

The Weekly British Colonist AND CHRONICLE.

Saturday, July 4 1868.

The New Pass.

At the present time any information that throws additional light upon the practicability of a route from Kamloops to the Rocky Mountains, in connection with the excellent road already in existence from Yale to Kamloops, is deserving the attention of all classes. Nor is it necessary to discuss the question of the entire overland route, to prove the value of such information. It can be taken up by instalments and then even made of great practical use in illustrating the true character of the interior, and enabling all who feel interested in the matter to obtain a correct knowledge of that character. In this light Mr. Ward deserves much credit for bringing prominently forward, as he has done of late, the unexpected advantages to be derived by following up the recently discovered pass (recent at least to a certain extent) through the Selkirk Range. Our readers are aware that in the Kootenay and Big Bend mining districts there are seven or eight hundred men who draw all their supplies from the American territories, and that those supplies, in the course of a year, create a business it is well worth our time looking after. Hitherto we have been practically shut out of the market by the want of communication from our side which could compete with the advantages of the Columbia River navigation. It is now contended a pass through the Selkirk Mountains, which have hitherto been regarded as the great stumbling block, has been discovered and that communication can be had from the South Arm of Great Shuswap Lake to the Upper Kootenay at an expense of \$20,000. From this lake, through Eagle Pass to the Columbia River in an easterly direction is 40 miles, to out a road over which will not involve any particular difficulties, as it can be carried all the way through a canon familiar to our surveyors and already blazed by the Government. This 40 miles Mr Ward will contract to cut ten feet wide with four feet graded, for \$200 a mile, so that it is evident there can be no very severe outting to be feared. It is then proposed to use fourteen miles of the river, well adapted at that point for navigation, before entering upon the real difficulties of the road, viz., of cutting ninety miles over the Selkirk range to the Kootenay Lakes, whence the country to Wild Horse Creek, and indeed to the Rocky Mountains, is described as fine, hard, dry, open, covered with bunch grass, and over which a four-horse wagon, for the greater distance, could be driven tomorrow. This ninety miles of road over the mountains, Mr Ward would, however, undertake for \$400 a mile, with the same width and number of feet grade, which certainly does not sound extravagant in figure. Such without embellishment is the new discovery, and so important are its claims upon public notice, both as an adjunct of the great overland route, and as a means of reaching Kootenay and the Big Bend country easily, through our own possessions, that it cannot have too much prominence given it by the press. It is, however, impossible to do the subject justice in one article. This is not the time when the business interests of this city and a large portion of the mainland can be trifled with, and we shall endeavor to show on Monday that a diligent prosecution of this road to Kootenay would materially improve both.

WHELAN, the murderer of D'Arcy McGee, proves to be an American citizen, according to a Toronto paper; but if found guilty, the Americans recommend his execution. Assassination on religious or political grounds finds no favor with them.

A "MILITARY" affair of "green-eyed monster" (it is said) was settled by a few rounds in the "P. R." near Beacon Hill on Thursday evening. It was witnessed by between one and two hundred persons, who were drawn thither by the excitement.

SAILING OF THE ACTIVE.—The steamer Active left yesterday at 3 p. m. The cheap fares to Portland and San Francisco had the effect of enlarging her passenger list. About 120 persons took their departure.

Central Free School Examination.

The half-yearly examination of the scholars of this useful institution, 52 boys and 24 girls, making 76 pupils altogether, commenced on Thursday and finished yesterday. The first day was devoted entirely to the junior division, the proficiency of which gave satisfaction to such parents and visitors as were present. Friday was occupied in the examination of the whole school—in arithmetic, vocal music, grammar, geography, reading and history. The examiners were Rev. Thomas Somerville and Mr. C. B. Young, who expressed themselves well pleased with the general proficiency of the school. At 3 o'clock His Excellency the Governor, Mrs. Seymour, and D. C. Mannell, Esq., Private Secretary, arrived, and were received by Dr. Powell, Chairman of the Board of Education. The Governor's party remained over an hour and took much interest in the proceedings. Amongst other visitors we observed Dr. Tolmie, T. L. Wood, Esq., Rev. Mr. Hayman, Rev. Mr. Jamieson, and a number of ladies. At the close the examiners both addressed the children and visitors, commendatory of the general proficiency, considering the difficulties the school had labored under, and concluded by expressing a hope that the true system of education would be continued in the Colony and placed upon a more effective basis in future.

THE GRACE ROBERTS, Capt. Rollins, 16 days out, from San Francisco, arrived last evening. She brings 176 tons of general merchandise, and is consigned to Millard & Beady. She sailed from San Francisco with the Wm. A. Banks for the Sound, but separated from that vessel in longitude 134, and did not sight her again. The Grace Roberts, 269 tons, was built at Port Orchard about six months ago, and is now on her first regular trip. She is barkentine rigged, and her captain speaks in the highest praise of her sea-going qualities and speed. She is certainly one of the most beautiful vessels ever in this port; no expense was spared upon her, and without being coppered, cost over \$30,000. If properly patronized she will be kept on this line regularly; and when we contrast her with the Bailey, 22 years old, and out now from San Francisco some 45 days, we should imagine the public would not hesitate to give her the most liberal patronage in their power. To the critical in ship building the Grace Roberts is worth inspection. She proves incontestably the ship-building resources of the Pacific Coast.

A NEW ENGINE OF WAR.—A Paris correspondent speaks of some new engine of war tried in May at Meudon, having been found to exceed in rapidity and power of destruction even that secret gun of the private trials of which by the Emperor we have heard so much. The trial was strictly private, of course, but I can report the remark of a general officer who was present: "It is the most wonderful weapon I ever saw; I should say that a battle would now last about half an hour."

Among the time honored fallacies, historical and otherwise, which have been treasured for centuries, but which are dying away before the intelligent investigation of the present age, is that of the Duke of Clarence who for four centuries the English believed to be drowned in a boat of malice, the Duke's favorite wine. The author of Historic Antiquities of the Tower claims to have exposed the popular error.

THE EXCURSION TO PORT TOWNSEND.—It will be seen by official notice that the Meacham's Institute, through the American Consul, have engaged the steamer Enterprise to run to Port Townsend on the "Fourth." She will lie over, in order to give the excursionists an opportunity to engage in the festivities during day and a ball in the evening. The programme set for the occasion at Port Townsend is an extensive one.

RELIGIOUS.—By reference to our advertising columns it will be seen that the Pacific Street Presbyterian Church is to be re-opened for public worship on to-morrow, Sunday. We understand that two or more ministers of that church are expected to arrive shortly and that a Presbytery will be organized.

THE SCHOONER S. D. BAKER.—Capt. Rollins, of the Grace Roberts, does not think the Bailey has come to grief, beyond getting too far to the westward. He was once caught in the same trap himself, and feels confident she will yet turn up, although now 45 days out.

COURT OF APPEAL.—The argument of both sides, ancient Court of Appeal, having been sufficiently dwelt upon, we trust our correspondents will not seek further use of our columns on the question.

A REPRESENTATION of a flute and a harp have recently been found in a tomb near the Pyramids, which proves that these favorite instruments are at least four thousand years old.

LAMBS.—At the City Market, on Store street, some very fine lambs are exhibited. They were fed at San Juan Island, this season, and would average, dressed, over 30 pounds each.

THE steamer Enterprise left yesterday morning for New Westminster. She took 60 tons of freight and several passengers.

"Court of Appeal."

EDITOR COLONIST.—I am somewhat amused at the tone of Mr. Ring's letter headed "Court of Appeal," he appears to have expected that I should have tendered him an apology for the appearance of my letter of the 19th inst. What there is therein contained offensive I am at a loss to imagine; had Mr. Ring pondered over it a little longer he might perhaps have allowed some of his bitter invective to evaporate before launching into print, he has in fact so mixed up my letter with that of Mr. Bishop's that I can hardly tell which of us he intends to assail with the various and choice epithets he makes use of.

I have often heard it remarked that a barrister who could not bridle his tongue was a dangerous advocate. I cannot but think that one who cannot keep his pen under control is more dangerous both to himself and others. "David Babington Ring" is an imposing name, the owner of it has for some years past been a well known resident amongst us, and those of this colony who have heard him plead in Court a few years ago will very probably think that there is nothing "spurious" in his anxious solicitude for his fellow colonists in this matter of a "Court of Appeal." I should be glad if I could think so, but I cannot distinguish the "act in itself" good and praiseworthy, with which Mr. Ring's letter concludes, nor do I attribute any sinister motive to the worthy gentleman. So long as he aspires to an Appellate Judgeship, no harm can happen thereby to the litigating public. Mr. Ring has aspired to other positions and no harm or injury has been inflicted upon any one; I really hope that his present ambition may be equally innocuous. I should almost assume from the tenor of Mr. Ring's letter that he has retired from active practice at the Bar; probably when he makes his application to a "willing Governor" for an Appellate Judgeship he will announce his retirement from any participation in the strife of the law courts. I said nothing in my last letter about any cause being pending; I knew nothing about it except what I gathered from Mr. Ring's first letter, nor do I know whether the matter is pending now or not. Mr. Bishop in his letter of the 19th inst., seems to say that it is, and about to be tried at the coming Assizes; Mr. Ring in his letter of the 24th says the matter is no longer. One of these gentlemen is evidently mistaken; from the anxiety evinced by Mr. Ring in repelling a charge which I did not make or insinuate, I should be disposed to think Mr. Bishop is the most accurate in his version. I am well aware that the discussions and decisions in a public Court are public property, and that such matters are daily furnished to the public in England, through the press, and in nine cases out of ten correctly furnished; but my little experience in such matters has not taught me that members of the English Bar engaged in the advocacy of causes are in the habit of commenting in the public papers upon the ruling of the Judge who has held any particular cause and given a decision adverse to them. Such a proceeding would be in entire discordance with the etiquette of the Bar in England; and although Mr. Ring is only writing on the subject of a "Court of Appeal" from a sense of duty, and has only instanced a case for the sake of giving force to his argument in favor of the establishment of such a Court, the manner of his doing it would make it appear to a stranger to men and things and etiquette in this Colony, that Mr. Ring wished for a verdict from public opinion in a cause somewhat pending between himself and the Chief Justice. I would ask him if this is dignified or whether it does not savor as much of meanness and contemptibility as of pureness and uprightness of character. Mr. Ring must have been well aware that the Chief Justice could not descend into a paper war with him; consequently he had no right to use such a vehicle as a newspaper for an expression of his views when they differed from those of the Chief Justice. He has laid himself open to the severest criticism in doing so. In conclusion I have only to say that Mr. Ring is quite wrong in his various insinuations as to my identity. I do not intend to enlighten him and it is scarcely fair for him to endeavor to pump as to the authorship. I have written hurriedly, and have no doubt given ample room for Mr. Ring to spend five days more in his answer. I hope he will not harass himself by writing more than a paragraph per diem.

Yours obediently,
VINDEY.

Victoria, B. C., June 26th, 1868.

GAMBLING.—One of the topics of the day is the heavy gambling which takes place nightly at a certain fashionable circle or club frequented by the *Journees d'ore* in Paris, the average gains and losses in one night, the *Nain Jaune* tells us, are never less than £20,000 sterling. No money is placed on the tables, but each player signs an IOU for 100, 200 or 1,000 louis, in exchange for which he receives counters, the value of each varying from 100 francs to 1,000 francs, and he may renew his supply of course giving his bond as often as he pleases during the evening. The game over, the transaction is settled in hard cash at the special office of the circle, over which a cashier presides. Every player is obliged to cash his IOU's within a fortnight. The favorite game is *baccarat*, which is voted slow. Dice are not popular.

Shipwreck.

TERRIBLE SUFFERING OF THE PASSENGERS AND CREW—ALL FROZEN TO DEATH.

The following account of the loss of the brigantine Queen, near Gull Island, Newfoundland, is given in a letter, dated Fortune Harbor, Green Bay, April 25, 1868, and published in the St. John's (N.B.) Courier:

I have to inform you of one of the most melancholy occurrences on record in the annals of Newfoundland. The brigantine Queen, which was supposed to have been lost in the neighborhood of Twillingate about the middle of December last, was actually lost on Cape John, Gull Island, on December 12th. The crew and passengers succeeded in getting on shore, but only to perish some days afterwards. Four of the crew returned to the wreck after they got ashore to endeavor to procure some food. While on board, the cable, which was attached to the cliff, parted, and the vessel drifted out to sea; it is supposed she sank. The persons thus lost in the vessel were the pilot, the boatswain, one seaman and a passenger.

On the 21st of April, a vessel cruising about in the mouth of Green Bay, was becalmed near Gull Island, and a boat from her went towards the island to shoot some birds. When they got to the island they only saw one bird at which the men fired. The bird flew a little distance and then fell apparently dead. One of the men went to pick it up, but had not gone far when, to his great surprise, he saw two skeletons lying nearly side by side. He called to his companions, who ran up to him. On looking about they saw a piece of canvas a few yards away from the men, but so frozen to the rocks that they could not get it up. They cut it in several pieces, and found underneath the bodies of nine men and two women. The men then returned to their vessel and ran her up to Tilt Cove, where they stated what they had seen. Coffins were immediately prepared, and next day the same vessel, with about sixty hands, proceeded to the island to remove the bodies to Tilt Cove for interment.

In searching the bodies after they were landed in Tilt Cove, it was found that the Captain and Mr. Dowley, had kept a journal up to the 24th of December, twelve days after they were wrecked. At that time they were all living. On that date Mr. Dowley wrote in the journal: "I have this day walked all round this island and seen nothing before me but death. I expect to be one of the first to die as I now feel very weak." After that he wrote no more. Mr. Dowley says in the journal: "I do not expect my body will ever be found."

The scene the people witnessed when removing the bodies can be better imagined than described. They were all so frozen together that they had to be separated with pries and crowbars.

The captain stated in the journal as follows: "We made the island on the 11th at 4 o'clock p. m. Not caring to run for Tilt Cove we hoisted anchor for the night. About 12 o'clock we were round and ran in for the bay, and at 6 a. m. the vessel ran ashore in a snow storm."

Nothing like this has occurred in Newfoundland within the memory of the oldest people living here. There was, I believe, a man named Gushue lost his vessel on the Horse Islands about six years since in the month of April, when all those who got ashore perished from cold and hunger. The skeletons of the men were found the following summer, and some papers gave an account of where they were lost and how they died.

Where the Queen was lost is only about three miles from the land, and a man from the shore saw a light several times on the island and told different persons of it, but they would not believe him. If there had been any reason to suppose there were parties there, there would have been no difficulty in getting them off. The island is very seldom visited except in the summer season.

The Defences of Canada.

The following correspondence has passed between the Imperial Government and that of the Dominion on the military defence of Canada:—

The Duke of Buckingham to Lord Monck. Downing street, Feb. 23, 1868.

My Lord, I have the honour to transmit to your Lordship a copy of a letter in which the Secretary of State for War informs me that the Defence Committee, having lately had under consideration the defences of Canada, have pointed out that although great progress has been made in the works of Quebec, which have been undertaken by the Imperial Government, no measures have as yet been adopted for the defence of other vital points in the Dominion of Canada. The Secretary of State for War recapitulates some of the points at which defensive works are required.

I have to request that you will bring this subject before your Ministers, from whom I doubt not it will receive the attention which its importance deserves.

I am, Sir, very respectfully,
Your obedient servant,
BUCKINGHAM AND CHANDOS,
Governor the Right Hon. Viscount Monck, &c. &c.

The Earl of Longford to the Under Secretary of State, Colonial Office.

War Office, February 5, 1868.

Sir—I am directed by the Secretary of State for War to acquaint you, for the information of his Grace the Duke of Buckingham and Chandos, that the question of the defence of Canada has been lately under consideration and has led the Defence Committee to bring to his notice that, although great progress has been made in the works at Quebec which have been undertaken by the Imperial Government, no steps have as yet been taken for the defence of other vital points on British North America. Sir John Pakington desires, therefore, to suggest, for the consideration of his Grace, the importance of urging upon the Government of Canada that no time should be lost in giving effect to the recommendations which have on previous occasions been made for the construction of fortifications at Montreal, Kingston, and other places. In connection with this subject, the attention of Sir John Pakington has been directed to the present

defenseless state of St. John, N. B., situated at the mouth of the St. John River, the great artery of New Brunswick. The occupation of St. John by an enemy would virtually give him possession of that province, and at the same time afford a base of operations from whence he could cut off all communication, either by the Intercolonial Railway or by other routes from Nova Scotia through New Brunswick to Canada. Thus St. John is a place of great importance in connection with the general scheme for the defence of British North America. Sir John Pakington would consequently draw the attention of the Duke of Buckingham to the subject, with a view, should his Grace see no objection, of also urging upon the Government of Canada that early measures should be taken for constructing such works as are essential for the proper defence of that place against attack both by sea and land.

I am, Sir,
(Signed) Longford,
The Under Secretary of State, Colonial Office.

Extracts of a despatch from the Right Honorable Viscount Monck to the Duke of Buckingham—

Ottawa, March 14, 1867.

Referring to your Grace's despatch of Feb. 22, I have the honor to transmit for your information a copy of an approved minute of the Privy Council of Canada respecting the propriety of again putting in commission the provincial gunboats on the lakes and the river St. Lawrence during the approaching summer. I entirely agree with the view of this question, adopted by the Privy Council. The Fenian organization in the United States continues in full activity and constant threats on their part of an intention of renewing the invasion of Canada. I consider the maintenance of gunboats on the lakes and the river St. Lawrence the most inexpensive and effective measure that could be adopted for preventing any further attack or for repelling it should the invasion be attempted.

Copy of a report of a Committee of the Hon. the Privy Council, approved by his Excellency the Governor-General, on the 13th of March, 1868. The committee have had before them the despatch dated 22nd Feb. 1868, from his Grace the Secretary of State for the Colonies, respecting the expediency of dispensing this year with manning a vessel of war in the St. Lawrence in that river. The Hon. the Minister of Militia reports that from information in the possession of the Canadian Government it appears that the Fenian organization in the United States has not only not ceased to exist, but is being actively carried on, and that some further invasion of Canadian soil is contemplated by them, he does not consider that a reduction of the naval force on the St. Lawrence should at present take place, but he deems it necessary to concur in opinion with the Minister of Militia and submit the same to your Excellency's approval.

(Signed) W. H. Lee, Clerk, P.C.

The Northern Railroad.

The Northern Pacific Railroad Company have published for the information of the Pacific Railroad Committee of Congress a pamphlet containing "a statement of the resources and merits of the enterprises which the Company have in hand. It is represented that there is an area of 500,000 square miles to which the Northern Pacific Railroad is essential as trunk communication from east to west. The estimated cost of the line from Lake Superior to Puget Sound, including the Oregon branch, is \$156,357,500. The subsidy asked from the Government is about \$60,000,000. The length of the line from Lake Superior to Seattle on Puget Sound is stated at 1,775 miles. Distance from New York via Chicago and St. Paul to Seattle is 3,124 miles, which is 237 miles less than the distance from New York to San Francisco via Chicago and Salt Lake. It is added that if the routes be extended to the shores of Asia, this difference will be further augmented in favor of the Northern route by 500 to 700 miles of ocean navigation." We copy a paragraph from the pamphlet, on the effect of the construction of this road:—

"To construct this road will change the whole order of things at the West. It will, in an inconceivably short space of time, convert these vast plains, now lying waste and unproductive, into fruitful fields; it will supply plant the herds of buffalo, elk and deer, with flocks and herds of domestic animals; it will occupy the streams of water now running waste, with manufactories, and mechanics' shops, giving comfort and remunerative employment to thousands of thousands of intelligent citizens; it will extract from the mountains untold millions of the precious metals; it will raise and utilize vast amounts of coal now lying buried and useless in the mines; it will convert the iron and copper ores now reposing in the earth into implements for the use of man or commodities for commerce; it will change the forests into thousands of new farms, for the use, comfort and profit of our people; it will fill the chain of commerce with merchandise and give additional employment and increased wealth to the busy throng that now crowd our commercial centres; it will induce an increased emigration of the industrial classes from the Old World, and furnish them cheap and comfortable homes; it will terminate Indian wars and supplant the savage Indian, who now roams over these fertile plains and rich mountains, by an intelligent, industrious and civilized population; and finally it will add, almost beyond computation, to the wealth and taxable property of the country, and with the development of other portions of the West, by other and similar lines of railroad, furnish the means for the payment of the national debt which now hangs like an incubus upon our people."

"Will you have a *Daily Sun*?" said a newsboy to Mrs. Partington. "Will I have a daily sun? Why, you scoundrel, how dare you insinuate against a lone woman from home? No, indeed, I won't have a daily sun! My poor dead man used to complain awfully when I presented him with a yearly sun. A daily sun, indeed! Begone, you little upstart imp!"

By Electricity

SPECIAL TO THE DAILY

CANADA. OTTAWA, June 25.—Received from the Colonization of Nova Scotia for Union with Canada; and an imperial as well as it relies on the loyal support it.

EUROPE. LONDON, June 23.—The bill to purchase by Government, milita.

LONDON, June 22.—of the returned Abyssinians at Plymouth on Sunday, and Prince of Wales on the steamer land.

PARIS, June 23.—It is not Garibaldi is raising another attack on Rome. LONDON, June 22.—to-night, Lord agreement, in general, mentions of the Irish Reform was agreed the House Committee, third time.

A meeting was called, to consider the Lord Mayor present, evident that the majorities. Mingled cheers the speaker very loudly followed the reading, declaring that the Lord Mayor retired, the platform and held a meeting, ended in disorder. LONDON, June 23.—tion of State religion is, that the Pope should have regarded as perpetual in effect, and was prove the laws recently the press, religion, civil executions, to beware of allies attached to violent rights of the Church.

Sunday has been Thanksgiving throughout the success of the Ab

CALIFORNIA. SAN FRANCISCO, June 23.—California will sail for day, July 1st.

ARRIVED, June 23.—from Victoria—also steamed—Bark Ocean S. Steamer Seward, Port Discovery.

SAILING, June 22.—Sh diao; brig Crimes, for 23—Brig Ida Rogers, for Burrard Inlet.

CLEARED, June 23.—for Burrard Inlet. SAN FRANCISCO, June Adelaide Cooper, Port

SAILING, June 26.—B steamer Pacific, Astor Bordeaux, via Puget Liguria, for Burrard Inlet. Legal tenders—7134

Flour—City brands, 12 1/2 @ 15. Wheat—\$2 @ 20 1/2; Barley—\$1 60 @ 1 for old feed and brew

Oats—\$2 20 @ 20 1/2. OREGON. PORTLAND, June 26, Wright arrived here

RIA. EASTERN. WASHINGTON, June ate, the Omnibus passed over the to 8.

In the House, the President's veto, 10

SAN FRANCISCO, Ship Revere, Port June 26—Ship N Townsend.

The steamer Portland on Friday

HOLLOWAY'S PILLS A weakness. Whenever, impure blood, or lessened, stagnation takes place, the blood is not purified, and the system is not healthy. Let Holloway's Pills be taken in alter blood and cleanse the system, by raising or aggraving irritation. These pills weight in summer, when weakness from heat and apt to prevail.