

# THE WEEKLY BRITISH COLONIST.

VOL. 7.

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NO. 5.

## THE BRITISH COLONIST

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## AGENTS.

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" " " VanWinkle  
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## THE COLONIES AND THEIR RESPONSIBILITIES.

Every day shows us more and more conclusively the immediate necessity of a united representative government for these colonies. At present, with the gratifying fact of newly discovered rich and extensive gold mines before us, the best interests of both colonies may be shipwrecked by the whim or caprice of the Executive of either. If the British Columbian Government, through negligence or want of capacity, fail to have a steamer on Kamloops Lake by April next, all the advantages of Big Bend and Kootenay will be lost to us, and the travel as well as traffic will go through American territory. We can scarcely overrate such a calamity; for once let the channel of trade be opened from Portland, and all the inducements which we might ultimately spread before the California miners will be offered in vain, and the only effect of the auriferous discoveries will be to enrich the American territory at our expense. Again if our Government does not provide direct steam communication with San Francisco in March next, all the efforts of the Government of the neighboring colony will have been exerted in vain, for the trade under such circumstances is bound to go via Portland. This shows us at once the necessity of the two colonies acting in concert. Of course the American boat on the Columbia could be prevented from running on British inland waters; but we must not rely on such a course of action. Our interests were never more important. Since the first discovery of gold in British Columbia, the prospects of the country never looked so bright; yet we may, through mismanagement like that which has previously characterized the Government of both colonies, be no better off at the end of next year than we are at present. The chief responsibility under the present state of affairs rests of course with the British Columbian Government. Every effort that can be made to open up and perfect the means of communication with the Columbia River should be carried out at the earliest possible moment. In the meantime, as we have stated in a previous issue, no pains should be spared to lay all necessary information before the California public. A sketch of the route should be lithographed, with the distances and other information appended, and published throughout California. Such a course may seem a little undignified to the rather unpractical authorities at New Westminster, but it will be found nevertheless a necessary one. With all that has been said and written about British Columbia, there is still a strange ignorance of that colony in California; and it is found in this part of the world that countries require advertising just as much as individual trades or occupations.

## A GOOD EXAMPLE.

Of all men in the world lawyers, however much occasionally identified with reform, are perhaps the most opposed to innovation. Their lives are so much bound up in precedent that it is with the utmost difficulty they can get out of the fusty chiselled grooves of the past. When Chief Justice Needham expressed himself in favor of the existing law of imprisonment for debt, he was only carrying out the legal characteristic; and however much exception we might take at the attitude assumed, we could not, under the circumstances, be much surprised. The remarks, however, of the President of the Council, on Friday last, open up a new and admirable phase in the learned gentleman's character. Finding that the public mind as well as the exigencies of the country demanded the abolition of imprisonment for debt, the Chief Justice, as a legislator, sacrifices his own

## peculiar views in favor of those entertained by the people.

Unlike the narrow-minded ideas entertained by some of his colleagues, once the principle of abolishing imprisonment is entertained, he stops at no half-and-half measures, but advocates the abolition of all the writs. The Attorney General's bill only aims at abolishing the *capias ad satisfaciendum* leaving the *capias ad respondendum* still in operation. Now it may well be asked if the writ by which a man is arrested to satisfy a judgment is abolished, why the writ making him liable to arrest and imprisonment before judgment should be maintained. The inconsistency of the thing is as great as its injustice, and only shows how public feeling is interpreted or ignored by the Upper House. The Chief Justice says in substance, and we are sure every person in the colony will thank him for the timely rebuke to his brother nominees of the Council—"Why should I oppose as a legislator the legitimate wishes of the people. The inhabitants want this measure—they want a sweeping measure—why should I who am but infinitesimally interested in comparison with them use my position to thwart their efforts." Why indeed. Why should the Council interfere between the public and those measures which the people themselves conceive to be necessary to the welfare of the place? If there were any attempts to interfere with the prerogative of royalty, or override in any particular the constitution, we could easily understand a body appointed by the Crown standing firm in its opposition to the popular aggression; but when the inhabitants who surely know their own business best, demand that certain legitimate laws affecting their trade shall be passed, we should really like to know on what grounds our Legislative Council undertakes either to set these laws at defiance or mangle them so that they are entirely unsuited to the country. The thing is simply absurd; and the Chief Justice has done the colony some service in exposing the absurdity from his place as President of the Council. If the Executive as well as the Legislative Council were only to adopt the reasoning publicly laid down by the Chief Justice—why he should oppose the lawful demands of the people—there would be less collisions and less bitterness in the relations between the Governor and the Assembly. The House, with all its faults, and we do not say it is infallible, is honestly striving to carry out the public will, and could have no other feeling but respect for His Excellency if that will were only treated in a proper manner by the Executive. Let us hope, however, that the praiseworthy example set by the Chief Justice will be followed by other distinguished officials, and that the bickering and cross-purposes which have so much characterized the relations between the Executive and the Lower House will henceforth cease.

## BRITISH COLUMBIA.

The steamer Enterprise arrived on Saturday from New Westminster with seventy passengers and a small express.

FROM YALE.—The steamer Onward, Capt. Irving, arrived from Yale last evening, with 70 passengers, and a considerable amount of treasure. Amongst the passengers was W. H. Sutton, Esq., of Yale, who, with his family, goes down to spend three or four months in San Francisco. Mr. Sutton takes with him 1000 lbs. of quartz from Cherry Creek Ledge, for assay. There were several Caribooites amongst the passengers, but they bring no important news. There was one arrival from the Columbia River which, although later, was not the bearer of any intelligence beyond what was confirmatory of news published on Saturday. The Big Bend diggings appear to be exciting much interest both throughout this colony and in the neighbouring Territory.—*British Columbian.*

SHAMEFUL AND RIDICULOUS.—We do not know upon whose interpretation the Live Stock tax act is administered here, but some absurd instances of the way in which it is enforced have been brought to our notice. Not long since the Hudson Bay Company had occasion to send a brood stallion to Langley. The usual head-money was charged upon the animal at New Westminster, and upon its re-shipment here five dollars was demanded and paid. On Saturday a packer named Turner brought down a mule on the steamer Enterprise. Capt. Irving, of the Onward, conveyed the animal from Yale to New Westminster for \$3. At New Westminster 50 cents was charged for wharfage, the freight from New Westminster to Victoria was \$4 and before the quadruped could be landed here \$5 head money was required from its owner, making the cost of the animal from Yale to this port only \$12 50. To prevent persons from bringing stock from British Columbia to this port it is needless to say was never contemplated by the Act, and is too palpably injurious to be tolerated for one moment.

## BIG BEND DIGGINGS

### GREAT RICHNESS CONFIRMED!

#### LATEST PARTICULARS.

The steamer Enterprise arrived last evening from New Westminster, with 73 passengers and an express.

There is nothing of interest from Cariboo, while the most gratifying accounts continue to be received from the Big Bend.

From Mr. Cason (a very intelligent Frenchman) who arrived in this city last evening from the Big Bend diggings, we gather the following reliable information. Mr. Cason left French Creek on the 19th ult. The weather was fine, though rather snowy. All kinds of work were suspended for the season.

#### FRENCH CREEK.

Five or six individuals were to winter on French Creek. Two men were busy making preparations to put up a saw-mill for Mr. Romano. The creek has been staked off for a distance of three miles in length. Out of the numerous companies that prospected on the creek this season, only five were able to reach the bed-rock, viz: The Discovery Claim, in which a pan of dirt yielded \$5 or \$6; little work had been done here during the past season. Francois Grivel, who worked alone on the side of the bank, had been making as high as \$500 in one day with a rocker. Dupuis & Co., adjoining Grivel's upper boundary line, had been making some big pay during the latter part of the season. Lafleur & Co., three men in all, in the bed of the creek, had been averaging from 10 to 16 ounces per diem. Lafleur took down \$6,000 as his own share of the profits. The Munroe Co., four men in number, are reported to have taken \$1,500 to the interest, free from expenses.

The Brahan Co., consisting of four men who have not yet reached the bed rock, have been averaging from one to one and a half ounces to the hand per day. The Bachelor's Co. have struck an excellent prospect in the top ground. Mr. Cason, one of the shareholders in this claim, brought down \$4 25 worth of coarse, flat heavy gold, which he washed out of three pans of dirt from the top gravel. The gold which was weighed at the kitchen of the Hotel de France, among a numerous crowd, was the means of creating great excitement. Mr. Cason confirms in every particular the statements published a few days ago by us. Mr. Cason is of opinion that these new diggings will turn out rich.

Eight hundred feet below the Discovery claim the Hard Up Co. have sunk a shaft 30 feet deep from which they obtained most encouraging prospects, although they had not reached the bed rock.

#### MCCULLOUGH CREEK.

Clement's Co. on the Discovery claim, consisting of four or five men, were reported to make from 20 to 40 ounces at the depth of seven or eight feet a day, although the bed rock had not been struck. They found nuggets weighing from \$15 to \$20 a piece. This is the only company who got any gold this season, but hopes are entertained of the richness of this creek. It must be borne in mind that this creek was not discovered until very recently. McCullough's Company were however making the necessary preparations to work all the winter.

#### CARNES' CREEK.

Several companies were at work when our informant left. The Discovery Co. above all are doing very well.

The following statement of the distances to Big Bend and topography of the diggings which we have taken the trouble to compile, will at the present time be read no doubt with much interest:—

From Yale to Lytton City, 57 miles; from Lytton to Savana's Ferry, by taking the wagon road to Cache Creek, 71 miles; by the pack trail along Thompson river the distance is fifteen miles shorter. From Savana's Ferry to the end of Shuswap Lake—lake and river travel alternately—is 130 miles. From the end of Shuswap Lake to Kirby's Place on the Columbia river, 38 miles, over a mountainous trail, at present in bad condition owing to fallen logs and swamps. As this trail has a good solid bottom, it would not be difficult making a good road at a small cost. In order to secure the travel as well as traffic this should be done as soon as possible. The distance then from Kirby's Place to Downie Creek is one mile up the river; from Downie Creek to Dead Rapids six miles; from Dead Rapids to the mouth of Gold Creek, which in thus ascending empties into the Columbia river on the right hand side, is 15 miles. Gold Creek is not navigable at its mouth on account of falls. Two miles above the mouth of Gold Creek is Wilson's Landing; from this place there is a portage to navigable waters on Gold Creek, of four miles. Intersecting the four miles of portage are two creeks, one of which is said to be rich. From this point Gold Creek is navigable for many miles.—A few miles above this point is the tributary called McCulloch's Creek, which is distant from Wilson's Landing by land eight miles. Four miles higher up is French Creek, another tributary of Gold Creek, and the most distant of the present discovered auriferous creeks. Between Kirby's Place and Gold Creek there are on both sides of the Columbia river numerous creeks not yet prospected, which are supposed to be auriferous. The total distance by way of the Columbia and Gold Creek to French Creek is 36 miles; this route, however, almost describes a right angle, and is therefore superseded by an Indian trail which exists from Downie Creek to French Creek, and is very little over half the distance. De-

## scending the river from Kirby's Place we come at a distance of 12 miles to Carnes Creek.

(From the British Columbian.)

The steamer Onward, Capt. Irving, arrived from Yale on Monday night, with about 60 passengers. Mr. Romano, of Yale, arrived from the Big Bend on Sunday, having made the trip in five days! Mr. Romano is in ecstasies about the new gold field, declaring it to be quite as rich as Cariboo, much more extensive, the gold much nearer the surface, and, consequently, much more easily got at; while the country is less difficult of access, and possesses a much milder climate. He brought with him a large quantity of beautiful coarse gold, ranging from \$8 nuggets downwards, chiefly taken from French Creek. Mr. Romano has the most unbounded confidence in the Big Bend country, not only as a mining district, but as an inviting field for the trader, and it is his intention, should the work of placing a steamer upon lakes Kamloops and Shuswap not be gone on with at once, to construct a horse-boat for the accommodation of his own business.

Amongst the passengers by the Onward on Monday were Mr. Low, formerly foreman of the Baldhead Co., Williams Creek, a Frenchman from French Creek, and Mr. John Carrarher, from McCulloch's Creek. Mr. Low left Cariboo about two months ago, and went to French Creek, where he took out \$3000 in less than five weeks. The last named gentleman went over to Kootenay last May, and was induced, from reports coming down, to direct his course towards the Big Bend country. Owing to delays from various causes, and the time occupied in building a boat and organising a party at Colville, he did not get off till October. Reaching the mouth of Gold Creek, he struck across to McCulloch's Creek a distance of ten miles, where he found the Clement's Company at work, taking out from \$16 to \$25 per day to the hand. This company consists of 8 men, viz: John Clemons, John Gallaher, John Hough, James Cunningham, Dick Gilbert, "Brother Dick," and Thomas—Mr. Carrarher and party set to work to prospect. They found as high as \$6 to the pan, located their claims, and by that time the season was too far advanced and supplies too scanty to justify their remaining, so laying over their claims they left for the season. Mr. Carrarher showed us a sample of the gold from McCulloch's Creek. It is in nuggets ranging from \$10 downwards. Messrs. McCulloch and Orr had arrived on the creek before he left, and were making preparations for the winter. They had found excellent prospects on another creek running into Gold Creek lower down, and taking it in the same range of mountains as McCulloch's Creek. Very little snow had fallen in the Big Bend country, although the snow was four feet deep on the summit in crossing over to Shuswap Lake. These parties all unite in predicting that the Big Bend country will afford far more extensive and remunerative diggings than Cariboo.

## Further from Big Bend.

### PREPARATIONS FOR SPRING.

From Mr. C. Phillips who arrived in this city on Saturday by the Enterprise from Okanagan Lake, we gather the following information:

Mr. Phillips on his way down met several old Caribooites who were returning from a prospecting tour on the Big Bend Diggings. They all appear to entertain the most sanguine hopes of the prospects and success of the new diggings. Some of them were coming to Lytton to obtain supplies. They left boats stationed at the head of Kamloops Lake and purposed returning so soon as the weather would permit.

Several parties were engaged in building small boats on Kamloops and Shuswap Lakes to convey them and their supplies to the head of navigation. On the morning of the 2d instant the Thompson River was partially frozen over, but the weather having moderated it was probably open to navigation a few days afterwards.

A private letter dated Lytton, Dec. 1st, received by a person in town from a miner who had been unsuccessful in Cariboo and had proceeded to Big Bend, says that these new diggings were, in his opinion, better than Cariboo, and that he had taken up a claim to which he intended returning in February.

## Later from Cariboo.

To Messrs. Wm. English and Robert Brown, passengers by the Enterprise, who left Williams Creek on the 25th ult., we are indebted for the following interesting items of intelligence from the Cariboo mines.

#### WILLIAMS CREEK.

Bed Rock Drain—The lower part of this drain was again in fine working condition.

The Marysville Company intended running their wharf by means of the water drain.

The Hart Company had stopped working.

The Oram Company were also about concluding operations till the Spring.

The Adams Company had got down with their shaft, and purposed working during the winter.

The Prince of Wales Company were making something over wages.

The Raby Company, instead of working on the surface where they would be hindered by frost, intended washing below, provided they could make necessary arrangements for getting the water from the Bed Rock Drain Co. This would probably enable them to carry on operations during the winter.

The Dead Broke and Cameron Companies were washing on the top of the ground, and on the weather becoming very cold intended washing in similar manner to the Raby Co. The Cameron Company did well by the same

process last winter; they were not doing as well as they had previously done, but they had sunk a new shaft to hoist the headings and tailings should they be encountered below, and were in expectation of doing a good deal better as they had struck a good prospect at the bottom of their new shaft. The Dead Broke Company were doing better than at any time during the previous season.

The Prairie Flower Company were running a tunnel from the Meadows towards their old shaft for drainage purposes.

The Forest Rose Company had abandoned their old shaft on the top of the hill and were busily engaged sinking a new one on the boundary line of the Prairie Flower. Their new shaft was already forty feet deep.

The Last Chance Company were running a new incline.

The Beauregard and Confederate Companies had sunk a new shaft, and were running through the rim rock to the back channel. No companies were at work between the last mentioned company and the

Australian Company, who were working a stratum from the surface on an inclined plane to the bed rock, and were washing out gold.

The Welsh Company were washing and were prepared to continue doing so throughout the winter.

The Sheepskin Company were at work and would continue operations as long as the weather would allow.

The Watson, Aurora, Foster (Campbell) companies were sinking new shafts. John Polmere and William Michael were running a tunnel at the Cañon under the wagon road in the Side Hill,—the ground formerly occupied by the Puerta de fierro Company.

The Black Jack Tunnel Company had completed their water flume across Williams Creek at the head of the Cañon.

The San Francisco Company were working above the Cañon on the side hill.

Bed Rock Flume—Capt. Evans and his workmen were in full blast pushing this work vigorously ahead.

A party of Frenchmen were sinking a new shaft in the bed of the creek at Richfield, above the Steele claim.

The Slate Range Company were running a tunnel, and would, if they could, work all winter.

#### STOUTS' GULCH.

The Alturus Company were washing out good pay.

#### LOWHEE CREEK.

Mr. George Pearson, foreman of the Moorhead Co., was working his men and getting good pay.

Sam Crane was working his old claim at the Cañon, and said he expected to take out a gallon of gold by himself.

#### LIGHTNING CREEK.

From another reliable source we gather the following:

The old Campbell Company were rigging everything up to resume operations in the early spring.

The California Company, about a mile and a half from VanWinkle, had just struck a most encouraging prospect in their old ground.

About half way between the last mentioned companies another company was at work on the bed of the creek. All others had stopped working for the season.

#### ON LAST CHANCE CREEK

The Australian Company were still at work making about wages.

#### ON DAVIS CREEK

There were still one or two parties at work.

#### BURNES CREEK.

Billy Barker & Co. were working, finding occasional large nuggets.

DeLatre & Co. were making good wages.

The Canadian Company were doing as well as usual.

The Shepherd Company, for the past two weeks had been doing well. The week before our informant left they picked up a beautiful nugget shaped like a pigeon's egg, and weighing seven ounces.

There were two other companies prospecting below the Shepherd but they had not reached the bedrock.

The Wake-up-Jake had suspended operations.

#### MISCELLANEOUS.

The weather on Williams Creek on the 25th was more favorable for mining operations. A *fracas*, which resulted in a regular *mellee*, took place between some Chinamen and whitemen at VanWinkle, in which several of the Celestials were roughly handled, one of them being badly worsted. One whiteman received a stab in the thigh.

Preparations were being made for sleighing goods into the mines so soon as sufficient snow had fallen. Only two inches of snow lay on Williams Creek on the 25th.

#### MARKETS.

Flour at Van Winkle was ruling at 32 cents per lb, and was very scarce. Most other goods were in good supply, and remained without any material change in prices. Jawbone (credit) was, in the parlance of the country, almost "played out."

ARRIVAL FROM ENGLAND.—The clipper bark Kent, 279 tons register, George Naunton, commander, arrived in Esquimalt Harbor on Saturday night, 181 days from Glasgow, with all the machinery and plant necessary for constructing the mill at Burrard Inlet for the British Columbia and Vancouver Island Spar, Lumber and Sawmill Company limited, under the management of Captain Stamp. The Kent is a fine vessel, quite new, and is intended to trade to these colonies, Captain Naunton having brought his family to settle on this island. She experienced some very rough weather on the voyage. Her memorandum and list of passengers, will be found under the proper head.

PUT IN.—The bark Caroline Kerr from San Francisco to Puget Sound, put into Esquimalt on Friday with loss of several sails.

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