

OPENING OF THE BRITISH COLUMBIAN LEGISLATURE.

On Thursday last the Legislative Council of British Columbia was opened by the Hon. Mr. Birch, as Administrator of the Government, in the absence of Governor Seymour. The speech of Mr. Birch, although not the remarkable document the *Columbian* states it to be, possesses nevertheless considerable merit. It tells us, first, that out of the twenty-eight Ordinances passed by the Council last year, twenty-three have received Her Majesty's approval. It is rather significant, however, that one of the Ordinances which still await Her Majesty's sanction is the Ordinance to amend the duties of Customs. It is only a few days ago that our impulsive contemporary of New Westminster threw up its hat, and vociferated lustily that the Customs Amendment Act had, contrary to opinion expressed in Victoria, obtained the approval of Her Majesty. We now find by Mr. Birch's address that the British Columbian Government had "received no intimation of the Secretary of State's views" on the ordinance in question. The *Columbian* confused the "Harbor Dues Amendment Ordinance," which provides for levying 2s. a ton on vessels over thirty tons, with the "Ordinance to Amend the Duties of Customs," hence its premature hilarity. Mr. Cardwell no doubt thinks it advisable to maintain harmony in the relations of colonies that will shortly be united, and, not having any vested interests in New Westminster, feels that it would be rather unjust to sacrifice the well-being of the two colonies to please a dozen or two short-sighted people in the small but ambitious capital of British Columbia.

Mr. Birch tells the Council that steps will be shortly taken to have the pre-empted lands in the colony surveyed, and that the Indian Reserves will be placed on a more satisfactory footing. Speaking of the Indians, he is of opinion that the discretionary power of the Executive is better for their management than legislative enactment. Out of the vote of £225,946 for the public service of last year, but £185,000 has been expended—a million of dollars a year, however, for the small population of British Columbia might satisfy the most inveterate spendthrift. We now come to the sad fact, which we announced many months ago as certain to take place, a deficit in the estimated revenue. The Administrator does not tell the Council the amount the receipts have fallen short, but we believe it will be many thousands. The export duty on gold and the road tolls show the greatest deficit.

With all the outrageous extravagance of the Government of the neighboring colony, it is a consolation to see that the public works have not been neglected. "The main wagon road," says Mr. Birch, "is now completed to the very centre of the Cariboo District. Communication between the towns of Richfield and Camerontown is facilitated by the formation of a road. A substantial pack trail has been constructed, by way of the Southern Boundary, to the Kootenay District—or rather, I might say, to the Rocky Mountains—a distance estimated at three hundred and eighty miles from the town of Hope. The country lying between the Fraser and the Columbia has been carefully surveyed, and a trail is already opened to connect the Columbia river with the navigable waters of the Shuswap Lake. Several exploration parties have been fitted out by Government, and large tracts of country explored, with what varied success you are already aware, from the reports which have from time to time appeared in this *Government Gazette*. A light ship has been built, and is stationed at the entrance to the Fraser river. Substantial iron buoys having arrived from England, will shortly be placed in position clearly to define the channel. The construction of a wagon road from New Westminster and Yale is nearly completed, having been undertaken in conjunction with the Western Union Telegraph Company, whose line of telegraph following this route has already penetrated upwards of four hundred miles into the interior, and will, I trust, should the same energy be displayed as heretofore, place us in telegraphic communication with the whole civilized world before the close of another season."

It is gratifying to find the principle of retrenchment acknowledged by the Administrator of the Government of the neighboring colony, but when he tells us that his reductions to the enormous demands of the Executive will be something short of \$30,000, he rather provokes our humor. If so grave a subject can be so treated. Thirty thousand dollars out of say seven hundred and fifty thousand is about as substantial a reduction as taking the cockade from a footman's hat. Until the expenditure of the neighboring colony shall have been brought down to \$300,000, and the useless and expensive staff of officials immensely reduced, it is simply ridiculous to talk of retrenchment. Were the colonies united to-morrow the outlay would be brought within this limit, and instead of calling, as Mr. Birch does now, for more taxes, the miners and business men of British Columbia would be relieved

of the very heavy loads they are at present obliged to bear. In the absence of union, however, and of representative Government, the officials have it all their own way, and the colony is saddled with burdens that would ruin the richest country under the sun.

The most satisfactory announcement in the whole speech is the abolition of the export duty on gold. For this Mr. Birch will receive the thanks of the miners, not merely inasmuch as he has removed an obnoxious tax, but for the language he employs in its removal. Mr. Birch believes in the equity of the tax and says, "I should now hesitate to take this step did I not consider it the paramount duty of the Executive to carry out as far as possible the well understood wishes of the community." Such a sentiment, coming from a gentleman in the position of Administrator of the Government of British Columbia, is worthy of every commendation, and might be emulated, with much general benefit, by the Executive of Vancouver Island. It is the sentiment which we have always maintained should actuate the Government of a free country. When any law or Government measure becomes obnoxious to the people, however good its principle may be in the abstract, wisdom demands that it should be abolished, and public opinion respected. The remarks, as well as the decision, are a severe blow to the demagogues of New Westminster who desired to make the entire colony subordinate to their selfish ends, and who have done their utmost to bring the Executive into conflict with the mining and mercantile population.

To make up for the abolition of the export duty it is proposed to make the mining licenses compulsory, so that Chinamen will be obliged to pay their quota like the rest of the mining population—a necessary measure that should have been inaugurated long ago. Another scheme, however, which is not so necessary is also proposed, to increase the trade and liquor licenses throughout the colony. If Mr. Birch does right he will add no new taxes, but cut away the road tolls, and abolish the endless expenses of recording mining claims. Let him do this and he will find that he will then have more money than he will know how to legitimately employ. The petition of the miners to have a "speedy hearing and determining of all disputes concerning mining interests," will be attended to. It is really time it should; for all the wholesale robberies of both time and money, the present system of adjudicating disputes on the mines of Cariboo bears the palm. How so disgraceful a state of affairs could have existed, as it has, is almost incredible. As things go on now, we believe it takes all the gold that is obtained from the ground to pay the lawyers. Mr. Birch speaks hopefully of having a proper system of communication established between the Fraser and Big Bend, and urges, as of the very greatest importance, the impracticable scheme of direct communication between San Francisco and New Westminster.

BRITISH COLUMBIA.

The steamer Enterprise arrived on Monday afternoon from Burrard Inlet with 45 passengers and a small express. She encountered a thick fog all the way, and had some difficulty in making the harbor. Fraser River was full of ice and no communication had been had with the upper country. The Cariboo express was at Yale, and would make its way down yesterday. The British Columbian Legislature was formally opened by Administrator Birch on Thursday last. The substance of the "Speech from the Throne" will be found in another column. We extract the following from the *Columbian* of the 17th and 20th instants:

The Anniversary Missionary Meeting of the Wesleyan body was held in Mary street Church on Tuesday evening. The Hon. Attorney General Crease in the chair. Several ministers, including the Rev. Dr. Evans of this city, and Rev. Mr. White of Nanaimo, addressed the meeting. The result is said to have been satisfactory.

Tax New Buys.—Fifteen of the iron buoys for the month of the river, recently ordered from England, have arrived at Victoria. They will be brought up in a few days, and moored as speedily as possible.

Customs Receipts for the week ending Saturday, January 13th, 1866: (Do. import), \$1,496 71; (Do. export), \$134 12; Headmoney, \$101 85; Harbor Dues, \$73 24; Tonnage Dues, \$15 30. Total, \$1,820 22.

BIG BEND.

Another Rich Creek.

We hear that a private letter from Mr. James Orr to a gentleman in this city, announces the discovery of another creek, prospecting better than any of those previously found in the Big Bend country. As the spring approaches the Big Bend gold fever begins to spread, and we should not be surprised to witness such a rush from this city as has never yet characterized the history of British Columbia.

THE PUBLIC LIBRARY.—At a meeting of the directors of this flourishing institution, held Monday, Mr. Ramsay was appointed Librarian, vice Mr. Williams, who sailed for England by the last steamer. We observe that a beautiful cabinet, for the reception of geological specimens, has been placed in the library room. It was made by Mr. Richards and is, we understand, the gift of His Excellency Governor Seymour.—*Columbian*.

TELEGRAPHIC.

(From the British Columbian.)

NEW ORLEANS, January 6.—The *Picayune* gleams from a gentleman recently from the interior of that State, that the freedmen positively refuse to make new contracts to go to work, or leave the plantations. They were respectful and peaceful. They allege as a reason that they expect a new proclamation that will materially benefit their condition.

CHICAGO, January 7.—The Washington *Republican* says Admiral Dupont kept his ships outside Charleston Bar and made \$380,000 in prize-money. President Lincoln issued an imperative order to him to move his ships inside the harbor, and seal it against blockade running. Dupont disobeyed and was relieved. Dahlgren succeeded him and moved his ships inside the bar; blockade running was then so completely destroyed that Dahlgren's prize-money only amounts to a little over \$90,000. About six millions more are yet to be paid, which will probably swell the figures against the names of Lee, Porter, and Dupont.

WASHINGTON, January 7.—There is not a particle of foundation for the report that Chief Justice Chase asked for the pardon of young Ketchum.

The President yesterday signed a patent granting 45,500 acres of land to the Central Pacific Railroad.

About 30 commanders of vessels destroyed by the Alabama have already been summoned as witnesses for the Government in the approaching trial of Semmes.

The Government has realized within two years the sum of \$6,000,000, the proceeds of confiscation; confiscated cotton, sugar, and other property in the State of Mississippi.

NEW YORK, January 7.—An extensive fraud upon the Internal Revenue Department, by the issue of large quantities of counterfeit revenue stamps, has just been brought to light by the authorities of this city.

NEW HAVEN, January 7.—The safe of Adam's Express Company, en route from New York to Boston, on Saturday, was rifled of all its contents, with the exception of two parcels, which the thieves in their hurry overlooked. The extent of the loss as near as can be ascertained is about \$500,000. The car was probably entered while at the depot in New York. The thieves pried off the lock of the door of the car, and also the locks of two of the Company's safes. Eight hundred and five dollars in greenbacks and six hundred in Government notes were left by the thieves on the floor of the car. They got out with their plunder at Coldbridge. The officials of the Company are here investigating the matter. The robbery was not discovered until the arrival of the train at this city.

WASHINGTON, January 8.—The select committee of both Houses to devise suitable means to testify national respect for the late President Lincoln had a meeting this forenoon, and selected George Bancroft to deliver the eulogy, in February next, in place of E. M. Stanton, declined.

NEW YORK, Jan. 11.—The *Herald's* Washington special despatch says that Dr. Bacon, on behalf of the Faculty of Yale College, is reported to have sent a communication to Mr. Speaker Colfax, requesting the House to array itself against the reconstructing policy of the President.

The rumors of an impending Cabinet reconstruction which have prevailed among the informed circles for the past week are believed to have more foundation in fact than usually pertains to such reports. The President is known to be anxiously awaiting the reception of the European Mail to learn whether Mr. Adams proposed an immediate return from London. This, taken in connection with the small straws, is believed to indicate the course of the coming breeze.

The *Herald's* Fortress Monroe correspondent writes that Captain Alexander, of the Empire City, arrived there on the 3d instant from Key West. He had seen Dr. Mudd, Spangler, and O'Laughlin, the Lincoln assassination conspirators. They all occupy one room and are in good health. They do the most menial and degrading work about the prison. Dr. Mudd has behaved with exemplary propriety since his failure to escape some time ago, and is evidently striving to reinstate himself in the good opinion of his custodians, and his former easy and agreeable place in the prison hospital.

By order of Henry G. Wise, Chief of Bureau of Ordnance, a large lot of old miscellaneous cannon were disposed of at public auction at the Brooklyn Navy Yard yesterday. Only about forty persons were present at the sale. These guns, before delivery to purchasers, will be mutilated so as to be of no use as an arm of offence or defence, otherwise they would have been bought at large prices and met with a ready sale.

The names of the Adams Express robbers, arrested at Bristol, Lockwood and Clark, it is said, that Horace Greely had an interview with President Johnson. The latter expressed to Greely his desire to avoid any rupture with the Union party. No less than fourteen names are on the Speaker's list for elaborate speeches on reconstruction. Members of the Cabinet emphatically deny that the President has issued any orders, stopping appointments upon the recommendations of members of Congress.

During the week ending to-day, two millions seven hundred and twenty thousand dollars in national currency were issued. The total circulation now is two hundred and forty millions.

WASHINGTON, Jan. 18.—In the Senate to-day a resolution was adopted calling upon the President for information in relation to an order of military commanders in California forbidding the exportation of arms and ammunition over the frontiers and whether such orders was not in violation of our neutrality towards Mexico.

CLEVELAND, Ohio, Jan. 13.—Horace H. Day addressed a special meeting of the Board of Trade in a lengthy speech this afternoon. Resolutions were adopted in favor of a ship canal offering the practicability of Day's scheme and declaring it presents many features entitling it to the favorable consideration of the committee appointed to confer with other Boards.

NEW YORK, Jan. 13.—The *Commercial's* Washington special correspondent says a probably unsuccessful appeal has been made for the restoration of Gen. Sweeney, Fenian

Commander-in-Chief, to his position in the regular service. Gen. Grant, under orders from the President, is withdrawing all the troops from the Southern States except garrisons and United States forts at important points.

Official dispatches from U. S. agents abroad, received at the State Department by American interests. The plans for the extension of European influence on our continent have received a death blow by the restoration of the Union. It is expected the withdrawal of all the French troops. There are grounds for believing that the State Department at Washington and the French Government have an understanding upon the subject, which is said to date previous to the termination of the civil war.

The Post says some of the Fenians of this city profess to believe Stephens' letter is a forgery, and that it was designed to overthrow the opposition to O'Mahoney before the truth could be known.

The Winoska is waiting for her opponent the Algonquin to get ready for the sea race. She will commence on Monday next another forty-six hours' trial, which, when terminated will be followed by another of the same duration; it is then supposed the Algonquin will be ready for sea and it is confidentially ascertained that both vessels will start about the 27th inst.

NEW YORK, Jan. 13.—Full particulars of the loss of the steamer Maria Boardman are published. Two pilots, Henry Squires, and Stephen Jones, behaved in an heroic manner, hazarding their lives in a small row boat to save the passengers. Great credit is given Capt. Bird, of the steamer Charles Chamberlain and his crew, for their efforts to save the crew and passengers of the Boardman, for by their heroic exertions the passengers were saved.

The funeral obsequies of the late Robert G. Minturn took place in Brooklyn to-day.

SAN FRANCISCO, January 13.—A meeting was held in this city last evening for the purpose of choosing delegates from this city to attend the mining convention at Sacramento next week. The following resolutions were adopted authorizing the committee to and such names to the list as they see fit, and also endorsing the California Mining Bureau Association and recommending it to the favorable notice of the State Convention.

The steamship Colorado will sail for Panama next Friday. Rates of passage, 1st cabin, outside, and ladies' cabin, \$210; do inside rooms, \$157 50; 2nd cabin, \$79 50; steerage, \$32 25. The steam propeller Ajax left to-day for Honolulu with 58 passengers, among whom were Madame Anna Bishop and Charles Lascelles, "George M. Patchen, Jr.," the celebrated trotting stallion, left on the last steamer in company with his trainer for the purpose of contesting with some of the Eastern crack stock on the Long Island and other courses.

Last evening the building occupied by the primary school in Grass Valley was destroyed by fire.

Private telegrams from New York report a good deal of excitement in the gold market. On the 8th inst., the price fluctuating between 137 and 141 closing weak. Sterling Exchange same date was at 109 on the strength of the decline in gold. Legal Tenders decidedly firmer, sales having been made over the counter at 72½, at the Court 71½ was offered with no sellers. The Mining Share Market betrays weakness in the leading description operated in to-day, though there are no very marked fluctuations.

A private letter from Valparaiso states that the blockade of the port of Talcahuana had been raised.

Flour was quoted at \$5 per bbl Chilean currency.

Candles are firm, with sales of 400 boxes Knapps at 27c.

Coffee—Further sales of 100 bags Kona at an advanced rate.

Rice—Sales 1000 mats No. 2 China at 6½ % per pound.

Flour Market firm with sales within the last day or two of the bulk of 10,000 bbls for export on a basis of \$6 50 per bbl for Standard Superfine in 96 sacks. The leading local mills are running on export orders.

Wheat—Within the last day or two, but not before reported, there have been sales of 30,000 sacks No. 1, chiefly for export at 205 @ 210 per 100 pounds.

Barley—Sales include 2500 sacks brewing, at \$1 11½; 1800 do at \$1 10; and 1200 at \$1 70 and \$1 75 per 100 lbs.

THE BIG BEND MINES AND HOW TO GET THERE.—We would draw especial attention to the able and comprehensible letter addressed by A. C. Anderson, Esq., formerly of the Hudson Bay Co., to the Chairman of Committee of the Chamber of Commerce of this city, J. Robertson Stewart, Esq., in answer to the application of the committee for information respecting the Big Bend gold mines and the superior advantages of the Fraser River route. The Committee acted wisely in seeking information from a gentleman so competent to afford it as Mr. Anderson, whose intimate knowledge of the whole of that section of country and well known impartiality will carry much weight in Oregon and California. The Chamber of Commerce will cause a large number of copies of this communication to be circulated outside of the colony, and viewed in conjunction with the maps of both routes, now being lithographed by the British Columbian Government, will go far towards satisfying miners resident in the neighboring territories and in California of the most advisable route for them to take to the mines.

ROBBERY.—On the night of January 11th the warehouse of Messrs. Swan & Smith, of Arcadia, was broken open and robbed of goods and merchandise to the value of over two hundred dollars, by an outlaw known as Scotta and five accomplices. The thieves were traced as far as Tum Water, and warrants taken out for their arrest. Scotta took refuge in an Indian hovel, where several of the citizens of that place attempted to arrest him on Tuesday, but he managed to escape. Some twelve or more shots were fired at him, and he fired one back without effect.—*Pac. Tribune*.

SUMMARY COURT.

(BEFORE CHIEF JUSTICE NEEDHAM.)

MONDAY, Jan. 22, 1866.

Harrison et al. vs. Gilmore. The plaintiff, on behalf of the Grizzly Company of California, sued the defendant for \$203 65, for the amount of judgment recovered in the Gold Commissioners Court of British Columbia at Richfield in September, 1865, in which the said John Harrison was plaintiff and the Grizzly Company and David Grier defendants.

Mr. Dennes appeared for the plaintiffs. Mr. Ring, instructed by Mr. Jackson, for the defendant.

The defence was that the defendant at the time of the alleged contract had ceased to be a miner, his certificate having expired. On the other hand it was asserted that a certificate had been taken out by another person for and in the name of the defendant. Several points in connection with British Columbia jurisprudence were raised; and His Honor, after deliberation, determined to give the plaintiff the option of an adverse judgment or a non-suit. Mr. Dennes elected the non-suit.

Dobrin vs. Lyons.—This was a suit to recover the sum of \$41 50 for seaman's clothing and supplies furnished on the defendant's credit.

Mr. Bishop for plaintiff. The defendant conducted his case very shrewdly in person.

The defence set up was that there was an overcharge on the goods supplied, but a book produced by the defendant upset his plea and judgment was given for the amount claimed.

McCredy vs. Copland.—The hearing of this suit for the recovery of \$110 wages claimed by defendant as guardian of his son, was resumed yesterday.

Mr. Green for plaintiff. Mr. Wood for defendant.

After a patient hearing of the case, His Honor gave judgment for \$80.

Gibbs vs. Attopp.—This was an action of replevin for an alleged illegal distress for \$75 on the premises of the Royal Exchange in Fort street.

Mr. Bishop for plaintiff. Mr. Green for defendant.

The matters involved were purely questions of Law, and the Judge after a protracted and ample inquiry, gave a verdict in favor of plaintiff against defendant, on the ground that the defendant, who claimed as a purchaser, was not clothed with the legal estate so as to enable him to distrain.

Cross actions are threatened.

F. Mitchell vs. Hammond.—This was an action for \$56 75 for goods sold and delivered to Mr. Rice, deceased. The plaintiff said he sold the goods to Mr. Rice on the word of the defendant that he would be responsible for the payment. The defendant denied having said that he would be responsible for the goods, but had said that he would trust Mr. Rice.

His Honor gave judgment for the defendant, and said that a verbal responsibility for the payment of another man's debt was not sufficient; the law required a written acknowledgment of the liability.

VOLUNTEER BALL AT NEW WESTMINSTER.

The Volunteers in the neighboring capital gave a very successful subscription ball on the 15th inst. in their hall, which was elegantly decorated for the occasion. The following names of those present is furnished by the *Columbian*:—The hon. A. N. Birch, Administrator of the Government, Capt. P. Prichard and Mrs. Prichard, Hon. Mr. Ball, D. C. Maunsell, Esq., Hon. Mr. Homer and Mrs. Homer, Hon. Mr. Holbrook, Mr. and Mrs. Bushby, Mr. and Mrs. Good and Miss Good, Mr. and Mrs. Claudet, Mr. McCulloch, Dr. and Mrs. Black, Mr. H. V. Edmonds, Mr. Eliwyn, Capt. Holmes, Capt. Horton, Mr. H. Nagle and the Misses Nagle, Mr. Wm. Fisher, Mr. Pooley, Mr. Isaac Fisher, Dr. and Mrs. Jones, Mr. Bullock, Mr. Wm. Laidner, and Miss Booth, Mr. Belling, Mr. M. McKeen, Mr. Brockman, Mr. Robert Neal and Mrs. Neal, Mr. and Mrs. Dewdney and Missed Moir, Mr. Berkeley, Mr. John Powell, Mr. and Mrs. Howse, Mr. and Mrs. Price, Mr. W. Wolsey and about forty others. Dancing was kept up with much spirit till two o'clock, and the pretty uniform of the Rifles added much to the effect.

THE POLICY OF THE HOUSE.

The *Nanaimo Gazette* has a sensible article on the recent action of the House on the Estimates. It calls the reduction of the number of officials "a social necessity," and says the action of the House in removing certain of those gentlemen from office and emolument, and lowering the salaries of others "is the result of stern necessity, and we can only regret that such necessity exists. Complaints are made of meanness, shabbiness, and so forth—such complaints need not be listened to—we must fashion our garments to our measure of cloth and be content, although not so ample in fold as could be desired. Surely those gentlemen could not look upon tenure of office in a poor colony like this, as an heirloom to be enjoyed through life and then handed down to their posterity. They cannot but expect to share in the vicissitudes of fortune with their fellow-colonists. In the gold mines how many hundreds, after the most strenuous exertions, have been reduced to penniless poverty. In Victoria, how many merchants and others have seen their riches taking wings unto themselves and flying away. The blame in the whole affair is not that the Assembly are doing the work of necessity and duty, but that the Executive have left it for them to do."

PUGET SOUND NAVIGATION COMPANY.

We are pleased to learn that an Act to incorporate the Puget Sound Steam Navigation Co., has passed the Legislature, and the incorporators will shortly commence, at Steilacoom, the construction of a suitable vessel for the Sound trade.—*Seattle Gazette*.

BAR "ELDRIDGE" AROUND.—This vessel was aground high up on a sand bar, just above the Sierra Nevada, on the opposite side of the Columbia, as the Rabboni came down Saturday evening.—*Astoria Gazette*.

In another column will be found a letter from A. C. Anderson, Esq., Chamber of Commerce, on the Oregon British Columbian routes to Big Bend man is better qualified for giving a of the respective routes, as well as tances, and when that gentleman to is a difference in favor of the travel Fraser River of 257 miles, those in reaching Big Bend may rest as the figure is rather under the rated. The letter, however, published morning must be taken in conjunction communication which appeared in the first twelve days ago on the same subject the same gentleman. In that communication it is stated that the difference in time between the Oregon and British Columbian routes is in favor of the latter by twenty days. This is in itself a obstacle in the way of Portland any portion of the freight or passenger. When, however, we add the of the Oregon route, the question form one for discussion. Mr. states that the distance from Victoria Columbia river in the vicinity of the might easily be travelled in six days enabling the California reach Big Bend within ten days his leaving San Francisco. By Portland it would be impossible by mining travel, to reach the mine twenty-one. The question indeed has been tried whether the steamer on the big river will be able to make through the impetuous rapids which navigation on that river during the months. We believe, and we speak very best authority, she will not number of miners should be induced the tortuous route, we expect to their being detained at Colville or other point in the vicinity of the Columbia period that will leave them little to test the richness of Big Bend say this in no spirit of disparagement the Oregon route, but with the care to save the time and money of venturesome miner. We say it in the may be deterred from travelling that cannot possibly admit of Big Bend diggings before May or perhaps by the British Columbian line, he Gold Creek or any part of the mining by the end of March. The fact is a lumber fever, while the American to ply, is obstructed for half the year is rendered during several of the months un navigable through the of the rapids. It is our interest that no delay is experienced in the mining population, and with its amount of supplies at Big Bend, present year, and so far as the energy inhabitants can go we will accom. The House of Assembly has already \$30,000 to provide cheap and direct communication between San Francisco this port; the fares from here to New minister, or direct to Yale, will be down to the lowest possible figure taking it altogether, the expense from San Francisco to Big Bend, of the Fraser River, will not exceed five or forty dollars. The cost by land route will be considerably over this amount. When we come to the difference in the price of freight portion will be almost the same. As to Mr. Anderson's calculation, freight landed at Columbia river from New minister at seven and a-half cents exclusive of the three cents for re which we have no doubt will be. By the Oregon route the price can sibly be less than fifteen or twenty. All it requires to open out Big Bend fill it up with a vigorous mining policy is a liberal policy on the part of the Columbian Government. Let the and the head money be abolished, recording fees at the mines reduced, most prosperous mining country Pacific the present year will be the of British Columbia. All this can done if the authorities of New West are fit for the occasion. If they we shall see them attempting the project of getting ocean steamers to New Westminster—or creating tax order that the laws of nature may be sed. It will cost, supposing the so practicable, sixty or seventy thousand to induce any mail company to r vessels on the Fraser river sands, at this is done Victoria will be able to California miner at New Westminster ity cheaper than he can be brought from San Francisco. Let Mr. Birch after the internal communications of Columbia, and not lend himself to the project of taking thousands of dollars the miners' pockets in the hope of a few over-grown children in New West with the sight of an ocean steamer. port duty on gold is about to be ab let every nerve be strained to reduce further the miner's contribution to the nee of the country—let no San Fran