be Committee adopted;
being in the negative.
g introduced a resolution
servation of the integrity
bank currency and the
greenbacks, a policy
as against the many and
duce repudiation. Gen.
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rom California raised a
at the resolution should
ittee without debate. A
nd the rules and allow the
passed, was lost; 78 to
lution went to the Com-

of the Democratic Con-
n read and received with
resolution accepting the
nously passed.
ner, late of the Confeder-
alled for and greeted with
d he wanted dead issues
s the brave soldiers on
been buried, and both
country united in unity

of thanks to the officers of
was passed, and thereupon
sine die.

AL EXPORTS

or the month ending June, 1868.

MASTER.	T.	C.	DESTINATION
ery	74	10	Victoria
ereux	44	00	Own use
atkins	48	10	Victoria
ker, Gove	5	00	Own use
ar, Peck	1024	00	San Fran'co
yd	200	00	Portland
yd	67	00	Own use
Rudlin	58	05	Victoria
as, Clarke	33	05	Own use
	306	00	Alaska
lins	24	15	Victoria
	72	00	Victoria
	8	00	Own use
Rudlin	57	10	Victoria
as, Clarke	15	05	Own use
Watkins	51	10	Victoria
ry	72	15	Victoria
yd	200	00	Portland
yd	73	00	Own use
is	62	10	Own Use
h, Small	702	10	Kodiac
ollins	25	00	Victoria
Rudlik	56	00	Victoria
ry	75	00	Victoria
	3280	05	

ing Intelligence.

TORIA, BRITISH COLUMBIA.

ENTERED.

ve, Floyd, Nanaimo
Swanson, New Westminster
, Hunt, San Juan
, Pritchard, San Juan
Vinsor, San Francisco
aret Brander, Nissen, Tahiti
n, Nanaimo
, Pritchard, San Juan
on, Saanich
s, Nanaimo
radley, San Juan
Swanson, New Westminster
a Anderson, Finch Port Townsend
Smith, Port Townsend
Winsor, port Townsend
antium, St Clair, Alberni
odd, China
is, Frain, Nanaimo
Franklin, Pritchard, San Juan
Swanson, New Westminster.

CLEARED.

erprise, Swanson, New Westminster
d, Portland
ert Cowan, Gardiner, Honolulu
, Pritchard, San Juan
an Juan
ery, Robinson, San Juan
ll, Comox
ren, San Juan
Vinsor, Port Townsend
eline, Kirk, Comox
an, Nanaimo
ton, Saanich
Kay, Honolulu
Swanson, New Westminster
a Anderson, Finch, port Townsend
Smith, San Francisco
Winsor, San Francisco
ns, Nanaimo
terprise, Swanson, New Westminster]

PASSENGERS.

ANDERSON from Puget Sound—Mrs
s Sparrow, Mrs Miller, Miss Morgan,
Mumford, Haines, Lott, Lockman,
cCallum, Dalton, Leighton, Weber,

ORNIA from San Francisco—Cap
eon Smith, C S Nicol and family, J L
Copland, Miss Anne Cobden, F A
hil, Mrs Ashley, R Boyle, Capt Lou-
iss Moore, Philip Meysey, Margaret
r Golivet, D Turner, W F & Co's
thers.

CONSIGNEES.

ANDERSON, from Puget Sound—
ckson, Murray, James, Black, Gold-
inch.

ORNIA from San Francisco—Kwong
de, Tai Soong & Co, Grelley & Pitoire,
rd & Beedy, E Harrison, J Grunbaum,
ritz, A Cassamayou, Hudson Bay Co,
Nathan, B S, Fellows, Roscoe & Co,
o, C Strauss, Stuart & Co, Capt
un & Co, Yu Wo & Co, Julius Seitz,
& Grancini, Jas Cunningham, Thos
en & Co, J Rueff, R Maynard, Capt
J G Norris, Findlay & Durham, W &
nier, Bros, Wells, Fargo & Co, Lowe
Moore & Co, Adams & Co, J Cowper,
Sidney Pits, R Burnaby, J A McCres,
John Scott, J D, P C, V P, F & D,
Tolmie.

IMPORTS

RET BRANDER, from Tahiti—20 bxs
gs fungi, 20 bbls lime juice, 10,000
oranges, 19 bxs Beche DeMer; Cen-

ANDERSON from Puget Sound—
nd cows and calves, 42 sheep, 20 m
rolls leather, beef, &c.

DS ON THE WAY.

r ship SHOOTING STAR—June 30—
50.

DIED.

he 12th inst., Marie Camille Victoire
er of George and Adele Beckingham,

he 12th inst., Amelia F. F. Manson,
nths.

ay 13th, 1868, Mary Fleming, aged 72
Captain John Fleming, of the steamer

ONTRACTORS.

WANTED,
FOR THE ERECTION OF
nh, on the Corner of Courtenay and
lans and Specifications may be seen at
iedemann, Architect, on and after
inst.
addressed to the undersigned, will be
n of Wednesday, the 22nd inst. The
endered for as a whole or in portions.
any tender not necessarily accepted.
R. WALLACE,
Andrew's Church Building Committee.
1868. jy9

THE WEEKLY BRITISH COLONIST
And Victoria Chronicle.

VOL. 9. VICTORIA, VANCOUVER ISLAND, SATURDAY, JULY 25, 1868 38

WEEKLY BRITISH COLONIST
PUBLISHED EVERY SATURDAY.
HIGGINS, LONG & CO.

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For Three Months	2 50
Per Week	0 25

PAYABLE INVARIABLY IN ADVANCE.

OFFICE—Colonist Building, Government and Langley streets, adjoining Bank of British Columbia.

AGENTS-

S. D. Levi	Nanaimo, V. I
Holder & Hart	Comox, do
Sam'l Harris	Cowichan do
Clarkson & Co	New Westminster
Barnard's Express	Quesnelle, B. C
do do	Lytton
do do	Vanwinkle
do do	Richfield
do do	Barkerville
do do	Cameron town
do do	Clinton
L. P. Fisher	San Francisco
Hudson & McCarty	do
F. Algar	11 Clement's Lane, London
G. Street	30 Cornhill, London

Our Gold Fields.

Mr. Johnston, who carries the mail to Kootenay, arrived in town on Wednesday evening, and brings very good news from that distant section of the Colony. In the first place we are happy to announce that the success of the hydraulic pipe on Wild Horse Creek is complete, and working there, as it will everywhere, a complete revolution. Dore & Co., in order to open their claim, are using the pipe on an extended scale upon a large hill; and just previous to Mr. Johnston leaving, cleaned up $1400 for three days work—touching nothing but the top dirt. This result caused great excitement and led to the whole hill being immediately located, for no doubt the adjoining claims, if worked under the same system, will yield the same pay, and it is the intention of the parties taking up the ground to work it by the same system. In addition to the pay which hydraulicing produces from almost any ground, provided it contains gold, it is also the cheapest and most effectual way of opening a claim; and by this means, owing to the free scope given to investigation, Dore & Co. have conferred another benefit on the district, for they have certainly been the means of finding the old lead which formerly paid so well. It is impossible at present to estimate the amount of pay Dore & Co. will take out when they clean up top and bottom dirt together; but such is the impression the result of their experiment made, that adjoining claims, which Mr. Johnston himself sold two years ago for $75, changed hands the week before he left for $1200. The greatest confidence prevails of the immediate and permanent revival of Kootenay; and we sincerely trust, now it is shown what the hydraulic pipe will do in this Colony as well as in California, that the example will be followed in other places, for if so they also will experience a similar revival. At the same time our informant brings the old complaints of the horrible condition of the trails. On returning he himself had to go through the American territory, 175 miles extra, to reach Hope, the trail from Fort Shepherd to Wild Horse Creek being utterly impassable. Yet something ought to be done immediately to have it repaired. Mr. Johnston met an immense amount of goods on the way from Walla Walla and Portland to our merchants in Kootenay, which, were this trail at all passable, would be purchased in Victoria and shipped to their destination through our own territory. It does really seem too bad that our people *are compelled* to trade with strangers in preference to ourselves. Owing to the heavy taxes imposed upon pack trains the moment they cross the American line on their way to Hope, there is no use of Kootenay merchants attempting to purchase their goods from their own people, and in their own cities, because it would not pay. So much for the trail from Fort Shepherd to the Creek, being impassable. It will now probably cost $20,000 to reopen the road, though it only needs the fallen timber being removed, in other respects it is in good order. This is a great hardship upon the Kootenay traders, for they could purchase their stock of goods on much better terms in Victoria than Walla Walla, or even Portland, as well as get to the mines cheaper. Owing to the attention being given to Kootenay in consequence of the development referred to, and the excitement it has caused, something ought to be done that our own people and our cities should reap the benefit arising from it. We have brought the matter reliably before the public and that is all we can do. Mr Johnson also reports favorably of Rock creek. The Bed Rock Flume is completed and bestowing as anticipated great benefit on the miners, who can now work their claims to advantage. The chances are there will be an excitement also on this creek before the season ends. It is now proved that nearly all the ground along the creek, by the assistance of the flume, can be made to pay from $8 to $12 a day by ground sluicing alone, and in consequence of this discovery another bed rock flume will be put down next season in order to meet the necessities of the case. So much for this outlying country, which for two years has been in abeyance and supposed to be worthless. In truth we have no worthless ground in our gold fields. The area suitable for hydraulic washing is far greater than in California. Very soon now this truth will be proved; every day brings out some fresh evidence of the fact; and when it is fully realized our population will increase and the old times reappear. Mr Johnson reports the people along the route from Hope to Kootenay unanimous in favor of Confederation; so strongly indeed that it will be useless for any person to solicit their suffrages for the next Legislature, who is not of the same opinion? The people of Kootenay also express a desire to have an elective separation from Big Bend so that they may return a man of their own views. While speaking upon our gold fields, we desire to call attention to a fact well worthy of notice and extended publication. So far this year on William Creek, there has been no large pay taken from any one particular claim, such as we witnessed in the Aurora last summer. Nevertheless owing to the Bed Rock Drain being kept clear this season, most of the companies are able to work, and we find by figures given in the Cariboo *Sentinel* the week before the last mail left for Victoria, that sixteen claims on William creek paid 1098 ounces. Such a return is far better than the same amount taken from one, two or three claims, and the others pay only expenses. Taken altogether, we think everything in the upper country looks admirable and most encouraging. By and by the vitality of the interior will overtake our cities on the seaboard, and life and bustle will then be seen again all round. Aye! the life and bustle of our own wealth and resources, the strongest foundation we can build upon, and as that revival will be the result of *industry*, we know it will survive all casualties.

Friday, July 24.

CANADIAN CREEK—From a letter received by a gentleman in this city on Wednesday from Cariboo, we find much confidence exists in final success on this creek. Of the two old claims, the Miller and Clear Grit, we learn no news; but the new claims located last fall, New Dominion, Homestead Nonsuch, New Idea, Seymour, Lawrence, Dexter, and Princess Royal, are spoken of very hopefully, owing to the New Dominion taking out 10 ounces of splendid gold. This company are working their machinery by hand from the want of water. The Miller and Clear grit ought to give a good account of themselves this season, as they have always sufficient water to work during the whole time. Success in the new claims will add much to the reputation of the Grouse creek section; and eventually be of great service in drawing attention to the immense amount of auriferous ground to be found all through it.

Archdeaconry of Vancouver.

The paragraphs in our columns by which the recent ecclesiastical preferments and changes were made public, seems to have produced an unusual degree of excitement in the quiet agricultural district of Cowichan, when it became known that there was a probability of their resident clergyman, the Reverend William S. Reece, being taken from them, in consequence of his preferment to the Archdeaconry of Vancouver to be held in connection with the Rectory of Nanaimo. On the same evening (Wednesday, July 8th) a meeting was held, at which it was determined to meet together on the following evening for the purpose of drawing up an address to Mr Reece, as well as a petition to the Right Rev. the Lord Bishop of the Diocese, giving expression to the feelings and wishes of the settlement. This was accordingly done and early on Friday morning copies of this address and petition were carried through the district from Sayward's Mill on the Saanich Arm to Askew's Mill at Chemanius, and readily obtained upwards of 76 signatures in less than twelve hours. On Friday evening at 7 o'clock a deputation consisting of Mr E Marriner, churchwarden; Mr W Duncan and Mr Maingrey, of Chemanius, waited on Mr Reece and presented him with an address, expressing sorrow at the idea of losing the rev. gentleman and lady and pleasure at the high honor paid him by the preferment to the Archdeaconry. To the address Mr Reece was able only at the time to make a short verbal reply, expressive of his deep gratification at such a warm manifestation of feeling. On Saturday the 11th inst., the deputation which presented the address started for Victoria and obtained an interview with the Bishop of Columbia, to whom they presented a petition praying for the retention of Mr Reece amongst the settlers, that the good work he has commenced and is carrying on amongst us will suffer materially and that it would be impossible for another to take it up and go on from the point where he would leave it; but that our respected pastor should be preferred to such a high office in the Church, we, one and all, rejoice though we sincerely hope and trust his accepting of it may not prove conditional upon his leaving us.

To this petition the Bishop promised a a written reply, at the same time expressing his fears that the prayer of the petition could not be granted. On Tuesday, 14th inst., the following reply from the Bishop was forwarded to the Churchwardens and others:

GENTLEMEN—The sentiments you have expressed towards your pastor the Rev. W. S. Reece, are of too strong and sacred a character for me to disregard. I learn from Mr Reece that he too, feels the tie of attachment which binds him to you, stronger than the attraction of promotion and emolument. Under the circumstances, honorable both to pastor and flock, I feel I cannot do otherwise than consent to your request and allow the Archdeaconry to be held in connection with Cowichan. I trust the glory of God in the progress of His church, and the spiritual welfare of yourselves and of your children, may be advanced by this arrangement, and that you will feel an increased interest in carrying out the plans and contributing to the comfort of your minister, who has shewn himself ready to sacrifice his worldly interests for your sakes.

I am, Gentlemen
Your Faithful Friend and Serv't,
(Signed) G. COLUMBIA.

The reply was hailed with every mark of pleasure and gratification.

QUERIES FOR HORTICULTURISTS.—We give the following as we received it, hoping some one may be found with the leisure and ability to answer our queries, because if so certainly it must result in some good. We do not see how so many questions can be answered without some one being benefitted: I should like to enquire through your newspaper what kinds of apples and what kinds of pears bear the best, what trees are hardiest, whether fall or spring is the best season to set them out, what kind of plums bear the best and also of cherries; what kind gooseberries, blackberries and raspberries are the most productive; of cherry trees, what sort is the best to set out; of strawberries, what variety is the most productive and hardy, what the most delicious; what kind of cabbages produce the most weight on a given piece of ground; the same of turnips; what kind of oats to sow here, all things considered; what kind of sheep, all matters thereon considered, is the best to keep here; of hog breeds, which is the best; of peas for field or garden; have peach trees of the late fall kind been well tried; has the quince tree been well tested; does the fall bean do well here, what kind;

THE steamer Active arrived from Nanaimo about noon yesterday, with a cargo of 240 tons of coal. She reports the Isaac Jeans almost loaded and ready to sail for Acapulco. The Shooting Star had taken her berth. The Emma from the whaling fleet had also come in for coal, but we could learn no news from the whalers. The Sir James Douglas is repairing at Nanaimo, and the Grappler lying there. On Tuesday night a sailor belonging to the Shooting Star fell overboard and was drowned. In the fall he struck his head so violently against the wharf as to knock one of his eyes entirely out. The body was recovered by firing a gun from the Active. The Active will sail for Portland early on Saturday morning.

CONCERNING THE BRIG NIGHTINGALE.—The Nightingale, which left Esquimalt in the early part of spring, has been heard of from Valparaiso, having entered that port in 70 days from Esquimalt, making 14 inches of water. It will be remembered she took from this port a portion of the telegraph cable brought here by the ship Egmont, and intended for laying across Bhering's Straits. On the 16th of May she met with a heavy gale, when she sprung a leak, and on the 23d had her foremast carried away. It will take her about two months at Valparaiso to get ready for sea again. On the 31st of May, the date of the letter from which we obtained our information, H M S Malacca was in the port of Valparaiso.

THE brig Orient, Capt. Lewis, arrived from San Francisco yesterday evening after an unpleasant passage of 21 days, having experienced head winds nearly all the way. Of course she brings no news. We observe one good sign on her arrival; instead of bringing grain, she has brought a huge pile of sacks to take grain away, or carry it to our own mills. The list of consignees will be found in the usual column. The Orient is consigned to Millard & Beedy, and brings 200 tons of general merchandize for this town, and a few tons for the Sound.

THE SAAQUASH COAL.—Several tons of this coal were landed yesterday from the Otter, and will be used on board the Enterprise. There were 90 tons lying at the mines awaiting the call of H. M. S. Sparrowhawk. We will await with interest to hear the result of its qualities. Thirty tons, we believe, are already taken out weekly.

APPEAL CASE.—William Lyons, recently convicted before the Police Court of assisting Her Majesty's seamen to desert, appealed against the conviction yesterday, and his honor Mr Justice Needham granted a rule to show cause. Mr McCreight instructed by Mr Bishop appeared for the appellant.

WRECKING.—The sch. Nanaimo Packet was alongside the wreck of the Suwanee, and had taken on board a considerable quantity of the stores, when the Otter sailed from thence.

REPORT OF DROWNING.—A report was current in town yesterday afternoon that the body of John Holder, of Comox, was picked up on the beach, drowned.

THE steamer Pacific will leave San Francisco for this port on Tuesday next, and proceed to Tongas and Sitka.

Launch of H. M. Ironclad Monarch.

The *Army and Navy Gazette* says: We take from the leading journal the following account of the floating out of the Monarch, which was successfully accomplished on Monday, the 25th May, but we feel bound to omit some portions of the descriptions which refer to opinions of the writer rather than to facts:

"In the construction of the Monarch Mr Reed has adopted the bracket-frame system, first introduced by the Chief Constructor in the Bellerophon, and since adopted in all the iron turrets of war built in this country for our own and foreign Governments. The ordinary features of this system of construction may be briefly described as a double cellular bottom, watertight bulkheads and platforms, and iron decks, which combine lightness and strength to such an extent as enables the naval architect to greatly diminish the proportion formerly considered necessary between the weight of the hull proper and that of the defensive material carried. The upper deck of the Monarch rises 14 feet above the water line, while the turret guns will be carried at a height of no less than 17 feet above the water. The sides amidships are protected by armour plates 7 inches in thickness, laid on a backing of teak of 12 inches, with an inner skin plating, of two thicknesses, of 1½ inches, the whole being further stiffened and supported by 12-inch longitudinal girders worked outside the skin plating, and 10-inch vertical frames worked inside, both sets of stiffeners being placed at intervals of a couple of feet. A belt of armour-plating of 6 inches in thickness extends below the water-line. Athwart the vessel, fore and aft, armour-plated bulkheads are constructed, corresponding to those usually placed at the ends of the central battery in a broadside ship. The armour bulkheads are similar in their construction to the sides, with the exception that the armour is from 4 in. to 5 in. thick, and the backing 10 in., the space amidships thus enclosed being protected from the upper deck down to about five feet below the water. The monarch will carry her turrets in the protected space in the centre of the ship, the turret-bed being built on the main deck, the protected portion of the turret beginning just at the level of the upper deck. Each turret is 26 feet in diameter, and both will mount two 25-ton guns, for the working of which ample space is provided. The turret guns are protected by means of 10-inch armour-plates, on a wooden backing of eight inches, with a skin plating all in two thicknesses, each ⅝ in., stiffened by 7-inch horizontal frames, with an iron lining of ⅜-inch plating on the inside. In addition to the armour-plating of the sides, there are inside screens of iron plating to further protect the machinery of the turrets. At the portions of the turrets away from the guns the planking is 8 in. in thickness, laid on 10 in. of teak. To enable the turret guns to obtain a clear range the bulwarks are made to fold outwards, while the fire of the guns will be interfered with as little as possible by the number of the shrouds to the lower masts being considerably reduced, compensation being made for the loss of support thus entailed by increasing the dimensions of the iron masts. From the circumstance of the Admiralty insisting on the Monarch carrying a forecastle on the upper deck [As we believe the Captain will—Ed. A and N G] the guns in the forward turret cannot be fired at a less angle than 10 deg. with the keel, while they have a limiting angle of the same amount in their training aft. In the after turret the guns can be fired at an angle of 10 deg with the keel towards the bow, and 6 deg towards the stern, the latter limit being determined by the space required for the deck fittings, stowage of boats, &c. In order, however, to obtain a direct fore and aft fire the Monarch carries protected batteries at the bow and stern—a novelty altogether unique in a turret ship. On the upper deck the bow battery will contain two 6½ ton guns, each of which can be fired at a training of 3 deg within and 76 deg from the line of the ship's keel. In the stern battery on the main deck, will be placed one 6½ ton gun, fought from a right aft port and having a deg on each side of the line of keel. The Monarch is a few feet longer than the Hercules, the last constructed ship at Chatham, the following being her principle dimensions.—Length between perpendiculars, 330 ft; extreme breadth, 57ft 6in; depth in hold, 18ft 8in; draught with all her weights on board forward 22ft 6in; ditto aft 26ft 3in; burden, 5098 70-94ths tons; launching displacement, 4,450 tons. The first plate for the keel was placed in the graving dock on October 21, 1866, and the Monarch, which has thus been only 19 months building, left the dock with the whole of her armour-plating, amounting to 1152 tons, bolted to her sides and bulkheads. In her form of construction, arrangements have been made to enable the Monarch to be used as a ram, the bow being specially strengthened for this purpose, while the handiness of the ship, both as a ram and under ordinary circumstances, is increased by the adoption of the balance rudder as fitted to the Bellerophon. As the Monarch is intended essentially for a seagoing ship, and space is provided for only some nine or ten days' consumption of coal at full steaming, she will naturally have to depend to a great extent on her sailing powers. She will accordingly be a full-rigged ship, arrangements being made to enable her to spread a large surface of canvas, by which means she will thus keep her place in a squadron under sail. Her lower masts are of iron, and her topmasts and yards of wood, made in the Chatham Dockyard, the main and foreyard being each 105 feet in length. The iron masts are the strongest yet manufactured for a vessel of war, the rigging being occasionally required to be let go to clear the ship for the fire of her turret guns."

We submit that this description of the "nondescript" is not so very discouraging after all, and that it is only in the gift of prophecy we can look for elements of despondency. The ceremony of naming the vessel was very gracefully and effectively performed by Lady Cecilia Bingham, whose performance was, no doubt, as satisfactory to some eminent milliner as it was to Captain Stewart and the spectators, inasmuch as the good omen of splashing the sherry well over the bow was attended by a return shower of the same exhilarating but discoloring beverage over a smart silk dress. The *Times* adds:—

"From the circumstance of the Monarch being built in a graving dock the ceremony attending the launching was unattended with the interest usually attaching to the launch of a large vessel of war. At the head of the dock a platform had been erected for the accommodation of visitors, and the officials connected with the Admiralty. Shortly after two o'clock Lady Cecilia Bingham was conducted by Lord H. Lennox and Mr. Thornton master shipwright, to the bow of the Monarch and having named the ship with the usual ceremony, the huge vessel was slowly hauled out of dock and safely moored in the harbor, amid the cheers of the spectators, the band playing 'Rule Britannia.' The launching draught was that indicated by the designer. The Monarch will at once be fitted with her engines and machinery, by Messrs Humphreys Tenant and Co., consisting of a pair of direct-acting engines of 1,100 horse power (nominal) but capable of developing a power of 6,000 horses. The engines are fitted with all the latest improvements, and they are constructed to drive the vessel at the mean speed of 14 knots per hour. The Monarch will be equipped for her first cruise at sea with all despatch."

What that may be under the able direction of Captain Houston Stewart can be best estimated by seeing what has been done on the broadside iron clad which was only launched last February, and is now fast approaching completion.