

The Tragedy at Port Townsend.

The awful tragedy that has involved the instant death of two human beings—cut down in the full bloom of vigorous manhood—and the mortal wounding of a third, has filled the public mind of Victoria with horror. A knowledge of the fact that in a Christian community, within full view of quiet homes and the sound of the churchgoing bell, and in the broad light of day, an event so terrible in its character could occur, is scarcely credible; and when one lays down the newspaper that contains the frightful tidings, he is almost ready to believe that the narration is an overwrought romance of the G. W. R. Reynolds school of literature. Unfortunately, however, the narration, which is of a most extraordinary character, is too true. A member of the American bar, a resident of Port Townsend, the seaport of the adjoining territory of Washington, is directed to settle the accounts of a number of sailors with the American ship Southern Chief, of New York, which vessel they had left. The vessel was lying at another port, whither the lawyer proceeded and effected a settlement retaining (according to a previous agreement) one-half of the amount received as his fee. Whether rightfully or wrongfully, the lawyer is accused by his clients with having swindled them; and when, with his wife and child, he steps ashore from the steamer, on his return to Port Townsend, he is set upon by the sailors, beaten, driven back aboard the boat, and warned never again to set foot in the town. Being unarmed, and unable to protect himself—the officers of the law declining to interfere—and denied an opportunity to explain, the hunted man comes to Victoria with his family and prepares himself for a deadly conflict. He makes no secret of his intention of returning to his home and asserting, at the peril of his life, his rights. During his absence the sailors indulge in loud threats against him. The fact that he is to be assaulted is so notorious that a large number of the male inhabitants of the town, as the steamer is reported to be approaching on her return from Victoria, assemble on the wharf to witness the encounter. Yet the officers are not to be found. The owner of the wharf, who appears to have a vague idea of what is to happen, warns the sailors of the risk they run, and implores them to leave the vicinity. The doomed men pay no attention to the appeal, but pass down the wharf to meet their fate. The steamer approaches the landing place; the passengers mostly debark, while the trembling wife of the threatened man is first sent on shore to expostulate with the sailors and urge them not to molest her husband who, meanwhile, exhibits himself on the hurricane deck with a double-barreled shotgun in his hand. She is insulted and ordered to rejoin her husband. No friendly hand or voice is raised in her behalf among the many who stand around watching and waiting for the denouement. Presently the husband, with gun fully cocked in his hand, followed by his wife carrying her infant, steps ashore and walks up the wharf. Here they are joined by a brother of the wife, and the three proceed in company towards the town. When but half the distance has been accomplished, they are met and their way blocked by three of the sailors. The lawyer steps back, levels his weapon and orders them to leave his path. They disregard the warning and rush on. A little puff of smoke—a sharp report, and a piece of insensate clay occupies the spot whereon a living human being stood but a second before. A struggle between the homicide and the remaining sailors follows—another puff of smoke—another sharp report—and another cloud rolls on the ground. A clubbed gun and a blow upon the head of the remaining assailant completes the bloody work, and the victors will no more be molested by the sailors of the Southern Chief. The living actors of

this awful tragedy are subsequently arrested, examined and committed to stand their trial at the next term of the Court. But the commitment is a farce. The men fired in defence of their homes and persons. The guilt, if any, rests with the officers of the law at Port Townsend, who failed to take the precautions necessary to protect one of their citizens from outrage. They were notoriously aware, days before the tragedy was enacted, that an assault would be made when the steamer returned. They were present when the first outrage took place. They saw one of their fellow citizens driven from his native soil and compelled to flee for safety to a foreign city; but only on the last occasion, after two men lay dead, did the Sheriff interpose, and then he was too late to save even one life. The affair is so monstrous—so horrible—and the conduct of the Port Townsend authorities so inexcusable and criminally neglectful that it almost seems as though they wilfully closed their eyes and ears to facts that were patent to every one else in the town. Heaven help the community that depends for the security of the life and property of its citizens upon such officials.

Wednesday, May 22nd. Arrival of the Otter—From the North West Coast.

The Otter returned last night from her usual trading trip along the coast, having called at Sitka on her way up. The steamer Constantine and several other vessels were in the harbor. The Otter left Sitka on her way down on the 23d April, and Fort Simpson on the 30th, Metlakatla on the 1st May, and arrived at Bella Bella on the 16th—calling at Kittimat and Kit-lup. The sloop Leonede was at Bella Bella. The Otter left Bella Bella on the 17th May, Bella Coala on the 18th, and Fort Rupert on the 20th. Captain Mout, of Fort Rupert, Mr McLean, of Fort Simpson, and Mr Moss, the revenue officer, were passengers.

At the mouth of Stekin, Dr Chismore and two other attaches of the Telegraph Company were seen. The doctor had been very ill but was recovering. Despatches from Captain Elwyn's party, who are at Shakesville, on the Stekin, were received.

The trading sloop Alarm was attacked by three Indians of the Tongas, and the man at the wheel frightfully cut about the head and shoulder with an axe. The Indians fired at the remaining hand, missed him, and then made off in their canoe.

Dungarden, captain of the sloop Thornton, was fined \$400 by Mr Duncan, of Metlakatla, for selling whiskey to Indians on Naas River. He paid the fine.

Sloops Ocean Queen and Leonede were trading off Bella Bella, and five sloops were reported above the boundary line, peddling spirits to the savage tribes.

Capt. Mout reports the steamer Alexandria having left Rupert on the 14th May, for the survey. The Telegraph Company's sloop Spread Eagle, in the charge of Mr Burrage, passed Bella Bella two weeks ago.

AN OREGONIAN

is lecturing before a scientific association in New York upon the climate, population, resources and productions of your State, who states that "there are now seventeen wooded factories in successful operation in Oregon," that the forest trees are from "10 to 15 feet in diameter," that apples are all red color, that there is "a mountain of iron 20 miles long," that "Portland, the largest town, has a population of 15,000 inhabitants, and Salem, the capital, has 5,000 inhabitants," that "the best office holders are all Tories," that "the farmers are rather lazy," that "they have to leave the country to die," that "the boys arrive at maturity at fifteen years of age, and the girls marry at ten."

DEPARTURE OF THE ACTIVE

—The steamer Active, Capt Winsor, left the harbor yesterday at six o'clock, p. m. for San Francisco via Port Townsend, with forty passengers, a large amount of treasure (noted elsewhere) and 100 tons of freight. The following Victorians left, the most of whom will return in a few months, Hons A. DeCosmos and J. J. Southgate, the former of whom purposes visiting Europe and the Eastern Provinces; Mr Ritchey, of the Bank of British North America, Messrs H Fry, Sudlow, McMillan, Taylor, late of the police force, Mrs Mayer and Mrs Myers.

AN ANNEXATION EMISSARY

—Among the passengers by the Active yesterday was an attaché of the News, who, it is understood, goes to San Francisco for the purpose of soliciting pecuniary aid from the Americans to keep the paper going in the Annexation interest. There is little prospect that the mission will prove successful, intelligent Americans being as well aware as the people here that England will not part with her Colonies—even for a consideration.

The Nansimotes will go to New Westminster to pass the Queen's birthday.

ANGRELO KRIFER

was brought before Mr Pemberton yesterday, charged with having beaten a squaw—a favorite pastime with some of the white wretches who infest the lower quarters of the city. Sergeant Bowden said he had reason to believe that the defendant had kept the squaw out of the way. The magistrate said the woman had no right to settle the case out of court, and he would not discharge the accused, but remand him from day to day until the woman had been found. The accused is out on bail of \$50 cash.

BURGLARY

—Sometime during Monday night the dwelling house of Mr Norris, on Cormorant street, above Blanchard, was entered by burglars, who carried off nearly the entire week's "wash," which had been left to soak over night. The scamps took their pick of the articles and left others lying around on the floor. Entrance was obtained by pushing aside the bolt of the back door.

There were lively times in the harbor yesterday. No less than five steamers left the port during the day, as follows: The Isabel and Enterprize, for New Westminster; the Fideliter, for Portland Oregon; the Active, for San Francisco, California; and the Diana, for San Juan.

NEW ROAD AND BRIDGE ACROSS THE GORGE.

The Road Commissioners have decided to construct a road from Craigflower to the Gorge and throw a substantial bridge for vehicles across the arm of the harbor at that point. This will prove a great convenience to the public.

GREAT SHIPMENT OF TREASURE

—Gold to the amount of nearly \$400,000 was shipped yesterday from this place per steamer Active to San Francisco, viz:—Bank of British North America, \$293,508; Bank of British Columbia, \$85,652; Wells, Fargo & Co., \$7,500.

The Oriflamme will be the next steamer to arrive here from San Francisco. She will leave that port en route to New Archangel, on the 1st June, and will reach here about the 5th.

FOR NEW WESTMINSTER VIA NANAIMO.

The steamer Enterprise will sail for New Westminster at two o'clock to-morrow afternoon, via Nanaimo, carrying freight and passengers as usual.

H. M. S. SHEARWATER, Capt. Smith, will enter this harbor to-day, and will be in readiness to fire a salute on the Queen's Birthday.

It is said that the Oriflamme will call at Skidegate Bay, Queen Charlotte Island, while on her way to and from Sitka.

THE MALACCA will sail for Westminster to-day, and the Shearwater will be the only war vessel here during the celebration.

The schooner Black Diamond, with coal for Brodie & Norton, arrived from Nanaimo yesterday.

THE Leviathan, with Captain Oldfield aboard, arrived in the harbor yesterday morning from New Westminster.

The Reason Why?

Messrs EDITORS—During the past week the tone of the *Morning News* has exhibited a marked revision of sentiment on the Confederation question. Making all allowances for the vacillating disposition of its editor, I am yet led to think that such change is not the result of his conscientious deliberations. Though never possessed of sufficient ability correctly to express British sentiment, he, heretofore, to the limited extent of his faculties, has endeavored to be the reflex of British views. Latterly, however, he has been guilty of gross misrepresentation in saying public feeling here is greatly in favor of annexation to the United States; of gross insolence, in stating that a people's patriotism was only commendable when lucrative. Is love for one's country really a myth? Is that feeling universal as the world is wide, for which our fathers fought and bled, a fit subject for scorn? What master influence induces the writer thus openly to insult a nation's virtue? A review of a late article in the *Morning News* will bring us to reply "Gold," yes, the gold of the stranger!

The Annexation Emissary.

Messrs EDITORS—All that you have written against Annexation will not have half the effect in destroying its prospects here, that the alleged object of your contemporary's mission to San Francisco will have. Annexation is killed in the house of its friends! Englishmen growl a good deal among themselves; but they don't want outsiders mixing in their affairs and directing their politics. It's a husband-and-wife quarrel, and woe to the fellow who steps between them! The first dollar of American gold spent here for the purpose of influencing public opinion against the British Government, will unite the people as one man and make the Government popular. Look out for squalls!

OLD GUARD.
Victoria, 22d May.

Paris and Continental Correspondence.

PARIS, March 12, 1867.
(From our own Correspondent.)

THE NEW RAILWAY ROUND PARIS.

The long talked of *Chemin de fer de Ceinture* or *Girdle Railway* round Paris, has at last been opened to the public. This line is destined to render important services to the working classes in the French Capital, who will use it daily for the ordinary necessities of life, and especially to proceed to their employment, which is frequently at a distance from their houses.

To place the railways within reach of workmen, by the low rate of the fares, was consequently an indispensable condition. In that respect, we at first thought that there was a subject for regret that the trains included no third-class passengers, which represent the most economical means of locomotion. While, however, wishing that the laboring classes might be favored as much as possible in their daily journeys to and fro, our regret has been considerably attenuated by information which we have since obtained. In fact, in order to realize a simplification practiced on the majority of the lines of the *Ceinture*, or environs de Paris, essential for the regularity of a service so completed; two classes of carriages, *first* and *second*, are along with the former, the passengers are conveyed in the latter, that is to say in spacious cars, padded and comfortably fitted up, at a price immensely inferior to that authorized by the *Cahier des Charges* of the Company for third class carriages, which have only wooden seats.

The public has already begun to avail itself largely of the new circular railway; it will be of immense service during the time of Exhibition. It seems, however, strange that the Company should have raised the rate of fares, on Sundays and holidays, those days being precisely the occasions in which the working classes can indulge in a short excursion as a necessary relief from labor. We suppose that this augmentation of price on given days is intended to compensate within certain limits for the losses which the Companies suffer, when everything being taken into account, the price of the service of Sundays and fête days, the public are kept in Paris by bad weather, and leave the railway stations of the *Banlieue* (environs) deserted.

GALLIES AND THE ECLIPSE.

We had a good deal to do with astronomy in Paris last week. Firstly, the eclipse, which was the cause of a constant stoppage in the streets of Paris, from hundreds loitering about and peeping through bits of burnt glass. The eclipse of Wednesday last was however a poor affair. On the following day we had something else to put us in mind of astronomy, and that was no less than the first performance of

GALLIES AT THE THEATRE FRANÇAIS.

As both eclipses and gallees have played such parts in the history of the world, it would be reprehensible were I to pass them over in silence. We must not forget that it was during an eclipse that Romulus was conceived. The eclipse of the sun got Alexander the Great, Julius Caesar and Christopus Columbus out of a scrape. In reading the history of all these great men, we find an eclipse playing a prominent part.

The long expected play for which Jeffrey, the first actor of the Theatre Francais, had returned to this theatre in order to fill the part of Goliath, did not come up to general expectation. It is true, that the language of M. Ponsard is chaste and elegant, but the play lacks in general interest. It is to be hoped that we shall be compensated for our disappointment in Verdi's *Don Carlos*, which is announced to be performed to night for the first time.

MR. CYRUS FIELD.

The following correspondence will be of interest to the many friends of Mr Cyrus Field, to whose sagacity and perseverance the world is so greatly indebted in the great work of the submarine cable of America:

PARIS, February 28th, 1867.
DEAR SIR—The undersigned American citizen at present in Europe, hearing of your arrival in England, and desiring to express their warm appreciation of your untiring labours and your final success in the laying of the Atlantic cable, desire to give you a public dinner in this city at an early day, or at your own convenience. Hoping soon to hear from you,
We remain, &c.,
Samuel F. Morse, James McKay, Charles S. P. Bowles, H. B. Rogers Jan., L. S. Werthington, E. A. Strong, Emory McClintock, Bowles Colgate, John Monroe, George P. Richards, James Phelan, Alex. Holland, P. Ingraham, Charles Hunter James Laws M. D., George G. Butler Jan., Edgar Will, Alfred A. Cohen, M. E. Smith, Samuel Remington, Samuel Harris, Edward L. Strong, W. Slade, Leon Drevet, Frank Haly, F. Louhat, G. S. Hagar, Sidney Sheppard, R. M. Beckwith, J. W. Fraesehal, W. E. Clarke, W. F. Stenson, O. A. Desilver, A. E. Highway, George E. Clerk, George M. Porter Jan., E. B. Place.

The following is Mr Field's reply:
PALACE HOTEL, BUCKINGHAM GATE,
LONDON, March 1st.

GENTLEMEN—I have the honor to acknowledge the receipt of your esteemed communication, inviting me to a public reception in Paris, if such time as might suit my convenience. I thank you most sincerely and regret that my limited stay in Europe and the constant pressure of telegraphic business, compel me to decline your kind invitation, the acceptance of which would have afforded me an opportunity of meeting so many of my countrymen. I can assure you that I shall ever entertain a deep sense of your generous appreciation of the services which it has been my privilege to render in connection with the Atlantic telegraph, which is, I believe, destined to prove of incalculable value to the cause of peace and civilization throughout the world. I earnestly hope that the electric cord which now unites Europe with America, and the cordial friendship which has existed between France and America, may never be broken.

I remain, &c.,
CYRUS W. FIELD.

PARIS, 6th March, 1867.

THE DOWNFALL OF MONS. OLLIVIER.

Our papers are now very much taken up with the downfall of Monsieur Ollivier. There is but little sympathy felt for the man who has been unfaithful to his party. The journals which sustained this political turncoat with the greatest zeal and ardor have suddenly abandoned him. The situation which his speech of the 26th February has created is rightly judged in an article to be given by epigraph this phrase which occurs in it: "Before the rights of friendship those of truth." The editor of the *Liberte* sees the fault which Monsieur Ollivier has committed in not understanding that there were reserves to make and that he did not make them. The eloquent chief of the *tiers parti* had an opportunity to produce his programme. Having been consulted on the Emperor's letter of the 19th January, he was in a position to deduce liberal consequences from it to launch from the restored tribune a striking manifesto in favor of the liberty of the press and the right of meeting. Monsieur Ollivier ought above all to have put aside, to have trodden under foot all the anti-liberal projects which some official journals had put forward. Unhappily, Mon. Ollivier, whose talents had been overrated, did not understand the task which he had to fill. We do not think he can recover from his fall.

THE TRIUMPHAL MARCH OF GARIBALDI.

The unexpected arrival of Garibaldi in Venice has been the cause of great wonderment in the peninsula. Everybody asked why the General had quitted his retreat in Caprera? Was he come to take part in the electoral agitation, to give aid to the Philhellenic committees, or simply to pay the Venetians the visit he had long promised?

A correspondent at Venice writes us that the great liberator has chosen the present moment for fulfilling his promise to the City of the Sea, in reality with a view to the elections. A few days ago a journal, which is destined to become the organ of the opposition, published its first number, and the first page contains in large type, and in the form of an advertisement, the following appeal:

FLORENCE, Feb. 22d, 1867.—Citizens of the poll! In Italy there is necessity for securing liberty, threatened and endangered by clericalism and its accomplices. The efforts of all free men ought to be directed towards this supreme object. In the new chamber, neither the partisans of *liberté* projects should have votes, nor the satellites of the fallen dynasties, all of whom make common cause with the Empire and the Papacy. The general elections can either ruin or save the country, can make of our nation either an area of reaction or a focus of progress. The clericals are subjects and soldiers of universal spiritual and political which commands and does not allow itself to be questioned, which sows discord and corrupts every thing. From these obstinate enemies of our country and of civilization, we must take away the means of harming us. The patriotism of ecclesiastics ought to be consecrated to the progress, intellectual and moral and material, of the people; and by bringing to the public fortune. But as our contest with the clericals at this day keeps the whole civilized world in suspense our victory over them will be the vindication of liberty of conscience and the triumph of reason over prejudice. To the poll, then, citizens, to the poll, every man. Your votes will tell the world of what government we are worthy, and whether we deserve to be a great and free nation.

GARIBALDI.

The manifesto of the liberator has created great sensation in the peninsula. The intervention of Garibaldi, who up to the present time has not meddled with elections, may have the effect of giving more energy to the opposition and accelerating its action, but on the other hand, the substance of the manifesto renders any understanding between the clericals and the left impossible. But in the Southern provinces most of the opposition deputies only owed their election to the cooperation more or less avowed of the clergy. That took place there which happened in many departments in France from 1830 to 1848. The men whom Garibaldi designates as accomplices of the clerical colleagues, Joseph Baron Ricasoli and his colleagues. The hyperbole is rather strong and the clerical journals of Paris will not be a little surprised. The *Avanguardia*, which began its career with this stroke, is destined to replace the *Spirito*, which has decidedly entered Ministerial waters. Notwithstanding this proclamation many persons think that Greece is the real object of Garibaldi's journey. It is the peninsula is now at his feet, the corporations of towns through which he passes go out to meet him as if he were a crowned head.

The Begging Mission to San Francisco.

Messrs EDITORS—If an attaché of your contemporary has really gone below for the purpose of raising money from American citizens or the American Government to write down the English and glorify the American system of Government, I wish to know whether the publication here of a paper representing such principles and published under such auspices, would not be construed into at least a misdemeanor, if not a worse offence? and whether it would not be the duty of the local government to arrest and punish all parties concerned in the publication. Surely it cannot be that foreign gold is to be permitted to control our press and regulate our politics! How long would a paper thus controlled be allowed to make its appearance in San Francisco? Not a day! So long as your contemporary can exist by the support of the people of this place I have no objection to its vagaries being ventilated; but when our people decline to extend it aid, and it is forced to resort to a foreign people to raise the means to run its wild heresies down our throats to the end that its expressions may go forth as the true sentiments of Vancouver Islanders, I for one shall raise my voice and my hand against it.

MEDICUS.

The Confederation Scheme Despatched

We understand that an important nature was Governor Seymour on the last mail from England the Confederation Governor, who was at an excursion party, immediately down to the capital to answer. In the despatches collocation is advised that measure to come before the Parliament of Canada will be one to include in the say the whole of British America, with the exception of Provinces that decline, the representatives, to join it, lency is urged to lay the quest the Council at once, their voice upon the of British Columbia being the Union; and he is aut state that the debt of the Confed be assumed by the Confed its payment, if necessary, by the Imperial Government Council, it will be rep vpted UNANIMOUSLY in favor of the Confederation on the 21st March despatches, taken in connection the encouraging letters from Mr Waddington with regard progress of his scheme for a Railway through British te making in London, point to settlement of all our troubles formation of a Responsible ment almost immediately. for Confederation and the Railway!

Confederation Imminent

The substance of the Government despatches, which we publish leads us to indulge in the hope that Confederation with the Eastern Provinces is imminent. Confederation is the only change which reach that can benefit us. imagine that Annexation enhance the value of real estate enable them to dispose of their property to advantage; but our debt of a Brother Jonathan is not the man who goes rushing around the try with a pocketful of "rocks" for town lots and tracts of far land upon which to drop a portion his wealth at the first invitation. idea of Jonathan is that he is a far-seeing man, with a great deal native sharpness, who is oftener a lookout for buyers than he is sellers, who can scout a bar "a far off," and who seldom make investment until, like Davy Cro "he's sure he's right," when he "ahead." Depend upon it, if this stry be ever annexed to Uncle S territory, the advantages would p to be more imaginary than real, and stable and enduring than those w must assuredly flow from Confede tion. In discussing this question have not alluded to it as one of l alty; but we have discussed it w a view to see which policy wo benefit the Colony most—Confede tion or Annexation; and we unhe tatingly pronounce in favor of former. If we get Confederation, shall secure first a wagon road a the continent, and, second, a railw to connect with the Grand Trunk Canada. With a railway throo British territory, Victoria is certai to be the British metropolis of the West Pacific, and for the very good reason that there are no safe commodious harbors on the mainlan from which she may fear competition. But if the island is ceded to the Americans, the combined interests of Vancouver Island could not prevent the American town of Seattle, with its spacious harbor and its situation at the terminus of the Naches Pas—the finest natural pass through the mountains on the Pacific slope for a railway—from becoming the metropo