

THE WEEKLY BRITISH COLONIST

VOL. 6 VICTORIA, VANCOUVER ISLAND, TUESDAY, MARCH 28, 1865. NO. 20.

THE BRITISH COLONIST

EVERY MORNING
(Sundays Excepted)
PUBLISHED FOR THE PROPRIETOR
BY J. H. BURNETT
No. 100 WATER STREET, VICTORIA, B. C.

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AGENTS:
Nanaimo: John McEwen.
New Westminster: Davidson & Co.
Yale: Diets & Nelson.
Queensville: D. G. Barnard & Express.
Vancouver: Van Winkle.
Richfield: Barker & Co.
Gamerontown: Ointan.
Ointan: W. B. Burrage.
Comox: L. E. Fisher.
San Francisco: P. Algar.
Clement's Lane, London: G. Street, 30 Cornhill, London.

EUROPEAN AFFAIRS

Our European news by the late mail is more than usually interesting. Two great events have happened, and almost about the same time, which are likely to be warmly appreciated by the English public. The Bank of England has reduced its rate of discount to four and a half per cent, and Her Majesty has at length emerged from that close retirement in which she has lived since the death of Prince Albert. The first of these events will, no doubt, be hailed with joy by the commercial and trading classes generally; although it would seem that the recent financial crisis has impressed monetary anxiety with a slender belief in the stability of law. The idea is becoming prevalent that money in a few years will fetch increased interest, and that the foreign market will continue to be a source of anxiety to our country. 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 case is thus put by writers on the subject: "Before roads had been made London might 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 wrapped 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 Governments of Europe, her influence and power in every quarter of the globe will, as a 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 browbeat the members of the Lower House; and consequently takes a very high and supercilious stand on his question. They 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 we may yet have to chronicle that Bismarck and his royal master had made an ignominious exit one day from the city of Berlin, never to return.

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British Columbia.

The steamer Enterprise arrived on Friday from New Westminster with 40 passengers and a small River Express. She brings no later intelligence from Cariboo. The Bank of British Columbia had \$129,218 on board.

From Dr. River. The steamer Hope arrived from Harrisburgh on Tuesday evening, bringing an express for Dietz & Nelson. There is no news of interest. The steamers are running on the lakes, and Mr. Dodge has a large force of men at work improving the road across the Douglas Passage. The steamer Hope arrived on Friday from New Westminster with 40 passengers and a small River Express. She brings no later intelligence from Cariboo. The Bank of British Columbia had \$129,218 on board.

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WRECK OF THE INDUSTRY.

FOURTEEN LIVES LOST.
Mr. C. B. Heald, one of the passengers on the ill-fated bark Industry, gives us the following particulars of her wreck upon the middle sands of the Mouth of the Columbia. On Thursday, March 16th, Captain Lewis, of the bark, seeing the Pacific going out, and the pilot boat in sight, lying to for him, as he thought, undertook to cross the bar. The wind was unfavourable, and with a few experienced sailors, and probably the pilot boat, was capable of going out. Mr. Heald says the pilot boat was near them almost immediately. He says the captain undertook to follow the instructions from the pilot boat, and after waiting under headway, the order was given to tack ship, and the vessel mired stays. The second attempt to tack was attended with the same result, and after the second time missing stays she went on the reef. The anchors were immediately dropped, but the bark dragged her anchors and struck on the middle 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 50 or 100 yards of the channel, when she struck 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 the boat and ship and injured, as he made but few efforts to save himself, though he had one leg over on board. Before he went down 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 to launch her again. They now waited for the moon to rise, thinking the sea would go down; but it grew worse, and at 3 o'clock took to the rigging. During the 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 heavy sea. From 6 to 8 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 spar. The first one launched had on it five persons, and the second a life boat with a crew of soldiers, to whom our informant says they were ordered to their duty.

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THE LOSS OF THE BARK INDUSTRY.

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 wreck:

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 from them we learn sufficient information has been obtained to add new hopes that the survivors on the wreck, Captain Lewis, Mr. and Mrs. Marks, Mr. Dean and three seamen would yet be saved. These unfortunate persons, through the efforts 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 Geo. S. Wright, whose commander appears willing to do all in his power, and make a bold attempt to reach the sufferers. Mayor Rainey, Captain B. E. Smith and others, were informed with a view to making arrangements for this worthy object. There seems no doubt that if any thing can be done in the matter, it should be done immediately. The opinion is that some persons will not be contented with their heads and an exposed nerve every human being to have exertion for their rescue. The thought of a woman perishing in such a situation would be hard indeed. We are not inclined to doubt that our people will take prompt action in the matter, and do whatever can be done for the unfortunate 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 Corne 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. Captain Lewis, of the Geo. S. Wright, coming in the day following the disaster, still 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.

Additional Particulars.
The following additional particulars are given by the Oregonian:
Per steamer George S. Wright.—Left Victoria, V. I., March 14th, at 11 a. m.; arrived on the Columbia river on the 15th, at 6 p. m.; lay off and on for some hours; crossed the bar on the 17th, at 11 a. m.; saw the bark Industry in the breakers; arrived at Astoria at 1 p. m.; left Astoria with men and boats for the purpose of rescuing part of 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 on the 18th, at 6 p. m., arriving in Portland on the 19th.

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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, food for the thoughtful miner, say I, when sipping in the mud on the trail between Cottonwood and Van Winkle, with a heavy pack on his back, imagining as he rounds a stump that he spies 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-out. 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 but \$12,500 for a street in New Westminster—you will agree with me, it is "food for thought." Again, \$80,000 for the Chilcotin Expedition—again, about half a dozen Siwash 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 say our way up the Fraser to try Cariboo again where we have spent our all and impaired our health—"food for thought!"

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