

The Weekly British Colonist and Chronicle. Saturday, June 27, 1868.

No one will deny that the new relations the Colony is holding at present to the world, give altogether a new aspect to the question of an overland road or that those relations must be regarded from a standpoint foreign to any existing two years since. The immense impetus lately given to our coal trade at Nanaimo, and the lumber business at Burrard Inlet, cannot be overlooked in the discussion, in connection with the enormous property already existing on the Kamloops road, and the facility of cutting the balance of the road from Kamloops to the Rocky Mountains. Thus again this new Pass, of which so much is said, as being so far superior to any yet known, will have its weight; while on the other hand the discovery lately made on Queen Charlotte Island may probably bring another terminus before the public notice. But beyond all these considerations, no one can be so visionary as to suppose people in England will subscribe so vast a sum without its final expenditure being determined by a further and more definite survey. Whatever may be done, or whatever written in the meantime, the survey will finally determine the best route to be taken; and although money may be subscribed for the Bute Inlet Route, it does not follow that money may not be applied to some other branch, if hereafter it is proved inconceivably that it will pay better. We simply assist in calling attention to the fact, that a great highway across our portion of the continent can be made without any great or unusual difficulties as far as known to our slope on the Rocky Mountains; and aid, so far as our information goes, in directing attention to the merits of the Fraser River route. So far as the interests of Victoria are concerned we hold they are safe under all events. The start she has got as the chief mercantile city of the Colony she will keep for years, even if the terminus were established at Burrard Inlet to-morrow; and with time, and the great events time will bring along, new interests will be called into existence that are certain to secure the prominence and business of Victoria. Today the Capital is safe wherever the great terminus may be; and in proportion as her Press aid, the general discussion upon the necessity of the main road, and the advantages of all branches which may be submitted for public confidence and patronage, it only aids in developing her own importance, and merits. She has no occasion to support any particular road over another, for she must benefit from all, and has nothing to fear from any. At the present time when doubts are thrown upon the practicability of the Bute Inlet route, by the leading journals of London, which may peradventure prevent the investment of English capital at all, it is our duty to show that such is not the only route we can depend upon, but that others exist with equal, if not superior claims, and if they do not wish to advance money upon one, they may do so safely on another. For these reasons, we hold it good policy to keep the matter prominently before the public of England, at the same time retaining a discretionary power to aid the most practicable and useful route. In writing upon the overland road we have no intention of prejudicing Mr. Waddington's claims, or of injuring the project he is working so nobly for. In the present condition of things we do not for a moment suppose it is in our power to do so. We are merely reflecting opinions already expressed in London by journals of immense circulation, and immense influence.

INDIAN OUTRAGE.—As the sloop Thornton was on her upward trip, she was attacked by three canoes filled with Indians, about 40 miles above Fort Rupert. A Neweetee chief being on board, warned the captain, and crew, on seeing Indians approach, to get armed, as mischief was intended. On this the Indians were warned off, when they immediately fired on the Thornton. Fortunately Warren and his crew were well armed, and succeeded in killing and disabling twenty out of the twenty-three Indians. In one boat all were cleared out, two were seen in another and one in the third. The Indian chief on the Thornton was slightly wounded which roused his blood, and he is reported to have done some good pistol shooting afterwards. Capt Warren is slightly wounded with buck shot in the breast, and one of his men severely. It is to be hoped the Government will take this matter up with energy and make such an example as will prevent all such cases in future. Capt Warren deserves the thanks of the community for his brave conduct.

Big Bend.—A miner who worked in the Old Purvis claim says there were only fifty or sixty men at Big Bend when he left, about three weeks ago. Nothing of any consequence was being done in mining. The Munro claim was the only one about which he could say anything as to the pay being taken out, which was \$6 to \$8 per day, and it had taken them three months to get in a wing dam. A party had arrived on Carnes creek to prospect where good pay dirt was found last fall. The steamer Fory-Nine had made one trip. She had left the American side very early in the morning without the knowledge of a certain official, who, it was believed, would have detained her. Shortly after her arrival on this side, inquiry was made for a British flag, which it was supposed was intended to be hoisted on the steamer in place of the Stars and Stripes. Our informant gives a discouraging account of Big Bend, but admits that the country has never been thoroughly prospected, as the miners were afraid of coming out "broke" in the fall if they spent the summer in prospecting. Wade and Ross, the packers, who had started from Seymour to attempt crossing the divide, six weeks ago, were encamped at the top of the divide with their animals, not being able to get over on account of the depth and softness of the snow. A little earlier and they could have crossed on the hard crust.—Examiner.

Accident.—By the Sir James Douglas we learn a severe accident occurred at Nanaimo last Saturday. A workman in the coal mine named Wigzell received about a ton and a half of rock and slate on his body, which fell from the roof over where he was at work, and which, but for a small board partially protecting him, would have crushed him to atoms. As it hit his lower limbs are frightfully mangled and paralyzed, forbidding all hope of recovery. At the same time his wife is sick, which leaves the family in a deplorable state. With their usual liberality, the people of Nanaimo are raising a subscription for those thus suddenly afflicted.

TREASURY STATEMENTS.—Amount of treasure shipped through Wells, Fargo & Co's Express, during the month of May, 1868, to San Francisco:—Bank of British Columbia \$116,365 86; Bank of British North America \$53,813 46; Wells, Fargo & Co., \$43,592 59. Total, \$213,771 91. Amount per yesterday's shipment by the steamer California: Bank of British Columbia, \$71,743 30; Bank of British North America, \$25,921 70; Wells, Fargo & Co., \$7,269 04. Total, \$104,934 04.

The steamer Douglas arrived about one o'clock on Thursday night, having been detained by an accident near Trial Island. At that point the pin of the propeller broke, which of course rendered the engine useless. She then made sail and steered for anchorage and was at last towed in by the Fly, which was sent out to her. She brought down 11 head of fine beef cattle, a very handsome horse, raised by Mr Drinkwater at Maple Bay, which sold for \$190, and six passengers, besides a small freight of general produce.

The steamer George S. Wright, Captain Langdon, arrived here last night after a pleasant passage, bringing eleven passengers and a good average freight of general merchandise. She will go to the Sound before returning to Portland, for which place she is advertised at six o'clock on Tuesday morning. She will take Commodore Watson on a voyage of inspection to the several light-houses on the Sound. There are four lights in that vicinity: the Flattery Light, Ediz Hook, near Port Angeles, Smith's Island and Admiralty Head.

FROM PORTLAND.—The steamer Active, Capt Floyd, from Portland on Wednesday evening, arrived here yesterday afternoon. She brought four passengers and a small amount of freight. The California steamer had not arrived at Portland with the mails and consequently none came over by her.

INQUEST.—The body of the Indian woman who jumped off the Robert Cowan in the outer harbor a week ago was found by Indians sent out to hunt for it on Thursday night, amongst the drifting kelp off McCauley's Point. An inquest was held yesterday afternoon, Mr Bayley acting as foreman of the jury, and a verdict returned of death by willful drowning. Some marks were found on the body, which were accounted for by a supposed knocking against sharp rocks.

NOVEL INCIDENT.—Two days since, a person entered this office to advertise money which he lost or which he supposed he had lost. Later in the day we learned that the money had been left in his coat which had been exchanged by mistake for another garment in a place of business in town. The package amounted to two or three hundred dollars, and was fortunately recovered by the person, who could not afford to lose so much.

COAL.—The Sir James Douglas reports the Maria J Smith, from San Francisco arrived to take a cargo of coal to Kodiak and Koniagski. The Victor also arrived on Wednesday morning. The Maria was loaded and waiting for the Cyrus Walker to tow her to Seattle.

MARINE.—The Masons intend celebrating St. John's Day, 24th inst., at attending Divine Service at St. John's Church at the usual hour of service in the morning, and by a picnic in the afternoon. Farther particulars will be given on Monday.

THE SHIP ELLEN.—This vessel is being stripped of her rigging previous to being hove down at Sproat & Co's wharf where she will undergo repairs by Mr Laing. It is probable she will take a cargo of lumber back to China.

The Irish Canadian newspaper was suppressed May 4th, by order of the British Government. The editor, Patrick Boyle, and several leading members of the Hibernian Society, were arrested on suspicion of being implicated in the Fenian conspiracy.

MONSTER EGG.—Mr. McDonald, of Esquimalt, brought a hen's egg into town which measures 6 1/2 inches in circumference and 7 1/2 inches longitudinally. Good eggs those to raise chickens from. A larger hen's egg was, perhaps, never known.

The steamer Sir James Douglas will be hauled up to-day at Dickson, Campbell & Co's wharf, to see the real extent of the damage. It is expected she will be ready to leave as usual on Tuesday morning.

FREIGHT REDUCED.—The steamship Active announces a reduction of freight to one dollar per ton from Portland to Victoria. Rates are down to \$10 and \$5.

HEAT.—Yesterday was the hottest day of the season, and was really unpleasant. A good thunderstorm would clear the atmosphere.

The steamer Enterprise left for New Westminster yesterday at 1 o'clock, taking about 100 tons of merchandise and a number of passengers.

The sloop Thornton had not arrived in port late last night, but was seen by the Douglas on the way down.

The Otter will leave on Monday at noon for Nanaimo, Comox, Queen Charlotte's Island and Northern ports.

"Oregonian" Items.

DIRECT FREIGHTS FROM NEW YORK.—The question of direct shipments from New York to Portland has been long discussed, the argument for its advantages being mostly on one side, while the practice of shippers has remained constantly on the other side. Nobody pretends to deny that direct trade with the great eastern marts would be greatly to our advantage, and there are but few who do not wonder that our merchants have never inaugurated the policy. Notwithstanding this, when Mr. A. S. Mercer went east near a year since to take measures to start a line of freighting vessels between New York and Portland, half the people pronounced him a "visionary," and very few were found to lend him aid or encouragement. He went on, however, and has never relaxed his efforts, till now we learn of his success. A business man of this city informs us that the first vessel of the line, the bark Sallie Brown, sailed from New York for Portland direct on the 7th of May, with a cargo of general merchandise, and that another vessel in the same line was expected to be put on the berth on the 1st of June, and to sail as soon as laden.

EMIGRANTS.—A train of wagons arrived here yesterday from up the valley, bringing a company of emigrants who, after a long residence in Oregon, propose to find a new Home in South America. They intend to settle in the Argentine Republic, going by way of Buenos Ayres and the Rio de la Plata. We are informed that they are inclined to the step by the favorable representations contained in letters from that country. Their idea of the country toward which they have set their faces, is quite an exalted one, as to its healthy climate, richness of soil and the openings it presents for the accumulation of wealth.

The Ship Monita.

ERRATA COLONIST.—During a residence of some years in this colony, I have known several ships (some of them costly and nearly new vessels) that have met with damage in our waters all of which (except two American ships that went to the other side) were repaired here, and one of them had a piece of the keel replaced. I should like to know why it is now thought necessary that the Monita should be sent to San Francisco for repairs, when they can be so well done here?

and who is it that we have to thank for doing this Colony so serious a mischief? It is said for the purpose of classification that the vessel must be repaired with the same timber of which she was originally built, viz., oak, and that it can be bought in San Francisco; would it not be better for the owners of the ship, as well as the underwriters, that the timber should be brought here to repair the vessel rather than send her to a foreign port for this purpose, the work can be done here at a much cheaper rate than at San Francisco, besides the risk and heavy expense of taking her there, and the cost of repairs that she is now undergoing for that purpose. A survey has been held on the Monita, but the surveyors could not agree two out of the three (one of whom is a ship-builder) and the captain of the ship were of opinion that the vessel was not seaworthy to proceed to San Francisco; but the representative of Lloyd's agent said to Captain Turpin "If you don't take your ship there, I will, well knowing that by using this threat Captain Turpin would be compelled (although against his own judgment) to take the Monita to San Francisco. She is now being patched for the voyage to San Francisco. I would ask by whose authority; certainly not by the customary authority of a competent survey, as is usual in such cases. This has not been held, no certificate of survey having been given. I have only again to state to those interested in the ship, whether owners or underwriters, that the Monita could be repaired here as efficiently as at San Francisco and at much less cost. I do not think that such repairs as are now being made will much add to her safety if she was not seaworthy without them; and that sending the Monita to a foreign port for repairs that could be so well done here, is unnecessary and at the same time injurious to the interests of this Colony. My object in making this communication public is to remove from the minds of shipowners and others the false impression this case will necessarily make that we are without the means of repairing ships when they happen to meet with damage in our waters. A more erroneous and mischievous impression could not go abroad.

COLONIST.

Letter from Cowichan.

EDITOR COLONIST.—An unpleasant occurrence has taken place to the surprise of us quiet settlers. One of our most wealthy farmers named Brennan has been accused of threatening to shoot Wm Chisholm and fired in expenses, on the 12th inst., and on the same day a further charge was made by Fred. Crate against Brennan for cutting the ears of his calf with intent to steal the same, the magistrate taking a lenient view of the matter and thinking there might be a mistake fined him \$25. Yesterday another charge was brought against Brennan by a Frenchman named Francis Decede for marking the ears of his calf and branding it P. B. Brennan's brand. Several witnesses were examined and swore positively to the calf belonging to the accuser. The case was adjourned to the 24th to produce the calf. Several others have lost their young stock and I fear these are not alone the only charges that will be brought against the accused. You may be sure this has caused intense excitement in our hitherto orderly settlement. We have had beautiful rains and all our crops are very promising, except the turnips, with which the fly has been troublesome.

Cowichan, June 18th, 1868.

Red River.

THE NORTH WEST.

The rumour of an attempt to establish an independent Government in a portion of the North West Territory has attracted more attention than the facts would have warranted, had they been known. The President of the so-called Government had addressed the following despatch to the Colonial Secretary in England:—

La Prairie, Manitoba, via Red River Settlement, Feb. 13, 1868.

My Lord.—As President elect by the people of the newly organized Government and Council of Manitoba, in British territory, I have the dutiful honour of laying before your Lordship, for the consideration of Her Most Gracious Majesty our beloved Queen, the circumstances attending the creation of this self-supporting petty Government in this isolated position of Her Majesty's dominions, and as loyal British subjects we humbly and sincerely trust that Her Most Gracious Majesty and her advisers will be pleased forthwith to give this Government favourable recognition, it being simply our aim to develop our resources, improve the condition of the people, and generally advance

and preserve British interests in this rising far West.

An humble address from the people of this settlement to Her Majesty the Queen was forwarded through the Governor-General of Canada in June last, briefly setting forth the superior attractions of this portion of the British dominions, the growing population, and the gradual influx of emigrants, and humble praying for recognition, law, and protection; to which no reply or acknowledgement has yet reached this people.

Early in January last, at a public meeting of settlers, who number over four hundred, it was unanimously declared to be the duty of the Government, which has accordingly been duly carried out—a revenue imposed, public buildings commenced to carry out the laws, provision made for Indian treaties, construction of roads, and other public works tending to promote the interests and welfare of the people; the boundaries of the jurisdiction being, for the time, proclaimed as follows:—

North.—From a point running due north from the boundary line of Assinibola till it strikes Lake Manitoba; thence from the point struck, a straight line across the said Lake to Manitoba Port; thence by longitudinal line 51 till it intersects line of latitude 100.

West.—By line of latitude 100, to the boundary line of the United States and British America.

East.—The boundary line of the jurisdiction of the Council of Assinibola.

South.—The boundary line between British North America and the United States.—I have the honour to remain, my Lord, your Lordship's obedient servant,

T. SPENCE, President of the Council.

To the Secretary of State of Colonial Affairs, London, England.

Mr. Spence (says the Toronto Globe) is a Montreuil, and said to be a man of some ability. He and his coadjutors have a fondness for high sounding titles, and to be ambitious to exercise almost sovereign power in their capacity as a "government." Beyond that, however, their document is not a very reasonable affair. They protest their loyalty as British subjects as loudly as need be, and give no hint of any disposition to join the model republic. This proclamation of independence is simply a revival of a much older movement. Manitoba is only another name for the Portage or Caledonia settlement, sixty or sixty-five miles from Fort Garry. It was established fifteen years ago, against the wishes of the Hudson Bay Company, by the people intent upon setting up for themselves. The Hudson Bay Company did not actively interfere, and the people established local self-government, which was successfully carried on until two years since, when they were induced to give up their independence and accept the Hudson Bay system. Naturally enough, they have tired of it, and we hear now of their again declaring independence and asking the British Government to sanction their action. That is the whole story.

The following is an extract from a letter, dated St. Petersburg, April 24:—"General Totleben has been ordered to inspect all the fortresses and ports of the Baltic. On the 18th of May Admiral Butakoff will review thirty-two war ironclads off Cronstadt." It will be seen, by the above news, that the Russian Government is alive to the importance of being prepared for eventualities. General Totleben knows, from past experience, the advantage of having the fortresses looked after, and in a state of efficiency, and he does not trust to the reports of subordinates who may have crotchets of their own, but sees through his own eyes and then judges for himself. We have been expecting for some time to see that the Inspector-General of Fortifications, who succeeded Sir J. Barygone, General Frome, had commenced a tour of inspection of our forts and sea coast defences, seeing that his attention has been called to the great importance of the subject by the House of Commons, the Press, and the general public. No time should be lost in dealing with it in the most comprehensive manner. The excuse must not be set up that the works in question were commenced or done by predecessors, because it is the duty of an Inspector-General first to see what has been done by them, so as to judge what improvements are necessary to make our defences effective ones, and then, if any errors have been committed, let them be corrected at once.—English paper.

The Weekly AND CH Saturday, J Confed

It was generally days since, that, the delay which it ly must occur in th for the Northwest federation for the linqushed. This cference in our o prejudicial if not s upon many t whionally supported federation, because of the of any i by which additio life or vigor, wou general condition o that time, however, us that, though th delay in the settle mediate territory, C to die out; but, on assuming an impos which it has never whole matter is to Parliament, where be calmly and disp ed, in connection v complaints, and the dition of the ter This discussion, w do more for Confed thing that has yet favor, because it w ject in that legitim English people, tha and compel their a portance, by circul evidence in its fav unfortunately has n associated in Engla attractive issues i sideration of Engla regarded there as a she has little or n cial, or pecuniary i lay will now que and so soon as th attention of our ov be immediately dra and under their pre must disappear in t tations spoken of, cannot see why d difficult thing to de terms of the transfe diate territory, or should be delayed, We are inclined to cal business capacity the subject is thos in Parliament, will it as speedily as greater complexity in times past, whi at first to threaten consequences. Ind sive nothing better ment to investigate of the Northwest T it will, we appreh only in a very inco so far as its manag but, also likely to America, it left longer. The reced the California Legi session of this Colo of the Minnesota O sent out to ascerta the Red River and ritory, "that it w for;" the report o Commerce of Nev American possessio complete, especiall poses to the Pacific the great basin o entirely; and lastly of Governor Marsh the same body in A the unequalled val of this territory o federation is stron ally gradually work ing men in Parliam daily more unders ted. Let, then, Pa question up with a investigate it thro immediately, and can be done for C whole question v aspect before the mediately, for the they do not know

G. SUTRO & CO., Corner of Yates and Wharf Streets, IMPORTERS OF CIGARS AND TOBACCO. FINDLAY & DURHAM, IMPORTERS General Commission Merchants Wharf Street, Victoria, V.I. LONDON OFFICE—21, Great South Street, Bishopsgate Street, London, E.C.