

whistle then; the helm as the... then there was a... the answer particu... whether there was... the Fideliter turned... to run into him... we rounded Clove... port," and the... going right smar... the steamer Alex... going on shore too... so before the coll... to be going on... going on shore and... on the side; whe... the vessels we... on board the A... in a bustle to... in McCulloch... as if no... to the o... me ash... did not... the ves... minute... the time;... I saw lig... beyond Clove... lights; when... how many lights there... whistled; I heard... or three times "hard... not long after "hard... long after; I did not... the Alexandria; we... where when off Clove... exactly how close, but... yards or more; we... cows, chickens, &c.,... hundred dollars; I... to pay; did not think... pieces by another... three lights and two... in a straight line till... port," and then hard... to see the other vessel... or; will swear the... cannot say the Alex... Alexandria backed out... disengaged... on board the... rounding Trial Island;... points explained; was... awake, my head to... did not see any vessel... round Captain Mc... shortly after rounding... jumped up and saw two... white; saw a steamer... as a steamer going to... turned till to-day.

we; saw that the Fideliter was heading in for the land between Finlayson Point and Clover Point; the Alexandria seemed to have struck us as if she had come [by models] from abaft the beam; I noticed the engines of the Alexandria were moving as well as our own just after the collision; whether backing or going ahead I cannot say; from the time of hearing the second whistle ten or twelve seconds passed before I got on deck; I have myself had command of a ship; if two ships approaching end on have head way; and their helms are apart, and they are moving under that influence, I consider ten seconds would clear them; suppose one ship is hard apart at that time it would depend on the distance between them whether it would facilitate her clearing; I then lowered a boat to see after the cargo; from my knowledge of seamanship and from what I saw the Alexandria was out of her proper course which must have been caused by her helm being starboarded and to be right it should have been ported. I have been 14 years at sea—a little time of which has been spent ashore—first in a vessel chartered by the Hudson Bay Company. Afterwards in another vessel. Again in another ship employed by the Hudson Bay Company. Cross-examined—When I came on deck we were close to Finlayson's Point more than half way from Clover Point. I cannot state nearer than that. I heard two whistles positively, and it may be more. Our own ship was heading in shore when I first noticed it four or five seconds after I came on deck. John Chapman Davis, M. D.—Am an M. D. Was passenger on the Fideliter; observed the lights of the Fideliter; the red light was on the port side and the green on the starboard side; they were about midships on the side; as we neared Clover Point I saw the Alexandria; as far as I could judge the steamer was coming directly for us; we were end on and on; I did not notice her lights; I judged her position from seeing the boat herself; I heard a whistle from the Fideliter. Mr. Wood objected and said that his learned friends were constantly "setting upon the court" and getting evidence by persistently putting leading questions. Heard in about five minutes her whistle again; heard a continuous whistling and I believe I heard the Alexandria whistle; this was when we were near 300 yards from 700 yards; I then observed the Alexandria; we were at that time heading towards shore, and the Alexandria was also heading towards shore; I then noticed the Alexandria's lights; just before she was into us she shut out her red light; at this time when she shut in her red light the Fideliter's course was towards the shore; she then ran into us on the port beam; between the responsive whistle less than a minute elapsed before the collision; when I first came on deck and saw the Alexandria it was off Trial Island; I cannot say what the position was; when I first saw her so as to notice her position the Alexandria was not quite reached Clover Point; on map the collision was between Finlayson and Clover Point about half way. I was not on the hurricane deck and heard no orders given to the man at the wheel; when we were about opposite Clover Point the helm was put to port, and it was some little time that way; it then was put hard astport and we ran directly towards shore; whilst we were running towards shore the Alexandria was also running towards the shore. Cross-examined—At the time of the collision I was on the main deck; do not know as a fact that lights are always dressed so that you cannot see them across the bows? I do not know. I don't recollect seeing all three lights about opposite Clover Point; before we ported our helm we appeared to be running for one end, then afterwards both ran towards the shore and the Alexandria was on our port side; (showed the angle by models at which they then were) and she was abaft the point when she struck us; when I felt our helm was put to port I could then only see the green light of the Alexandria from my position; as far as I could judge when the helm was ported we were running across the Alexandria's bows and almost immediately the Alexandria appeared to starboard; she might have varied, but I did not look minutely to see whether she did so or not; the Alexandria did not appear at right angles then but before the collision she was nearly so; for all I know her lights went round to abaft the beam; she must have done so; before the collision the green light appeared to lie abaft the point of collision as she came on. Re-examined—On rounding Clover Point [showed by models the positions on A. F.] When Fideliter began to go to land [showed by models]. When they struck [showed by models]. James McCulloch—Was on board of the Fideliter at the time of the collision, a little past Trial Island; they appeared to be approaching nearly end on; I stood opposite the point of collision; saw lights but did not know what they were; I heard the Fideliter's whistle; the Alexandria blew one, we blew two more; we headed in towards shore and the Alexandria came right in to us; do not know the coast; cannot say where we were exactly; we turned in towards shore, but I don't know how much; remember the collision; if the Alexandria had kept out she must have passed us; she must have come in nearer shore; am a landsman; if she had kept her course when I first saw her she would have passed us. Cross-examined—[By models] they came together so; I cannot tell whether she came direct at a right angle; I saw her bow right opposite me; they must have gone nearly at a right angle when they met. William Andeau—Was on the Fideliter at the time of the collision; I was sitting on a bale of hay under the pilot house; I know Clover Point; the Engineer was sitting near me; I saw a steamer at a distance of about a mile ahead a very little on the starboard bow; the captain said it must be the Alexandria; I know the light colors of the smoke; after that the Alexandria steamed dead ahead; I saw the Alexandria's lights quite plain; I cannot say the number of the lights; I had my head towards the stern of the Fideliter; I heard the captain tell the man at the wheel to put the helm astport; a minute or two after some one asked the captain if we were not too near the shore; the captain said, "Oh no, we have plenty of

room"; at that time we were about 300 yards from the point of land—that is Clover Point—a little before coming to it; I thought we should weather the point about 100 yards from shore; the Alexandria was hid from me by the cook house; a minute or so after this the Fideliter blew a long whistle; she did it a second and third time; the moment the Fideliter ceased whistling the Alexandria took it up and whistled; the Alexandria had ceased about a moment and I saw her bows right upon us; I immediately jumped on to the rail of the Alexandria, as I was under the impression we would sink; I looked back and I thought the Fideliter had righted, and jumped back again; I thought her decks were under water, and I returned to the Alexandria again; [showed by models the position when he first saw the Alexandria]; she was slightly on the starboard bow, then she was dead ahead for some considerable distance; the Fideliter blew three or four times or more before the collision; [showed position of collision]; came round the Horn; has been across the Atlantic two or three times, and been to Australia; has been on accidents before on steamers. Cross-examined—Is sure of the order to port, but don't know if it was carried into effect; when the captain ordered to port I did not see the Alexandria in consequence of my position; she was right into our bows before I saw her; I cannot say if the Fideliter was going ahead at the time; swear she struck the Fideliter, and not the Fideliter the Alexandria (by models). Arthur Tod, sworn—Was on board the Fideliter the night of the accident; when I first saw the Alexandria we were not round Clover Point but had rounded Trial Island; I was standing on some hay below the captain; I saw the light and asked Captain McCulloch what boat it was; I went down to the deck and saw the Alexandria coming nearer and nearer, but did not think there was any danger because we saw her so plain and I stood till she struck; we were sailing pretty near to the coast; I recollect when she struck; just before they struck I heard the captain tell the man at the wheel to port; just before we struck she made as if she was going across our bows; she was on my left all the time; the Alexandria was running towards the land; if she had kept on her course when she struck the Fideliter she would have run high and dry on land. Cross-examined—We were keeping right along; I cannot say if we were heading towards the land; she would have run ashore had she gone on when she struck us, but we would not (showed position and direction in which the ships were approaching). Mr. Ring altered position, and suggested to witness. Mr. Wood objected, but had not heard enough to know what Mr. Ring intended to ask. Witness again illustrated. The Fideliter whistled first. James Brown, sworn—Was on the Fideliter the night of the collision; was carpenter; half way between Trial Island and Clover Point, a short time after rounding Trial Island, I was at the wheel, and saw the Alexandria; was steering towards Victoria; was 300 or 400 yards from Clover Point; first I saw two lights, a red one and a white one; afterwards I saw three lights, green, white and red; she was coming directly towards us; don't know how far she was off; after seeing her coming I ported the helm; we were then at Clover Point; before we reached Clover Point nothing particular was done; [shown points on the map]; when we were at Clover Point the Alexandria was rather more than half way towards Finlayson Point (pointed on map); when we ported the helm we went towards shore; [the relative positions of the two vessels after rounding Clover Point, after continuing to port, and when they collided were then given]; just before the collision I heard a bell ring on board the Alexandria; McCulloch said, "after we struck, "push her ashore, we are sinking," and the Alexandria backed; at the time of the collision we were heading direct to the land, about 400 yards off; the helm was then and had been for some time before hard astport; when I put the helm hard astport the Alexandria if she had kept her other course would have passed the Fideliter safely; when we ported she also turned towards the land, and the nearer we ran to the land the more she turned in also; the Alexandria whistled once just before the collision; there was also whistling from the Fideliter; the Fideliter began to whistle at Clover Point immediately after the captain gave the order to port the helm; the whistle began at Clover point and was blown three times; cannot say how long the last was before the collision; when the Alexandria struck a white and a green light were visible. Cross-examined—I ported from the Captain's orders; he said "port the helm," and no other words by the captain, and I replied port it; I ported "hard astport" some short time after by order of Captain McCulloch; these were the only two orders; when I ported first at Clover Point I saw three lights coming out of harbor; I saw a red and white and then the red and white and green, and afterwards lost the red light, and did not again afterwards see the red light; after I saw the three lights and before I ported, I don't remember if the red light disappeared; it disappeared just before the collision; I first saw them fall a little before coming to Clover Point, and I continued to see them fall till I got to Clover Point; [then showed where, when he was at Clover Point, the Alexandria was—viz. off the monument]. Question. Do you know the port light cannot be seen across the bow? Answer. Yes. I cannot say if it was 5, 10 or 15 minutes, or how long after first sighting Alexandria till collision; cannot tell whether it was one or ten minutes; immediately after the helm was put hard astport the collision took place; the order hard astport was not immediately after the order to port; I don't know the time exactly; I cannot say if it was a minute or more or less; I don't know how many times I heard the bell on the Alexandria; I did hear it once immediately before the collision. Re-examined—I obeyed the orders of the captain; I did port and hard astport when ordered; I did not put the helm astport before he ordered it; after the order to hard astport and just before the collision the red light disappeared. Dennis Coffey, sworn—I was the boatswain of the Fideliter and came from England in her; remember the night of the collision;

after rounding Trial Island I observed lights on the port bow; first I saw one light and two or three minutes afterwards I saw three lights; I was forward on the forecastle; when I first saw the three lights we were this side of Clover Point; after rounding Clover Point we were keeping in and the Alexandria was coming on, her head on our port side, and I remarked to the steward we were keeping well away from that vessel; the Fideliter came in towards the shore; I did not keep my eyes fixed on the vessel all the time. Cross-examined—I was particular to look out but was not so ordered; I heard no orders given; I am not very well acquainted with the coast; I generally get the courses from the master to steer by; when I saw the three lights of the Alexandria it was a little on this side of Clover Point. By the Court—I don't know the distances between Trial Island and Victoria Harbor; I first saw a white masthead, and then a red and a green; I cannot say where we were then off; just at Henley's place I saw the three lights; I thought from the position we had ported; I saw the lights till she came nearly on board of us, but then I could not see all three of them as she was just on us; from the time I first saw the Alexandria it might be six or seven minutes till the collision; could not say if it was ten minutes it was more than one and not so much as ten; it was six or seven as near as I could guess; I cannot say when our lights were lighted, but I asked the steward if they were lighted, and he said they were all right; I never said they were not lit nor never told anyone so; I asked the Cook and he said the lights were all right; I know Thomas Burnes well; shortly after the collision and at the Metropolitan I did not tell Thomas Burnes the lights were not lit, and I don't believe I was ever in his company in any saloon. Re-examined—I could not tell Burnes so; when I asked the cook it was just getting dark; I have been two years on the Fideliter next September; the lights are usually lighted when it gets dark. By the Court—The lights are a green, a red and a white; the lamps of the Fideliter can be seen at a pretty good distance; the lamps look about the usual size. Charles Moss—I was steward on board the Fideliter on the night of the accident; I know her lights were up at the usual time, and before ever we sighted the Alexandria they were in the right position; red was on the port side; they were fixed in the usual place; the wheel-house was between them; the lights could be seen across the bows; saw three lights in the approaching steamer; I would admit lights being in the right place if they were lighted at all; the first I saw was a glimmering light, a red one, and in a short time I saw three gradually coming on, and they seemed on the port side; the boatswain commenced to tell me the rules of the harbor, and at last said "My God, she's coming right into us," at that time we were heading towards shore, and it's my opinion that if she had missed us at the speed she was going she must have gone ashore; the Alexandria as she came on kept turning in as if she would follow us whether or no; the boatswain said he could not port the helm; I was forward within ten feet of where she came into us looking over the port bow; I thought we were doing all we could to keep out of her way, and she was doing all she could to come into us; the vessels struck, they remained together some time; they separated after a while; I heard whistling long before the collision; it commenced on the Fideliter; it was about three or four minutes before collision. Cross-examined—Saw three lights for some time; don't know how long, but we were a good way off; the lights appeared to be on the port side; we seemed to be gradually hugging up to the shore, and the Alexandria appeared to be further out to sea than we were; I saw no lights changed; I saw the red and green and white light; before we appeared to hug the shore I saw the three lights; I call hugging the shore keeping as close as we can; I know there was something dark, but don't know whether it was bluff or trees; don't know how far off shore we were; heard no orders given as to the working of the ship, as I was too far forward; the boatswain said "he cannot have ported his helm by the way he is coming;" I think they were going a good pace, about eight or ten knots; did not see her engines moving; I don't remember which way our head was; had we not been struck; I don't know if we would have gone ashore or not; it occurred in the bay near Henley's. Re-examined—I could not see through the Alexandria, so did not know if her engines were going or not. LETTER FROM SOMENOS. SOMENOS, August 14, 1865. TO THE EDITOR OF THE BRITISH COLONIST. SIR,—Many of your readers are, I have no doubt, quite cognizant of the fact that \$2500 were voted by the House of Assembly last session to be expended on the road between Goldstream and Nanaimo. Of this sum about \$350 has been expended in cutting out fallen logs, etc., in the unsettled district between Goldstream and Shawnigan, \$2150 remaining, which ought to be expended on the road at once, and were it \$21,000 instead of \$2,100 it would not be too much for its requirements; nevertheless I have it from official authority that nothing more is intended to be done this year, and I am therefore, as one interested in the road, compelled to ask what is to be done with this large surplus, and I am satisfied it cannot be applied to any better purpose than that it was intended for by the House of Assembly who is responsible for the proper expenditure of monies voted. Is the voting of supplies a sham in this colony? is a question that naturally arises when we see the irregularity with which public business is transacted. On behalf of the people of Cowichan who have no representative in the House to do it for them, I appeal to the members of the Legislative Assembly individually and collectively to demand that the sum voted for the Nanaimo road be applied to the improvement of said road and to no other purpose whatever. In doing so they will only assert their own dignity and vindicate their own honor. The Chemainos, the Cowichan, and the Koksilah rivers are still unbridged, though the money was, I believe, mainly intended to be expended in bridging them over. Can you blame us then for asking for what we consider to be ours by right, while yet the road

contains impassable for wagons, and is therefore of little practical utility? Can you blame us for reminding the House of Assembly of its promise; for was not the vote of the \$2500 above referred to a promise to the colony that the road in question should be improved to that extent? I hold it was; and ask you, Mr. Editor, on the strength of it to assist us by your influence to obtain our right. I have, &c., W. SMITH.

OUR LONDON LETTER.

LONDON, July 1, 1865. THE DISSOLUTION. On the 6th the longest of the long Parliaments of the United Kingdom will be sent adrift, and nobody will lament its decease. A more time-serving, impracticable and undignified body has never essayed to direct and manage the affairs of this great country. Its short-comings are legion. Its legislation has been invariably one-sided and narrow. Promises made at its birth have been broken with not the slightest blush of shame. Pledges, indeed, given in the agony of an approaching contest six years ago, have nearly all been falsified. The government of Lord Palmerston set the example by ousting Lord Derby on the question of Reform; a question they have shirked ever since—and their adherents were not slow to follow suit. Not till the last hour did any single member of the Cabinet give himself the slightest amount of trouble about enfranchising the working classes, until the Parliament was on the eve of dissolution, and then by an effort merely spasmodic they pretended to declare that they had never run from their word, and abstained from being "good men and true" upon a question of such large political moment. But if the Whig-Radical "following" of the vivacious Premier have played "fast and loose," what else have the Conservatives been doing? Not one among the "ins" is so great a sham as the leader of the "outs," who, if he had to reach the House of Commons from Charing Cross would go all the way round by Piccadilly, Hyde Park corner, Brompton and Pimlico, to reach it. Everybody in the house looks upon Mr. D'Israeli, in fact, as the incarnation of insincerity, but Lord Derby, with his usual chivalry, will not dismiss him, and thus the opposition is divided, albeit unable to raise another leader from "all the talent" its members and its organs insist occupy the left hand side of the speaker's chair. But, as I have said, the command is given for next Thursday, "right about face, break and dismiss." And this leads naturally to the inquiry—what sort of House of Commons will the next be; and I have no hesitation in saying, not a bit better than the one that is descending to Hades. Violent efforts are to be made, it is said, by the conservatives, to secure a working majority, so as to have a new Speaker and a new Ministry, but "there's many a slip between the cup and the lip," and my own conviction is, after carefully scanning the names of new candidates, reading their addresses, and making inquiries from "the knowing ones," that there will be no great change in numbers, although there will be a considerable change in names. That the government will win more votes than now give them a heterogeneous majority appears to be not at all likely; and so, if they are content to remain in office, they may make up their minds to live on sufferance, as they have done ever since they sneaked into office. Whichever way, however, the balance turns, there will be no change of policy. Whether the Ministry be Whig or Conservative, liberal measures will only go down with the country—or rather I should say measures which appear to be more largely represented in the new Parliament than in the old—the more the pity—and lawyers will push their noses and pettifogging still further than ever into future transactions—so much the worse for the country. These specimens of legislators will constitute very nearly two-thirds of the next House of Commons, and tend to make it no better specimen of wisdom and fair dealing than that which is expiring of old age. THE OXFORD UNIVERSITY ELECTION. Amongst the forthcoming election struggles that which will take place for the University of Oxford is exciting the greatest interest. Mr. Gladstone is the only member of that learned body who has had to stand a series of election contests, the rule being that once an M. P. for Alma Mater, always an M. P. for Alma Mater. Mr. Gladstone, however, has given so great an umbrage to a large number of members of Convocation, offended so many of his former friends and supporters that a Mr. Gathorne Hardy has been put up—a very small individual compared with the Chancellor of the Exchequer—and he will cause a hard fight to be fought; not, I imagine, successfully, but vehemently enough to let it be known that the seat will never fall to be contested so long as Mr. Gladstone puts up for it. THE HARDEL FESTIVAL. We have had a glorious musical week with most auspicious weather up to the last day (yesterday, the 30th June), when the thirty earth was, not a moment too soon, drenched by a succession of storms which have made nature put on a new face. The works performed at the Commemoration of the Saint of harmony were the Messiah, and Israel in Egypt, with a selection from other works on the intermediate day. The performers engaged in the interpretation of these works consisted of nearly 5,000, and combined to mix a body of sound which, being tempered by the wise discretion of Mr. Costa, the Conductor, produced the most striking effect, and manifested how large are the strides music has of late years been making amongst us. I will not take up the space allotted to your "London Letter" to give you further particulars of this great event, which has been in every point of view very successful, since you will find them amply detailed in the usual file of papers I herewith send you. COLONIAL NEWS. I note with much satisfaction the exertions that are made on your side respecting the union of the two Colonies, and the Civil List and Crown Lands question, and, if you will permit me to give you a word of advice I would urge you at once to put the screw

upon Mr. Cardwell in order to obtain so much of right and justice as you are warranted in seeking at the hands of those who direct your affairs from this distance. Nothing will ever move our present governments but "pressure from without"; constantly, unceasingly, do-terminately applied. Relax in your efforts, and you will be neglected. You will remember I told you, when Mr. Cardwell succeeded the Duke of Newcastle, what sort of a doctrinaire you would have to deal with, and my information you have found thoroughly correct. He is, however, made of very equitable materials, and you must "hit him hard" without compensation, or you will get nothing that you want, or ought to have, out of him. I see you have taken ground in the right direction; but your action must be continuous and without intermission. It has been just so with the Indian army. So long as they pestered Sir C. Wood with petitions to Parliament they were in a fair way of obtaining their rights. They have of late relaxed, and he is becoming more insolent than ever. Mr. Cardwell is a small edition of Sir Charles. "Give him no quarter," and he will do all you want of him. Whilst on the subject of colonial news, let me call your earnest attention to a book which has just been issued by Messrs. Cassell, Pelter and Galpin, of the greatest moment to your colony. It is by Viscount Milton and Mr. W. B. Chesle, and is entitled "The North-west Passage by Land: a Narrative of an Expedition from the Atlantic to the Pacific, undertaken with the view of Exploring a Route across the Continent to British Columbia through British territory, by one of the Northern Passes in the Rocky Mountains." Independently of the interest the adventures that are related raise, they open up the great question of railway communication, and give invaluable hints for the prosecution of the scheme you have so much at heart, of obtaining direct communication en route for China and Japan. I look, but look in vain, to see this mine of wealth opened by the monied men of London. I talk with many of them constantly, but they say "you have not spoken or acted," which, I fear, is true. But money is now so cheap and easy that a golden opportunity seems to be escaping you. I only wish I could give you hope that the affair will be launched here; but let me urge you to move, move, move!

FOREIGN INTELLIGENCE. Under this head there is nothing of sufficient interest to record by this outgoing mail. The quarrel between the Emperor and his cousin, the Prince Napoleon, is said to be patched up, and the Parisian cabbies, who have been out on strike, are going back to their box-seats without having taken much by their putting the public to inconvenience. Both at home and abroad matters are unusually stagnant. Another fortnight may rouse them up, and give me the means of sending you a longer and more interesting letter. CONSOLS. Bonds sold at Money, 90 @ 90 1/2; Account, 90 1/4 @ 90 1/2. THE KOOTENAY MINES.—The Columbian publishes a special dispatch from P. O'Reilly, Esq., Gold Commissioner at Kootenay, to the Hon. Col. Secretary of British Columbia, dated July 10th. [The news though not very important is satisfactory. The revenue returns are encouraging. A considerable quantity of gold dust has been seized for attempted evasion of export duty. With one exception the inhabitants are represented as most orderly and well conducted. The reported discoveries in the Cœur d'Alene country and Upper Columbia River had caused a rush for those parts, but the Commissioner adds that several persons of credibility had arrived direct from Cœur d'Alene stating that the rumors from that section were utterly groundless and that the Boise mines have not justified the expectations formed of them; it was therefore not improbable that a large portion of those who had left would return. Things were beginning to look business like and claim holders were working with redoubled energy. The water was at a proper stage for working the creeks. The Victoria ditch was completed and the claims were just beginning to feel the benefit of it. Messrs. Dore, Reece & Co., the proprietors, were constructing a large reservoir at the terminus of the ditch. Claims previously mentioned still continued to pay well. Nothing was reported from the prospecting party on Elk river. News from Colville with reference to mining on the Columbia was not satisfactory. Gold existed on the bars which paid well, but in very limited quantities. Mr. Dewdney's trail is well spoken of. He had selected a good straight line with easy grades, and had completed 18 miles from his starting point at Pea Vine Prairie, making a continuous line from the creek of 43 miles. He had left this end of the line and with a view to setting a party to work at Fort Shepherd and also at its junction with the Rock Creek trail, near Boundary Creek, expecting to have the whole line sufficiently advanced for travel by the middle of August.]

A GOOD EXHIBITION.—We gather from the farmers in North and South Saanich that they are preparing numerous articles for exhibition at the forthcoming Agricultural Show. The grain crops this year will furnish specimens that will somewhat astonish those who are perpetually decrying the agricultural resources of the colony. Altogether the next exhibition promises to be the best and most interesting yet held. THE COLLISION CASE.—The Admiralty suits between the Fideliter and Alexandria commenced yesterday before Chief Justice Cameron, bid fair to extend over several days, there being a number of witnesses to examine on both sides. SLEIGH ROAD IN BRITISH COLUMBIA.—Sealed tenders will be received up till noon, September 11th, for keeping open during the winter a Sleigh Road between Hope and Princeton. Particulars of the contract are published in the B. C. Government Gazette.