

The third section, comprising the main body, sailed from Gravesend on the 10th October, 1858, and from the Downs a week later, in the clipper ship *Thames City*, 557 tons, commanded by Captain Glover. This section consisted of two subalterns (Lieutenants A. R. Lempriere and H. S. Palmer), one staff-assistant surgeon (J. V. Seddall), 118 non-commissioned officers and men, 31 women, and 34 children, under the command of Captain H. R. Luard, R. E.

A portion of the stores and provisions for the detachment was sent out in the barque *Briseis*, which sailed from the Downs on 27th October, 1858. It had been intended to send on her four married men of the detachment under Corporal William Hall, but when the vessel was loaded it was found that there was not sufficient accommodation for them. This was fortunate, as the *Briseis* was burned at sea, and the passengers and crew suffered many hardships before reaching safety. The remainder of the stores and provisions was sent out on the ship *Euphrates*, which sailed from London Docks on the 3rd January, 1859, and arrived at Victoria on the 27th June, 1859. On her came the four married men and their families above alluded to—Sergeant Rylatt, the storekeeper and his wife, and Mrs. James Keary and her infant son, W. H. Keary, the present Mayor of New Westminster.

The interest which Sir E. B. Lytton took in the formation of the colony and in all that made for its solid foundation is shown by the care and attention he gave to the selection and proper fitting out of the Royal Engineers. He believed in the necessity for proper literary surroundings, and the men of the detachment having raised a fund for the purchase of a library, he undertook to select it personally. The result was a small but complete library, which after the disbanding of the Engineers in 1863 was transferred to the Mechanics' Institute in New Westminster, and formed the nucleus of the first public library in the colony. A description of this library as it existed some years afterwards will be found in Morley Roberts's "Western Avernus." When Captain Parsons was leaving on the *La Plata*, Sir E. B. Lytton went on board and addressed the party at some length, impressing on them the interest he felt in their welfare, and pointing out how much the ultimate success of the new colony depended on the exertions of themselves and their comrades. We must never forget—indeed, it should be a pleasure to us to remember—that the author of the "Last Days of Pompeii" was the father of the Colony of British Columbia. Of it, he was, he said, "most proud"; and in September, 1861, in addressing the electors of Hertford, whom he represented in the House of Commons, he expressed the hope that "in future generations his name might be remembered in connection with the commencement of a colony destined, he believed, to be the wealthiest of all that now speak our language."

It must not be thought that the detachment sent to British Columbia was simply one of the forty companies into which the Royal Engineers were then divided. No greater mistake could be made. It was a picked body—selected out of a large number of volunteers for this service and chosen with the view of having included in their ranks every trade, profession, and calling which might be useful in the circumstances of a colony springing so suddenly into existence as British Columbia had done. And although it is called a detachment of the Royal Engineers, there were four men in it who did not belong to the Royal Engineers at all—namely, two of the Royal Artillery and two of the 15th Hussars—included for the purpose of forming the nucleus of an artillery corps or a cavalry corps should the exigencies of the case so require.

Upon the arrival of Captain Parsons's and Captain Grant's parties at Fort Langley, they were sent to New Langley, or Derby, for the purpose of erecting the necessary buildings in which the force should be housed. In the interval the Hudson's Bay Company's brigantine *Revery* was pressed into service as a place of lodgment for them.

The main body, as I have stated, left England on the 17th October, 1858. Although in a clipper ship, the long voyage around the Horn occupied over six months—anchor not being dropped in Esquimalt Harbour until the 12th April, 1859. The only calls made on the way were at the Falkland Islands, of which Colonel Moody had at one time been Governor, and at Valparaiso.

#### THE EMIGRANT SOLDIERS' GAZETTE.

Chief amongst the means of whiling away the dull monotony of the voyage was the preparation and presentation of a paper, "The Emigrant Soldiers' Gazette and Cape Horn Chronicle." This novel paper was edited by that versatile genius Second Corporal Charles Sinnett, assisted by Lieutenant H. S. Palmer, and "published at the Editor's Office, Starboard Front Cabin, *Thames City*." It was read by Captain Luard to the assembled company every Saturday night. Each little occurrence on board, all births and deaths (there were no marriages), the natural history of the voyage, the records of the days' runs, jokes, gags, and riddles, original and selected items, both of prose and poetry, fill its columns. It may be interesting to note that among the children born on the voyage was a son of Sapper Linn, after whom Linn Creek, on the northern side of Vancouver Harbour, is named; a daughter of Sergeant Jonathan Morey, whose very name (Marina) indicated that she was born upon the sea; a son of Sapper Murray, and a son of Sapper Walsh. Perhaps I may be pardoned for introducing a specimen of a home-made poetic effusion, entitled "Huthli-caut's Wedding," sung by Corporal Sinnett at a theatrical entertainment on 4th March, 1859:—