

The Weekly British Colonist. Tuesday, June 12, 1866.

THE CONDITION OF THE COLONY.

The San Francisco steamer takes away to-day fourteen or fifteen families. We say nothing of the able-bodied single men who are leaving us—although every industrious man is worth several hundred dollars to the country—but the loss of a family in our present infant condition can scarcely be computed. Nothing can be a surer index of mismanagement—of gross mismanagement—than such an exodus. It is an indelible disgrace to the colony and its rulers. With abundance of good agricultural land, with a magnificent climate, with our coast full of harbors our waters full of fish, and our forests almost inexhaustible, with copper here, iron there, and coal everywhere—with in fact the most astonishing diversity of resources that can be found in any country throughout the globe and contiguous to a rich gold mining country—we have to-day no industry on the Island—no employment for the returned miner—nothing but a steamer to carry away our population. If this is the result of the Heaven-born statesmanship that is sent out to us from England, we certainly cannot compliment the statesmen. The least progressive of the Indian tribes would make a better attempt—if they did not increase the population they would at least prevent its diminution. They would turn the gifts of nature to a more profitable account. We cannot, however, blame the Government for the whole of our disasters. Free port fanaticism has lent its beneficent aid to check industry and create that mania of commercial speculation which has resulted so disastrously to our mercantile firms and to the community generally. Never in the annals of any British colony have so many follies converged to ruin a country. On the one hand we have a policy whose great aim is to crush every effort of home industry and on the other a Government whose primary object is to impose the maximum of taxation for the minimum of work. The free port first steps in to denude the colony of its wealth, to send its money away for everything consumable and unconsumable, and the Government rakes out of the public pocket the few dollars the ruinous commercial policy has left. So long as the mines were fabulously rich, the community could sustain this burning at both ends, but when the gold fields became those uncertain sources of wealth they have proved in every mining country, then the rottenness of our position was made painfully apparent, and the fabric built on the sandy foundation commenced gradually to give way.

We do not wish to brood over our misfortunes or our mistakes—but we do wish at this eleventh hour to enforce every suggestion we have from time to time brought forward for the re-building of the country. We say the re-building; for the most inattentive follower of free port fallacies cannot hope that even a shred of the present edifice will remain. The best friend to the colony is he who says the sooner the end comes the better; for the sooner can we enter on that pathway which alone leads to prosperity in a new country. Although our present position in one respect demands more of patience than of action—for until the colonies shall have been united it is vain to enunciate a new policy—yet at no period in the country's history has so grave a responsibility devolved on the representatives of the people. To-day they will be called upon to discuss questions which affect the whole principle of representative Government—questions that demand for an answer whether the Executive is the law-maker as well as the law administrator—but it will be merely trifling with the gravity of the occasion, as well as with our future prosperity if the discussion ends here. The Assembly must act. They must show to the Home authorities clearly and distinctly the nature of our position, and demand from Her Majesty's Ministers a system of Government that will make the voice of the people paramount—that will do away at once and forever with the abominable and ruinous scheme of official irresponsibility. Not a moment is to be lost, if we desire a change for the better—if we look forward like other countries to an increase instead of a decrease in our wealth and population. If these colonies are to be peopled, if the steamer is to bring us immigrants instead of taking our inhabitants away, we must have a Government that will be the expression of the popular will, not the narrow, ill-digested, and inexperienced views of inexperienced officials.

COMMERCIAL BANK OF INDIA FAILED.—The report mentioned in yesterday's Colonist, of another heavy Bank failure, it appears has more truth than poetry in it. A private message received announces the suspension of the Commercial Bank of India; liabilities not stated, though supposed to be heavy, as the establishment carried on extensive operations in London, Bombay, Calcutta, China, and San Francisco. The Bank lost heavily by the Bombay Cotton bubble, and also by investing in Washoe Stock. Rumor spoke of the probable failure of the Chartered bank of India.

NEWMARKET SPRING MEETING.

TUESDAY, April 17, 1866.

THE TWO THOUSAND-DAY. The sound of wheels commenced early in the High-street this morning; everyone was astir, and the attendance on the Warren-hill and the running ground to see the gallops unusually large. Still, there was a lack of excitement, speculation and gossip caused by the position maintained by Lord Lyon.

Never was there such a dull and uneventful night before the race as that of yesterday. Nothing "came," and nothing was "knocked out." Those who chose might have laid their seven to four on the "crack," and that was all. Janitor was second favorite, but hardly more than in name, and place investments were scarcely mentioned.

The morning was bright and warm, and our great enemy, the dust rampant. Now that the Jockey Club have levied a toll of 5s. on vehicles, might we put in a word for a few water carts? They would be highly appreciated. The morning was bright and warm, and our great enemy, the dust rampant. Now that the Jockey Club have levied a toll of 5s. on vehicles, might we put in a word for a few water carts? They would be highly appreciated.

THE TWO THOUSAND GUINEAS STAKES, a subscription of 100 sovs. each, h. t.; for 3 yr old colts, 8st. 10lbs.; fillies, 8st. 5lb. The owner of the second horse to receive back his stake. One mile 17 yards. 86 subs.

Mr R Sutton's Lord Lyon, by Stockwell, 8st 10lb (Thomas)..... 1
Mr Naylor's Monarch of the Glen, 8st 10lb, (T Challenger)..... 2
Lord Exeter's b.c. Knight of the Crescent, 8st 10lb (Ashmall)..... 3
Lord Glasgow's r.o.c. by Brother to Bird-on-the-Wing (foaled in 1853)—Rapid Rhone's dam, 8st 10lb (J Osborne)..... 4
Count Bathyan's Mount Palatine, 8st 10lb (Morris)..... 0
Duke of Beaufort's Jack-in-the-Green, 8st 10lb (Gannon)..... 0
Mr W C Brown's Harefield, 8st 10lb (C Page)..... 0
Mr Henry's b.c. Apsley, 8st 10lb (J Goater)..... 0
Count F de Lagrange's Auguste, 8st 10lb (H Grimshaw)..... 0
Mr Merry's Student, 8st 10lb (H Covey)..... 0
Baron Rothchild's Robin Hood, 8st 10lb (J Daley)..... 0
Baron Rothschild's Janitor, 8st 10lb (Wells)..... 0
Mr Saville's Leybourne, 8st 10lb (Doyle)..... 0
Mr Saville's Sealiskin, 8st 10lb (J Mann)..... 0
Lord Stamford's Freedom, 8st 10lb (A Edwards)..... 0

It was certainly a moment of great anxiety to see the dock running with such a velocity on the ways so scientifically laid. The dock being once afloat, two of the P. S. N. Co's steamers towed her to her moorings.

After the launch G. W. Petrie introduced to the Jefe Supremo the principal directors of this work, viz, the able Secretary, James B. Aiken; J. W. Stannery, the Engineer; J. W. Hagan, the Constructor, and Mr. Anderson, the Chief Carpenter, who were kindly received by him.

UTAH NEWS.

The Vedette, of May 3d, contains the following items: THE RUSH TO MONTANA. Everybody is rushing to Montana. Next spring we will have a great rush for Utah. The silver is here. We know it, because we have seen the assays and the ledges.

THE PAHRANAGAT MINES. They are situated in the southwestern corner of Utah, or the southeastern corner of Nevada, about 400 miles from this city, and 125 miles from Callville Landing, the head of Navigation on the Colorado river. Pahrangat Valley is a well watered, fertile tract, about thirty miles long and one wide, and the mining district, which is about seven miles square, is ten miles west, up a gradual ascent, over which a fine road is being constructed for the transportation of ore.

THE I. O. F., of this city, celebrated the 47th Anniversary of the establishment of the order in the United States by appropriate ceremonies at the hall of Utah Lodge No. 1, on Thursday evening. The hall was crowded by members of the order and invited guests, and after a few introductory remarks by Deputy Grand Sire J. M. Ellis, Capt. Geo. F. Price was introduced as the orator of the occasion, who delivered an eloquent and highly interesting address, descriptive of the rise and progress of Odd Fellowship, its objects and beneficent practical workings.

LAUNCH OF THE IRON FLOATING DOCK AT CALLAO. (From the Panama Herald.) On the 24th April, at half-past two in the afternoon, this magnificent structure was with perfect success launched in Callao Bay, and at once towed to her moorings.

The origin and promotion of the company, its management till now, the putting together the immense mass of iron, its successful launch—form one of the most brilliant triumphs that the energy and skill of the Anglo-Saxon race have ever achieved on this Coast. The following is translated from the Comercio de Lima, of the 24th April: To-day at 2:38 p.m., the great iron floating dock constructed in this port, under the direction of the enterprising and able manager of the Pacific Steam Navigation Company, George Petrie, Esq., was launched.

At 2:38 the signal was given by the firing of a cannon, and the ropes which held the buoys were cut, and a few strokes of the Hydraulic Rams placed underneath being given, the dock began to glide down the ways, at first slowly and gradually increasing in velocity till at last, amidst the great cheering of the assembled multitude, the dock reached the water.

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SENTIMENTALISM SNUBBED.—Says Bayard Taylor: I know an American author who was once bored for a long time by a female acquaintance, for sympathy and tender appreciation of her ideas of spiritual duty. "Mr. Plutarch," she would say, "is there a more serene and sublime satisfaction in life than that of discovering your spiritual duty and conscientiously performing it? Have you not often in your own soul felt this 'tranquil bliss'?" The author bore this for a time, but human patience has its limits.

News from Big Bend.

A BRIGHTER PICTURE.

From Mr. R. Cameron, who arrived yesterday from Big Bend, which he left on the 22d May, we obtain the following: Mr. R. Cameron started for Big Bend on the 10th February and reached the mines in March, having crossed all the lakes on the ice, from Seymour to the Columbia, on a tabogan, and from the Columbia to French creek on snow shoes.

Seven men wintered on French creek but did nothing in the shape of mining until April, except assisting Cottonwood Smith in sinking his shaft, immediately above James Orr's claim, from which an \$8 nugget was taken in the top dirt. After getting down 28 feet they were flooded out and had no means of remedying it.

The Half Breed Co. were putting in a flume and were not expecting to take out gold yet. The Discovery Co. were sinking a large shaft in order to work out their ground in a shaft-like manner. They are quite satisfied that they can any day take out 30 or 40 ounces a day by working where they did last season at the head of their ground. Such confidence is felt in this claim that Mr. John Connor of Kootenay bought a full interest in February for \$2000 cash, and has since offered \$1500 for a half interest, which was declined.

No other claims on French creek had sluices running, but some fourteen companies, who had done all their outside work, were preparing busily to wash, and by July it may be expected that a good deal of gold will be taken out.

McCULLOCH'S CREEK. Some four or five men wintered on this creek and made no efforts to mine until 1st May. They were getting in grub, building good comfortable houses, and waiting for their partners to join them from Colville.—The detention of the Colville Co. was the greatest drawback to the mines in the spring than anything else, as they owned the best ground and were best prepared to commence early operations.

The miners had also been employed in outside work on their claims, getting in wind-gangs, cutting tail-races, and some of them running tunnels. The Discovery Co. were getting a derrick, which had arrived at Seymour. The boulders interfered with their work and prevented their taking out much gold before it arrived. The companies on the flat were sinking shafts and expecting to go deep. No strikes of any consequence had been made so far, none having reached the bed rock. There were more men and more companies at work here than on French creek, and the miners were all hopeful of the result.

CAMP CREEK. The worst reports were from this creek, where nothing at all had yet been struck.—Some shafts were, however, going down, and expected soon to reach bed rock.

MOBERLY CREEK. There were no accounts from this creek yet. Mountaineer Perry talked highly of this big creek up which he had travelled 42 miles with Mr. Moberly last year, getting good prospects with a frying pan. He predicted a rush there.

MISCELLANEOUS. Mr. Cameron met Perry with another man about May 18th returning from inspecting the South arm Pass from Shuswap, by Mr. Moberly's instructions. He reported a fine country with splendid grass on the pass and no greater altitude than 404 feet instead of 8600 as on the present trail. Also that from where the road would strike the Columbia there is good water for navigation to the upper steamboat landing from which point by this time there is a first rate trail of 16 miles with good feed on it to French Creek saving a distance of one half besides the risk and danger of the Death Rapids.

Quite a town is rising at Steamboat Landing. Building has been stopped altogether at Seymour in anticipation of a change of site. The population of the mines above the Steamboat Landing may be estimated at 700 men, although a large number of men were at Seymour, Colville and other places waiting until the mines were opened to satisfy themselves about the country. Our informant sees no reason, whatever yet to condemn the country and will be much disappointed if good accounts that will satisfy every body are not received before long as there is a stretch of 110 miles of country through which prospects have been found. Mr. Cameron has no interest in that country and is sufficiently well known by the public to render his statement deserving of weight. He feels further satisfied that freight can be now taken to the mines 4 cents cheaper than from Portland, and when a wagon road is made from the South arm of the Shuswap Lake it may be taken in 7 cents cheaper.

FLOODS IN OREGON.—A letter from Mr. Haines, Superintendent of the California State Telegraph line, says that the water on the Columbia bottom where the interruption to the line had occurred, had risen three feet higher than usual, inundating the line and rendering repairs very difficult. The wires were, however, working, though badly, last evening.

LETTER FROM SEYMOUR.

SEYMOUR CITY, May 27th, 1866.

TO THE EDITOR OF THE BRITISH COLONIST: Sir,—When I was in Victoria I had much difficulty in obtaining any correct information respecting the journey to Big Bend. The following particulars may be acceptable to many of your readers. Leaving Victoria on Friday the 18th, at 11 o'clock; we reached New Westminster at 7 p. m., fare \$4, dinner \$1. On Wednesday at 12 noon, left New Westminster and arrived at Yale about 1 o'clock p. m., next day, stopping at Coe's farm for the night, fare \$5, supper and breakfast \$1 each, and very good. At Yale supper and breakfast 75 cts. each, very ordinary. Barnard has a stage running, and there is an opposition stage, fare by either \$25; Barnard's runs night and day, stopping only for meals, making it a most trying and fatiguing journey of 36 hours. The opposition stops for the night on the road, starting at 4 1/2 or 5 in the morning, and is some 10 hours longer on the road, arriving in ample time for the steamer. Meals are \$1 on the road, and at Boston Bar, 25 miles from Yale, and at the Cache creek house, 26 miles from the Lake, under the management of Mr. Kennedy, the table was excellent, better than could be obtained for the same money in Victoria. A good hotel and a bakery are at Savana's Ferry, where there is a large demand for bread, by those going up the Lake in boats, as nothing can be obtained at the ranches on the river and lakes—most of the occupants having a squaw, married or unmarried, and consequently no attempts are made at domestic comfort. Bountifully gifted by nature in land and water, the occupants live little better than savages. From above Fort Kamloops to the entrance of Little Shuswap lake, the country improves and is well calculated for grazing farms on both sides of the water.

At the 26 mile house above Kamloops, a Mr. Lambey has prepared a boat landing and snook a sign out on the river; he has some splendid land for agricultural purposes, and unlimited pasture, yet he had no meat, no bread, no butter, no milk to sell, only whiskey.

Some 30 miles further, at the Shuswap lake, a Mr. Tod has one of the finest ranches I ever saw, either here or in California. A rich alluvial prairie, some 1 1/2 miles wide, with a mountain stream, some 3 or 4 yards in width, running through it, and the richest pasture; yet he has no meat, no milk, no butter, no bread, only a few potatoes for sale; such land is utterly thrown away upon such people. Above this place to the head of the Lake, the mountains lie close to the water covered with pines, and below Kamloops to the Ferry, the land is indifferently calculated for ranches, except for grazing; it appears to be very dry.

I cannot send you any mining news, it is so contradictory, and I have not been twelve hours here yet. One man came in yesterday and reported bench diggings struck paying \$6 to the hand, on McCulloch's creek, but it is not confirmed. The trail is open for 21 miles, and a pack train goes to that distance with goods, and for 15 miles they have to be packed by Indians and white men over a mountain covered with snow, 20 feet deep now. There is a talk, too, that the town site will have to be changed, for the following reason. The head of the lake divides into three arms, one to the N.W., at the head of which Seymour is built; one N.E., and another more easterly. The latter has a river running into it, up which a trail has been found leading by a pass of 15 miles on to the Columbia. It is some 1000 feet lower than the trail from Seymour, and there is said to be a fine prairie on the road, whereas there is no feed for cattle or pack trains near Seymour or on the trail, and it is 35 miles to the Columbia.

The Forty-nine on her 4th trip brought up little freight on account of the high water and powerful current. She is on her 5th trip now. Great numbers of miners are camping here waiting the melting of the snow on the Columbia, which is variously estimated to take place in from two to six weeks. The H.B. Co's steamer Marten, Captain Mouat, arrived here at about 5:30 this afternoon, bringing a few passengers and some 20 tons freight. She was received with a salute of thirteen anvils and firing of guns and every demonstration of joy. She left Savana's ferry at four o'clock on Saturday afternoon, arrived at Fort Kamloops at seven o'clock, where she laid up for the night; started at 6:15 the next morning, and arrived at Seymour at 5:30 p. m., making about fourteen miles per hour running time on her first trip, including stoppages for wood. She is only partly finished, wanting her cabin and deck sidings. When finished she will be a handsome looking boat, and only draws about eighteen inches water when loaded.—The folks here consider \$10 passage money so too much. It gives the boatmen a chance, however, as few miners will pay it, and the boats charge from \$2 50 to \$5, and take two and a-half to four days on the trip.

ANOTHER CASE OF POISONING.—A few days since a large company of natives were poisoned by eating poi which had been made or kept in a barrel in which hide poison had been imported. Some fifteen or twenty persons were poisoned, but fortunately no one has died. A law should be passed requiring that hide poison barrels be burned by those who use the contents, and a penalty imposed for selling or even giving them away to natives or anyone else.—Hawaiian Gazette.

AN IMPORTANT DECREE.—Emperor Norton I.—a man of as great notoriety as John Bull, Weller or the dog "Bummer"—has issued the following: "To New York Herald for Publication; Norton I. Decrees: That the banks of America sustain the Bank of England during the emergency—so that the interest may be reduced as soon as possible." His royal signature is appended to the dispatch.—Oregonian.

THE SIERRA NEVADA.—The Oregonian says that this steamer would leave on Saturday last for Portland.

HOUSE OF ASSEMBLY.

THE SPEAKER took his seat Present—Messrs. DeCosmos, Tolmie, Dickson, McClure, Stamp, Cochrane, Carswell, P. DESPATCH FROM THE GOVERNOR. A confidential despatch was His Excellency the Governor, considered the same with closeness. After the lapse of a few minutes were again thrown open.

SPRING RIDGE WATER WORKS. This bill was read a third time. B. C. TARIFF ACT, 1866. Mr. Young introduced the motion he had given notice. He thought to make any remarks on the subject believed every member would. And that it was moreover unconstitutional and that it was moreover unconstitutional.

Mr. DeCosmos suggested that "differential duties" be omitted inapplicable. Mr. Young considered that the gist of the resolution. Mr. Dickson said that practices differential duties. Mr. Cochrane suggested the insertion of the word "practically" before differential which would get over the difficulty. Mr. McClure suggested the insertion of the word "practically" which was agreed to and passed.

MEMBER FOR SALT SPRINGS. Mr. Young said it was with a grace he rose to object to the seat member elected to serve in this was actuated by no vindictive desire to preserve the dignity of the House. He had examined the roll and did not find the name of the member possessed of the requisite real estate. He found the hon. gentleman possessed of certain leasehold but quality him, and on applying Deans he learned that he had party title deeds to the hon. gentleman quality him and the same quality also served for his son-in-law.

Dr. Dickson seconded the motion was carried. Mr. Pidwell rose to a question of order. The Speaker doubted the propriety of the hon. gentleman rising when his question. Mr. Pidwell claimed the same heard as had been accorded to the member who opposed his seat. He himself to a question of privilege conceded to say that he had an objection to the last speaker to sustain of the House. Among the dissent mentioned in the act were a few persons outlawed in any suit. It is a matter of discussion in the House meant, but it was considered to be a matter of justice. [Order and Had a certain member remained the country he flew from Judge Lyde have presided over the length and of his body [loud laughter.] If his deserts for his transactions on his trail he would have had a ball round his legs [loud cries of laughter, but Mr. Pidwell main right to be heard and continued to a broadside at a certain member.]

The Speaker—What member mean? Mr. Pidwell—Charles Bedford Y junior member for the city. He decided to point out that the hon. was himself not qualified. His party district was not worth \$10 an his lot on Johnson street was held in ship with another man.

The Speaker—What is your motion? Mr. Pidwell—That a Committee pointed to enquire into the qualifications of Charles Bedford Young. The Speaker—Who seconds it? There being no response the order day was proceeded with.

THE GOVERNOR'S DESPATCH. House in Committee Dr. Trimble chair. Dr. Helmecken proposed that this should be considered with closed doors, thought its public discussion would affect the interests of the colony. Dr. Tolmie seconded. Dr. Dickson strongly advocated that being thrown open to the public, patch contained nothing that they already know, and past experience that the result always found its way the papers. He thought the public know all that transpired in the House. Dr. Helmecken said the hon. gentleman very anxious that the public should not, however, in reference to the p Victoria that he wished for closed doors to prevent the mischief it would do as the papers would carry it all over world.

Mr. Young did not see the object contained in closing the doors. Things not be worse than they were, and tended to say nothing of which he was ashamed, in fact he wished his constituents to know what his views were. Dr. Tolmie was in favor of closed doors. The matter would then be with promptly, and the House would be treated to bunkum (Hear, and laughter). Mr. McClure would vote for closed doors, but he knew the action would be apprehended. It was necessary the public here, as well as parties in England should know the sentiments of the House and should bear those sentiments freely pressed. The Assembly had had the of treating matters of importance too and although he hoped that discretion be shown by hon. members in the web also wished to see the subject discussed a manly and vigorous spirit.

Mr. Cochrane declared himself opposed a closed session. On a division the vote stood:—