

had formerly been known by the name of Lamb, and was about to pass as Mutton. A voice in court bawled out that he had not the slightest claim to the latter. The jury retired, but could not arrive at a verdict of wilful murder, inasmuch as our before-mentioned townsman (being one of them) said that the deceased had been for some time in indigent circumstances, had parted with some of his clothing, and was in a very bad state of health; in fact, he believed the wounds he had received had only accelerated his death. It is believed he has relatives at or near Rio Janeiro, also parties at the same place by the name of Steer, who, if they cannot give information respecting his family, can at least give some satisfaction to the yearning bowels of those amongst whom he latterly resided. Should any vessel be proceeding that way, we would strongly advise the captain to put into that or some adjacent port for humanity's sake. A would-be wag, seeing the crowd, asked what was the matter, and, on being told that it was a dead body, exclaimed: 'Why, of course, anyone can see it is diseased.'

There were also many entertainments on board, such as theatrical performances, balls, concerts, and various other amusements to while away the time, so that the voyage, taken altogether, was not so tedious after all.

After their arrival at Esquimalt, the main body immediately proceeded in the steamer "Eliza Anderson" to their future home—The Camp (now the site of the Provincial Penitentiary), situated on the right bank of the Fraser River, about a mile above the site of what was destined to be the City of New Westminster, which was then a dense forest, the town consisting solely of a crude jetty, a saloon conducted by J. T. Scott (now of Port Moody); a butcher's shop, in charge of the late Robert Dickinson; a grocery, owned by W. J. Armstrong, still an honoured citizen of the Royal burg; and a bakery, conducted by Philip Hicks. They were heartily welcomed by their comrades who had preceded them, and who had partially cleared the site of The Camp, and were at once comfortably settled in tents, pending the erection of their quarters.

As to what their duties were expected to be, I shall quote from a leading article in "The Emigrant Soldiers' Gazette and Cape Horn Chronicle," before referred to:—

"If there is one question that is more often asked and less satisfactorily answered than another on board the 'Thames City,' it is: 'What shall we do when we get to British Columbia?' To tell the truth, it is as impossible to explain this in a positive and lucid manner as it is to predict the day when we shall drop anchor in Esquimalt harbour; but as it is at least permitted to all to think for themselves and to form their own opinions, we, on the strength of this permission, venture to offer a few remarks as to the probable destination, occupation, and future career of the Columbian detachment of the Royal Engineers. First, then, to judge from the authenticity of the various reports upon the subject, there is little or no doubt that gold does exist in great abundance throughout large districts of the colony of British Columbia, and these reports once verified, the country, like Australia and California before it, will soon be crowded with a vast and motley throng from nearly every portion of the inhabited globe, attracted thither in search of gold. The first thing to be done is to establish a capital town, accessible if possible to shipping, which, like all other capital towns, shall form the seat of government, a place of habitation and trade, and a depot for the vast stock of stores and provisions necessary to meet the demands of so large a population. The choice of a site on which to establish this capital rests with Colonel Moody, R.E., and there is little doubt that he has ere this decided on the spot, one probably on the banks of the river Fraser. Our first business on our arrival there will be to build houses for ourselves, then probably, as is the case in all places where Englishmen collect, will appear two or three grog shops, then a store or two, a Government House, a bank, a church, a burial ground, an hotel, a jetty, and finally a street. In due time, too, we shall probably have our theatre, our library, water works, gas works, docks, pavements, lamp-posts, omnibusses, and possibly even railroad and electric telegraphs, the same as in any other civilised town in England. The duties of the detachment will probably be as various as the names of the men composing it, such as clearing and levelling ground, building, draining, road-making, surveying, digging wells, building jetties, etc. We shall also have our architects, clerks, surveyors, draughtsmen, photographers, and be, we hope, at the bottom of all the good and as little of the evil as possible that is done in the colony. By-and-bye, when provisions are cheap and plentiful, we shall have settlers from old England to cultivate the country, whose bright and happy faces will form a delightful contrast to the care-worn, dissipated and scoundrelly physiognomies of the gold-diggers in general; and, finally, let us hope the day will come when we shall see many of the detachment, with their wives and families, comfortably settled on comfortable little farms, . . . and that

we may see their children growing up and grown up, land-owners and house-owners, doing their duty like Englishmen and Englishwomen in every walk of life, editors of Colonial newspapers, actors and actresses, aldermen and burgesses, perhaps even Johnny Scales, town-councilman, and Miss Judy, the prima donna of the Italian opera, in our future city on the banks of the river Fraser.

"Considering, therefore, the circumstances attendant on the despatch of the expedition, there appears no doubt that we have been selected for a duty of trust and importance, and that on our own exertions much depends. The corps looks to us, Her Majesty's Government looks to us, and the country looks to us, and all expect great things from us. Let us not disappoint these expectations, but show ourselves sensible of the honour conferred upon us, and endeavour to prove ourselves worthy of the same. Let us, each in our various capacities, do our best to aid this work, and let us fulfil cheerfully and contentedly the duties we may be called upon to perform, and above all things remember and stick to the words of the old motto: '*Ubique quo fas et gloria ducunt.*'"

Having referred to their supposed duties, I will now endeavour to enumerate briefly some of the things they did.

In the first place, then, Colonel Moody, immediately upon his arrival, late in December, 1858, proceeded to Fort Langley, which had been selected by Governor Douglas as the future capital of the new colony. This selection was not approved by Colonel Moody, who suggested one which would be better adapted for commercial and military purposes. Accordingly, Queenborough was agreed upon; but, owing to a difference of opinion between the Governor and the Colonel as to whether the capital town should be named "Queenborough" or "Queensborough," the matter was referred to Her Majesty, who named the new city "New Westminster," and it has ever since been known as the Royal City.

Colonel Moody, who held the dormant commission of Lieutenant-Governor, as well as being commanding officer, was Chief Commissioner of Lands and Works, and had the direction of all public works throughout the country,

Captain Grant was executive officer of public works; Captain Parsons and Lieutenant Palmer superintended the surveying and exploring; Captain Luard was executive officer of the Lands and Works Department; whilst Lieutenant Lempriere undertook the office of chief architect.

The following will show some of the principal works performed by the corps: They built themselves barracks, married men's quarters, store-houses, offices, and a hospital; they laid out and surveyed the site of the city of New Westminster, as well as the sites of the towns of Hope, Yale, Lytton, Douglas, Lillooet, Clinton, Richfield, and others; they conducted numerous explorations and surveys throughout the country, and established astronomical stations; they constructed many roads, streets and bridges, notably the waggon road from Douglas to Pemberton Lake, the first and most difficult section of the Yale-Cariboo waggon road, the Hope Mountain trail, as well as the principal streets and roads in and about New Westminster; they formed a gold escort and brought down gold from Cariboo; they designed the first English churches built at New Westminster and Sapperton, as well as the first school-house; they designed the first British Columbia coat-of-arms and the first postage stamp used in the colony; they built, at their own cost, a reading-room, library, and theatre, in which many interesting entertainments were held during the winter months, as will be remembered by many old residents; they established the Lands and Works Department and the Government Printing Office, and printed the first B. C. "Gazette" on the 1st January, 1863, the first number containing, amongst other interesting announcements, one from the Postmaster-General (Warner R. Spaulding) that "from and after the 1st January, 1863, all letters and papers leaving the general post office, New Westminster, will have the date on which they are despatched stamped on the envelope."

Another announcement by the Postmaster-General gives the rates of postage on letters from New Westminster to the following places, viz.: To Douglas, Hope and Yale, 5d.; to Lytton and Lillooet, 1s.; to Williams Lake, 2s.; to Quesnel, 3s.; and to Antler, 4s. On newspapers the rates were: To Douglas, Hope and Yale, 2½d.; to Lytton, Lillooet, Williams Lake, Quesnel and Antler, 5d.