first to the mining interest, we shall find that there is a large decrease, the present year in the exportation of the precious metals. In the first six months of 1864, the exportation of gold and silver was \$7,000,000 more than during the six months ending last June. "This decline, however," says the *Alta* must not be ascribed to diminished production or lessened trade, since a considerable portion is due to the action of the Treasury. There had accumulated here a large amount collected for duties, and of this \$5,000,000 was exported to London and New York by the Treasury, and sold for its account. The treasury reports credit \$2,799,920 premium on gold coin shipped to London. This year \$1,000,000 of the shipments are on the Treasury account; consequently of the decline in exports, \$4,249,147 has been due to diminished commercial remittances. This, however, is not the full statement of affairs. While the decrease in the exportation has amounted to over \$7,000,000, the increase in the production has risen to \$1,800,000. Taking it altogether, the first six months of 1864 sent out of the country \$8,000,000 more than the mines produced and the first six months of the present year has produced \$1,500,000 more than has been sent away.

The imports of goods have suffered a decline of five per cent. on the six months, the last quarter showing a decrease of even thirty per cent. on the corresponding quarter last year. This state of affairs is attributed to the sudden closing of the war, which by opening out new fields in the South for the consumption of Northern manufactures decreased in a corresponding degree the desire to send ships to California. As an evidence of the falling off in this respect, the *Alta* says: "The table of vessels now on the way to this port shows barely one-half the number now out and due in average sixty days that were on the way at the same time last year."

The exports of produce have declined \$891,000 for the six months. This is ascribed principally to the intense drought of the previous year, which affected the wool as well as the wheat crop. There is also another but more gratifying reason to the California people for the decline in the produce export, and that is the increasing capacity and trade of the wool factories in the State. These valuable "institutions" are making a greater demand on the raw material, and promise before the lapse of many years to drive away almost every description of outside competition. The exports of flour for the six months are \$108,196, showing a decrease of \$323,645; the exports of wheat, \$1,003, showing a decrease of \$673,892; of barley, \$22,774, showing a decrease of \$10,227; of oats, \$3,687, showing a decrease of \$45,435; of hides, \$567,999, showing a decrease of \$54,283; of tallow, \$291, showing a decrease of \$12,563; of quicksilver, \$771,231, showing an increase of \$127,863; and of wool, \$551,351, showing an increase of \$68,383. It will be seen there is a diminution in every one of the above exports but those of quicksilver and wool. The lumber export has increased \$28,000. The exportation of imported merchandise has increased, and presents the significant fact for a heavy dutiable port, of being greater than the domestic produce exported. The total amount of the latter for the last six months is \$2,840,698, and of the exported foreign and Eastern merchandise, \$2,861,666. The total exports, including treasure, during the last six months are \$27,294,057.

The freight values have decreased from \$3,847,815 in 1864 to \$3,670,723 in 1865. The number of immigrants has increased very slowly; while the first six months of last year showed 17,262 arrivals, and but 8,473 departures, the half year ending last June shows arrivals 11,462, and departures 10,948—a rather insignificant addition of 514. On the whole we cannot congratulate our neighbors on their progress the present year. In the production, and retention of bullion and in the development of home industries, they have made great strides ahead of 1864, but in the ordinary commercial transactions and in the increase of population, 1865 has proved but little brighter to California than it has to ourselves.

A VICTORIAN CELEBRITY.—A correspondent informs us that Duncombe, of forlorn memory, has started a saw-sharpening shop in Kearny Street, San Francisco, having wisely determined to let Victoria and its reminiscences glide from his memory.

NEWS FROM STEKIN.

From a miner who arrived from Stekin by the schooner *Carolina*, Thursday, we obtain the following particulars regarding mining operations in that region. Our informant left the mines on the 26th of May, having been only a fortnight there; when he left there were thirteen white men at the mines, who were divided into two parties; one, consisting of Chasley Brown, Jim Schaff, Jim Ogland, Dick Campbell, and two others, named Frank and Dirty Dick, were making from \$8 to \$12 per day to the hand by sluicing. The other party, consisting of Buck Choquette and his partners, were making about \$3 per day each. A man named Collins was working on Carpenter's Bar, making \$6 per day. All the miners intended to winter on the river.

The mines are about 175 miles up the river. The weather was splendid during our informant's stay, and the health of the miners was good, grub being plenty, with abundance of fresh meat supplied by the hunters. The Stekin Indians, who occupy the country on the upper Stekin, are very peaceable and friendly to the whites, and seem very glad to have them among them. The Stekin Indians on the lower river, are on the contrary sassy and rather unfriendly.

Some of the miners have got a pretty good swag of dust and intend to lay in a stock of provisions in order to enable them to prospect the headwaters of the North Fork. Chasley Brown's woman was down at the mouth of Stekin with \$250 in dust to buy grub from the Labouchere. Jim Schaff had visited the head of the North Fork last winter, and found a large flat which prospecting 8 to 10 cents to the pan all through, and his party intend giving it a trial as soon as they can get up supplies. The miners were looking out for the arrival of the Telegraph Exploring Expedition.

THE STEAMSHIP DISASTER.

Victoria, August 3d, 1865.

TO THE EDITOR OF THE BRITISH COLONIST.—Sir,—I have read an article in your issue of this morning upon the reported loss of the steamship *Brother Jonathan*, which however just in many of its remarks, will not, I believe, tend to relieve the terrible anxiety of those who are supposed to have had friends or relatives on board. I was a passenger on board the *Brother Jonathan* from San Francisco but two trips back, and it may not be inconvenient to the public that I should state facts which during that trip came either to my knowledge or within my personal observation.

The vessel then carried, and I believe always carried, six, if not seven boats. Four of these were hoisted up, two immediately abaft the paddle boxes, and two on the quarters, and could be readily lowered into the water. Other two, which were metal life boats, were stowed bottom up on the upper deck, and with a sufficiency of hands at command and a small amount of professional knowledge, could be put in the water without any very serious delay. These boats collectively would, I think, if the water were smooth, which it most likely was at this season of the year, hold on an emergency about 250 persons. The ship was well supplied with life preservers. They were in every cabin, and in other available positions. According to her Certificate of Inspection she was built at San Francisco in 1861 or 1862, I forget now which, but at all events subsequently to the date of the disaster which befell the *Commodore* in 1858, to which you allude, and when speaking to the chief officer on this subject he assured me that the vessel was to all intents and purposes a new vessel, and as staunch as any adobe, having been entirely rebuilt from her keelson upwards.

I have, myself, been at sea in almost every class of vessel, and although while I was on board the *Jonathan*, we had not what sailors would call a "bad weather," still our passage was anything but a smooth water one. At the entrance of the Straits of Fuca especially, we encountered for some hours a very trying cross sea, and I have no hesitation in saying that I believe the *Jonathan*, if properly handled, to have been a good and safe sea boat. Her commander, Captain De Wolfe, and her chief officer, were unquestionably true sailors; ever watchful, careful and cool, and men in whom I would place every confidence in time of danger. They had both been on the coast for years, and were intimately acquainted with its navigation.

I cannot, under these circumstances, believe that so many lives have been lost as reported; and, if the report of the calamity be true at all, I trust that any present impression that many more must have been saved by the boats of the vessel, will prove to be not unfounded. The report says nothing of the sinking of the ship. Her certificate declared she was well found in pumps, and it seems to me that at present there is really nothing against the reasonable surmise that being so close to the shore she may have been run on the beach, as was the *Northerner* some years back, when comparatively few persons were drowned.

It is not necessary for me here to comment on the overburthening of vessels upon this coast, with passengers and cargo. The passenger laws of the United States are as good and stringent as those of any other country. The evil lies in the impunity with which those laws can be disregarded. Nor need I allude to the fact that an intimate acquaintance with a dangerous navigation frequently engenders a confidence which begets danger. My sole object in now addressing you, is to place before you certain facts which may, I trust, be the means of soothing the public mind until further particulars are obtained of a calamity so dreadful.

I have the honor to remain, Sir, Your obedient servant,

WILLIAM A. G. YOUNG.

THE OVERLAND TELEGRAPH.—The line of this company is fast progressing, being completed from New Westminster to the Poplar Ranch, 23 miles below Hope, with the exception of 6 or 7 miles at the Matsqui prairie, on which portion a party is now working. It will be finished as soon as the timber clearing is made. Above Yale the line is completed and working 180 miles. It is expected that communication will be had through from New Westminster to Alexandria in about three weeks.

EPSOM RACES—THE DERBY DAY.

WEDNESDAY, MAY 31.

This, the 86th anniversary of the Derby, will long be memorable in racing annals. Racing, from a natural association of ideas, has grown to be regarded as so peculiarly an English sport, that it was with little short of astonishment at the temerity of the undertaking that men first heard of the intention of foreigners seriously to compete with us for honors. Frenchmen, however, have been found not only to assert their right to pre-eminence on their own race-courses, but with characteristic daring to carry the contest into our own borders; and upon what has been hitherto the distinctly English race-course of Epsom, to put forward their claims to the blue ribbon of the Turf. The withdrawal, from one cause or other, of horses as to whose performance favorable anticipations had been formed, gave increased prominence to the new comers of whom the most formidable, Gladiateur, proved as successful at Newmarket that he sprang at once into the position of favorite for the Derby. The knowledge that the international contest thus impending was to be fairly tried out naturally added to the attraction which Epsom, like some potent magnet, always exerts upon Derby-day.

There was as much rank and fashion drawn together as on any former occasion—probably more, for the ordinary occupants of the Grand Stand and other "colleges of vantage" were largely reinforced by the more distinguished of the French residents in London, ardently desiring the success of the Count de Lagrange. In fact whether in the train, in the vicinity of private carriages, on the roof of the Grand Stand, or in the refreshment rooms, the emphatic roll of the letter "F" betrayed the close proximity of our great allies, whose attachment to the sport has sometimes furnished occasion for mirth, but who must henceforward be recognized not only as worthy, but as successful rivals. From about one o'clock the roll of carriages to the back of the Grand Stand was incessant, and from among their occupants a full quota of members of either branch of the legislature might have been formed without difficulty. His Royal Highness the Prince of Wales reached the course shortly after half-past one o'clock, having driven from town in an open carriage with four horses and two postillions, not to be distinguished by their livery from those attached to any ordinary equipage. His Royal Highness was accompanied by the Duke de Brabant, an officer of the duke's household, and Lord Alfred Paget; and immediately following the royal party was a private carriage driven by his Royal Highness the Commander-in-Chief. The Prince of Wales left town about half-past 11 o'clock, and made such good progress on the road that he reached the Grand Stand before some of the officers of his household who were to have preceded him by railway.

The day, though pleasantly cool, was fine, and the predictions of all the weatherwise, even of the oldest whips upon the road, that rain would fall, and that in abundance, were utterly falsified. Leaving the paddock, the horses, to the number of thirty, came in front of the Grand Stand for their preliminary canter. Among the first to show themselves were Gladiateur and Le Mandarin, both of whom were warmly welcomed. A considerable interval elapsed before Breadalbane made his appearance, but when he came forward, accompanied by Broomielaw, his backers likewise seemed encouraged by his appearance. There were some of course among the crowd who, having backed particular horses concentrated their attention on them; but the great mass of the spectators had eyes or ears for nothing except the two horses accepted as representatives of the two nations. The canter up the hill showed a slight but still a decided advantage of temper on the side of the French horse. Gladiateur, his jockey, was conversing with somebody when Le Mandarin started off in advance; Gladiateur followed instinctively and with good will. Breadalbane, on the contrary, when his time came, threw back his ears, and was a second or two in settling into his stride. The canter down hill was still more decidedly in favor of the French horse. His action throughout was so smooth and regular and sweeping that most persons made up their minds there and then as to the probable result of the race. The starting was attended with a considerable amount of vexation and with one unfortunate accident, Sharpe, the rider of Mr. White's Jockey, being thrown from his seat and so much injured that, although he was able to rise from the ground, he did not attempt to take part in the race, and the horse was accordingly led back to the paddock.

THE RACE.

At last, just as the clock was about to strike four, the horses got away together, and till the ascent, or first half mile, had been traversed, there was not a symptom of lagging on the part of any. Round the corner they swept at a tremendous pace, and there one dropped back a little, and a knot of four or five stood out a length in advance. There were fewer dark colors than usual in the group, and consequently it was not easy to distinguish the position of the favorites; but as there were two or three patches of red well to the front, and as Gladiateur's jockey wore red sleeves and cap, while Breadalbane's colors were "all rose," the excitement grew absolutely feverish. The straight run home none of the familiar colors occupied the expected position; and, until just touching the grand stand, Christmas Carol and Eltham, running their very best, appeared to have matters their own way. The width of the grand stand, however, determined the race. With a sudden rush Gladiateur disentangled himself from the knot of horses that concealed him from view, passed first one, then another, and finally drew abreast of the leader himself. Gladiateur seemed to expect that he would have to rush to it against Christmas Carol, and in that expectation raised his whip and gave one stroke to the favorite, who responded with a stride that despite previous performances, seemed almost supernatural. Christmas Carol, on the contrary, was able to keep his pace, but no more, and Gladiateur accordingly shot in an easy winner by a couple of lengths. Eltham was third; Longdown an indifferent fourth. Betting—5 to 2 against Gladiateur, 7 to 2 against Breadalbane, 10 to 1 each against Longdown and Archimedes, 11 to 1 against Oppressor, 14 to 1 against Wild Charley, 20

to 1 against Christmas Carol, 25 to 1 against Zephyr, 40 to 1 against Bedminster, 50 to 1 against Braham, Ariel, Broomielaw, and Tilt; 1000 to 12 against Kangaroo, 1000 to 10 each against King Charming, Olmar, Farewell, and Friday, 1000 to 8 each against Roderick Random and Eltham, and 1000 to 5 against Richmond.

The 56th Derby Stakes of 50 sovereigns each, h. f. for three year olds; colts, 8st 10lb, and fillies, 8st 6lb; the second horse to receive 100 sovereigns out of the stakes. Mile and a-half. 249 subscribers, 48,876.

Count F de Lagrange's b c Gladiateur, by Monarque—Miss Gladiateur, H Grimshaw 1
Mr R Walker's b c Christmas Carol, by Raptan—Mistletoe.....T French 2
Mr Robinson's c c Eltham, by Marsyas.....S Adams 3
Mr Spencer's b c Longdown, by Battle-Busterly.....O Osborne 4

The following also ran: Todleben, Le Mandarin, Archimedes, Roderick Random, Zephyr, Breadalbane, Broomielaw, Wild Charley, Oppressor, Kangaroo, Andax, Bedminster, Tilt, Nuttfield, Ariel, Rifle, Puebla, Braham, King Charming, Olmar, Farewell, The First Born, Friday, Richmond, and Kate Hampton.

The preliminary canter having been taken by the thirty competitors, who were scanned with most eager curiosity by those having investments upon the issue, they made the best of their way to the post. Here a long delay took place, as usual, through the over anxiety of several of the riders to secure places, and the disinclination evinced by Broomielaw, Rifle and Christmas Carol to join the horses, and it was just on the stroke of four before Mr. McGeorge was enabled to effect an equitable start, after nine failures. When fairly on the wing, Wild Charley assumed the lead, but before they had proceeded a dozen strides he was pulled back, and the running was taken up by Tilt on the extreme right, closely followed by Eltham, Oppressor, Roderick Random, Christmas Carol, and Broomielaw in a body, and a couple or three lengths in their rear were observed Kate Hampton, Todleben, Archimedes, Longdown, Le Mandarin, Braham and Zephyr, who headed the next division, in the centre of which were the favorite, Breadalbane, Andax, Wild Charley and Kangaroo, the rear being brought up by Farewell, First Born and Richmond. They proceeded in these positions at a great pace through the furze to the mile-post, where Tilt gradually gave way, and as they commenced the descent of the hill Eltham, next the rails, was clearly seen in advance, having Christmas Carol in attendance, the pair being followed by Broomielaw, Todleben, Longdown, Kate Hampton and Ajax to the three quarter mile post, when Gladiateur came through his horses, followed by Wild Charley and Archimedes, who came up on the right, but in a few strides further something struck into the heels of Mr. Merry's colt, which sent him staggering against Archimedes and Andax, who cannoned against the favorite and completely knocked him out of his stride, and but for the timely attention paid by Edwards to Chalon's caution by pulling off and letting Grimshaw through, his chance would have been entirely destroyed, and in consequence Grimshaw had to ease him, and bide his time until he was fairly landed in the straight. Rounding the bend Broomielaw took a slight lead of Eltham and Christmas Carol on the lower ground, having Todleben wide of the right, and close in his rear came Longdown, Archimedes, Braham, Gladiateur, Oppressor, Ariel, and Almar, to the road, where the favorite crept up, and on reaching the distance Broomielaw having run himself out, gave way, and Christmas Carol then assumed the lead, having Eltham on the right, the pair running locked together to half way up, when Grimshaw, having steadied his horse, came with a rush, and, heading the two in the next few strides, won in a canter by two lengths, Christmas Carol defeated Eltham by a length for second, Longdown was fourth, beaten by a couple of lengths from the latter. Broomielaw was fifth, Todleben sixth, Archimedes seventh, Breadalbane, who ran unkindly throughout, finished next, a long way off. Then came Braham, Oppressor, Olmar, Ariel, Kate Hampton, and Andax in a body; the rear division comprising King Charming, Kangaroo, Wild Charley, Richmond, and Bedminster, the last of whom broke down badly half a mile from home.

The sensation produced when it was made known that the French horse had actually won, was something indescribable. The barriers burst like so many cobwebs, and fully half the spectators present flocked on to the race course, so that from the paddock well nigh to Tottenham corner there was one dense, swarming, excited mass of humanity. The utmost efforts of the police with difficulty sufficed to clear and keep the space requisite for unsaddling, and, although there appeared to be no visible need for the precaution, Gladiateur was escorted into this area by a force of mounted constabulary. His jockey was repeatedly and very cordially cheered, and the friends of Count de Lagrange applauded again and again.

The time occupied in running the race was taken by Benson's marking chronograph, the instrument adopted on all these occasions as an infallible record, and was found to be 2 minutes 45 seconds exactly. Next to accuracy in point of time, a photograph on a large scale is now considered indispensable. It is, therefore, gratifying to add, that Mr. Herbert Watkins, who has much experience in this branch, succeeded in preserving some of the main features of this most remarkable contest.—English paper.

FRANK STYKA.—The Telegraph Company's bark Clara Bell will sail from Sitka for this port on the arrival of Col. Bulkley, when she will probably be loaded with coal by Messrs. Edgar & Aime, the agents of the company in Victoria, and sent north again. The Clara Bell is a very fine clipper bark, and made the passage from New York to Sitka in the extraordinary quick time of 135 days.

NAPOLEON'S HEALTH.—A Paris letter says the Emperor Napoleon astonishes everybody by his unalterable health. Bodily weariness, enormous heat, fatigue from work—nothing overcomes him. He is always bright and well, the first to be ready, while some of his suite appear singularly fatigued.

It is said that Commodore Nutt and Miss Minnie Warren are about to be married.

THE HORSE FLY PROSPECTING EXPEDITION.

(From the Sentinel.)

We have received the following interesting account of the labors of the exploring party through the Horse Fly country:

On the 6th of June we left Sumner's farm, which is situated at the junction of Moffat's creek with the main Horse Fly. First made an attempt to cross the main stream but found it too high to risk. Mr. Summers then kindly sent an Indian with a couple of horses to take our 500 pounds of grub and personal effects to a place known as the Wood-pile, which we reached by a circuitous route of 10 miles late in the afternoon and camped on a prairie. The following morning we crossed to the north bank. The main river is about 60 yards wide and in places deep; it at first appears to flow from a southerly direction, gradually turning to the east and then suddenly veering to northeast and north, northeast as we ascend it. In traveling the distance of 55 or 60 miles, which we judge the Bald Mountain to be, we passed many creeks, which were prospected, invariably finding gold, but the water was too high to get to the channel. The creeks near the Bald Mountain were generally shallow, with the bare bed-rock of slate exposed in many places. The small mountain chain separating the Horse Fly River from the Horse Fly Lake is not high, comparatively, and is round or rolling, being thickly wooded from the bank of the river to the summit. The streams on this range are the ones we have been prospecting and intend to prospect further. I believe in the distance of sixty miles we only saw four small prairies, which were covered with nourishing grass. There is a fifth prairie immediately under the Bald Mountain which is divided by two or three narrow belts of timber. We all ascended the mountain, which I judge to be three or four thousand feet above the level of the lake—it might be more. We had a magnificent view of the surrounding country. Saw the Horse Fly Lake immediately under our feet; the great South Fork Quennelle lake was distinctly seen. At the eastern extremity of Horse Fly lake a portage of a couple of miles only divides the two lakes. On the strip of land dividing the two lakes there is a mountain, lake some five or six miles in length, but narrow. To the east of us some eight or ten miles, towered a chain of formidable, jagged, peaked, snow-clad mountains, as if all thrown together in one mass, and showing only their pointed heads. The North Fork of Horse Fly breaks through this from a N. N. E. direction, leaving only a razor-bladed ridge between it and the great Quennelle lake. Five miles distant saw the junction of the middle Forks, first winding from the eastward, but gradually inclining from a southerly direction. This river the party commenced to follow up for 30 miles; at about 25 miles it forks; the main stream is blue from the quantity of pulverized slate; the high banks were also of the same color. In the bed of the stream was a quantity of large boulders, and massive blocks of quartz, prospected, the two streams, but strange to say we could not get the color. In spots the bed-rock was exposed. From the quantity of drift timber in the streams, it is evident they must have shifted their course frequently. Our provisions being now exhausted, we commenced our return to Sumner's farm on the 2nd July, which place we reached on the evening of the 5th.

CURIOUSITIES OF THE POST OFFICE.—Sir Rowland Hill has shown that the whole nation may be benefited by a reform which at the same time benefits each of us individually. In 1839, the last year of the old system, the letters which passed through the post office were 70,000,000; there were 240,000,000 in 1844; rose to 410,000,000 in 1853, and will fully reach 700,000,000 in the present year. In London alone the number of letters delivered in 1863, was 160,000,000, more than twice as many as in the whole kingdom in 1839. There are now 1,100 receiving houses and letter pillars in the metropolis, and more than 16,000 altogether, showing that the immense number of 40,000 letters are put into each receptacle in a year, taking one with another. As there are 5,300,000 inhabited houses in the United Kingdom, this gives about 120 letters on an average to each house. Considering how few letters the humble classes receive, the average indicates how large must be the receipt of letters by the commercial houses. Striking an average in the same way, every one of us—men, women, boys, and girls—receives 22 letters in a year.—Once a Week.

In 1762, the celebrated Dr. Thomas Blacklock was presented to the living of Kirkcubright. The doctor labored under the loss of eyesight. When he was preaching one of his trial discourses as presbyter, an old woman who was seated on the pulpit stairs inquired of a neighbor whether he was a "reader." "He cannot be a reader, for he's blind," responded the neighbor. "I'm glad to hear that," rejoined the old wife; "I was they were a' blind!"

Not many miles from Boston, two sisters, by the name of Pepper, are employed in the same establishment. One of them has red hair and goes by the name of "Red Pepper," while her sister, with black hair is known as "Black Pepper." A male relative is also employed in the same place, and is called "Pepper and Salt"—his hair fairly representing that mixture.

A French officer gives the following amusing description of the effect of an advertisement:—"The first time a man sees an advertisement he takes no notice of it; the second time he looks at the name; the third time he looks at the price; the fourth time he reads it; the fifth time he speaks of it to his wife; the sixth time he buys."

The French poet, M. Amand, was one day at an assembly where a prominent figure was a man with black hair on his head, and a white beard to his chin. A lady inquired of M. Amand if he could explain the contrast. "I suppose, madam, he replied, 'the gentleman's chin does more work than his head.'"

A son of Galen, who was very angry when any joke was passed on physicians, once defended himself from railleury by saying, "I defy any person whom I ever attended to accuse me of ignorance or neglect." "That you may do safely," replied a wag, "for you know, doctor, dead men tell no tales."

at work and doing prospecting. Great of new diggings be of Salmon River and River. A man called dead broke at Fort d with provisions by acting at the head of the Kootenay Mountain in about a week se gold which he said purchased provisions gain immediately. Reilly was on Wild weeks since, in good the creek so far as dlerly.

er DIGGINGS. River upwards of 300 apparently doing plenty of dust to pay Fort Shepperd. Servo doing well on the

o large companies of k, making \$3 per day after rose too high. allow any Chinamen per, on the Columbia, at Osoyoos Lake, investigate the trouble, ge matters.

out 95 miles from Fort from the Kootenay white men are at work, om are old Cariboots, hats and doing some company had got down ue clay yielding from but had not reached en on this creek lived weeks during the early eatly for want of pro well supplied.

the Columbia, about Shepperd, very good uck.

ger of the fort, received any, stating that from had washed out \$85. hundred men on the satisfied with their leaving.

Jesse Pinto, searg, was accidentally shot while removing a gun lose his arm.

existed among the the Flathead country, and Boise mines in ikes made in the sec- Pear country, which and the neighboring

in this region between lackfoot Indians. The twenty miners, in cono companies of troops Oregon to protect the

at would be ready to the Columbia up to the n about five weeks.

DIGGINGS.

ment continues res- The Chinamen had accounts of the rich- , that numbers were private letter dated at New Westminster, raging account of the diggings. The miners and meeting with good y down, but had not

INTERESTING ITEMS.

shed to Trinity Church led by the contractor, e structure is massive calculated to bear the d peal of bells presented. Burdett County. Five were suspended yester- was improvised as the ng the wharf. The bells The cost of the tower and the erection will add ace of the pretty little

vessel and the Gov- em soon be finished; em forward rapidly and em together.

ing. Salmon are caught men in such quantities chased for a mere song. captured by Mr. Brew n, opposite New West- ny night.

NEW ESCAPE AT YALE.

leason, the well known of the steamer Lillooet two young ladies (the amano, of Yale), the only unmanageable, up- and smashing it to pieces. rawn violently to the re not seriously injured, endeavors to rescue the precipice, but for- me bushes after sliding escaped with only the his boots and a few y Providence escape row bordering upon a red feet high, overlook

RICANE.—From travel- the interior we learn icane swept over the eeks ago. It extended od of Fort Shepperd e, Okanagan and Sima Kamloops; thence past the violence of the wind e fir trees were snapped lding down like mown

laid down like mown the violence of the wind, ce a wagon was rolled. A violent thunderstorm