

The Weekly British Colonist.

Tuesday, October 10, 1865.

DR. ASH AND HIS SUPPORTERS

In our yesterday's issue we alluded to the importance of the coming contest in Metehosin. The ensuing session of our Legislature promises to be, for good or ill, the most significant of all our legislative sittings; at such a crisis, therefore, we would not have a single voter in Metehosin and Esquimalt laboring under a misapprehension as to his position. The Assembly will be called upon before many months, to take decisive steps on every great measure which has been before the public. The union question may, and indeed in all likelihood will, come up under another aspect. The continuance of the present duties on agricultural productions will no doubt be attacked by those who are still infatuated on the question of the free port; and the great issue of the Hudson's Bay Company claims, will most probably be conclusively settled. On this latter point the return of Dr. Ash would be signally unfortunate. Brought forward by the most astute representative of the Hudson's Bay Company in these colonies, it is not at all likely his opinions on this question have not been deemed satisfactory to that body. It would indeed be something rather refreshing to see Dr. Helmcken vigorously canvassing the district for a candidate who is determined to support the claims of the colony against the Company by which he (Dr. Helmcken) is employed, and with which his interests are so closely bound up. We have a great personal respect for the Speaker of the House; we believe him possessed of a generous nature, but we have not, nevertheless, such unbounded faith in his magnanimity as to feel assured that he will go very much out of his way to assist an enemy to inflict upon the Hudson's Bay Company a pecuniary injury. On the very best grounds, therefore, we put down Dr. Ash as a dangerous man to represent any body of electors on Vancouver Island. The colony has still a hard battle to fight on this question of the Company's claims, and it is a matter of no small moment to see that its representatives are true to the colony's interests. On the settlers of Esquimalt and Metehosin therefore be the responsibility of sending a Hudson's Bay Company member to the House. We can understand Dr. Helmcken's personal claims upon his constituency; but all the services of all the medical men in the world would be but a poor counterbalance for a man's honor. The electors of Metehosin owe a duty to themselves and the country. They are as much morally bound to send the best man to the Assembly as they are to pay their debts. If Dr. Ash be that man let them send him; but let them send him uninfluenced by the illegitimate influences of either a Helmcken or a McKenzie. If, on the other hand, they do not think him the better man of the two candidates—if they believe his political creed is inimical to the farmer and prejudicial to the best interests of the country—let them come forward like men, and deposit their votes in favor of Mr. Elliott. On no account let it be said, for the sake of colonial manhood, that they are unable to judge for themselves, and that their political privileges are carried in Dr. Helmcken's pocket.

There are other grounds of opposition to Dr. Ash besides those of the Hudson's Bay Company. He is taken in hand by that party in the House who have opposed persistently every liberal measure that has yet made its appearance in the Legislature; for it is one of the anomalies in the free port creed to restrict everything but the importation of goods. In England the free traders are the great reformers—the men who advocate the utmost extension of human liberty consistent with private rights. In this colony the party who have egotistically and profanely drawn around their shoulders the free trade mantle are the veriest of Tories. Their ideas can only find a parallel in the sentiments which were entertained by the governing classes in England two or three centuries ago. They seem indeed to be so many Rip Van Winkles who, in the confusion of their waking moments, have heard the words "free trade," and seized upon them without the remotest idea of their meaning. It is no uncommon sight to see in the streets of Victoria the untutored savage wrapped in his traditional blanket and daubed with his traditional paint, swaggering under a dilapidated Bond-street hat. We can give no better illustration of our free port politicians. Their airs, their gestures, their very language indicate, like the blanket and the paint of the savage, the narrow mind of an age long since past, and the free trade mantle as ill becomes them as the fashionable head-dress of the Indian. Dr. Ash may be a liberal man and a progressive man, but if we judge him by the old proverb we should say his political company gives us very bad indications of his being either.

HARDLY THE THING.—We have heard many comments made on the fact that Mr. Speaker Helmcken canvassed his constituency on behalf of his friend Dr. Ash before the public had any intimation that a writ was about to be issued.

UNION vs. FREE PORT.

The discussion on the question as to whether Union of the Colonies would compensate for the loss of the Free Port, came up before the Mechanics' Institute debating class on Thursday. The room was crowded with listeners, among whom were Mr. DeCosmos, Dr. Evans, Dr. Trimble, Rev. Mr. Garrett, Rev. Mr. Somerville, Mayor Harris, Messrs. Lowe, Franklin, Fell, C. B. Young, &c., &c. The debate was opened by Mr. Disette, who occupied some fifteen or twenty minutes in an attempt to show the disadvantages of union, which he made out chiefly to be the want of talent to legislate for so large a country, and the ill-will which a union would foster between the two colonies. Mr. Elliott being absent, Mr. Rennie took up the cudgels for union, urging that what was so eagerly sought for by the Eastern colonies and the Home Government must be good for us. Mr. Babbitt then followed on the Free Port, making a very clever and fluent speech, but noticeably destitute of any sound argument. Mr. Pidwell came next on the Union side, and made a very able speech, showing the utter inutility of the free port to build up Victoria, and urging the great advantages of a united government for efficiency and economy. After repeated calls for Mr. DeCosmos, Dr. Evans, Mr. Garrett, and others, the last named gentleman rose, and delivered a most telling speech in favor of Union, stating from his own recent experience in British Columbia, that the whole of that country outside of New Westminster was unanimous in favor of Union, and concluding with the earnest advice to extend a protecting and fostering policy to our own rural population. Mr. Garrett's speech was listened to with marked attention, and received with the most rapturous applause. This concluded the speaking for the evening, the balance of argument being most decidedly against the free-ports, as was also the feeling of the majority, as evinced by the applause. The debate was adjourned till the next meeting, when it will be re-opened by a speech on the free-port side of the question.

LICENSING COURT.

[BEFORE A. F. PEMBERTON AND T. HARRIS ESQs.] White Horse, Humboldt street.—Mr. Bishop applied for a license for Mr. Balls for a new brick house near the entrance to the Park. Mr. McCright, instructed by Mr. Green, applied for a license for Mr. Eugene Thomas, for a brick building on Yates street opposite the one now rented by him. Mr. McCright stated that the reason Mr. Thomas wanted to move from his present premises was that the landlord, Mr. M. Carey, had given him notice that he should raise the rent from \$30 per month now paid, to \$140 per month, and the premises he wishes now to have licensed he has rented for three at \$75 per month. Mr. McCright presented a petition signed by nearly the whole commercial community, in favor of granting the application, and argued that if the license was granted to the house and not to the person it was an inducement to landlords to compel their tenants to pay extortionate rents. Mr. Carey, who was very anxious to address the Court, contradicted the statement that he had raised the rent, and said he should be very glad to keep Mr. Thomas at his present rent, or even at a lower rate; the notice given to Mr. Thomas concerning raising the rent was done for the purpose of making Mr. Thomas show his lease. After a good deal of discussion the Bench postponed the application for one month.

TRANSFERS.

St. James.—Mr. Courtney applied for a transfer from Hounslow to Harrison. Granted. Lagar Beer.—Mr. Bishop applied for a transfer from Johnson to Weil & Adams. Granted. Royal Hotel Tap.—Application for transfer by Mr. Copland from Rowland to Berry & Hansen. Granted. Globe Hotel.—Application from Mr. Bishop for transfer from Levy to McNiffe. Granted. COUNTRY LICENSES. Application by Mr. Copland for a transfer from Peter Lind to Porter. Permission granted to sell under Lind's license for one month. Transfer of Swan Lake house from Smith to Davies. Granted. Royal Oak, Saanich, from Robert Porter to James Bailey. Granted. Application for a country licence for Mr. J. Beecroft, for a house situated on Victoria Arm. After some discussion the Bench granted a suitable licence subject to the measurement of the ground as to whether it was out of the usual limits for granting town licenses.

NEW TWIN SCREW STEAMER.—In a late number of the Illustrated London News appears a sketch of the handsome twin-screw steamer Raahine, built by Messrs. J. & W. Dudgeon, of Blackwall, for the Panama and Australia Mail Packet Line, between the Isthmus, Wellington, New Zealand, and Sydney, in connection with the despatch of the West India and Pacific mails from England, and the P. & O. Company's steamers. The subsidy granted for the line is £90,000. The Raahine is fitted with Dudgeon's patent double screw propeller, which it is thought will give her great speed. She is 1500 tons register, 265 feet long, 34 feet beam, 25ft. 7in. deep, 350 horse-power, fast rigged, and has accommodation for 100 chief cabin, 40 second, and 65 steerage passengers.

ARRIVAL OF BUTTLE AND PARTY.—The schooner Surprise arrived last night from Nootka Sound with Buttles and his exploring party on board. The Surprise left on Tuesday last and experienced rather bad weather. We have not heard of anything new being discovered. Buttles started for Nimkish Lake, intending to cross the island, but the Indians refused to go, on account they said of the high stage of water in the rivers.

PILOT BOAT STOLEN.—On Saturday night last the whale boat belonging to the Victoria pilots was stolen from her moorings opposite Lonsden's wharf. The owners offer a reward of twenty dollars for the recovery, of the boat.

THE GOVERNOR'S VISIT TO COWICHAN.

TO THE EDITOR OF THE BRITISH COLONIST.—Sir,—A letter appears in your issue of to-day signed E. B., in which the following paragraph occurs: "His Excellency appeared to be well pleased with the appearance of Cowichan Valley as he entered on its borders, but the settlers seemed to be rather buffed about the unexpected course he took, as they all expected him across the bay. His Excellency was however ignorant of the way, and was led by the Rev. Mr. Garrett into the most obscure places especially on the borders of Somenos, and was consequently unable to behold some of the most magnificent places in Cowichan." Your correspondent is unhappily mistaken in his facts. The Governor's object in visiting Cowichan was threefold: 1.—To inspect the works which have been made through the settlement during His Excellency's administration with the special view of ascertaining what bridges are still required. 2.—To see the agricultural capabilities of the Valley. 3.—To visit the Indian villages and Reserves.

I am happy to say that His Excellency, mounted on a good horse kindly lent for the purpose by Mr. Drinkwater, accomplished all three. He landed at Tl-pollis where Mr. Harris' wharf is situated. The Indians were absent at New Westminster whither a distribution of blankets had attracted them. His Excellency proceeded up the bench in a westerly direction, crossed the Kokosilah river up to the girls, and was met on the opposite side by Mr. Fleming, Road Commissioner, who conducted him through the Kokosilah settlement. The Governor was highly pleased with the fertility of the soil, expressed his determination to settle the Indian question as soon as he possessed the power, and made notes of all the difficulties and requirements of the road. He then forded the Cowichan river when his boots tasted freely of the limpid waters, and after visiting the Somenos village, proceeded at a rapid rate by the Nanaimo road to Bings', Blackies', and Drinkwaters', where he inspected the buildings, crops, drainage, etc.; thence through the prairie at the base of Mount Provost to Dr. Davie's place, where an ample feast of venison and farm luxuries was provided by the Doctor's housekeeper, Dr. Davie, jr., doing the honors of host. Dinner over the party took horse again and travelled by the new road by Bell's, Morton's, French's to Maple Bay where Mr. Morley pointed out the improvements, etc., which were necessary. This done, His Excellency proceeded by Bednall's and Skinner's to the Convent, where turning to the right by an Indian trail he went to Somenos Lake, then wheeling round came through Alexander's by Dean's across the Long Bridge into the Indian Reserve; then wheeling round again he went to the Indian village of Quamichan, and from thence to Cowichan where he inspected the new line of road, visited the Chapel, conversed with Mr. Brennan by whom he was invited to partake of refreshment, dismissed with the priest Mr. Roudess the prospect of his Indian mission, ascended Mount Bruce and surveyed the beautiful landscape from that lovely spot, and embarked on board Captain Jolliffe's boat at 5:15 p. m., expressing himself highly gratified with the extent and resources of the country through which he had ridden.

Mr. Duncan and other gentlemen who were at work on the projected road from Brennan's to the Mountain, placed the importance and probable cost of the road before His Excellency. The difficulties of the undertaking were canvassed, and the Governor promised to consider the matter. E. B.'s informant was surely quizzing him. I am, Sir, ALEX. C. GARRETT.

THE WEATHER.—For three weeks past more rain has fallen in British Columbia than has ever been known in any previous season. The most serious apprehensions have, therefore, been entertained that cereals as well as the hay crops would be entirely destroyed, and ranch owners became very uneasy. Fortunately the weather cleared up yesterday and there is now every prospect of a fine fall. Some wag who sympathized "not wisely, perhaps, but too well" with the ranch owners drew up a memorial to the Commissioner on the subject of "laying over" the crops, and the unique production has been handed to us for publication; of course we do not vouch for the authenticity of the signatures. The document is headed "To His Honor the Gold Commissioner."

"Sir,—The undersigned ranch owners and graziers in your district wish to apply to you to have their crops laid over till the commencement of next mining season. In case this is not done we shall consider the Government responsible for any damage done by wet weather or any other casualties. We remain, your obedient servants, Frank Way, M. P. Elmore, John Gilbraith, F. Laumeister, Menifee & Woodward, Waldron & Seliers, E. F. Edwards, A. S. Bates, Yang Lang Folk. To this application his honor replied that the wants of the country imperatively demanded the making of hay and grain, and he could not conscientiously consent to the request of the petitioners. He would, however, agree to give them till the 15th of next January to gather in their crops."—Sentinel.

FREE PORT SENTIMENTS.—An attempt is being made in political circles to create a belief that there is now a considerable reaction in favor of a Free Port policy to the exclusion of all other interests. This we distinctly and emphatically deny; it is a transparent dodge, and we venture the further assertion that should a general election take place there will be a return of at least twenty-five per cent. more members to the House, or in other words fifteen members, opposed to that suicidal and untenable policy.

THE ACCIDENT AT NEW WESTMINSTER.—The injuries received by the foreman, Michael Raleigh, who fell from the bell-tower of Trinity Church, do not appear to be so serious as at first anticipated. His spine was not fractured; he is, however, not considered out of danger.

OUR CARIBOO LETTER.

Barkerville, William Creek, Sept. 25, 1865.

WILLIAM CREEK.

Another freshet occurred last week, which filled up the Sheepskin and Cariboo claims, and blocked up the mouth of the bed rock drain. The Cariboo claim is stopped for the season.

The following companies are still at work with different success: The Common Sense Co. are pushing ahead their shaft.

The Baldhead, Welsh and Hibernia Co.'s are drifting, but do not get any pay worth speaking of. The Australian Co. have been busy since last freshet building a bulkhead to confine the creek within reasonable boundaries.

The Wake-up Jake are cutting a drain ditch and have not been working in their claim since the first flood.

The Aurora and Borealis Co. washed up last week 325 ounces, and declared a dividend of \$400 to the interest. Better pay yet is expected during this week. One half interest changed hands in this company last week for the sum of \$800.

The Hit or Miss Co., who have been idle for several weeks past, started sinking a new shaft on Friday last. Their claim is supposed to be pretty well worked out.

The Yellow Virgin Co. are not making above expenses just now.

The Morning Star Co. have not been washing so much gold as previously, for the last few days, owing to their being busy fixing their pump to contend with a leak of water from the surface ground.

The Beauregard and Confederate Co.'s are sinking a new shaft.

The Nevada and Never Sweat Co.'s are still working but not doing much.

The St. Andrew's Co. have just started running a tunnel immediately below the bank of British Columbia, on the hillside. This company have been working for two or three months past. They sank a shaft on the hill, but were driven from it by water before reaching the bed rock. They believe that they are justified in running a tunnel, from some gold they obtained from the gravel in their shaft.

The Forest Rose Co. commenced to work last week on a top streak on their front ground, from which they obtain some nice gold. They are still pursuing their prospects on the top of the hill, and indications seem to be that ere long they will be enabled to find out the channel so long sought for. After having reached the bed rock at a depth of 70 feet, they found nothing but fine gold; of late however the gold has been getting coarser and coarser every day, and every thing tends to indicate that a change for the better is soon to take place.

The Cameron Co. have just fixed the rigging in their shaft, and will be ready for washing to-day. Some of the parties in this company are on the eve of leaving for home with a nice stake, they having disposed already of their interests at a good figure. Let them go in peace, for they are truly brave hearted fellows.

The Baby Co. is still doing well, and will most likely continue to do so for some time to come.

The Dead Broke and Tinker Co.'s are at work, but not doing much I think. Below the Baby claim none of the companies will be able to wash out any gold until the bed rock drain is repaired. Some hope that by the end of next week they will be enabled to resume work. This is rather doubtful, as it will take the most part of the winter to repair all the damages caused by the two freshets.

CONKLIN GULCH.

The Sawmill Co. washed up last week between four and five hundred ounces. They have now over \$8000 in the bank, nearly \$1000 dividend to the interest. This is no sign of poverty.

The Ericson Claim is yielding 2½ ounces daily to the hand.

The Reid Co. are getting good pay from their new shaft.

The New Zealand Co.—It was rumored during the middle of last week that the New Zealand Co. had struck a rich prospect.

LOWBEE CREEK.

Crane's ditch is now completed from Stony creek, a distance of four miles, to Lowbee creek.

The only companies now working above the canon are the Vaughan and Kelly, who are hydraulic, and the Robertson, who are running a tunnel. Below the canon a few companies are working, but very little money is coming out.

LIGHTNING CREEK.

The Ayrshire Lass Co. are taking out above expenses. Last week they washed out three ounces from a pan of dirt.

CUNNINGHAM CREEK.

I saw a party yesterday from Cunningham creek, who gives a very gloomy account of matters in that locality. Miners and merchants have "caved in" and seem to be much depressed in spirits.

BURNES CREEK.

A friend of mine has just returned from a prospecting tour on this creek. So far only three companies have reached the bed rock, and are not making above wages. None of the rest have been able to bottom their shafts, being much troubled with water.

Wake-up Jake and another party are ground sluicing at the head of the creek, where the diggings are shallow.

SNOW-SHOE QUARTZ LEAD.

The company prospecting for quartz have stopped working, their tunnel being filled up with water. They have tried to crush some quartz by means of an arastra worked by a horse. It makes only three revolutions a minute instead of six or seven. Some of the quartz extracted seems promising.

WILD-GOOSE CHASE CREEK.

It was rumored here during the last two weeks, that three miners from Grouse Creek have discovered a new creek 200 miles above Fort George. Very few here have faith in such a report, and I have heard many say that it was a "wild goose chase." The fact is the creek is rather far distant, and as winter is fast setting in, very few will feel

inclined to go and see whether the statement has any foundation or not.

FATAL ACCIDENT.

I have to relate another very melancholy casualty. A man by the name of Charles McLeas was killed instantly by the fall of a tree, while working on the road between Van Winkle and Richfield.

THE ROAD.

between Richfield and Cameronton will be completed in the course of the week. This road will be a great boon to the whole community as a general thing, and above all to drunkards, who travel from one town to the other. They will not run the risk, as heretofore, of breaking their necks on their way through shafts, flumes and ditches.

HUNTING.

A good many parties from this creek, finding nothing to do since the flood, have gone hunting. Some have been most successful, returning back loaded with ducks, grouse, snipe, and rabbits.

VEGETABLES.

are plentiful and cheap. Nothing else is now required to make the miner's condition entirely comfortable but some of the California orchards.

SANITARY.

The doctors seem to be all on the grumble; the most of them have already turned miners. This speaks well for the health on the creek.

GLEE CLUB AND CONCERT.

Your readers are perhaps not aware that we have here a choral association, who spend their evenings singing and making merry. They intend giving a grand vocal and instrumental entertainment on Thursday next. The proceeds are to be appropriated to buy fuel, and to make the reading-room in Cameronton comfortable during the winter season. Of this last institution I shall speak in my next.

THE HURDY-GURDIES.

leave Barkerville to-day on their way below, having reaped during the season a rich harvest of dollars and specimens from the lovers of the terpsichorean art, and the admirers of the fair sex. B. D.

A CONVICT'S ADVENTURES.

At Norwich assizes on Saturday, before the Lord Chief Baron, Cornelius Bradnam was charged with being at large without lawful excuse before the expiration of his term of transportation. Mr. Hotson conducted the prosecution; Mr. Charles Cooper defended the prisoner.

From Mr. Hotson's statement it appeared that the prisoner had been sentenced to transportation for life in the year 1847 for a burglary committed at Mendham, in Norfolk, and at the close of the case the following curious statement, made by the prisoner when before the magistrates on the present charge, was read in court:—"I was transported from here, and went from here to Milbank, and from Milbank to Portsmouth dockyard, from Portsmouth to Gibraltar in the Appelline ship. After I had been about four years in Gibraltar I worked in the Windmill-hill New Works. I heard four prisoners agree to take the lives of two officers. Three of these men I knew.—Thomas Connolly, James Smith, and Clark. I don't remember the other's name. I told the gangman of it. He took me to Mr. Strugnal, the quartermaster, and I told him their intentions, and he had a file of soldiers to take them to the governor. When I went in the evening the governor called me before him and I gave him the information, and when they were tried, which was on the Rock, I went out and gave evidence against them. I believe two were sent back and two were lagged. About two months after that the governor called me on deck, I was on board a bulk called the Euryalus. Governor Armstrong told me that in consequence of my good conduct towards the two officers my sentence was mitigated to 15 years. About one or two years after that I was sent in the Ramilies ship to Western Australia, Swan River. When I landed there I went to the governor's office—Governor Kennedy. He gave me my ticket to leave several years. When I was called into Banbury Court-house. I was ordered by Mr. Geo. Elliott to give up my ticket of leave to him, and I received from him my free pardon, which was sent up from Fremantle. I left the colony and went to Callao, in Peru. I got a place of work there on shore. One evening when standing on shore I was taken by some fellows and put on board an American ship, the Swallow. I told the captain when I got on board that I was no sailor, and that my clothes and everything were on shore. He said I must obey his orders; he had paid \$65 for my head. I was brutally used, and crippled on my passage. We put in at Hamburg. I was carried out of the vessel and put in the hospital. When I got in bed I wrote a letter to the British consul. I stated to him how I was put on board that ship and brutally used on my passage. I told him that my bed and my chest of clothes were at Callao (at my master's, Mr. O'Connor, I think I told him), and I stated in the letter that I was thrown into the hold of the ship and broke my leg, and asked him to obtain justice against the captain and mate of the ship. The English consul told me that he could not do that, unless he put the nation to a great expense. On the voyage there was a man murdered on board that ship, and the mate was sent to New York and hung for it. The English consul told me it was best for me to leave the matter to him, and after I could be removed from the hospital he sent me home and paid my fare in a steamer. I came to England. My pardon was in my chest, and was left with my things at Callao." The prisoner also informed the court that a letter was written by him to the authorities at Western Australia, but there has not been time to receive an answer. As this statement was part of the case for the prosecution, his lordship told the jury that it was evidence for the prisoner, which might act accordingly. The jury acquitted him.—Lib. Mercury.

A FRENCH VESSEL OF WAR is expected at Aspinwall, to be stationed permanently at that port.

NOT EXPECTED TO LIVE.—We regret to learn that the unfortunate man, Michael Raleigh, who was recently injured at New Westminster, is gradually sinking.

stronger minds, and this experience, during the last 25th ult., requests inadvertent omission notes. In telling his reports above Lillooet, he in official ones.