

The Weekly British Colonist,
AND CHRONICLE.

Tuesday, February 5, 1867.

SCENES IN IDAHO.

Slators, Hungering and
sting after their Pay

to the Idaho Statesman, the Mr. Howlett, Secretary of the pay the members of the Legislature, has given rise to a feeling and disgraced the part of the members. examination of Mr. Howlett, personal violence toward him made, and knots of angry men. Several hours after the and at an early hour on the morning, two or three members the Secretary and threatened violence unless the members. The language used by him and threats made toward him made him think it unsafe to go to the street.

was held in the hall of the Lower forenoon. The remarks were and threatening. Some were the Secretary to pay on punishment, others to make town. The majority finally in a body to the Secretary's demand their pay, which carried into effect, and some 20 and attaches visited the office in a body. While there it gave Mr. Howlett until half-afternoon, to consult with his which time it was agreed to the hall to hear his answer.

entime, another meeting was Hall, and all manner of excitement were made, denouncing Mr. every other Federal officer in Judge Conning was accused a defaulter; and the despatch to be bogus, gotten up to him and prevent an exposure. day night and Saturday morning the furniture of the hall was carried away.

Mr. Howlett repaired to the riotous manner in which he ated, he thought he had reason injury. Therefore he had the United States Marshal for personal protection, and a military was furnished, who at re drawn up in front of the some 20 minutes of indecision sufficient order was restored indsey could read a letter from to Howlett, in which they their opinion that it was his disburse any moneys until he instructions from the Department reading the letter, while some to speak, others made a rush t, who was standing near the k, and but for the effort of me near him he would have pieces. However, he was ave the hall without serious it was to some extent restored, the infantry were finally with-

PROVINCIAL NEWS.

Canada.

ates to December 28th.] was given at Toronto, on the er, by the Huron and Ontario company to the delegates from

million, a veteran of the war of Toronto on the 15th December, nearly 40 years he was the office of the Receiver General, tly was granted an honorable

Comb, fancy storekeeper, of arrested by a constable from a warrant charging him with on New York and Boston lodeon dealers, in the name of He left for Ottawa by the press, and his store has been equece.

the Colonge river recently deer in one day. Game in he country is said to be very

out in Vienna on Sunday h instant, destroying the & Co., Francis Jewell, Sam- Post office, and the office of Telegraph company; also the Sufe & F. Jewell. Mr. R. resident, and much respected to death. It is believed that ret murdered and the place ned fired to avoid detection.

Trade of Stratford have for talking about a railway from Stratford in connection with ving as their reason that the does not pay sufficient atten- of the way stations.

Edward's Island. ection is at hand in Prince and the Confederates fear Writs for the election of Councilors are out, but these little interest, as the six out are all anti-Confederates, and Confederates dare face those

The elections for the House ill probably be held in Janu-

Turk's Island. re still homeless in Turk's tanding the efforts to relieve ed so severely from the late

alf the commercial capital of Vincent has been destroyed

will sail for San Francisco 9 o'clock, wind and weather

aramara from London may be ection on the 8th and 20th o sailed on the 8th October,

A Lesson Twice Taught.

The recollection of the disaster that befel a noble frigate on the sands at the entrance of Fraser River, a little more than two years ago, has scarcely died out of the popular mind when the people of the united Colony will be startled by the announcement that another of Her Majesty's war vessels, while on the way from Victoria to New Westminster, has barely escaped sharing a similar fate, and that the damage sustained by her is of so serious a character as to necessitate an early visit to a dry dock. It is well known that the Malacca left here one day last week for New Westminster, to be present at the opening of the Legislative Council, and to fire a salute in honor thereof. But it is, perhaps, not so well known that on her way thither she struck twice, and has since leaked freely; that upon her arrival at New Westminster, and while lying opposite the camp, her stern touched on the muddy bottom; and that when she left the river it was with her boilers so filled with Fraser river mud as to render them for the time almost useless in the generation of steam, and cause the return of the ship to this port without a resort to her sails a work of extreme difficulty. After the destruction of the Tribune (the frigate was so badly "hogged" on the Fraser sands as to be condemned and broken up on her return to England), and the consequent loss of we don't know how many hundred thousand pounds to the Imperial Government, it was naturally supposed that no further attempt would be made to fly in the face of Providence and repeat the costly experiment of navigating Fraser River with Her Majesty's vessels to tickle the self-conceit of a handful of people at the (so-called) capital of British Columbia. But the sequel has shown that the first lesson was insufficient to prevent another "lamb being led to the slaughter" at the Colonial Government "shambles"—another of Her Majesty's ships required to be immolated at the shrine of gubernatorial vanity and the presumptuous self-conceit of a pampered hamlet, before their prejudiced minds were convinced that to order a vessel of a draught of eighteen feet two inches to undertake the navigation of the waters lying between Esquimalt and New Westminster was one of the most silly commands that ever emanated from the Vice-Admiral of a British fleet. The Victoria Chamber of Commerce, in their report of 1865, pointed out "the great additional risks and delays for sea-going vessels without steam navigating between Victoria and Fraser River." This report was based, not only upon the general observation and experience of the members of the Chamber, but upon the report of Capt. Richards, the eminent hydrographer, who says:

"There is yet another cause which must add to the importance of Esquimalt in a maritime point of view, which is, that it is at the extremity as it were of sailing navigation. Although the Gulf of Georgia and the channels leading into it have been navigated by sailing vessels, yet the disadvantages are obvious and very great and the loss of time incalculable. The general absence of steady winds among these channels, the great strength and uncertainty of the tides, and the existence of many hidden dangers could not fail to be productive of constant accidents, and in a commercial point of view such a class of vessels could never answer."

But it appears, from the results of the two costly experiments with Her Majesty's ships, that the navigation between Esquimalt and New Westminster is not alone dangerous to sailors, but that it is highly destructive to sea-going steamers. Were a mishap of the kind to befall a merchant ship, the surprise would not be so great, but when we reflect that Her Majesty's vessels are in every instance furnished with the most skillful navigators, the best charts, an efficient crew, high steam power, and all known appliances for assuring the safety of

the vessel, and that, if with all these advantages, they are unable to proceed to New Westminster, as in the case of the illfated "Tribune" and the more recent case of H.M.S. Malacca, without accident, we cannot help saying that the sooner Her Majesty's Government gives definite instructions to discontinue these dangerous experiments the better for the public service and the revenue. It is well known, from the views expressed by Admiral Denman while on this station, that had he remained here he would not have sanctioned the late extraordinary proceedings, although the object to be attained was no less than to fire a salute at the opening of the Legislative Council. The authors of the first disaster escaped censure because they professed a want of knowledge of the dangerous character of the navigation; but what will be said at home of the result of this last disastrous attempt deliberately made in the face of an experience dearly-bought on a previous occasion?

The Reform Meeting.

We yesterday made brief allusion to the Reform demonstration in London. It was a failure, so far as numbers were concerned, but was a great success when we consider the orderly character of those who took part in the demonstration. Government declined to allow the gathering to take place at Hyde Park or the Green Park, but the grounds at Beaufort House were subsequently placed at the disposal of the working classes. Flags of all nations were borne in the procession, among them the Stars and Stripes, in affectionate proximity with the Union Jack. Only one scene of disorder marred the proceedings. At the entrance to the grounds, a mob of roughs, with their usual instinct for scenes of confusion, had established themselves, and reaped a rich harvest. They snatched breastpins from the gentlemen in the carriages, opened both doors at once, and almost dragged the occupants out, and when they had alighted, robbed them of everything they could lay their hands upon. One gentleman, from Leeds, lost his gold watch, and not a few were roughly handled by these ruffians in attempting to defend their persons and property. One set of roughs had the audacity to take the linch-pins out of a carriage in order to get its occupants more completely in their power. The principal thoroughfares from Regent-circus to Old Brompton showed none of the sympathy expressed by flags, colors and banners. In the Brompton road the flag of the Reform League—a not very bright or attractive tricolor of red, blue and green—began to be visible at various points, and the ladies at the windows waved a more cordial welcome. At the Admiral Keppel Tavern and elsewhere streamers were shown. Seats to view the procession were extemporized and advertised to be let, but while the number of spectators in windows and balconies increased, the number of spectators on the foot pavement diminished. Miss Burdett Coutts is genuinely liked by the workpeople for her interest in their welfare, and the first division of the Trades' procession seeing her in the balcony of her house, uncapped and cheered. The example was followed all down the line, and for an hour and a half Miss Burdett Coutts was the object of a continuous ovation, which must have repaid her for many exertions. It is quite possible that some recollection of her father, Sir Francis, a genuine Radical, though not a genuine democrat, added warmth to the popular greeting. The speeches of the processionists were scarcely even so successful as the procession itself. They were naturally a little stilted, and vehement, but what was especially disappointing, scarcely any of the real leaders of the working class spoke at all. Mr. Beales excited a rather unaccountable amount of enthusiasm by saying that "he stood there as the representative of millions of their brethren claiming the franchise, and unless they bade him do it, he would never lower that flag." Mr. Greening, of Manchester, said they could no longer endure a system

which gave one man in six the franchise, and left the other five "in the position of his serfs,"—which is surely a very new and extended meaning for the word "serfs," as it makes "serfs" of all women, children and lodgers. Colonel Dickson apprehended the very remote contingency of Tories blushing if the negroes in the United States were enfranchised before Englishmen. The grandest passage of Mr. Bright's address was as follows: "If I speak to the people of their rights, and indicate to them the way to secure them—if I speak to the monopolists of power of their danger, am I not a wise counsellor, both to the people and their rulers? Suppose I stood at the foot of Vesuvius or of Etna, and I saw a hamlet or a homestead extending upon its slope, and I said to the dwellers of that hamlet or that homestead, 'You see that vapour which ascends from the summit of the mountain; that vapour may become a dense black smoke that will obscure the sky—you see that trickling of lava from the crevice or fissure in the side of the mountain; that trickling of lava may become a river of fire—you hear that muttering in the bowels of the mountain; that muttering may become a bellowing thunder, the voice of a convulsion that may shake half the continent. You know that at your feet is the grave of great cities buried, for which there is no resurrection, as histories tell us that dynasties and aristocracies have passed away, to be known no more for ever.' If I say this to these dwellers upon the slopes of this mountain, and if there come hereafter a catastrophe which makes the world to shudder, am I responsible for that catastrophe? I did not build the mountain or fill it with explosive materials, I only warned the men that were there of their danger." In response to the slighting remarks of Mr. Ayrton toward the Queen, Mr. Bright said that the best evidence of Her Majesty's sympathy with the working classes was the devotion with which she clung to the revered memory of her late beloved Consort. The meeting separated as it had gathered—good-naturedly and quietly.

LOCAL INTELLIGENCE.

Friday, Feb. 1.

The Chief Justice Petition.

By some oversight, the petition to the Governor asking for the retention among us of Chief Justice Needham has never been published; and in response to numerous applications we produce a copy of the document below:

To His Excellency Frederick Seymour, Governor of British Columbia, Vice-Admiral of the same, &c., &c.

May it please your Excellency,—We, the undersigned citizens of Victoria having heard it rumored that His Honor Chief Justice Needham intends to resign in consequence of matters incidental to the reconstruction of the Supreme Court of the Colony, take occasion to bring under your notice:—

1st.—That Chief Justice Needham was appointed Chief Justice of Vancouver Island on petition of the late Assembly to Her Majesty.

2d.—That a Statute was passed making his salary chargeable on the general revenue.

3d.—That he came out on the representation that he could hold office during life and good behaviour.

4th.—That the Assembly, in the interest of the Colony, petitioned Her Majesty's Government to appoint a good Common Law lawyer in contradistinction to a practitioner in Chancery.

5th.—That in Chief Justice Needham we possess a Common Law lawyer of pre eminent ability, in whom we have the fullest confidence.

6th.—That no other person can as a Common Law lawyer to the same extent command our confidence or the confidence of the Colony at large.

7th.—That it was always fully expected, when the Union of the Colonies occurred, that Chief Justice Needham would be the Chief Justice of the United Colony.

8th.—That the resignation of Chief Justice Needham at this time would be regarded as a public calamity to this section, in common with the rest of the Colony, and one which must cause universal regret.

We would, therefore, respectfully pray that your Excellency may take into your careful consideration the peculiar qualification of Chief Justice Needham for this exalted position, and the unanimous desire of this section of your Government that he may continue as Chief Justice, and also the paramount necessity that the Chief Justice should enjoy the confidence of the country, and that in any reconstruction of the Supreme Court he may be made Chief Justice.

And, in duty bound, we shall ever pray, &c., &c.

A WHOOPER!—We find the following novel notice in the San Francisco Examiner "BIRTH—January 24th, the wife of H. C. Thompson of a son—eleven pounds in weight

Loss of the British Bark Envoy—H.M.S. Mutine, on Wednesday, brought from Tahiti three seamen, late of the bark Envoy, Captain Murphy, which vessel was wrecked on Starbuck Island, in the South Pacific, on the 19th of December last. The bark struck on a coral reef during thick weather in the night-time. The pinnace was stove while in the act of launching, and the officers and crew stayed by the ship until daylight, when they managed to lower the longboat and reach the island. On shore they found a white man and a Kanaka, in charge of a guano field, which is owned by a firm at Auckland, New Zealand. The vessel held together for a week, during which time she was stripped of her spars and rigging, and a part of the copper. The stores were also saved. After the bark had gone to pieces, the Captain, with five of his men, started for Tahiti, where they were kindly received by the British Consul, who sent a vessel to the relief of the men still on the island, who were taken off after having been eleven weeks there. At Tahiti, Commander Swinburn, of H. M. S. Mutine, with characteristic generosity, offered such of the crew as wished a passage to Victoria, and three of the unfortunates availed themselves of the opportunity to come on. The Mutine subsequently visited Starbuck Island and hoisting the Union Jack, took possession of the island in the name of Her Majesty. The Island, it is said, does not appear on any of the charts in use. The Envoy was owned in Liverpool, and brought a cargo of goods to this port upwards of two years ago.

MECHANIC'S INSTITUTE.—Capt Porcher of H. M. S. Sparrowhawk, delivered a most interesting lecture on the Formation of Coral Reefs. Capt. Porcher spent about four years in exploring the coral reefs of Australia and the adjacent islands. The sea extending between the coast of Australia and the Islands of New Caledonia and New Guinea, about 1000 miles, has numerous coral reefs, and hence is called the Coral Sea. In such a vicinity Capt. Porcher had ample opportunities for studying this remarkable action of nature, by which islands and even vast continents are formed from the foundations laid in the shape of coral reefs, by myriads of little creatures, half fish, half vegetable, called Polypi. Capt. Porcher very minutely described the process, illustrating his description by chalk drawings on the blackboard. The lecture being of a highly scientific character precludes all possibility of doing justice to the subject by anything less than a full report, which is incompatible with our limited space. The lecturer was listened to with the greatest attention, and wherever a pause occurred the gratified audience loudly applauded. The attendance was numerous and graced by the presence of ladies. A vote of thanks was proposed by Mr. Watson, seconded and confirmed with great applause.

A PROMISING YOUNG MAN—It is said, by those who ought to know, that young James Gordon Bennett, the son of the venerable editor of the New York Herald, and captain of the yacht Henrietta, unlike most of the youth of his native city, neither drinks, gambles nor dissipates in any way whatever. He is reputed to be "very smart," a close business man, a practical student, abounding in common sense, and only addicted to one over ruling passion—that of having the fastest and most elegant yacht in the world; so that "even his failings lean to virtue's side." Such a man is an honor to his country, and to the editorial profession, and will not disgrace the company of Emperors and Queens. Young Bennett is about thirty years of age, and has taken his father's place in the Herald.

A VICTORIA BOY IN A NEW ROLE—We find the following favorable mention of a Victoria "boy" in the San Francisco Dramatic Chronicle—"Charles de Lacy, of this city, has written an original play in four acts and a prologue especially for Miss Alice Kingsbury. Charles de Lacy and Marcus Mayer have written and dramatised the following: 'The Wager,' a new play, in four acts; also, a dramatization of Charles Dickens' novel of 'Our Mutual Friend.' The above pieces will shortly be brought out at Maguire's Opera House." The Daily Times also contains favorable mention of the new play. Mr. Mayer is a printer, and served his time in this office. He is evidently a rising young man.

THE FOLLOWING ARE THE NAMES OF THE OFFICERS OF H. M. S. MUTINE.—Commander, William Swinburn; Lieutenants, R. B. Nicholls, P. C. Johnstone, R. C. Townshend; Master, E. B. D'Arcy; Surgeon, J. Martin, M. D.; Paymaster, T. D. Nettleton; Chief Engineer, G. Kent; Asst. Surgeon, W. Grant, M. D.; Asst. Paymaster, C. F. Roberts; Midshipmen, W. Mackay, A. Pigott, C. W. Dickinson; E. H. Arden; Master's Assistant, H. Bashlor; Clerk, B. Mathias; Engineer, E. Lilley; Asst. Engineer, W. Pettit.

THE SUTRO TUNNEL.—The memorial asking Congressional aid for the Suto Tunnel has passed both Houses of the Nevada Legislature. The tunnel is intended to drain many miles of mining ground.

THE CONCERT IN AID OF THE FEMALE INFIRMARY—It is probable that the concert for the benefit of the above institution, which has already been announced to take place at the Boys' Collegiate School on Tuesday next, will come off instead at the Theatre Building. Much interest has been shown in connection with the matter, and it is thought that the change will ensure a larger attendance. The change would be *ad as ble*. With other secular music, several fine madrigals will be rendered by Amateurs.

THE NEW WESTMINSTER EXAMINER gives substantial evidence of success by appearing in an enlarged form and in new type. Our cotemporary presents a fine appearance. Its conductors are men of ability and industry, and deserve to succeed. Go on as you have begun, neighbors! Be just to even a political opponent, avoid the use of filthy personalities and falsehoods, and you are certain eventually to win the admiration, respect and support of even your enemies.

POLICE COURT.—The business of the police court was confined to the case of one gentleman who had been elated in spirits, and being very enthusiastic, was guided for safety to the friendly portals of the Hotel de Pemberton by two guardians of the night, but subsequently released on depositing \$5 as a guarantee of his reappearance this morning. He, however, had other arrangements to make, and preferred forfeiting his bail for the public benefit.

WHAT NEXT?—AND NEXT?—An Eastern despatch in the *Alta* says that Felix O'Byrne has been again arrested in New York for swindling and forging checks. Poor Felix! what a check-ered existence is thine. One day high in authority among the Finnegans; the next a suspected criminal. One day serenaded and feted; the next ironed and cast into prison. Alas! Felix! Thy lines have not fallen in pleasant places!

A SLIGHT DIFFERENCE.—Our ingenious friend of the *N. W. Examiner* thus neatly corrects a slight mistake that he lately made: "In speaking of the arrival of the Malacca, we stated that that vessel crossed the bar at the 'lowest tide.' The reading should have been—the lowest high tide." "Lowest high tide is good. Slightly tautological—but excellent, nevertheless, in conveying a correct idea of the stage, by water, at which the Malacca crossed the quicksands.

INCORRECT.—The reported death of the Empress Carlotta turns out to have been incorrect. The lady is alive, and has entirely recovered her health.

THE BED OF THE MISSISSIPPI river must be strewn with human bones. Another steamboat—the *Fashion*—has just been burned, and three hundred lives lost.

FOR THE RIVER.—The steamer *Enterprise* sailed for the river yesterday at six a.m. She will return to-day with a return mail and such passengers as may offer.

CAPE COLONY.—Lady Woodhouse, wife of the Governor, died on the 6th of November aged 48 years. Her illness had been long and painful.

Peter D. Headley, the defaulting Virginia City Agent of Wells, Fargo & Co., has been sent to the penitentiary for three years.

THE PUBLIC are admitted by ticket to the Council Chambers, and each member is limited to two tickets. What nonsense!

Mr. Cornwall, a member of the Council appointed from the mainland, has declined to take his seat.

THE AUSTRALIAN CROPS will exceed by 100,000 tons the requirements of the country.

N. P. WILLIS, the American poet and dandy, is dead at the age of 60.

The schooner *Premier*, London, will sail to-day to load with lumber for Callao.

TEST OF A LADY OF QUALITY.—Among the many clients who were drawn to Murray, Sarah, Duchess of Marlborough, was neither the least powerful nor the least distinguished. Her Grace began by sending the rising advocate a general retainer, with a fee of 1,000 guineas, of which sum he accepted only the two-hundredth part, explaining to the astonished Duchess that "the professional fee, with a general retainer, could neither be less nor more than five guineas." Murray would not have been overpaid for his trouble if he had accepted the whole sum; for her Grace persecuted him with calls at most unreasonable hours. On one occasion, returning to his chambers after "drinking champagne with the wits," he found the Duchess's carriage and attendants of King's Bench Walk. A numerous crowd of footmen and link bearers surrounded the coach; and when the barrier opened his chamber he encountered the mistress of that army of lackeys. "Young Murray," exclaimed the grand lady, eyeing the future Lord Mansfield with a look of warm displeasure, "if you mean to rise in the world you must 'not stup out.' On a subsequent night Sarah of Marlborough called without appointment at the chambers and waited till past midnight in the hope that she would see the lawyer as she went to bed. But Murray being at an unusually late supper party, he did not return till her Grace had departed in an overpowering rage. "I could not make out, my lady," said Murray's clerk, describing her Grace's appearances and manner "for she would not tell me her name; but she swore so dreadfully that I am sure she must be a lady of quality."—*Jefferson's Book on Lawyers.*