

THE WEEKLY BRITISH COLONIST.

VOL. 7.

VICTORIA, VANCOUVER ISLAND. TUESDAY, MAY 8, 1866.

NO 26.

THE BRITISH COLONIST

PUBLISHED EVERY MORNING. Sundays Excepted, VICTORIA, V. I. TERMS:

One Year, (in advance) \$10 00
Six Months, do 6 00
Three Months, do 3 50
Single Copies, do 10 cents.

THE WEEKLY COLONIST.

Published every Tuesday morning.
One Year, (in advance) \$6 00
Six Months, do 4 00
Three Months, do 2 50
Single copies, do 25 cents.

AGENTS

John Mackin, Nanaimo
Clarkson & Co., New Westminster
Barnard's Express, Quesnel, B. C.
Lytton
Vanwinkle, Richfield
Barkerville
Camerontown
Clinton
L. F. Fisher, San Francisco
F. Algar, Clement's Lane, London
G. Street, 30 Cornhill, London

REPRESENTATION.

On Thursday we reviewed briefly the extraordinary remarks of the Colonial Secretary and Mr. Finlayson on the Franchise Bill. Of all the questions that enter into the area of public discussion none approaches in importance this grave one of Parliamentary representation. On it hangs virtually the freedom or servitude of a population, the prosperity or destruction of a community. It has in all ages engaged the greatest minds of every representative country, and is at the present moment receiving the most profound consideration in the British Parliament itself. It is natural, therefore, that in Vancouver Island where, with all our backwardness and isolation, we have still something in common with the inhabitants of every self-governing country, the matter should awaken some degree of attention, albeit there are degenerate Britons amongst us base enough to relinquish at any time every vestige of those privileges which have only come to Englishmen through the hard and persistent fighting of their forefathers. In our last review of the question we characterised the language and proposition of Mr. Young as belonging to an age very far back in English history, but that we only implied the resuscitation of ignorant barbarism; there is a much worse feature in the case; there is the evident attempt to prevent, in the most important election which will have been held on the Island, the popular voice from being heard—to stifle in fact every public aspiration at the first general electoral contest. This is not all. Mr. Young is a paid official, and as much a public servant, no matter from what source his salary comes, as any clerk in the Government offices. The idea, therefore, of this gentleman presuming to tell the public of Vancouver Island that they shall not elect this class of men or that class of men, but only such a class of men as he (Mr. Young) and his friends shall dictate, is to say the least startling. We have only to go another step farther and allow the Colonial Secretary to nominate the members of Assembly and get rid of elections altogether. The plan would answer quite as well as the much desired scheme of a Crown colony. It is not only as a paid official, however, Mr. Young is immortalising himself in endeavoring to curtail the rights of the people; he is introducing a novelty in legislation which deserves especial mention—he is calling upon the Upper House to raise the qualification of the Lower House—to undertake in fact the whole construction of the Assembly. There have been isolated instances in Parliamentary history, colonial as well as Imperial, where the Upper House has refused to accede to the proposition of the Lower branch to remove certain restrictions in the representation of the country, but the history has yet to be written that will show the Upper House, in the face of a measure before it to abolish the property qualification for members of the Assembly coming forward and proposing to double it. It has been customary in the Government of Vancouver Island to set every precedent, every experience of other countries at defiance and follow some wretched little tortuous policy of its own—and it is to this foolish stupidity we are indebted for nearly all our disasters—but we think this attempt of Mr. Young to start another original idea—to repudiate the policy of other and more enlightened countries—will not meet with general acceptance. The Colonial Secretary, however, and some of his saintly colleagues, are horrified at the want of respectability in the Assembly, and with true patriotism desire to reform it, their shout is taken up by some scribblers in the press, and any number of Mrs. Partingtons are ready with their mops. It is not the first time, however, we have seen a dirty house-maid endeavoring to give a polish to a door step, and the parties who have been

recently crying so lustily against the Assembly's respectability ought really to look a little nearer home and put on less of the infallible. There have been, are, and will be probably to the end of time, men in Houses of Legislature who cannot pay their debts—the House of Commons being no exception to the rule—but raising the qualification is no remedy for the evil. A man can fail on Vancouver Island with \$3000 worth of property just as easily as he can with \$300. In fact, some of our extensive landholders have not only failed but become "skeddaddlers." The real question of respectability is, however, not for the Upper House but for the electors to decide. If the people choose to send to the Assembly an unfit man, that is their look out. They and they only are affected by the result. But to say that the public's hands shall be tied, and that instead of sending to the Legislature men of their choice, they shall be forced to select some superannuated mummy who has neither the brains nor the capacity to work, is to insult the manhood of every person in the colony. The people of Vancouver Island want no dictation as to the person or class of persons that should represent them. When they desire to return dancing masters, or prim old maids, or studious of department to make laws for giving an impetus to the industry of the Island, they will no doubt be very anxious to receive advice from the Council on the matter, but until such time we can safely say they desire to be left alone. They desire to have the power to send whatever class of men they choose to the Assembly, be he blacksmith, shoemaker or tailor. Their idea of respectability is not confined to the holder of real estate any more than to the holder of hot pies, nor does it point to a starched collar, a lackadaisical air, or general Dundrearyism. The respectability which they want is the ability in the Assembly to get the colony out of its present disgraceful "Slough of Despond," and if they can find that ability in the "greasy mechanic" or in the retail dealer, let them in Heaven's name have the opportunity of sending it, whether it has been investing in real estate or moleskin pants, where it is so much required.

HOUSE OF ASSEMBLY.

THURSDAY, May 3.

The Speaker took his seat at 1:15 p.m.—Present: Messrs. DeCosmos, Trimble, McClure, Young, Dickson.

SANITARY REGULATIONS.

Dr. Dickson gave notice:—"That as the present sanitary condition of this city is deplorable and requires prompt and decided measures to be adopted without delay for the suppression of all nuisances likely to generate disease, he would at an early day ask this House to consider and adopt such steps as may be deemed appropriate for the abatement of the same, and for the better security of the health of the inhabitants." He further gave notice that on Friday next he would ask the House to appoint a day to consider the advisability of taking steps to guard against the importation of cholera. He considered that it was highly essential that the health of the town should be looked after to prevent, if possible, the spread of any contagious disease during the approaching warm weather, and thought the duty appertained to the House, pending the passage of the Corporation bill, as the powers of the Council were questioned, and they were, moreover, without funds. He would, therefore, ask the House to fix a day to go into Committee of the Whole to consider whether the provisions of the Sanitary Act, 1862, should not be observed.

Monday next was fixed by the Speaker.

SPRING RIDGE WATER WORKS BILL.

The House went into committee on this bill, Dr. Trimble in the chair, but the Speaker having pointed out that three days must elapse between the second reading of a private bill and its committee, it was agreed that the bill should be on the order of the day for Monday next.

CHURCH RESERVE.

Mr. DeCosmos asked Dr. Trimble, as chairman of the committee appointed to enquire into the Church Reserve title, whether he was prepared to make any report? Dr. Trimble replied that he would be prepared at any time after Monday next to go into the matter, but nothing had been as yet done. The Speaker asked who was the chairman? Dr. Trimble replied that he was appointed chairman by Messrs. Cochrane and Ash (laughter). The Speaker said Dr. Dickson was one of the committee. Dr. Dickson replied in the negative. Dr. Trimble said Mr. Dennes was one (laughter). The Speaker referred to the minutes, and found that the committee consisted of Messrs. Cochrane, Dickson, Ash, Trimble and DeCosmos. The chairman promised to hunt up the recusant members, and after some further remarks the subject dropped, when the Volunteer bill was taken up. A motion to rise and report progress was, however, made by Dr. Helmecken and carried, and the House adjourned till Monday next.

DEATH comes to a good man to relieve him; it comes to a bad one to relieve society. Who was the first little boy mentioned in the Bible? Chap. 1.

By Electric Telegraph.

SPECIAL TO THE BRITISH COLONIST.

EASTERN NEWS.

SWINOMISH, May 4.—The California State Telegraph Company's flagship Winged Rader, Haies, arrived at Swinomish last evening at six o'clock. Wind light from the West-raining.

Austria and America.

NEW YORK, April 30.—The Commercial Advertiser's Washington despatch says that the Austrian Minister has advertised his furnished residence for sale, and expects that the next European steamer will bring the news of the sailing of the Austrian troops for Mexico, which will insure his receiving his passport from Seward.

The Spanish Blockade.

The Navy Department has received advice from Commodore Rodgers, commanding the U. S. squadron in the harbor of Valparaiso, stating that he had placed his fleet between the Spanish vessels and the city, and in conjunction with the English Admiral notified the Spanish commander that the bombardment would not be permitted.

Commodore Rodgers believes he could sink the Spanish ironclad in half an hour with his monitor Monadnock.

The U. S. squadron in the harbor of Valparaiso consists of the Monadnock, Powhatan, Vanderbilt, Tuscarora, Waterae, and Swanee. In all sixty guns. The English fleet is smaller.

United States.

NEW HAVEN, April 30.—The buildings of the New Haven Clock Company, seven in number, with eleven dwellings, were burned down—loss, \$200,000.

WHEELING, Va., April 30.—The burglars who robbed the bank at Cadiz, Ohio, were overhauled near Lagrange this afternoon. After a sharp skirmish one was wounded, three captured, and one escaped. Over \$15,000 was recovered.

NEW YORK, April 30.—The East India Telegraph Company of New York has appointed Dr. D. G. McGowan to proceed to China as Commissioner and Engineer, to connect Peking with Canton. He will be accompanied by a staff of practical telegraphers. The Tribune says of the Congressional plan of reconstruction: "Our own preference for a much shorter and simpler programme is well known, but we may accept the report agreed on in Committee as the Union party's plan."

The Herald says the plan is ingeniously contrived. It is considerably milder than anything that has hitherto emanated from the Committee. It may be said to be unnecessary in some things, superfluous in others, and unfair in its continued exclusion of Southern States, after they had fulfilled the conditions of the Administration which was a discretionary power over the whole subject; but we have now only to await the issue before Congress.

WASHINGTON, May 1.—It is understood that in a Cabinet meeting the President invited an expression of opinion from his constitutional advisers respecting the plan reported to Congress by the reconstruction committee. An interesting and animated discussion ensued. Seward declared himself in very decided and emphatic terms against the plan of the Committee and in favor of the immediate admission of loyal representatives from lately rebellious States. McCulloch also spoke in opposition to the plan and expressed himself strongly in favor of the immediate adoption of the President's restoration policy. Stanton was equally decided in his opposition to the Committee's report. Welles was unequivocally against the scheme and earnest in his support of the President. Harlan expressed no opinion. Postmaster General Dennison was in favor of the President's policy but expressed doubts as to the precise terms at which loyal representatives from the South should be admitted to seats in Congress. Attorney General Speed was not present. The President was earnest in his opposition to the report of the Committee and expressed himself against all conditions precedent to the admission of loyal representatives from Southern States such as amendments to the Constitution or Congressional legislation. He remarked in general terms that if the organic law be changed at all it should be done at a time when all the States shall participate in it as one nation.

NEW YORK, May 2.—The Post's special says it is known that a report of the Cabinet meeting yesterday was furnished by prominent members of the Cabinet.

John Ross, stock speculator in Exchange Place, has been arrested for forgery. He had purchased \$50,000 in gold from Black & Spaulding, and \$50,000 from J. Cronin, paying them in forged certificates. He is said also to have forged the name of A. Speer on two checks on the Union Bank for \$60,000 each and perpetrated other forgeries for amounts not stated.

WASHINGTON, May 1.—In the Senate, Howard of Mich., on Pacific Railroad Committee, reported a joint resolution extending the time for completing the first 100 miles east division to the 27th June, 1866. Passed.

The House passed the Niagara ship canal bill, loaning Government credit to that enterprise to the amount of not exceeding \$6,000,000.

WASHINGTON, May 4.—The Committee appointed by the Texas Convention have arrived and laid before the President an official copy of the new constitution and an ordinance declaring secession null and void, repudiating the rebel debt, giving Freedmen the right to testify, etc. Judge Hancock addressed the House saying that a wise and patriotic course in behalf of equal rights throughout all sections of the country has never fresh hope in many desponding hearts. That the same generation which experienced the last terrible shock of civil war will see the constitution ably restored.

The President expressed himself gratified to learn the unanimous feeling of the people of Texas and accepted the result of the war, and said he had put the greatest confidence in the ultimate success of his administration of affairs.

NEW YORK, May 4.—An injunction has been granted of application of several stockholders of the Pacific Mail Steamship Company restraining the directors from selling certain vessels on account of alleged fraud. Stocks are stronger; Quicksilver 54 1/2. Union Telegraph 60 1/2.

EUROPEAN.

FARTHER POINT, April 30.—The steamship Hibernian, from Liverpool the 19th, via Queenstown 20th, passed for Quebec. Consols 86 1/2 to 87; 5-20's 70 to 70 1/2. Sotterley's *Market Circular* says large transactions in American securities for German account touched as low as 68, but closed on 69.

German advices continue more reassuring, and there was a growing belief in peace. An Imperial decree was issued proroguing the French Corps Legislatif until the first of June.

Rentes closed on the 18th at 67 1/2. 18s. NEW YORK, May 1.—The Scotia from Queenstown April 22, has arrived. Nothing has been heard of the City of Washington now three weeks out. Heavy premiums are demanded on her.

The House of Commons continued to debate the Reform Bill. A division was not likely to be taken for several days. Geo. Peabody arrived in the Scotia.

The steamer Costa Rica from Aspinwall has arrived. She brings San Francisco dates to April 10th.

A London letter of April 21st, announces the failure of Bamed's Banking Co. Liabilities £3,250,000. Two large failures in connection therewith in Liverpool were expected to be announced yesterday (20th), but late in the day it was found their pecuniary difficulties had been satisfactorily arranged by the forbearance of the Bank of England.

The War in Chile.

WASHINGTON, May 2.—A dispatch from Commodore Rodgers to the Navy Department dated Valparaiso, 31st March, says that "on my arrival with my squadron, I called upon the English Admiral who informed me that he intended to prevent any sudden bombardment, and would only suffer it after ample notice. To this I made no reply; but having considered matters I sought occasion next day to say that I would join him in the prevention of any sudden bombardment, and would also go much further if he chose. I assured him the Monadnock could take care of the Numanica, and I was absolutely certain that in not more than ten minutes the Monadnock, entirely unassisted, would leave only the mastsheads of the Numanica above water, and that wooden vessels, English and American, could look out for Spanish wooden vessels."

He could not go with me; for a pilot I declared I would not take any step without him. I said I had no intention of becoming a cat's paw to draw European chestnuts out of the fire, and then gave the powers I served laughing at my signed claws while they enjoyed the fruits of my temerity. I finally determined to throw the responsibility upon the English Admiral, who did not choose to act in the premises. The co-operation of the English Admiral having failed, I called upon him and said I did not choose to drift into collision where I had no purpose to collide, and that I should move my vessels out of the Spanish way. This intention I communicated verbally to the Spanish Admiral."

Mexico.

NEW YORK, May 3.—The Herald's City of Mexico correspondence of 18th April says: "The siege of Mazatlan still continues with occasional skirmishes. The Liberal commander, Mendez, found by the French while sick, and refusing to surrender was shot in his bed."

Canada.

THOROLD, C. W., April 30.—A fire yesterday afternoon destroyed thirty-three buildings on Front and Claremont streets. Loss, \$250,000.

CALIFORNIA.

SAN FRANCISCO, May 3.—The steamship Constitution arrived at noon. In port, at Panama, sloop St. Mary's; in port at Acapulco the P. M. S. N. Co's steamer California and one French man-of-war. John McLane, a seaman, was killed at Panama, April 14th, by falling down the forward hold, and Patrick Brown, a steerage passenger, died at sea, April 14th, of remittent fever, and was buried at sea. May 2nd, at 6 p.m., passed an English barge, supposed to be the Kangaroo, bound for San Francisco. The U. S. steamer Florida, Commander Rolands, arrived at Aspinwall on the 9th from Havana, to relieve the James Adger. Commander McDairmid, which vessel will sail for the United States. A great number of Americans were sick.

The certificate of the "Times" Publishing Company was filed in the County Court today. The object of this association is the publishing of a daily, weekly, and steamer newspaper to be called the Times in this city, and the carrying on of other business connected therewith. The capital stock of the company is \$150,000, divided into 1500 shares of \$100 each. The Trustees are C. T. Meader, James Dows, T. L. Barker, Henry Carleton, J. R. Greenebaum, Lucas A. Booth, John Barton, Wm. B. Bourne, Caleb S. Hobbs, J. W. Waste, James B. Stetson, and W. W. Barton. It is rumored that the paper is started for the purpose of espousing the side of Congress in opposition to the President's policy.

In the sweepstakes races at San Jose yesterday for two-year olds, two-mile heats, Richmond won in two straight heats—time, 2:51 and 3:50.

No later gold quotations.

Molasses, 100 bbls from store, 37 1/2 cash. Jobbing at 40c.

SAN FRANCISCO, May 5.—The next steamer for Panama was the Constitution, which leaves here May 10th. Rates of fare—1st cabin, outside rooms, \$232; inside do \$181; second cabin, \$116; steerage, \$65.

Nathaniel Blackstone, a resident since 1853, and formerly commission and flour merchant, died yesterday.

Last night a fire broke out in a small frame building on Olara street, between 4th and 5th streets, destroying the building occupied by Mr. Contan, a contractor. Loss \$5000. The latest gold quotations on the 4th inst., 127 1/2. Legal Tenders, 79 @ 80.

The dry goods trade during the week has been below expectations. The interior is represented by a respectable number of buyers, but they manifest little disposition to operate, except at the law of figures. They prefer to wait further developments in the East.

bbls, chiefly previous to our last, for export to China at current figures. We quote superfine hf sks @ bbl \$5 25 @ 50; hf sks \$5 50 @ 5 75.

Potatoes dull, new selling at \$1 25 @ 1 50; old, 62 1/2 @ 90c @ 100ths.

Sailed—steamer Orizaba for Portland, at 4 p.m.; steamer Montana for Portland, at 11 a.m.; steamer California for Victoria, at 5 p.m.

SAN FRANCISCO, May 6.—The overland line is out of order east of Fort Laramie. No Eastern report received last night.

Two more companies of the 2nd California Volunteers came home by the Pacific on Friday night. They will be mustered out of service immediately.

The Mexican residents of this city did not fire a salute yesterday in honor of the anniversary of the victory over the French at Puebla, concluding it was better to send the powder to their struggling compatriots to be expended with balls before it in front of the invaders of their country.

The May festivities of the German population were inaugurated in this city last evening by the reception of their brethren who came down from the interior by the steamer Capitol. The members of the various orders were received and escorted through the principal streets of the city.

LOS ANGELES, May 5.—From special messenger Delay, who left Secaton ten days ago and arrived to-day, we learn that just previous to his arrival at Secaton he was overtaken by a messenger coming with dispatches from the commander of Fort Grant to General Mason. They repaired together to the General's headquarters, where Mr. Delay heard the dispatches read. It is substantially that Fort Goodwin had been taken by about two thousand Indians and set on fire, and that out of one hundred and twenty-four men stationed there only one man escaped. That his escape was owing to the fact that at the time the massacre commenced he was out hunting; he was not so far away however, but he could not get back in time to prevent the burning, and also heard the firing of guns during the fight, which lasted upwards of three-quarters of an hour. Mr. Delay states further that the General said that some twelve or fifteen days previous to the receipt of this dreadful news he had received a message from the commanding officer at Fort Goodwin stating that the Indians desired to make a treaty of peace and asking instructions. General Mason instructed him to make a treaty, and it is most likely the Indians had gained admission to the fort under that pretext and massacred the troops as above stated.

Liberal Victories in Mexico.

Official communications received at San Francisco by Consul Godoy from the Constitutional Government at El Paso del Norte, March 30th, give the following accounts of several important victories gained by the Liberals in the northern states of Chihuahua and Coahuila. The City of Chihuahua was taken by the Liberal forces under the command of General Luis Terrafca, after two days' hard fighting, on the 25th and 26th March. The Republicans made three hundred prisoners, among whom is the traitor Julio Carana, who had been acting in the capacity of Major under Imperial rule. On the 22nd of the same month the city of Hidalgo del Parral was also attacked and taken by assault by the Liberal forces of Cal Vasquez. Thus the last remnant of French and Imperial troops have been driven from Chihuahua, and the whole state restored to constitutional law. In the state of Coahuila, at Santa Isabel near Parras, General Viesca and Colonel Treviero defeated the French and Imperialists. The French left 118 dead on the field, with 80 prisoners; the traitors 13 dead and 85 prisoners. The French had 7 officers killed, among whom is their commander, Bryant. The enemy's artillery, baggage, and munitions of war all fell into the hands of the Liberals.

THE RINDERPEST.

SAN FRANCISCO, April 19, 1866. EDITORS ALTA:—I have received a communication from the American agents in New York for Professor Morgan's patent process for the curing of meat, stating that the rinderpest, or similar disease, has broken out in Panama (the telegraph confirms the same), introduced no doubt by the English steamers. I would suggest that our authorities stop all vessels arriving here from Central American ports, before touching at our wharves, and have all animals removed.

L. J. HENRY, M.D.

MRS. E. KELBACH, a woman of almost 16, who had been married just eight days, recently applied to the Chicago Courts for a divorce from her husband on the ground of incompatibility of temper, and has just obtained it. In five months she has been a maid, a wife, and a grass widow. Eight days of married life, and then a divorce. Chicago "goes ahead."

LOCAL INTELLIGENCE.

THE VOLUNTEER BENEFIT—The theatre last night was crammed as it usually is when the Volunteers appeal to the public, but the assemblage last night was one of the most brilliant and select that we have seen since the days of the Keans. His Excellency the Governor and family occupied their usual box, and the Hon. Colonial Secretary, in uniform, and Mrs. Young were in another box, Capt. Porcher, Capt. Innes and several officers of the Fleet were present, and we also noticed some of the officials and members of both Houses of Legislature. The Volunteers in uniform attended in full force under their commanding officers, and in the pit were an unusual number of our gallant blue jackets who appeared to thoroughly enjoy the entertainment. The curtain rose with the amusing farce of the "Waiter of Cremorne," performed by the Alert Amateur Dramatic Club, which appeared to us to be another version of the "Two Buzzards or Whitebait at Greenwich," some of the incidents being identical. The Alert boys, whose services were kindly offered on the occasion, played well and with an evident appreciation of their business, but probably from want of time they lacked sufficient stage rehearsing. Dixon as usual made an inimitable female and was perfectly at home as Mrs. Middlebank. Ellis, Kegan and King, who personated the other characters did their best to make the piece pass off successfully. In the musical interlude that followed the Cavatina from Ernani performed by the band of the Rifle Corps led by Mr. Haynes was much admired, as was also the Setette from Nino by Messrs. Haynes, Harries, Benny, Stiles, Elder and Wallace, which was rewarded with loud applause. The hornpipe by Willy and Cotter, of the Alert, was rapturously encoored, when they danced a jig. The evening's amusement wound up with the serio-comic-musico-tragic burlesque, by F. C. Burnand, of "Villikins and his Dinah," and a capital wind up it made, too; the general opinion of the audience being that they never saw the amateurs to greater advantage. The plot of the piece is nonsensical, but it abounds in smart puns and clever repartee, concentrating the attention chiefly on the dialogue. Mr. Godfrey Brown threw an infinity of pathetic humor into the character of the hard up, thwarted young lover, Mr. William Wilkins, making all his points and hits tell admirably. His rotund, pompous rival the Baron Boski Bumble was well filled by Mr. Callingham, who was most extensively got up, and enacted the "lover so gallant and gay" with his usual aptitude for comic business. The stern parient and wealthy vendor of soap found an able personator in Mr. Rushton, whose deep bass voice suited the character and the songs he had to sing to perfection. Mr. Clarke, as Barkins, the faithful follower of the Baron, had little to say, but filled up the stage with his play. Mr. Robinson was an unexceptionable dunce, and indeed all the male characters found very apt representatives, while the ever pleasing Jenny Annot looked and made an irresistible little Dinah, capable of softening a heart composed of the most flinty material. Some excellent comic songs and parodies were introduced, and several local hits cleverly introduced, brought down the house. The amateurs were called before the curtain at the close, and were enthusiastically cheered. We must not omit to accord a word of praise to Mr. Haynes, who presided over the orchestra, and to Mr. Rhind who officiated as accompanist. Mr. E. G. Marsh acted as stage manager, and to him is much of the success of the piece doubtless due. Great credit is also due to those charged with the decoration of the theatre, which was most tasty.

SUDDEN DEATH—An inquiry was held yesterday afternoon in the police court concerning the death of a man named Charles Carles, supposed to be a native of Germany, who was discovered dead in a house on Humboldt street on Sunday morning. A jury having been empanelled, with Mr. J. A. McCrea as foreman, repaired to the premises and inspected the body. Dr. Zelner deposed that the deceased had occasionally been to his drug store for the last two or three years. He had complained of a rush of blood to the head. On Friday witness was asked while passing to look in and see him. He then complained of having been very sick. Witness sent him something to relieve him, and told him if he was no better on the following day he should get Dr. Haggin to procure his admission to the hospital. On Saturday evening he came to witness's store and complained of violent pains in the head, and begged for something to relieve him. Dr. Haggin was away, and witness gave him some camphor and hartshorn to relieve his head, and on deceased complaining of feeling sick at the stomach he gave him an emetic. He then assisted Carles home, and that was the last he saw of him. Mr. T. P. Freeman knew the deceased, who had worked for him. He was subject to epileptic fits, and would fall down when so called upon. Dr. Duffie deposed that he was called upon by officer Wilmer to attend the deceased on Sunday morning, and found he had been dead about half an hour. Yesterday morning witness made a post mortem and found an abscess in the middle lobe of the right hemisphere of the brain, connected with extensive softening of the brain on that side. Found the liver greatly enlarged, so much so that it pressed against the heart, causing its displacement and obstructing the return of blood from the brain to the heart sufficiently to assist in producing a fit of epilepsy, which was no doubt the cause of death. He was a light complexioned man, rather robust, 5 feet 8 inches in height, aged about 34 years. The jury returned a verdict of "death from natural causes."

CRICKET—We are requested by the Secretary of the Cricket Club to notify the members that a meeting will be held at the Bee Hive Hotel to-day, at 4 p.m., to take into consideration the feasibility of engaging to play a match with the San Francisco Club. A punctual attendance is requested.

SUPREME COURT—Merced vs. Copland.—The application of the defendant for a new trial was partially heard yesterday, when the Court rose and the further hearing was postponed.

EARLY CLOSING.—The principal drapery establishments in the city have agreed to close early on Saturdays, during the summer months, to enable their employes to enjoy a ball holiday.

FOR NEW WESTMINSTER.—The steamer Enterprise will leave for Fraser River to-day at 10 a.m. taking another batch of miners bound for Big Bend and Cariboo.

FOR SAN FRANCISCO.—The sailing of the steamer Oregon, for San Francisco direct, is fixed for Thursday at 4 p.m. precisely.

FOR NANAIMO.—The steamer Sir James Douglas will leave for the above port and way settlements this morning at 8 o'clock.

FOR STRIKA.—The Russian ship Casarewitch will be towed out by the Diana this morning at 4 o'clock.

FIREMEN'S BALL.—Nothing daunted by the fatigues of the day the Firemen thoroughly enjoyed their Soiree last night in the Lyceum Hall, dancing with all the spirit of the most enthusiastic worshippers at the shrine of the gay Goddess. The room was well filled and among the guests were the Hon. W. A. G. Young, Colonial Secretary, His Worship the Mayor, Supt. Haskin, several officers of the Royal Navy, and some prominent citizens. The music was provided by Messrs. Palmer, Sandrie & Co. The red Garibaldi shirts of the Firemen considerably added to the gaiety of the scene, which was one of life and animation until the "wee sma' hours" warned the festive throng to their homes and couches. The supper was provided in the French Hotel.

FINED.—In the Recorder's Court at Portland before Hoffman, J., Capt. A. M. Burns, late commander of the Cal. S. N. Co.'s steamer Pacific, was convicted of assault and battery and mulcted in the full penalty of \$50 and costs with the option of incarceration. The assault it will be remembered was made upon the person of a Mr. Ireland, reporter of the Oregonian, against whom Capt. Burns had some grievances, real or imaginary.

PHOTOGRAPHIC VIEW.—Yesterday while the firemen were being inspected by His Excellency the Governor, Mr. Gentile, photographic artist, took a view of the proceedings. A specimen print was exhibited last night at the firemen's soiree; it is a capital sketch, portraying His Excellency and suite, the firemen, their apparatus, and the various surrounding figures very distinctly.

FROM THE SOUND.—The steamer Eliza Anderson, Capt. Finch, arrived yesterday morning at seven o'clock, with 40 passengers and freight as per manifest elsewhere, valued at \$4430.

FOR NEW WESTMINSTER.—The Enterprise yesterday took a good many Big Bend and Cariboo miners and considerable freight.

FOR THE NORTH.—The steamer Sir James Douglas left yesterday for Nanaimo and way ports, carrying a few passengers.

COLLINS' OVERLAND TELEGRAPH EXPEDITION.—Captain James L. Butler, attached to Major L. Pope's party, arrived here last Tuesday night (April 25) in command of a small party, H. McNeill, and two Babine Indians. They left the north end of Lake Tatra last January, travelling on snow-shoes over 600 miles of country, and made the coast at Nasse Harbor, thence to Fort Simpson, there to wait for Major Pope and party, who had gone over another line of country via Stickeen River, and are now due. The Hudson Bay Co.'s steamer Otter, Captain Lewis, arrived at Fort Simpson, March 25th. Captain Butler reports much mortality among the interior Indians; in one lodge eight Indians were seized with a choleraic attack in one night, and were dead before morning; much whooping-cough prevailed amongst the children; medicine and advice were eagerly asked for by the parents. Some of the country explored is said to be very rough, mountains and rocks, without line or regularly, a chaotic mass of immensity; one locality had every appearance of being rich in mineral. From Fort Simpson to New Westminster, S. E. gales prevailed, with heavy rain in the lull; the steamer Diana was sighted off Fort Rupert, bound north. The only disturbance experienced was from a band of drunken Hydabs, on their return north from Victoria, who were camped on the Vancouver Island coast beach, having "a burst of tangle-leg." These facetious fellows amused themselves by saluting the party with a volley of heavy stones, that saluted the temper of the assailed. A highly dusky Belton incited the men to use their muskets, screaming that a Hydah had been killed (7 hung) and this was a good opportunity to retaliate. Fortunately a few sober Indians were present and secured the firearms before the others, maddened with drink, could create a scene of bloodshed that would have drawn upon them a prompt and severe retribution; the explorers were well armed and injured to burst powder. This little circumstance shows the Siwash in his proper light—when sober, orderly and peaceful—when drunk with the poisonous compound "Indian whiskey," he becomes lost to reason, intent on quarrelling and fighting. To the traveller, who encounters much hardship and danger in the North-west, is the danger of all dangers most to be avoided, is the drunken Indian. The little band have experienced a rough trip, but appear to be in good health and spirits.—Columbian.

BANKRUPTCY COURT.—Wednesday, before His Honor Chief Justice Neidham, re J. E. DENNES.—Bankrupt failed to appear for second examination, and a warrant was issued for his arrest for contempt; ordered to be struck off the roll of Solicitors of the Supreme Court. re A. D. MACDONALD.—The assignees laid claim to certain property held by the Victoria Water Company; His Honor allowed the assignees to claim \$394 82. The property to be sold by consent. Mr. Bishop for the assignees; Mr. Cochrane appeared in person. re JOHN COPLAND.—Ajudication declared on bankrupt's own petition, and assigned to this estate. Bankruptcy Court stands adjourned till the 16th May, in consequence of the Court of Assize taking place on the regular day for bankruptcy cases.

FROM NEAH BAY.—By a recent arrival we learn that Mr. Webster, Indian Agent, had gone with a company of Soldiers to arrest the murderers of Steve, a hunter from Victoria, who was killed about eighteen months ago on Picht River, by Indians. Mr. Webster is endeavoring to bring to justice those Indians who plundered the Persevere some time ago, and is determined to deal with them in such a manner as will deter them from molesting vessels in future.

THE FIREMEN'S BALL.—In our notice of the successful soiree given by the Firemen in the Lyceum Hall on Tuesday evening, we omitted to award the credit due to the Committee entrusted with the various arrangements who discharged their duties to the entire satisfaction of everybody. The name of Mr. Sandrie inadvertently appeared in the place of Mr. Haynes, Bandmaster of the Rifle Corps Band, as having furnished the music.

CRICKET.—At the meeting of Cricketers held at the Bee Hive on Tuesday, it was decided that the Secretary should communicate with the Secretary of the San Francisco club with a view to ascertaining whether arrangements could not be made for bringing the California players up here to engage in a match.

THE LEVIATHAN.—This little steam yacht, having on board His Honor Administrator Birch and D. C. Maunsel, Esq., arrived yesterday afternoon from New Westminster, via San Juan. Mr. Birch dined with His Excellency the Governor in the evening.

CREDITABLE.—There was not a single case on the police docket yesterday, which is creditable to the community considering that the previous day was a holiday and almost everybody pursued his own individual idea of enjoyment.

EQUALITY ELECTION.—The Sheriff gives notice that he will proceed to the election of a member to serve in Parliament for the Town of Esquimalt at the said town on Friday next at 11 a.m.

NEI PRIUS COURT.—There being no case set down for hearing to-day the jurors summoned to attend the court will not be required until the after sitting on Thursday, the 17th, at 10 a.m.

ON A CRUISE.—H.M.S. Sparrowhawk left Esquimalt yesterday at seven o'clock on a cruise to the North as far as Mr. Duncanson's Missionary Station, Metlakahla.

FROM NANAIMO—QUICK RUN.—We are indebted to Capt. McCulloch of the schooner Black Diamond, which left Nanaimo at 4 p.m. on Tuesday and arrived at Esquimalt at 8 a.m. yesterday, for the only copy of the Nanaimo Gazette on board. The Indian who was injured at the Douglas Pit on the 20th ult., died on the 27th. An inquiry into the cause of death resulted in a verdict of "accidental death." The Douglas Pit troops gave a concert for the benefit of the Institute on Saturday evening. Mr. J. F. McGrath, a comic Irishman, gave a burlesque account of Nanaimo as it was in the olden time and as it is at the present day, politically and socially.

OFF! OFF! AND AWAY!—Yesterday morning before daylight the Russian ship Casarewitch, in attempting to leave the harbor in tow of the Diana, bound for Sitka with a full cargo of coal and merchandise, got out of the Channel off Shoal Point, and grounded. She remained hard and fast yesterday until 5 o'clock, p.m., when with the assistance of the gunboat Forward and the Diana, and Emily Harris, she was floated off at high water and taken outside. The Casarewitch, we understand, was drawing 15 feet water.

SHIPPING.—The brig Sheet Anchor cleared at San Francisco for this port on the 1st. The ship Helois arrived on the same day 13 days from Nanaimo.

A COURT OF ASSIZE will be held in the Supreme Court on Tuesday next the 8th instant, at 10 a.m.

HOLLOWAY'S PILLS.—No family should be without these pills.—Their long-tried efficacy in removing indigestion, stimulating the bowels, and purifying the blood, have secured them imperishable praise throughout the globe. Whatever the disease, a few doses will relieve the more urgent symptoms and thereafter completely control all disordered action, rouse the torpid liver, empty the engorged spleen, cleanse the obstructed kidneys, assimilate the food, improve the blood, and thereby confer on the brain and every function healthful vigor, natural activity, and wholesome regularity. In cases of indigestion, dimness of sight, headache, mental and physical lassitude, these restorative Pills act as a charm. They expel rheumatism.

No Pianist will Fail to Admit That of the hundreds of Books of Instruction in Pianoforte Music published, Richardson's New Method, takes the lead and seems destined to keep it. Twenty-five thousand Copies of Richardson's Method are sold every year, a sale which no similar book has ever reached. It is adapted alike to the youngest and to the oldest, the beginner, for first lessons, and to the amateur for general practice. Price \$3 75 Sold by all Music Dealers. OLIVER DITSON & Co., Publishers.

FRESH Garden & Field Seeds GUARANTEED.

JAY & CO'S CAREFULLY SELECTED stock of the above from the best EUROPEAN and AMERICAN markets, is now ready, and they solicit the early orders of their friends in British Columbia, feeling assured that every article sent out by them will give entire satisfaction.

Particular attention is called to their large stock of Mangold, Grass, Clover and Onion Seeds, which are of very superior quality. Fruit Trees and Bushes, Evergreen and Deciduous Shrubs, Greenhouse and Garden Plants, and Standard and Dwarf Roses of every variety. Catalogues on application. Wm 12 3m

AMMUNITION. TARGET 12 FEET SQUARE. Represents average shooting at 600 yards with ELEY'S BEST ENFIELD CARTRIDGES.

ELEY'S AMMUNITION of every description for Sporting or Military Purposes, Double Waterproof Central Fire Caps, Felt Waddings to prevent the leading of Guns, Wire Cartridges for killing Game, &c., at long distances, Breech Loading Cartridge Cases of superior quality for Shot Guns and Rifles, Pin Cartridges for "Lefauchaux" Revolvers of 7, 9, and 12 millimetres. Jacobs' Rifle Shell Tubes, Cartridges and Caps for Colts', Deane's, Tranter's, Adams', and other breech-loaders. Bullets of uniform weight made by compression from soft Refined Lead. Mechanically fitting projectiles for Rigby's and Henry's Rifles. ELEY BROTHERS, Gray's-Inn-Rd., London, W.C. Wholesale Only.

BALL CARTRIDGES For Enfield Rifles, also for Westley Richard's, Terry's, Wilson's, Mont Storm's, Green's, and other breech-loaders. DAY & MARTIN'S REAL JAPAN BLACKING!

Indigestion & Stomachic Weakness PEPSINE. THIS INVALUABLE MEDICINE for weak and impaired digestion, may be had in the form of POWDER, PEPSEIN GLOBULES IN BOTTLES, TABLETTS, WINE, and LOZENGES. The POWDER is PURE, the WINE UNALTERABLE, and the LOZENGES a NEW, AGREABLE, and convenient manner of taking the medicine. Manufactured by T. MORSON & SON, 31, 33, and 124, Southampton Row, Russell Square, London.

Any One can use Them. A basin of water in all that is required to produce the most brilliant and fashionable colours on Silks, Woollens, Cottons, Ribbons, &c., in ten minutes, by the use of Judson's Simple Dyes. Ten colours, Price 1s., 6d., 2s., 6d., and 6s. per bottle. These Dyes will also be found useful for imparting colour to Feathers, Fibres, Grasses, Seaweed, Ivory, Bone, Wood, Willow Shavings, Paper, also for Tinting Photographs, and for Illuminating; May be had of all chemists throughout the United Kingdom and British Colonies. WHOLESALE DEPOT—19a, Coleman St., London E.C.

The Road to Health and Long Life.

HOLLOWAY'S PILLS.

Impurities of the Blood. In selecting the most appropriate medicine for a particular ailment, there may be some difficulty unless one can be found to purify, regulate, and improve the quality of the blood. These Pills possess and possess these three qualifications in an extraordinary degree. They enable the stomach to digest any ordinary food, increase the secretory powers of the liver, cleanse and purify the blood, expel all morbid matter, and throw into the circulation the purest elements for sustaining and repairing the frame.

Weakness and Debility. How many persons suffer from debility without knowing the causes why they are feeble! In most cases the stomach is the aggressor. Holloway's Pills have long been famed for regulating a disordered stomach, and restoring its healthy digestive tone; they are therefore confidently recommended as a never-failing remedy in all cases where the constitution, from any cause, has become impaired or weakened.

Diseases of the Head and Heart. These formidable diseases are, unfortunately of frequent occurrence; for the most part they creep on gradually, but may be prevented by proper precautions. Holloway's Pills are the surest preservatives against all derangements of the brain and are the speediest correctors of irregular circulation. If they be taken without delay when tingling in the limbs, drowsiness, or giddiness comes on, the effect will be marvellous.

Females of all Ages and Classes. The fame of these Pills is partly based upon the beneficial effects they have upon the constitutions of females. From the domestic servant to the peeress, universal favour is accorded to them for their invigorating and purifying properties, which render them so safe and invaluable in all disorders peculiar to the sex. Obstructions of every kind, either in young persons entering into womanhood or approaching the turn of life—the most critical period—may be radically removed by a recourse to these Pills.

All Disorders affecting the Liver, Stomach and Bowels. Whenever the stomach, liver, or bowels are disordered by high living, climate, over-indulgence, undue exertion or other causes, the regulating Pills will soon relieve the evil. They bring back energy, strength, and cheerfulness to the frame where previously all was lassitude, gloom, and dejection.

Dependancy, Low Spirits. The misery occasioned by a disordered digestion is unfortunately, felt by most. These famous Pills should be taken in appropriate doses, to adjust the disturbed functions. They dispel headache, biliousness, nausea, loziness of spirits, and all similar ailments. A course of these invaluable purifying Pills never fails in removing the cause of such morbid affections, without subjecting the sufferer to any inconvenience.

Influenza, Diptheria, Bronchitis, Cough and Colds. In our changeable climate, few persons escape without colds, sore throats, influenza, diptheria, or bronchitis, for all of which these famous corrective Pills may be taken with the certainty of effecting a cure. While the Pills expel all impurities from the body generally, Holloway's Ointment should be well rubbed upon the chest and throat; it will penetrate the skin, reduce inflammation, and restore lasting soundness.

Holloway's Pills are the best remedy known in the World for the following diseases:—

Table with 4 columns: Ailment, Debility, Inflammation, Secondary. Rows include Ague, Biliousness, Dropsy, etc.

Sold at the establishment of PROFESSOR HOLLOWAY, 24 Strand (near Temple Bar), London; also by all respectable Druggists and Dealers in Medicines throughout the civilized world at the following prices:—1s., 1/6d., 2s., 3d., 4s., 6d., 11s., 22s., and 38s. each Box.

THE BEST REMEDY FOR INDIGESTION, &c. NORTON'S CAMOMILE PILLS

A RECOMMENDATION as a powerful and gentle aperient; are mild in their operation; safe under any circumstances; and thousands of persons can now bear testimony to the benefits derived from their use.

DAY & MARTIN'S REAL JAPAN BLACKING! 97, HIGH HOLBORN, LONDON.

CAUTION.—D & M. take the opportunity of cautioning purchasers against SPURIOUS imitations of their MANUFACTURES and PILLS. *Orders through Mercanti & Rosses!

THE CHOLERA. New York, April 28.—There have been fifteen new cases of cholera admitted to hospital ship and five deaths leaving still in hospital. The sloops-of-war lower quarantine as hospital ships, patches from Halifax say the passenger the England left there are now

By Electric Telegraph

SPECIAL TO THE BRITISH EASTERN NEWS

WASHINGTON, April 28.—The pardoned John T. Monroe, New Orleans.

The presence of nearly all the Representatives who support the White House last evening. There seems to be a misapprehension on the part of some of the members of the House that the tax bill it is now stated a reduction on certain articles. On rates of others will increase the product of internal revenue near 000. It is estimated the collection will reach \$3,300,000 additional.

The diplomatic correspondence France and the United States, in view of the negotiations which precede the resolution of the Government to withdraw its troops from Mexico. France desired, in the event of her right to make war or to occupy the United States territory, to have her right to make war or to occupy the United States territory, to have her right to make war or to occupy the United States territory.

U. S. MEDIATION IN CHILE. New York, April 28.—The New York dispatch says it is asserted on good authority that the Spanish minister has accepted the mediation of the United States in the Spanish difficulty with Chile.

TREATY WITH JAPAN. WASHINGTON, April 28.—The President officially proclaimed the Convention of the Emperor of Japan and the Government of the United States, Great Britain and Holland, providing for the payment of \$3,000,000 indemnity for the loss of the shipwrecked of the steamer Commodore Perry.

COMMERCIAL. CHICAGO, April 28.—The New York City of the 27th, says: Business comparatively dull and the general depression. Money is so scarce as to be almost a drug in the market. Since our last, while the gold has not essentially changed, the gradual recession of commercial values changes in the tariff are not known, is no telling when they will be. does not appear to appreciate the importance of finally settling this question, and the business community throughout the country for four or five months in ignorance.

The Providence printing cloth very dull, printers generally as well as dealers desiring to buy at present and anticipate a further decided decline. The stocks on hand are accumulating and will be rapidly increased after the May.

In hardware there is a light stock of California, prices steady. Hide—California light 30@31 1/2. Molasses has an upward tendency. Muscovado 60; St. Croix 75; Porto Rico 75.

Sugar—Liberal receipts of West India. The Suarts have reduced their figure 15% for best crushed, ground and 15% for white. The latest stock quotations are as follows: Quicksilver 22 1/2; Mariposa preferred 58; Atlantic 58; Quartz Hill, 520, Consolidated 1620.

NEW YORK, April 28.—Stock quotations are as follows: Mariposa 12 1/2; posca preferred, 24; Pacific Mail, U. Telegraph, 55.

The Evening Commercial says the market shows a slight reaction as a result of the late improvement. A better market being sustained by confidence in further improvement. are indications of a vigorous fall in some leading shares. Government are less active; 5-20's 1/2% lower 3/4% better. Of the miscellaneous Mariposa preferred was more active at 25 and closing at 24. U. T. stock rose 1/2.

NEW YORK, April 28.—There have been fifteen new cases of cholera admitted to hospital ship and five deaths leaving still in hospital. The sloops-of-war lower quarantine as hospital ships, patches from Halifax say the passenger the England left there are now

Tuesday, May 8, 1866.

BIG BEND.

Our news from Big Bend is up to the 26th ult., making the journey at even this early season of the year, and before the steamer has commenced to run on the lakes, but nine days to Victoria. In another month the distance will be traversed in little more than half the time. This is exceedingly gratifying, especially when we are assured the steamer Marten will commence to run on the Shuswap on the 15th instant—but a week from to-morrow. The Columbia steamer Forty-Nine has already made her first trip, and an arduous one it was, occupying ten days from Colville to Death Rapids. The ice in many parts of the river was so thick that the steamer became jammed on several occasions for nearly a whole day. When she got extricated her progress was exceedingly slow and Yankee ingenuity was taxed to the utmost to bring her up to Death Rapids. The trip was, besides, merely a trial one—the steamer carrying no freight and therefore drawing but very little water. Every facility was consequently afforded her, and the tediousness and difficulties of the journey only show how much inferior is even the steamboat part of the American line of travel to our own. It is now quite evident that the British Columbia route, to say nothing of its cheapness and its shortness, is a month ahead of its southern rival. The fact will be but little use to us this year, but when the reputation of the mines shall have been fully established it will bear its fruit. In the meantime we can only hope, with our New Westminster contemporary, that the Forty-Nine may prove a success. We shall be indebted to it largely the present year for the transportation of miners from the adjoining American territories to the diggings at Big Bend; and as things stand at present it would seem that the great bulk of our mining population will have to come that way. Our Labouchere misfortune, and the raising of the passage money on the steamers plying between this and California, have thrown for a time a damper on our prospects of having a large travel via Victoria and the Fraser—have in fact injured the growing reputation of the British Columbia mines. As the season rolls on, however, we shall witness, from the very nature of things, a reaction set in against the overdone rush to Montana, and the news from Big Bend, if it only corroborates a fraction of what has been said about the country, will fasten on the duped Blackfoot miner and lead him to the British Possessions. We have no hesitation in predicting that before July shall have expired thousands will be rushing from overcrowded Montana to any place for the time being that will offer a prospect of success. Without the Forty-Nine, however, they would have small chance of reaching Big Bend, and while British Columbia would be lost to them their enterprise and industry would be lost. Colville, from which place or vicinity the Columbia steamer starts, is but little farther from the Montana mines than from Portland. From Idaho the distance is even less. It will, therefore, be seen how much we may be indebted, before the season expires, to the little steamer which has just threaded its way through the ice, and pushed up the dangerous riffles of the Upper Columbia river. It may be regretted that the first trip was made use of by the American garrison at Colville to desert their posts for the mines; but the circumstance shows how intense must have been the feeling of confidence around Colville in the new diggings, when a number of soldiers were induced to run away with their country's weapons in their hands to try their fortune in the mines. Among the many gratifying assurances in the news from Big Bend is the fact that no dread of a scarcity of provisions is felt. It is rather amusing, however, to hear that some parties at Seymour are annoyed at the circumstance, and that the press is very much censured for encouraging men to take up their own provisions. A few minutes' consideration will convince any reasonable being of the fact that had those parties who have gone up taken no supplies with them the demand at Seymour would have been so great as to have raised the price of articles from 40 to 60 per cent. higher than they are at present. Had the numbers arrived from California which were calculated upon there taken by this time, unless the miners had taken up their own provisions, had been nothing less than a famine. As it is, a large number of the men who left Victoria packed their supplies with them—some may have found that when they got to Seymour prices were ruling at a lower figure than it had cost them to bring up their own provisions, but this as we have said was incidental to the fact that by the miners becoming their own packers the demand was decreased, and the storekeepers obliged therefore to sell at a low figure. The circumstance is rather a subject for congratulation than for regret; for whoever, if any, may be the loser, cheapness is just now the great essential at the mines.

WHERE is paper money first mentioned in the Bible? In the dove brought the green-back to Noah.

Loss of the Labouchere.
COURT OF ENQUIRY.

[Before Chief Justice Needham, assisted by Captain Price, and Sailing-master Townsend, H. M. S. Scout.]

FIRST DAY.
FRIDAY, May 4th, 1866.

Yesterday at 10 a.m. a Court of Enquiry under a Commission signed by His Excellency the Governor, was opened in the Supreme Court by His Honor Chief Justice Needham, assisted by Capt. Price and Lieut. Townsend, of H.M.S. Scout, to enquire into the loss of the Hudson Bay Company's steamer Labouchere, her cargo and Her Majesty's mails off Point Reyes, 28 miles north of San Francisco, on the night of the 14th of April, while on a voyage from that port to Victoria, V. I., under a subsidized mail contract with the colonial Government. The enquiry excited considerable interest, the Court House being crowded throughout the day.

Roderick Finlayson, Esq., Lloyd's agent, was present to watch the proceedings on behalf of the insurers.

The commission from His Excellency having been read

Capt. William H. Moutat was sworn and examined by the Chief Justice.

I am a master mariner and chief trader in the Hudson Bay Co. I was postal agent under a commission from His Excellency the Governor. I have no Trinity House certificate. I have not passed an examination at Trinity House. I was brought up to the sea and served three years as an apprentice, and since then as an officer. I was made a master in 1850. I left this port for San Francisco on the 3rd March, and arrived there on the 8th, and commenced alterations to the value of about \$24,000. I was ready for sea on the 14th of March. I had about 60 tons of cargo on board. I do not recollect there being any ironware amongst the cargo; I had one bag said to be letters and about 50 or 60 bags of newspapers, for which I gave a receipt; I had instructions from Mr. Young, Colonial Secretary, that I was to get the mail sorted before I arrived here.

His Honor—Have you the instructions? Witness produced written instructions.

His Honor—These instructions are most explicit.

Witness—I had 93 passengers, 23 cabin, 47 steerage, 13 seamen for the Princess Royal; my own crew numbered 33, (witness agreed to furnish names of passengers and crew to the court) I was master, Mr. Chambers chief officer, engineer Mr. Elliott, 2nd do Mr. Stephens, 3rd do Mr. Ross, 2nd officer Mr. Smith. We started at about 8 p.m. on the 14th March; The vessel before leaving, and after repairs, was not swung to adjust her compasses; I don't think it is usual to do so in the merchant service with a wood built vessel; in the navy I believe it is invariably the rule to swing the ships, whether wood or iron; I have never swung a ship to adjust compasses before going to sea; I think as a measure of precaution it would be better to do so. I had 2 bower, 1 stream, 2 kedg and 3 boat anchors on board; two bower chains of 100 fathoms each; from 30 to 45 fathoms of stream anchor mooring chains; the position of the anchors or chains had not been changed; the steering apparatus had been shifted from dead aft to the fore part of the hurricane deck; the ship's compass was shifted with the shifting of the steering apparatus to the pilot house in front of the steering wheel; the anchors and chains on deck were in the usual place, in the bows about 40 feet from the compass; when the compass was dead aft, the distance would be 150 feet; I should not think that the shifting of the compass would alter the deviation, the distance from the anchors and chains being so great, and there being other iron work used for securing the pilot house nearer; that, with the quantity of iron nails in the pilot house and the wheel chains, all of which had been placed there in consequence of the alterations, might cause a deviation; I don't think the compass would affect the compass, it was too far aft; it never occurred to me, after these alterations that might affect the compass, to swing the vessel; I do not know that she ever was swung; I had the compasses in use at the time we got ashore, there were eight compasses on board, two were in front of the wheel and were subject to the same influences, the third was in the captain's room about 12 feet further aft, and was not used at all by the helmsman; practically for the purposes of the voyage the two compasses in the wheel house were alone used, unchecked by any other; I observed about half a point difference between the two compasses and the third one, about half an hour after we got clear of the heads; I did not observe it before, until I discovered this I had not looked to see whether there was any deviation; I attribute that deviation to the iron work in the pilot house, especially the wheel chains which were about two cwt each; I made an allowance of half a point for the deviation when I discovered it; I began to lay my course at about 7, after passing the Golden Gate and clear of the sands; the deviation would place the vessel's head in shore, and the tendency would be to place the vessel on Point Reyes, where I finally ran ashore; after the vessel had struck I compared the three compasses with another in the main saloon in after part of the ship, not so likely to be affected by local attraction, and found that all three were in error; I placed this 4th compass on the table in order to see if it would agree with the other compasses, there was a point and a half difference between this compass and the two steering compasses; the deviation being in the same direction. My course, when I laid out my course, was south west by south by compass. That is not the usual course for a heavy ship drawing more water than we did; mine was not in a heavy ship; she would I imagine steer two points more to the south; south-west by south was not my true course, it was west south-west, I took the former course to get

her off shore on account of thick weather. It was blowing hard from south-west and very thick. I did not see the buoy on the 4 fathom bank; I intended to pass it in shore; I steered south-west by south for an hour; at about 8.30 I altered my course to west south-west by compass. She was going about 7 knots an hour, (Lt. Townsend here marked out the courses indicated, for the guidance of the Court) I steered this course for half an hour, going 8 knots; we then steered west nothing north from till 10.20 going at full speed 8 knots. She then struck on a rock, I believe on the east point of Los Reyes on the main land. I made no allowance for the strong wind in laying the ship's course; there was a strong wind till we got outside the bar, when it fell light; there was not a strong sea on; when we struck it was very thick; she struck with her stem end on; before striking, I rang the engine bell to stop her, and the engine stopped; I saw at that time a large rock on the port bow—breakers ahead well on the starboard side. She struck 3 times, the first time it was with her stem end, and third on the starboard side; after she struck the first time, I rung the bell to back her, she backed off very easily, and when she was backing the first time I saw the land on the starboard beam, very high and very close to, so close that I was afraid of backing ashore; we went ahead twice and backed twice; by that time her head was round to the southward; after standing off for a short time I suppose about ten minutes, I steered south-west, going full speed. The engine pumps and the log book was unfortunately lost; the engine reported to me that the ship was making water. My object in steering south-west was to keep the ship in the same position until daylight, and I made short stretches of about half an hour north-east and south-west. Three carpenters were at work down in the fore peak, cutting away the skin and caulking pieces of blanket oakum etc., between the timbers, for the purpose of keeping the water out; the engine and pumps gained on the water until about 1 a.m. on Sunday morning, when the engine pump sucked, we then ceased pumping with the hand pumps, as the engine pump could keep the water out. We went about half speed until about half past 3, in order to lessen the pressure on the bows; the weather was very thick all the time; the leak suddenly increased at 3.30 and we went ahead at full speed; we were heading N. E. at that time, all the pumps at work, and ran for 15 minutes; during that quarter of an hour we were getting a sail over the bow, we stopped her so as to get it under her bottom, we had six men using buckramed fore hold besides the pumps; about 4 o'clock the Point Reyes, distant about 6 or 7 miles, the weather was then clearing up; it was getting daybreak; we steered for full speed, pumps going, but the ship going very slow; at about quarter past 6 the water had risen so as to put the engine fires out; after the fires were put out the ship necessarily stopped; we left off pumping lowered the boats down, put the passengers into them, and they landed at the nearest land, Point Reyes; this was about 6.30 a.m.; the boats (8 in number) carried away all except about 15; three of the boats belonged to the ship, 5 were freight; we fired guns; at about 7 a.m. a fishing boat came up to us and took all the rest of the wreck myself included. On our passage ashore we met one of the ship's boats coming off; I got into the boat and returned to the ship to try and save all I could especially the mail; I went down in the cabin the water being then over my knees; I examined as many of the mail bags as I could get at; found one with the London post office seal on it; one bag which had been opened by me at San Francisco marked "Supplementary mail"; I saw some bags of newspapers; the rest were down in the cabin in the lazarette; I put the two first bags in the boat and brought them away; the wind was then getting up from the westward and a sea rising and it would not do to load our boat too heavily; we then went ashore another boat being with us in charge of the chief mate; she had landed her passengers and returned I presume to render assistance; I told them not to risk both boats against the wreck; so this boat did not go alongside; I saw the ship sink at 8 minutes past 8 a.m. about 8 minutes after I left her. The ship had been settling from day light; she sank in what was said to be 30 fathoms water about 4 or 5 miles from shore. We landed at the south part of Point Reyes. After seeing the boats hauled up on the beach I left in search of the telegraph office. Messrs. Wells, Fargo had an express on board not under the special charge of any person; their letters were saved in the fishing boat; their newspaper bundles were bulky and were lost I think; I took these letters out of my room, I saw the small canvas cover bags and were in the safe in my room; I did not recollect for them; the mail might have done so; I kept the key of the safe; H.M. mails were in the lazarette; they were not locked up when lost; Wells, Fargo pay nothing except freight on their parcels; if valuable, at a per centage; no freight was charged upon these being so small; no freight is charged for their letters; I have never charged any nor received any gratuity; we carry their letters understanding that if we do so they will give us the benefit of any freight they may have to send. I am not aware that there was a Navy mail on board, although it is probable that there was one, as the Southern steamer had arrived at San Francisco before we left. If on board it would be in the lazarette, which it was intended should be locked; I had no way bill whatever describing the mails; the reason why the newspaper bags were placed in the lazarette was because they were so numerous that they were no room for them in the cabin; I asked the Consul to keep the last letter mail separate from the accumulated mails, but they all came down at the last moment and in the hurry of departure they were all placed in the lazarette; there were about 4 letter bags; the letter bags might have been placed in my drawers where I placed the largest of Wells, Fargo's packages; they could not go into my safe; I only had a small package belonging to Wells, Fargo & Co. in my safe which was said to be valuable; we had a room made especially for the bags; but the paint was not then dry; these have been saved, but I must add that I was taken out of the ship by two men by force

while trying to save property; it was so close a run as that. The lazarette was under the ladies' cabin, entered by a hatchway; there was a carpet over it; my cabin was on the hurricane deck; I cannot say that there were any lives lost; two men are missing who paid for their tickets and have not come to have their money returned as steerage passengers; one man's name was Marshall the name of the other I don't know; I asked those on board but none could say for certain that these two men were lost; they were in doubt about it and could only say that they were missing; the crew were all saved; the Steward, Scott, will know something about Marshall, having travelled with him before; very little passengers' luggage was saved, what was saved was by the ship's company, by the last boat; Marshall was a colored man, he was coming to Victoria. I consider that the whole of the passengers and crew were in danger of their lives when they left as the ship was sinking; I left after being at about 10 o'clock in a buggy for San Rafael, but altered my mind and went to Petaluma whence I telegraphed the morning to Messrs. Falkner, Bell & Co. the ship's agents at San Francisco. Part of the crew consisting of the Engineer, Chief mate, and others, proceeded to San Francisco in the fishing boat; the agents telegraphed that they had already heard the news; I left by steamer and reached San Francisco on Monday afternoon the 16th; on the 17th I entered my protest before the British Consul; [Protest produced] the protest was read over by the Acting Consul asked me the questions and the clerk wrote my replies from memory; the log book was unfortunately lost; the mate had charge of the log book; he may have tried to save it but he had to save his own life; I managed to save some of my own papers but not at first.

(His Honor here compared the courses in the Protest with the Captain's evidence and found that they corresponded).

There was a man on the watch on the foremast and I was looking out myself; I don't know the man's name; the weather being so thick and the compasses having misled me I did not know whether I had struck on the N. W. Farallones or on Los Reyes, and could not tell how to steer. It was so thick that I could not see the length of the ship; the Farrallone Light was not visible, and although the high land when we struck was only about 180 yards off I did not see it until the ship was turning round; not being able to tell where I was I did not attempt to steer east for fear of making bad worse. A person well conversant in the locality might have found his way back to San Francisco by soundings; I did not think the ship was in such danger as she afterwards proved to be as the engines were not pumped back till morning and see what damage was done, and perhaps we might not return at all to San Francisco; I said this more to ease the minds of the passengers, but I did not then believe we were in such danger; I took soundings with a hand lead to keep the ship from striking, but with a deep sea line, it never entered my mind to do so as I was not then looking for a port; had I used a deep sea line I might have been able to know that I was not off the Farrallones. San Francisco harbor is lighted, and had I made the lights I could have found my way in easily, but there was a dense fog; there was a southerly swell on but no break; I went at full speed after getting off the rocks to cause the engine pumps to work faster; the paddles cannot, as I understand, be disconnected so as to let the engine work the pumps separately; I attribute the loss of the vessel to the attraction of the iron disturbing the compass and causing it to point in a different direction to what it should point; by the iron I mean the iron that was put in in consequence of the alterations made; had the ship been swung to adjust the compasses I should certainly have detected the error; but for that variation I am sure the accident would not have happened.

[Lieut. Townsend here, at the request of the Court, marked out the courses on a chart and pointed out to witness the position where, according to his evidence, the ship would arrive].

Witness continued—I am still satisfied with my statement; the difference in the position I consider was owing to a further difference in the compasses than I imagined; the ship's log book, supposing that it was filled up, would show the courses steered; the log state, had it been saved, would show the courses which are marked down at the time.

His Honor here pointed out to witness a discrepancy between his evidence and his protest; in the latter he had attributed the loss of the ship to the severity of the winds and weather, and not any defect in the vessel her hull or apparel. In his evidence he now stated that it was owing to the defection of the compasses that the vessel was lost; I was not allowed to say so, but it was nevertheless true that the protest contained an incorrect statement.

The Court here asked Captain Moutat whether he had anything to add to his statement.

Captain Moutat replied that he had nothing further to add except that on returning to San Francisco the crew were paid off and the money returned to the passengers. The ship was sold as she lay for the benefit of whom it might concern. An enquiry was made by Captain Waterman, at San Francisco, whose duty it is to enquire into such ships, and he furnished witness with the following certificate.

"I have this day examined Captain W. H. Moutat and that portion of the officers and crew belonging to the British ship Labouchere, belonging to the Hudson Bay Co., whose names are signed to the Protest made before H. B. M. Consul, Wm. Lane Boker, of San Francisco; and found that their testimony agrees with the statements there made. I find also that a comparison of the binnacle compass on deck and

one below deck in the cabin was made by Captain Moutat after the ship was got off, and that there was a difference of one point and a-half in the two compasses; to which I attribute the loss of the ship. The weather being thick the courses steered by binnacle compass as shown in protest should have given a good offing, say five or six miles. I think the captain entitled to great credit for the mastery manner in which he handled his ship after striking, and saved his passengers and crew, which is a rare thing on this coast. San Francisco, 20th April, 1866.—B. H. WATERMAN, U. S. Inspector of Steamboats, California District.

His Honor—Everyone endorses what is stated at the end of that certificate, Captain Moutat, and during this examination nothing has transpired in any way to alter or diminish public estimation of your conduct. The only thing is not swinging your compasses before leaving.

Captain Moutat thanked His Honor and said he had never heard of a merchant ship built of wood being swung; it was the case with iron ships.

The Court here adjourned for ten minutes.

Afternoon Session.

Captain Moutat was recalled, and in answer to a question from the bench added to his evidence "I now find by the chart and calculation that instead of a half point as I at first thought, or a point and a half as I afterwards thought, the compass must have been out three points and a half."

Alexander John Chambers, sworn—I was chief officer of the Labouchere when she left San Francisco at 6 p.m. on the 14th of April; I agree with the captain's statement as to the character of the alterations made with a little addition, viz. that the ship had been fully rigged on leaving port, also that a new main mast had been put in; no sails were bent but one; this made a difference because after the engines ceased to work, had the ship been fully rigged and the sails all bent and set with the strong breeze then blowing the ship could have been beached at Drake's Bay instead of allowing her to sink where she did, and the ship and cargo would have been saved. As to the course steered I relieved the deck at 7.30 and went to the pilot house, not having received any orders as to how the ship was to be steered; I asked the man at the wheel had the captain ordered him orders how to steer? The man said he was to steer W. Captain Moutat then entered the pilot house and told me he had desired the pilot to steer W., remarking that W. by N. $\frac{1}{2}$ N. was the proper course, but to make sure he was keeping her W. I was relieved about 8.15 by James Smith, I cautioned him about the man at the helm not making allowance for the helmsman, for the compass being a little to the right, which would make a difference of about a quarter of a point; I went below, and about 10 o'clock was roused out by unusual order; the engine bell ring, and immediately the ship struck what I supposed to be another ship; went up on the hurricane deck; saw Capt. Moutat go to ring the bell and told him the ship was backing on a reef and close to it; I advised him not to get excited; I was not so; received his orders to rig the hand pump on officers' mess room; did so and saw the force pump aft rigged; the after pump did not throw any water; then went forward and was employed in finding gear; the main deck pumps and assisted to rig them; went down in forepeak and requested the carpenters to have sails, ropes and other gear taken from forepeak so as to tear up the platform and get at the leak; went on deck and called passengers and crew of Princess Royal to assist, they did so; we hauled one hawser on deck when Captain Moutat ordered us to stop; I went down to the engine room by his orders, and reported the state of the water; went to the fore peak and joined the boatswain and a man named Phillipson standing on the keelson with the water nearly to his knees; ordered the boatswain to collect all the buckets and put ladders on to bale out; reported state of water in the hold to Captain Moutat, remarking at the same time that I believed the water was logging in the fore hold and could not find its way aft to the pumps, knowing that the limber chains and holds were choked up and that the lining of the vessel was tight, and a strong bulkhead between the engine room and forehold; Captain Moutat said was nonsense and could not be; Captain Moutat ordered me to make hoses to convey the water from the cabin over board. On this being completed the pumps were rigged and manned by passengers; shortly after being in engine room decreased; reported so to the captain; he told me to go below and tell the carpenters that the water was decreasing in the engine room and encourage them to fresh exertions; they again asked me to have the fore peak cleared, but I said I could not as I was not allowed to say so, but it was nevertheless true that the protest contained an incorrect statement; he called my attention to the pump in the engine room sucking, and ordered me to take the men away from the pump in the mess room, which I did, and ordered the boatswain and Phillipson to come and take the fore hatch off to examine the state of the water; they did so; while waiting for a light, Capt. Moutat called me and asked what I was doing, and ordered the hatches on without being able to ascertain whether the water had risen; went forward to forepeak and looked over the bows to see if she was getting deeper by the head; I thought she was, and called the attention of the man on the look out, named Jewett; he said he was well acquainted with the coast, and that he told Captain Moutat that he knew Point Reyes the moment he saw it; the weather up till 12 o'clock had been very thick; between that hour and 1 a.m. it cleared off, and from the forepeak we reported to Captain Moutat that the flash light of the Farallones Island was in sight; saw two or three lights afterwards, one supposed to be a pilot boat; went on hurricane deck and reported it to the Captain, who said he saw it, and called my attention to the ship swinging round to avoid it, I went away disappointed, hoping that I should get a pilot to take us into San Francisco; it afterwards turned out to be the bark Glimpe at anchor; whatever the craft was she might have told us where we were, and in my judgment it would most decidedly have been prudent to have gone and ascertained what the light was; we might then, to my judgment, have got back to San Francisco, and certainly on the beach in the

neighborhood of Drake's Bay, have saved ship and cargo; I any reason why he did not pursue a course; I went to sea in '53 a man apprentice; hold a second mate; I studied it as a profession below again and visited the coast, until his wife was ordered to over the bows which had been propping in the night, but in consequence having gained on the water and orders to clear decks up, the line coiled away; when I again returned to put the sail out the ship was water; I called some hands while we were at work the patented fire out; went on order fired guns until twenty were expended; while firing, sail was set and a few men were held out forehold; I directed Peter, to take his gun and cut the spars on deck as this might be when the last gun was fired, 2d and 3d engineers to get the tables clear of the deck to come and then helped to get all the boards and the passengers to get three boats were filled while I was in the water with in charge of and children; landed them and returned to the ship, which was settling; I did not go on board charge of the boat while she was in charge. That is all I can vouch for. By the Court—I believe the pass to have been in error, having the compass with one below by the direction, and found a variation and a half; this was about an hour accident had occurred; I believe to have been the sole cause of the rock; in my judgment, after the best thing to be done was to get same way she came, or knowing sandy beach lay close, to have wards it and run her ashore, especially called Captain Moutat's attention after we had seen Farrallone lights looked like Point Reyes and could be adjacent; had the captain as he came he might have been in position to have saved ship and would have been in shallow water, ably near enough to obtain assistance in the protest that the C. S.W. by S. is incorrect; that prior read hurriedly; when I went on came deck and took charge I am aware steering due West; I am aware fire broke difference; I testify general correctness of the protest, any particular thing in it; the instance, could know nothing of the steered; the S.W. by S. course must been steered up to the time I went Quinn was at the wheel then; Spirit steering when she struck; I did not orders given me to take charge of the and children; I was ordered to take of the luggage in the boat on my the ship; Mr. Warren received the board; I knew nothing about them sidered it my duty to go with the children; I had not received any orders for some time and was doing my right under the circumstances; I went with my hands in my pockets with only one man in the boat, and got a jumped in and ordered the boat back more hands in; then pulled round saved one man who was in the way of the boats having upset—and the ashore, landed the women and child Quinn and another man helped to boat back; we were very right and His Honor—It was very right and to take charge of the women and but was it not your duty, as chief of stay by the captain and ship?

Witness—I was left to act as I proper; in fact, I seldom got orders captain at all. He generally left me I pleased, and then contradicted me. This was known to all the crew.

His Honor—What was?

Witness—That he snubbed me.

His Honor—Can you give any reason?

Witness could not, but said that there been coolness gradually arising between self and the captain, which had grown feeling. A statement signed by et and crew, that witness had done H. was handed in, and a letter addressed Captain Moutat, calling upon the latter to a charge of desertion made before Constal, and stating that witness would wise be compelled to make an honest statement of the whole affair was explained. It was not intended as a but in order to clear himself with the Witness adds: I had a statement published, but did not do so; I am oath and am compelled to state all know; I should not have voluntarily any statement reflecting on Captain judgment or conduct, but I do not there was a single seaman on board I not say that the ship might not have saved by being beached; I should say scarcely good seamanship to go to sea out swinging the ship to adjust the compass at the same time forty-nine out of fifty have done the same thing.

The Court here rose and adjourned a.m. on Saturday.

SECOND DAY.
SATURDAY, May 5th.

His Honor took his seat at 10 a.m. Captain Moutat informed the Court he was unable to find his pilot certificate. A. J. Chambers examination continued.

His Honor asked witness for particulars respecting the boat that was the ship in the ladies boat, I saw one small freight boats capsized close to men were in her, she drifted round the turning over; I pulled up to it, or was drifting from the boat in a sinking we threw the painter from the bow boat and took him in, at the risk of ing our boat; the other three men got on to the bottom of the boat, or sitting on the stern, I believe it was colored man Marshall; all of them were colored men; the man I saved, remained in San Francisco; I told hold on until I pulled up to them; see boat full they said we had better get and they would endeavor to reach it I considered it advisable to go ashore boat contained 39 or 40 passengers

cabla was made the ship was got was a difference the two compasses; pas of the ship. The courses steered by n in protest should ay five or six miles. led to great credit in which he handled saved his passen- rare thing on this 10th April, 1866.—

ATERMAN, of Steamboats, fornia District, endorses what is certificate, Captain examination nothing to alter or diminish conduct. The only compasses before

ed his Honor and of a merchant ship g; it was the case ed for ten minutes. sion.

alled, and in answer bench added to his the chart and call- a half point as I at a half as I after- passes must have a half.

ers, sworn—I was where when she left in the 14th of April; statement as to the ons made with a the ship had not ng port, also that a en put in; no sails made a difference s ceased to work, igger and the sails strong breeze then been beached at owing her to sink p and cargo would e course steered I D and went to the eceived any orders e steered I asked the captain given

The man said he Moutat then entered he he had desired arking that W. by course, but to make W. I was relieved, I cautioned him m not making al- for the compass t, which would ut a quarter of a about 10 o'clock orders; heard the ediate the ship be another ship; deek; saw Capt. and told him the f and close to it; excited; I was not ig the hand pump d so and saw the e after pump did went forward and gear for the main o rig them; went ested the carpen- other gear taken up the platform nt on deck and ew of Princess o; we hauled one captain Moutat or- down to the engine reported the state e fore peak and l a man named e kelson with the ordered the boat- ckets and put lan- ted state of water ut, remarking at ed the water was and could not find knowing that the ere choked up and el was tight, and in the engine room at said it was non- ; Captain Moutat es for main deck convey the water . On this being re rigged and shortly after water reported so to the below and tell the e was decreasing in rage them to fresh ed me to have the aid I could not as captain; reported ptain Moutat; he e pump in the en- dered me to take mp in the mess ed the boatswain ad take the fore ate of the water; e for a light, Capt. what I was doing, a without being e the water had eacle and looked e was getting deeper e was, and called on the look out, he was well ac- ed that he told ew Point Reyes he weather up till thick; between red off, and from to Captain Moutat Farallone Island three lights after- a pilot boat; went reported it to the t, and called my ng round to avoid ted, hoping that o take us into San turned out to be or; whatever the old us where we I would most de- to have gone and was; we might e got back to San the beach in the

neighborhood of Drake's Bay, which would have saved ship and cargo; I cannot give any reason why he did not pursue so obvious a course; I went to sea in '53 as a midshipman apprentice; held a second mate's certificate; I studied it as a profession; I went below again and visited the carpenters forward, until I was ordered to get the sail over the bows which had been prepared early in the night, but in consequence of pumps having gained on the water and the captain's orders to clear decks up, the lines had been coiled away; when I again received orders to put the sail out the ship was making more water; I called some hands to assist, and while we were at work the passengers reported the fires out; went and by captain's order fired guns until twenty-five charges were expended; while firing, the fore trysail was set and a few men were placed to bale out forehold; I directed Petrie, carpenter, to take his axe and cut the lashings of the spars on deck as rafts might be required; when the last gun was fired I assisted the 2d and 3d engineers to get the stowage tables clear of the deck to construct rafts, and then helped to get all the boats over the side and the passengers to get into them; three boats were filled while I was firing guns; I went with the boat in charge of the women and children; landed them and immediately returned to the ship, which was then fast settling; I did not go on board but kept charge of the boat while she was filled with luggage. That is all I can touch for.

By the Court.—I believe the steering compass to have been in error, having compared the compass with one below by the captain's direction, and found a variation of a point and a half; this was about an hour after the accident had occurred; I believe the error to have been the sole cause of placing her on the rock; in my judgment, after striking the best thing to be done was to get back the same way she came, or knowing that a large sandy beach lay close, to have steered towards it and run her ashore, especially as I called Captain Moutat's attention to the land after we had seen Farallone lights; the land looked like Point Reyes and no other that could be adjacent; had the captain returned as he came he might have been in a better position to have saved ship and cargo; he would have been in shallow water, and probably near enough to obtain assistance; the statement in the protest that the course was S.W. by S. is incorrect; that protest was read hurriedly; when I went on the hurricane deck and took charge I am certain she was steering due West; I am aware there are five points difference; I testified to the general correctness of the protest, and not to any particular thing in it; the engineers, for instance, could know nothing of the course steered; the S.W. by S. course might have been steered up to the time I went on deck; Quinn was at the wheel then; Spillett was steering when she struck; I did not hear any orders given me to take charge of the women and children; I was ordered to take charge of the luggage in the boat on my return to the ship; Mr. Warren received the mail on board; I knew nothing about them; I considered it my duty to go with the women and children; I had not received any orders then for some time and was doing what I thought right under the circumstances; I was standing with my hands in my pockets when I saw only one man in the boat, and got an oar and jumped in and ordered the boat back to take more hands in; then pulled round the stern, saved one man who was in the water—one of the boats having upset—and then pulled ashore, landed the women and children, and Quinn and another man helped to pull the boat back; we were the first to get back.

His Honor.—It was very right and proper to take charge of the women and children, but was it not your duty, as chief officer, to stay by the captain and ship? Witness.—I was left to act as I thought proper; in fact, I seldom got orders from the captain at all. He generally left me to do as I pleased, and then contradicted my orders. This was known to all the crew.

His Honor.—What was? Witness.—That he snubbed me. His Honor.—Can you give any reason for it? Witness could not, but said that there had been coolness gradually arising between himself and the captain, which had grown to ill feeling. A statement signed by engineers and crew, that witness had done his duty, was handed in, and a letter addressed to Captain Moutat, calling upon the latter to retract a charge of desertion made before the Consul, and stating that witness would otherwise be compelled to make an honest public statement of the whole affair was read and explained. It was not intended as a menace, but in order to clear himself with the public. Witness adds: I had a statement ready to publish, but did not do so; I am now on oath and am compelled to state all that I know; I should not have voluntarily made any statement reflecting on Captain Moutat's judgment or conduct, but I do not think there was a single seaman on board that will not say that the ship might not have been saved by being beached; I should say it was scarcely good seamanship to go to sea without swinging the ship to adjust the compasses, at the same time forty-nine out of fifty would have done the same thing.

The Court here rose and adjourned till 10 a.m. on Saturday.

SECOND DAY. SATURDAY, May 5th, 1866. His Honor took his seat at 10 a.m. Captain Moutat informed the Court that he was unable to find his pilot certificate. A. J. Chambers examination continued. His Honor asked witness for further particulars respecting the boat that was upset. Witness.—When I was a few yards from the ship in the ladies boat, I saw one of the small freight boats capsized close to us, four men were in her, she drifted round the stern turning over; I pulled up to it, one man was drifting from the boat in a sinking state, we threw the painter from the bow of the boat and took him in, at the risk of capsizing our boat; the other three managed to get on to the bottom of the boat, one was sitting on the stern, I believe it was the colored man Marshall; all of them with the exception of the one I took into the boat remained in San Francisco; I told them to hold on until I pulled up to them; seeing our boat full they said we had better get ashore, and they would endeavor to reach the ship. I considered it advisable to go ashore as our boat contained 39 or 40 passengers; went

ashore, and on returning saw nothing of them, so concluded that the fishing boat had picked them up, but nothing has been heard of a course; it is possible they were picked up by the Orizaba or a schooner that was to windward. The sea was running high, the wind was rising and blew fresh, it was daylight at that time. I took some baggage from the ship the second time I came alongside; did not go on board; two men, one out of each boat, went up. The captain told me to come alongside, and take a large trunk containing clothes, as we were the larger boat; I took a quantity of carpet bags and passengers baggage; was alongside at least half an hour; could not have taken more in my boat, as it was full; we had only left the ship about 5 minutes when she sank. I signed no paper for the mails; I never received any orders from Captain Moutat about the mails; they were not in my charge, but in Warren's. Saw the bark Glimpse, I think about 2 a.m. she was at anchor the first time I saw her; she was on the starboard bow afterwards; she was not anchored in Drake's Bay, as I should have seen her, she arrived in San Francisco before we did; the Captain of her remarked in San Francisco that he did not know what we were doing, sailing round him. When I saw the Glimpse the pumps were gaining on the water.

I never had any doubt in my own mind as to where she was from the time she first struck; the high land and the distance we had gone told where we were; besides, I afterwards saw the Farallone light. I was not allowed to say anything to the captain as to where we were; I did try to make remarks to the captain, but was only snubbed at. Did not learn anything from the captain of the Glimpse.

Witness by the leave of the Court added; there is a statement made by Captain Waterman that he examined all the crew; only four or five of the crew were examined by him at San Francisco; I was not one, and from what I can ascertain, the protest was only read, and one single question asked. I never received any message to come. I never expressed any opinion about the captain not having handled his ship in a masterly manner. I hesitated about signing the protest, and the captain said if you don't believe it is true, don't sign it. I thought and still think that he did his best to save the ship, but whether he erred in judgment or not, is for others to decide. I have given my opinion on that subject. The protest gives the ship's course at S.W. by S. when I saw it was W.; the former course would have given the ship a good offing; due west with a good compass would also give a good offing, it is I believe the course generally given by pilots in thick weather. Four years ago when leaving San Francisco in the same steamer, much thicker weather, the course given by the pilot, was W. 1/2 N. I never saw any lead going on board after the ship struck. I was knocking about and must have either seen or heard it; it is certainly expedient if in doubt of the position of the ship. I did not request the captain to bend sails before leaving port; it was no use asking for Captain Moutat had already told me that he would not send the sails without bending the sails; I believe by the laws of England it is compulsory to prevent accident.

Henry Quinn, sworn.—I have been 13 years at sea and was an A. B. on board the Labouchere when she left San Francisco, on the 14th April; I took the wheel at 6 p.m., and remained there till 7:55 p.m. After leaving Port Point I steered S.W. for 15 minutes. It was quite thick and foggy and we could not see ahead; about 6:45 the captain gave me S.W. by W. as her course and stood by for a few minutes, when I put her on that course; the captain then left telling me to keep that course; there were two compasses in the pilot house, in front of the wheel; I steered by the starboard one; don't believe there was any difference between them; I kept the vessel on that course until about 20 minutes or a quarter to 8; when I altered her course, by the captain's orders, to W. S. W.; I kept her on that course till 5 minutes to 8; when I was relieved by Blohm, and I told him to steer W. S. W.; I saw that he did so; I went below to supper and then to bed; remained there till she struck the rocks; I went on deck, looked over starboard side; she was then going astern; could see rocks or breakers on starboard bow, but did not know where they were; I know the coast when I see it, but I could only see the loom of the land; went down to the engine room to see what water she was making but found none.

Witness then described the rigging of the pumps as before stated. About half an hour after she struck Capt. Moutat sent me to the lead. I have the lead but got no soundings at 8 and 10 fathoms; tried the lead I believe over 40 times during a space of two hours; we were going I believe about 6 knots; it was still foggy with no wind. Between 3 and 4 a.m. I saw a flash light on our port quarter and about 10 or 15 minutes after saw another light on port bow; she went towards the light which turned out to be a ship's light; we passed her about 100 yards off but did not speak her; I believe we could have spoken her—she was heading to the left of the flash light, on the wind, starboard tack, and was not at anchor.— I could not then say for certain where we were as I could see no land; I believe it was the captain who told me that it was the Farallone Light that flashed; we were steering from it; about half an hour after this they reported the water gaining on us; the captain gave orders to rig a sail and get it over the forefoot; I helped to do so. About this time saw high land ahead; passengers were helping at pumps; Mr. Chambers and I fired minute guns; powder was all spent; went on hurricane deck to captain, and all boats were lowered; a cutter was half loaded and wanted to leave, captain ordered me in charge; I got in and got a lady and some more passengers in. Round the stern Mr. Chambers and more got in; shoved off and saw a boat capsized about 12 or 14 yards astern; three were on the boat's bottom, one was drowning, pulled the boat towards him and picked him up; went ashore landed passengers and returned towards the other drowning men but could not see them, and we pulled to the ship. Captain Moutat had returned in another boat and saved some of the passenger's clothing, and some bread; and went ashore. He was the last to leave the ship. Five minutes after we left she went down; the American steamer Orizaba came up after she sunk, and

Captain Moutat spoke her; we went ashore, landed the passenger's things and hauled the boats up and the captain left. On the following morning a steamer came to Drake's Bay and took us all back to San Francisco.

By the Court.—I was not sure it was Reyes Point when I saw the high land; I signed the protest; I don't remember that part being read over which says that the ship's course was S. W. by S., instead of W. S. W.; the latter was the course I steered; Petrie, the carpenter, saw me steer that course; I was asked what course I was steering, and told them in the Consul's office; I am certain.

David Petrie—sworn.—Was carpenter on the Labouchere; knew Quinn; saw him at the wheel between 6 and 8 p.m., the evening we left San Francisco, and saw the course he was steering; it was W. S. W. by the compass; I think it was between 7 and 8 p.m.; watched it for about a minute; am certain as to the course.

William Wood—sworn.—Was A. B. on board the Labouchere; took the wheel from Henry Blohm; I think at about 8:10 p.m.; He told me to steer W., nothing to the northward; I know the time because I looked at the time piece in the cook house before going to the wheel; I steered that course up till 10 o'clock, when I was relieved by Spillett, and gave him the same course; Blohm was steering the same course when I went to the wheel; he had been steering I think for about 20 minutes.

James R. Spillett—sworn.—Was A. B. on board the Labouchere; relieved Wood at the wheel at 10 p.m.; he gave me W. nothing north to steer; I steered that course till I should imagine about 10:30 p.m., when the ship struck a rock; the Captain came once to me during that time and remained a minute or two; he asked me what course I was steering and I told him, and he said that was right; he asked me how she steered I said very easy, more so than when the wheel was aft; he went on the hurricane deck; it was about 10 minutes after I took the wheel that the Captain came to the pilot house; the captain told me to stand by Quinn while he held the lead; I did so and part of the time I have it myself about 6 times; found no bottom at 9 or 10 fathoms; had no instructions to use a deep sea lead; I dove between 1 and 2 a.m. I was examined before the Consul and signed the protest.

Frederick Inwood—sworn.—Was carpenter on board the Labouchere. I assisted in stopping the leak with blankets and oakum; saw no leak; the water was rushing through the ceiling on both sides of the stem. His Honor.—Where did the water come from? Witness.—From the outside I suppose. (Laughter, in which the witness and Bench joined.) I beg your honor's pardon. She must have scraped her floor on the rock and started a butt or done some other damage further aft than where we cut the skin. We saw no hole.

William Alfred Elliott—sworn.—Was chief engineer of the Labouchere. I witnessed an extract from his log, showing the time of starting, pressure of steam, &c., rate of speed; kept an average pressure of 14 or 15 pounds; ship going 8 or 9 knots; heard the bell ring to stop her; immediately it rang she struck; there was no time to stop her, and she ran on full speed; the bell was rung to back, and she backed off immediately. The third engineer, by my direction, looked into the bilge and found water coming in very fast; put on all bilge pumps and bilge injection; placed all hands (10) in their places in engine room; sent second engineer to report to the captain that she was making water fast; went on deck and reported to the captain that water was coming in very fast, and heard him order the carpenters to see all pumps clear; he ordered engines to go ahead to keep their pumps going, and to report to him every five minutes the state of the water; I told him we were only holding our own; he said "try to keep her so, and at daylight I will try and run her ashore;" I went and saw the main deck pumps put in order; they should have been put in order before going to sea; it took about half an hour to put the pumps in order; they were not wanted at that time, and were not used. The captain frequently asked me how the water was, and I told him we were gaining on it; we gained on it till between 3 and 4 a.m. At two we eased the engines, and finding the water increasing, I told Captain Moutat so, and he told me if we could gain by going ahead at full speed to do so; at 4:15 I reported the water gaining on us; one of the carpenters was just then reporting a fresh leak, and the water coming in fast; stopped the ship for about 5 minutes while they hung a sail over the bow; reported again that the water was increasing; he ordered all hands to pump and bail. I ordered good steam to be kept up. Told the Captain at about 4:45 that there were two feet water in stoke hold, and that we could not hold out much longer; he said if we could do so for an hour more we could reach shore; at about 5-10 or 5-15 the water was in the furnace, and I told all hands to leave the engine room and help to pump and bail; on reaching deck heard the Captain give orders to lower boats; on looking round saw boats lowered, and leaving the ship. The Captain told me to save myself if I could find a boat; saw a boat leaving with only two men, called them back and got into her with others. The Captain ordered me and several others to go in the fishing smack to San Francisco. We had 2 packages of Wells Fargo Express, and 2 or 3 other packages on the boat. We went to the agents and they sent a steamer. Don't know anything about the courses stated in the protest, and said so.

David Stephens—sworn. Was 2nd engineer on board Labouchere, saw nothing of the courses steered; I agree in the statement made by the Chief Engineer.

David Ross—sworn. Was 3rd engineer, saw two small boxes marked M, two small bags of Wells Fargo and two ships chronometers taken out of the ship; the boxes I believe contained jewelry. I know nothing of the ship's course.

John Henry Scott—sworn. I was chief steward—I was in the cabin when the vessel struck. I know nothing of the course steered. Saw the mail bags come on board; I don't know how many; I don't know who took charge of them; I saw them put in the saloon, some of the men assisted in putting them away.

Upshur, the second steward was examined as to mail bags, but could add nothing.

James H. Allen—sworn. Was 1st cook. When the mail bags came on board, I was sitting in the galley; all I did to assist was to take up the carpet of the lazarette.

Thomas Cameron, Fireman—sworn. Added nothing material.

Robt. H. Adams—sworn. I was a passenger on board the Labouchere; I know nothing about the other statements; I was present when the two bags and two boxes were handed down into the fishing boat. I lost baggage and freight which I had on board. I heard the captain say something about the mate Mr. Chambers, leaving the boat, but I did not hear exactly what he said; only "for shame Mr. Chambers," which left the impression on my mind that Mr. Chambers was not doing his duty. I know nothing of the ship's course. I don't wish to add anything more.

Edward Dickinson—sworn. I was a cabin passenger. Captain Moutat did his best to save the mail; he stopped down to the hatch of the lazarette and opened it; I was standing on the ladder, he passed up two bags; I felt them and found that they were newspapers; we felt quite a number of bags and found they were all newspapers; if we had found any letters we would have saved them. There was no room for more in the fishing smack; the bags of newspapers were left upon the deck; this occurred about 6 or 6:50 a.m.; I cannot recollect how many bags were passed up to me. We left off because all the bags we found were newspapers; I left off when no more bags were passed up to me. I heard the Captain say to Mr. Chambers when he got into the boat "for shame Mr. Chambers." I had permission from the Captain to go in the fishing smack, back to San Francisco, and see his boys safe on shore.

David Edgar—sworn. I was a cabin passenger. I am an American; I saw Mr. Warren receive the mail bags in San Francisco; I saw them afterwards on board the steamer, they were brought aft, and put in the lazarette; I saw one small bag about 2 feet 6 inch's long and 18 inch's wide; the others were all large, and looked like newspaper bags; there were no other small bags; they were all put down in the hold together; I have been nine years up and down the coast, and I think that great praise is due to the officers of the vessel and Captain Moutat for saving the lives of all the passengers, for if the vessel had been run ashore on any part of the coast that night there would not have been a man of us left to tell the tale.

Edward Radovich, sworn.—I am an Austrian; I was a cabin passenger; I saw Capt. Moutat fire a pistol towards the bow of the ship. I heard two reports and saw both shots fired, they were fired in the same direction.

Captain Moutat, recalled.—The reason why I fired the pistol was that I threatened one man that if he did not come out of the boat I would fire at him, he got in without my order; I told off four men to each boat—two in the boat and two lowering them; I told the passengers that to avoid confusion I would insist on the women and children going into the boats first, then the married men, and the bachelors afterwards; Mrs. Pidwell, a lady passenger, did not avail herself of this order, but made way for another lady. I must say this was very brave of her; during this time the boats on the other side were being loaded with passengers; I heard that one boat was going away without being loaded with as many as she could take; I called out to them that I would fire if they did not come back; a passenger in the boat cried out don't fire, we'll come back; they however paddled slowly away; I fired, and as they continued paddling away I fired again; after this the cap jammed in the chamber of the revolver and I could not fire.

I cannot find my Pilot's certificate, I presume it is lost; the Colonial Secretary has, however, I believe a record of it; Mr. Chambers was first mate with me on the first voyage I made with the vessel; I often found fault with him on account of not pushing the work forward enough; when Mr. Chambers got into the boat he said to me I am going to save my life; I said Mr. Chambers you are a coward; I had ordered Quinn, A. B., to go into the boat with the women and children to take charge of her, as I did not consider Mr. Chambers capable of taking charge of so valuable a cargo of lives, the boat being so heavily laden, but Mr. Chambers flung himself into the boat by the Davit falls; the vessel was headed towards the land, and after I saw the ship Glimpse, which was then I believe under sail, the leak increased almost instantly; when I saw what was thought to be a pilot boat I was uncertain where I was; the vessel was headed for shore. Point Reyes, about one hour before the passengers left; I kept away from the boat to save half pilotage; in my judgment it was better to head for the rocks rather than Drake's Bay, being about four miles nearer; it was about 4 a.m. when I saw the shore; the vessel was going about five to six knots an hour; the sails would only have been of use during the last hour, as before that there was a perfect calm; the reason why they were not sent was that the topmasts were housed and the yards on deck, as I expected to have strong head winds during the passage; this act I consider is what a good, careful painstaking master ought to do. I had only the fore trysail set, the main I did not bend as I was afraid that the sparks from the funnel might set it on fire; the fore staysail was ready but not bent; we did not save more of the mail bags as there were no means of taking them away; I could not find any of the letter bags; I did not observe any bag marked "Admiralty mail bag;" I did not give Warren authority to act independently of the mate, as he was only a freight clerk under the mate's orders; when the consul sent the mail down to the ship I left a memorandum desiring that the last southern mail should be kept on top in order that I might get at them conveniently without turning all the bags over, as it was my duty to sort them during the voyage; I did not run the ship ashore because the engine pumps alone kept the water sinking; immediately after turning the vessel to evade the pilot boat the leak increased suddenly; the vessel was going ahead with full power; I then put all hands to pump and unbentened the lower fore hatch, and set six buckets going balling, the vessel headed directly for Point Reyes; the water gained rapidly on the pumps and put the fires out, when she stood still; the reason why I did not allow the fore hatch to remain open was that a large quantity of wines and spirits in casks and cases was stowed down there, and I was

afraid of the people getting at them; the great discrepancy between Mr. Chambers' statement and the protest signed by him will be accounted for by the bad feeling which had previously existed between us; after returning to San Francisco I met all the crew; I told Mr. Elliott, the engineer, and also the steward, to get the men boarded for the night, but would not make myself responsible for anything that Mr. Chambers might require, as I considered that he had deserted me; the next day, or possibly the day after, we went to sign the protest; I signed first, but Mr. Chambers hesitated; I then told him not to sign it if he had the least doubt, and afterwards said you shall not sign it; he, however, did sign it, and volunteered the remark that he believed that Captain Moutat had done all he knew to save the vessel; what he meant by this I do not know; whether he intended to convey that I did not know much, or that I had really exerted myself, I cannot say; I refused to pay Mr. Chambers his wages on the ground of desertion, and referred him to the Consul to have an examination into the matter while all were present and the circumstances were fresh in our memories; he did not do so; the Consul wished me to pay Chambers his wages, but I declined doing so, fearing, as I had accused him of desertion, that it might afterwards be construed into giving him a sop to make him hold his tongue; the Consul then recommended me to pay Chambers' passage up here, which I did on being so advised by the Agents, Messrs. Falkner, Bell & Co.; before we started from San Francisco in the Labouchere, I asked Mr. Chambers whether he intended taking his wife back this trip; he said no; because, I said, we shall part when we arrive at Victoria; Chambers said why? I said, because we don't get on together; "this, sir, does not look like any ill feeling on my part."

Mr. Chambers rose and said; My Lord, Captain Moutat has made several accusations against me, and I wish to be allowed to confute them, as I deny them all in toto. His Honor said that he could not allow any discussions or arguments, as this was not a trial of any criminal charge, and that he would adjourn the Court until Thursday, when the coming Assizes would be over, and other parties wishing to give testimony would have an opportunity of coming forward.

TELEGRAM FROM WASHINGTON!

MR. COLFAX GREET'S VICTORIA!

We were yesterday favored with the following complimentary message from the Hon. Schuyler Colfax, Speaker of the U. S. House of Representatives. The fine sentiment contained in the pithy allusion to the union of the two honored names of "Washington" and "Victoria" is worthy of the illustrious man who adorns the highest seat in the Legislature of his great country—the stepping stone to future greatness.

WASHINGTON, May 1st, 1866.

To W. A. Harries, Editor British Colonist

Washington and Victoria united by lightning. May the two countries represented by these honored names be ever united in the good work of progress and civilization.

SCHUYLER COLFAX, Speaker

ESQUIMALT ELECTION.

The nomination of candidates for the Town of Esquimalt, to fill the vacancy created by the absence of Mr. Southgate, took place yesterday at eleven o'clock, a. m. About twenty-five persons were present. After the Sheriff had gone through the preliminaries, Mr. Williams proposed and Mr. Selleck seconded the nomination of Edward Stamp, Esq. No other nomination having taken place, the Sheriff declared Mr. Stamp duly elected. As the few parties in attendance were moving off, Mr. D. B. Ring came forward to address the "multitude."

Mr. Ring said he came before them to thank them for the election of Mr. Stamp.

Mr. Howard—Why, you wanted to run against him. (Laughter.)

Mr. Ring came there to thank them for returning Mr. Stamp. He was a man who had a large interest in the country, and would, he believed, endeavor to retrieve the disastrous policy of the present Assembly. One of the last things Sir Robert Peel did was to remove the duties on the necessities of life; and yet here they had the Assembly taxing cattle, than which nothing could be more injudicious. Mr. Ring then went on to show that the safety of the Empire was endangered by the action of some of the members of the Assembly, and declared that English capital would never be invested in the country so long as the Assembly taxed the beef.

Mr. Ring's remarks were listened to with much attention; not a cheer or other demonstration interrupted the oration.

Mr. Rothwell next mounted the rostrum, and declared that one paper, the Chronicle, had had the impudence to say that to Mr. Stamp and Mr. Southgate was to be attributed the scheme for erecting dry docks at Esquimalt. He would not say the paper told lies, but it was very far from the truth (laughter); in fact, as far as it usually is in everything it publishes (laughter). Mr. Southgate had told him (Mr. Rothwell) that to Sir Thomas Maitland, and him alone, was due the merit of the project. Mr. Rothwell then made some humorous allusions to local matters and retired.

The few Victoria citizens who came down to witness the election, shortly afterwards left, and Esquimalt quickly resumed its unruffled placidity.

QUERY—

- Making all my days unquiet—
Robbing all my nights of rest—
Mixing aloes in my diet—
Planting nettles in my breast—
Answer me, O Fate, the question—
Answer, and accept my thanks—
Is it love, or indigestion,
That is playing me such pranks!

PROFUNDITY IN THE COUNCIL.

There are some things that would be amusing did we not know they were injurious. We could well afford to laugh at the ludicrous spectacles occasionally presented by the Legislative Council in its debates on political economy were we not conscious that the colony suffers from the lamentable exhibition. Who for instance can read the report of yesterday's proceedings in the Upper House on the Franchise bill, without coming to the conclusion that this body is simply a burlesque on legislative institutions. When we find a man occupying the prominent position of Colonial Secretary putting forward the idea that the gauge of respectability is the value of land a man possesses, we are inclined to turn to the calendar and see if we are not living still in the palmy days of Barons and retainers. Let King Freesty's successor, Jim, be brought forward and receive those honors which of right belong to him. Let the various native chieftains of the Island be placed in those positions of trust to which the ownership of an unlimited quantity of land entitles them. Henceforward society will rest on a different basis. Honor, intelligence and education will be empty names. Three thousand dollars' worth of real estate will place a man above reproach, whether he robs his neighbor of the amount—it will be a guarantee of his intelligence, whether he be the veriest clown—it will speak more highly for his educational attainments than the highest University degrees. Three thousand dollars invested in property in Vancouver Island! What a miraculous metamorphosis it makes in the individual to be sure. No matter if he be a black-leg—no matter if he be a clodhopper—no matter if he is as backward in civilization as the Siwash, the very moment he makes this investment his whole moral and mental qualities undergo a speedy transformation and he stands before the public a model candidate for the representation of a Vancouver Island constituency. Some people there are to be found in Vancouver Island this present moment reckless enough to assert that, if the investment of \$3000 in real estate in the colony indicated any peculiar quality in the investor, it would indicate his egregiously folly, and would prove that instead of being a fit person to legislate for the public he above all men in the community would be least adapted to the position. The Colonial Secretary, however, thinks otherwise. In his profundity the man who buries his capital in the ground, doing good to none, is a much wiser man as well as a more useful man than the person who invests it in an industrious pursuit, by which employment is afforded to others, and an addition made to the wealth of the country. When the Attorney General puts the question—Is a man not as respectable with \$5000 worth of goods as with \$5000 in land? the Colonial Secretary replies "decidedly not; because (mark the logic) the man with the \$5000 in goods may not own the goods, but the man with \$5000 in land would own the land." It requires an astute mind to perceive that a man can own goods and at the same time not own them. So much for Mr. W. A. G. Young. To come now to the philosophy of Mr. Roderick Finlayson. That gentleman, according to our report, says it would be far better to do away with our representative institutions than have such as we have had—which means of course that it would be much better to have the Executive untrammelled in the raising and the expending of public revenue. Unfortunately, however, for Mr. Finlayson's consistency, it is not many months since he was shouting as loud as the loudest against the heavy taxation of the country, and applauding the scheme of retrenchment of the House of Assembly. It would really seem that some men lose their wits, or at least their memory, when they enter the halls of legislation. Mr. Finlayson is no less untenable in his subsequent position. The country, he says, that has not a sufficient number of capable men to act as legislators amongst the class worth \$5,000 of real estate is unfit for representative institutions. Could any proposition be more ridiculous. If there is any department in a country requiring the largest intelligence and greatest experience amongst its members it is the legislative department; for by its acts the destiny of the country may be decided. Now Mr. Finlayson will not pretend to say that this intelligence and experience are confined, and especially in small communities like Vancouver Island, to men holding \$5000 in real estate; on the contrary the gentleman knows that there is a great deal more practical knowledge—a great deal more legislative fitness outside this circle than inside. In this colony, as well as in many others under the British Crown, the original property owners, the men who become rich by chance, were generally men of very little experience, in many instances indeed deplorably ignorant. In all cases, however, whether ignorant or otherwise they have proved themselves the most unfitted to exercise the legislative power. Yet Mr. Finlayson and his worthy colleague the Colo-

nia Secretary want the colony to be subjected to this oligarchy of ignorant upstart assumption. Failing in their desire to see the representative institutions of the country taken away they want to reduce the representative power to a nullity. In fact, did the absurdity become law, the colony might before the end of the year be virtually unrepresented; from the simple fact that the depreciation of property might make it almost impossible for the largest landowner to declare he had \$3,000 worth of real estate. To think that men instead of going to work and passing liberal laws for the encouragement of the population already here, and for the purposes of attracting people to our shores should, be using their ingenuity to denude the inhabitants of their rights, and all this at a time when the very existence of the country is trembling in the balance—when unless the most marked liberal change is made in the legislation of the colony, nothing but a total desertion from our shores, can be the result—is beyond all belief. Another year of illiberal action and there will not be enough people on the Island to give anything more than agricultural value to the best property on it.

HOUSE OF ASSEMBLY.

WEDNESDAY, MAY 2. Speaker took his seat at 1:25 p.m. Present—Messrs. DeCosmos, Powell, Trimble, Dickson, Carswell, Ash. The Sheriff's returns declaring Charles Bedford Young duly elected a member of Parliament for Victoria City, was received, and having been introduced to the House by Dr. Trimble, took his seat. DISTRICT COURTS BILL. This bill, with amendments, came down from the Council. Received and read. MAGISTRATES' AND CONSTABLES' FEES BILL. This bill came up for second reading. Dr. Dickson again gave an outline of the bill, and moved the second reading. Mr. Young seconded, believing that where offices were not paid they should be self-supporting. The second reading was carried, and motion to print lost. SPRING RIDGE WATER WORKS BILL. This bill came up for second reading. Dr. Powell asked for the evidence that had been taken before the committee. The Speaker said the evidence had been open to the inspection of any hon. member ever since the report was made. Mr. Young thought the bill should be sent to Committee where its provisions could be better discussed; he was opposed to monopolies, but water was an essential thing, and if the Company could make out a good case he might be in favor of granting the privileges asked for a few years. Mr. DeCosmos disapproved of the recommendation. The bill passed the second reading and was committed. INVESTMENT AND LOAN BILL. The House went into Committee on this bill, Dr. Dickson in the chair. Dr. Powell explained to the House the objects of the bill which is to encourage the establishment of Investment, Savings and Loan Societies in this colony. The bill is a lengthy one containing 43 clauses and occupied the House during the remainder of the sitting. The Committee rose and reported progress at the 40th clause, and the House adjourned until Thursday at 3 p.m., when the order of the day will be the Municipal, Militia, Spring Ridge and Indian Liquor bills. THE DREDGER. Dr. Ash gave notice that he would move that the House resolve itself into Committee of the Whole to consider what steps should be taken in regard to the Dredger machine. LEGISLATIVE COUNCIL. WEDNESDAY, MAY 2, 1866. Council met at 2:30 p.m. Members present—Hons. Colonial Secretary, Attorney General, Surveyor General, Treasurer, and Hons. D. Fraser and R. Finlayson. The Hon. the Colonial Secretary took the chair. WAYS AND MEANS BILLS. The second reading of these bills came up as the order of the day. Hon. Donald Fraser said he was prepared himself to go on with these bills, but as two hon. members were absent he suggested the postponement of their consideration for a full House. The motion was agreed to, and the Council went into Committee on the FRANCHISE BILL. Hon. Treasurer in the chair. Hon. Colonial Secretary moved the recommendation of the clauses in this bill already passed through Committee. It was very evident that the whole bill required reconstruction, many of the clauses having no dependence on each other. Hon. Donald Fraser seconded and the motion was carried. Clause 1 was deferred. Clause 2, providing that every male British subject of 21 years of age, properly qualified as hereinafter mentioned was eligible, passed; also clause 3, stating the qualifications and disqualifications. Clause 4 providing for the property qualifications of members of Assembly was next taken up. Hon. Donald Fraser said the feeling out of doors was strongly in favor of a substantial qualification in order to insure respectable representation, and he himself was in favor of the \$5000 real estate qualification. Hon. Attorney General thought it very hard that a man must sink \$5000 in real estate before he could be a member. There were merchants in this city who had large interests in the country. If the property qualification had been abolished in England, so much the more necessary was it here. The people were the best judges of who should represent them. Hon. Donald Fraser suggested that some income qualification might be substituted.

Hon. Attorney General said \$1000 would be better. Hon. Donald Fraser would rather have none. Hon. Colonial Secretary spoke shortly in favor of a substantial qualification. He deprecated men who could pack up all their traps in a carpet-bag and leave for the other side at an hour's notice legislating for the welfare of the colony. Hon. Treasurer asked if this high qualification would have the effect of inducing a better class of men to come forward as members? Hon. Mr. Finlayson said it would be far better to do away with our representative institutions than have such as we have had. Hon. Colonial Secretary said he would make it \$2500. Hon. Attorney General said he would not vote for more than \$1000. Was not a man as respectable with \$5000 of goods as \$5000 of land? Hon. Colonial Secretary—No! The goods may not belong to him, while the land does. Hon. Attorney General said land was not held here as in England. Here men were merchants in land as in anything else. He did not see why incomes should not be qualification as well as real estate. Hon. Treasurer agreed with the last speaker. Hon. Colonial Secretary moved that the qualification be \$3000 in real estate. Hon. Surveyor General seconded. Hon. Mr. Finlayson said if any country had not sufficient men in it worth \$5000 to act as legislators that country (hear, hear). Hon. Attorney General said \$5000 in real estate did not give talent. People might wish to put in a man who was an enterprising and intelligent citizen but who was not worth \$2000 in all. He believed some of the best minds in the colony had not the requisite qualification. Hon. Treasurer said he could bring many instances where persons had spent \$30,000 in the colony and had not \$3000 in real estate. The \$3000 amendment was carried. The disqualifications as previously amended were passed *mem. con.* Clause 5, providing that all members shall after a general election take the oath of allegiance before the Chief Justice or such other person as the Governor shall appoint, or before the Speaker when the House is sitting, was passed. The schedules providing the requisite oaths were then passed. Hon. D. Fraser said he feared the House would object to coming before the Chief Justice to take the oath, as an infraction of their rights. Hon. Colonial Secretary said it was a provision in the Imperial Instructions to the Governor by which they have their being. Clause 7, providing that any election not conforming to the previous clauses be null and void, was passed. On Clause 8, providing that all members sitting and voting when disqualified shall forfeit \$250 per day while so sitting, to be recovered by any person in the law courts. Hon. Attorney General said he feared this would cause a conflict between the House and the law courts. Hon. D. Fraser said the House only, as in the House of Commons, could purge itself. Hon. Colonial Secretary said Colonial Legislatures were very different things from the House of Commons. This had already been proved by cases in Australia. Hon. Attorney General said the privileges of Colonial Parliaments were only as they were granted by the Crown or conferred by statute. The clause was passed, also the remaining clauses, with verbal amendments to Clause 15, and the committee rose and reported progress. The Council then adjourned till Monday, at two p.m., when the Ways and Means Bills will be taken up. LETTER FROM COMOX. TO THE EDITOR OF THE BRITISH COLONIST.—Sir,—As Mr. Colman accuses me of placing wrong views of the road dispute before the public, and as it is a question of vital importance to the settlement, will you allow me to state the facts. Mr. Pidwell, after he had settled the dispute about Duncan's affair commenced laying out a road through the settlement; when about two miles were done he authorized Messrs. McFarlane, Cameron and Fitzgerald to finish it; they for reasons of their own did not do so. Now as Mr. Pidwell was then receiving a good salary as Superintendent of Roads was it not his place to stop and at least see it done? It would not have taken more than two days at the outside. When he heard they had not finished it he writes to McFarlane asking why it was not done, after he had given his word as a gentleman to see it through, highly indignant because McFarlane would not do his work for which he was so well paid. Mr. Colman also says the Commissioners had no authority to lay out a road; certainly according to the act they have not. I will now explain why they did it. In December last Mr. Baily, the Chairman of the Commissioners, saw Mr. Pearse in Victoria and represented to him how much the settlers required a road; he answered that they must lay it out and make it themselves or at least commence it as there was no money in the treasury, and further, that if he did not see that they tried to help themselves he would not try to benefit the settlement in any way. Mr. Colman as one of the Commissioners approved of the line marked out, in fact had most to say amongst them. I trust Mr. Pearse will soon come up or send some one to settle the matter. We have had some heavy storms of wind and rain which still continue. Yours respectfully, A COMOX FARMER. Comox, April 15th, 1866. ENGLISH CAPITAL.—The Tribune understands that a company of English capitalists propose to work the abandoned diggings of the Lower Fraser upon an improved process. Some samples of pay-dirt obtained about eight miles below Hope have been forwarded to England for analysis. TOM O'NEILL, a notorious vagabond who was placed under bonds for misbehavior at Williams Creek, and released upon promising to leave the country, has turned up at Savana's Ferry, where he robbed a Frenchman.

Our London Correspondence. [FROM OUR OWN CORRESPONDENT.] LONDON, March 10, 1866. COURT GOSSIP. "No scandal, I hope, 'gainst Her Majesty," I fancy you will say when you see this heading. No! nothing of the kind; rather a word of commendation, because she is gradually emerging from her shell. Yesterday she positively came up from Windsor, held a court at Buckingham Palace, and slept there afterwards! That is rare news for those who believe "the season" depends upon the movements of Her Majesty,—particularly as there are to be several other gatherings of the same character, at which presentations of the young female nobility are to be allowed. The first court was postponed for several days on account of the sudden death of Sir Charles B. Phipps, the keeper of the Privy Purse, which is a most severe loss to Her Majesty, that official having had the confidence of the Prince, and being trusted with the most important duties, which he well and worthily performed. He is to be succeeded by General Grey and Biddulph, who are to be joint keepers of the privy purse, whilst Sir J. Cowell, formerly tutor to Prince Alfred, succeeds to the Mastership of the Household, and General Biddulph vacates. At present Her Majesty declines to hold any levees herself, and deposes the reception presentation of an account of the *haut noblesse* to Her Majesty. The Court is on the quiet respecting the approaching marriage of the Princess Helena, which is fixed for July 9th, and Her Majesty has had the satisfaction of seeing her second son granted £15,000 a year by the nation, his promotion to a captaincy in the Royal Navy, and his appointment as Master of the Trinity House, vacated by Lord Palmerston's death, who succeeded the late Prince Consort. Whenever the younger scions of the Royal Family come to town they make the most of the opportunity, and generally manage to go to one or other of the theatres in the evening. Like their great grandfather George III., they are all intensely fond of the drama;—so is the Queen, but she is not likely to give her patronage again by visiting either opera house or theatre. THE REFORM BILL. Positively the long talked of Reform Bill is to be introduced on Monday evening in the House of Commons. At the close of last week Mr. Gladstone gave notice that he should ask for leave on that day to bring in a bill, but declined to say whether he would do so on the first reading. Since that time, having been badgered all round, Earl Russell and his colleagues have made up their minds to "stand the hazard of the die,"—whether "game" or not remains to be seen. Speculation is very busy about the details of the measure. On the one hand there is to be a £6 rating for towns, and a £10 qualification for counties, and that a prominent feature will be a re-distribution of seats, which will be generally popular everywhere, except the places that will be disfranchised. The apathy with which this event is received is perfectly ridiculous. Not a ghost of enthusiasm can be raised. The working men and Tories go to work upon no other grounds than that it is time something were done to settle the question. Earl Russell is very ill. The Times gave out the other day that he had offered his resignation but had to contradict it the next; and yet the Thunderer was not very far wrong, for scarcely on terms with his colleagues and worried on all hands, there is no doubt this veteran politician—statesman I cannot call him—must be most anxious to "rest and be thankful." The means may be given to deliver the coup de grace on his once more taking the matter of reform in hand, and if it should be so the more will he be Minister of State. That we have got a much more Radical House of Commons than the last is quite evident, but parties are so much split up in every direction that if ever a Reform Bill should be dragged through there the Peers will make short work of it, and it will not rouse the country as it was roused two and thirty years ago. CHURCH RATES. This disagreeable subject of litigation is again before the public, and the change that has come over the House of Commons cannot be more positively shewn than by the manner in which the proposition wholly to abolish the impost was received. In a very full House at the evening sitting of last Wednesday the second reading of a total abolition bill was carried by a majority of 33! Mr. Gladstone distinguished himself on the debate by speaking both for and against the measure, his arguments in opposition being much stronger than those on the other side, and then he completed his pretty little game by voting for the measure. The general impression abroad is that all parties will agree to a compromise. Even Mr. Bright intimated that in his opinion this was the only way to be met. If that be done, there may be a truce between Churchmen and Dissenters, the power of whom could they but be wise enough to see it could gain nothing but advantage from concession. PENANISEM. Stephens is not yet caught nor is this silly plot yet exploded. It is however in a fair way of being so, although not a few expect there will be an uprising somewhere or other on St. Patrick's Day, the 17th instant. One thing is most satisfactorily proved, that the army and police are found to be loyal to the core. Only a few disolute soldiers have been mixed up in the affair more from drink than disloyalty, whilst not a man in the police force has been false to his fealty. Great threatenings come over from America as to what is to be and shall be done, but nothing is likely to come of it. The "snake is so severely scotched" that it will not form again easily. THE CATTLE PLAGUE. The Government measure to stamp out this disease, although it presses severely in its effect in a diminution of cases, the Government having refused to appoint a day of fasting and humiliation to appease the Almighty's vengeance,—to which a certain class of religionists wholly attribute this visitation—the Bishops have taken up the

and gels and have fixed different days in their respective dioceses, on which the clergy will have an opportunity of talking a great deal of nonsense to their hearer's content, and making themselves supremely ridiculous. The Government judged very rightly that the appointment of such a day would only incite drunkenness and profanity, whilst it would deprive the working classes of a day's wages, which those persons can very ill afford. Whoever likes to obey the Bishops' behests may do so, and no harm will come of it. The adoption of a more severe asceticism in one day in the middle of Lent if it does no good will not do any mischief, and if it pleases a few, so let it be. But there is an old fable, of which such people remind the world, the moral of which is "that it is better to put one's hand to the wheel than call upon Heaven for help." Had proper means been adopted at the proper time the Kinderpest, long 'ere this, would have been a thing of the past. DOCTOR WHEWELL. Wherever science has made its way the name of Dr. Whewell, the late Master of Trinity College, Cambridge, cannot fail to be known and respected. On this day fortnight this eminent gentleman, on returning from a ride, was flung from his horse; and, although he recovered his senses, never rallied from the effect of the shock. There is no doubt that Dr. Whewell was Cambridge's brightest ornament. In position, as in mental power, he towered above every one else in that University, as he also did in stature. Tall and massive in form he was a remarkable man to look upon, and was observed of all observers wherever he was seen. But from a certain amount of sadness in demeanor, the effects of his early career,—he rose from the ranks, his father having been but a Lancashire village blacksmith,—he would have been as much respected as he was admired. His loss will be far more than local; doubtless many a one who reads this notice of his death, will feel quite as much as if he had never quitted "the old house at home." FRANCE. The Prince Imperial has had the measles, but so favorably that it was hardly worth mention. The debate on the Address in the Corps Legislatif is still proceeding. Some truths and hard things have been said; but they will all amount to nothing. Louis Napoleon is the master of the situation. He knows how to rule the French, and they submit to be ruled by him. The explosion of some of the older members is a safety valve. Like Lord Derby's navy, whom his wife was also thrashing, it may be said, "It pleases them and don't hurt me." AUSTRIA. A telegram from Vienna says that alarming rumors of a warlike character are continually circulating there. This comes after the deposition of Prince Cozza, whom the inhabitants of the Principalities have sent about his business to his great delight, and his arrival at Vienna. These rumors, however, have it is thought nothing to do with the Principalities, but rather with Prussia.—The split between the two countries is certainly growing wider and wider, but there will be no war. Compromises everywhere are now the order of the day. Meanwhile Austria is trying very hard to get over her difficulties with Hungary. She does not, however, appear to make much way. The sore is too green to be rapidly healed by Imperial salve. SPAIN. Spain is by no means in a tranquil state. There is a rumor that the garrison of Ouidad Rodrigo has rebelled and gone over to Portugal, and that there have been risings in various other places. Consols.—Money, 86%; for Account 87 1/2 @ 87 1/2. THE LABOUCHERE'S MAILS.—From the following letter from the British Consul it would appear that the whole of the mail on board the steamer Labouchere, excepting two bags of newspapers, were lost. Messrs. Wells, Fargo & Co.'s Express, we learn, was fortunately saved: BRITISH CONSULATE, San Francisco, 20th April, 1866. DEAR SIR,—By the steamer Labouchere, which was lost off Point Reyes on the 15th inst., I forwarded to you forty-six bags mail matter, all of which were lost except two bags of newspapers. The letter mail lost was received here between the 6th and 14th, and contained, I judge, the English mail of the 24th to 27th February. The newspapers, of which there were about thirty-six bags, had been accumulating here for four or five weeks. I am, dear sir, Very truly yours, CHARLES MASON, Acting Consul. THE COLUMBIA RIVER ROUTE.—From Gen. James McAniff the Walla Walla Statesman has the following:—The steamer "49" was all ready to take her place on the route to the Big Bend mines, and was expected to start on her first trip on Saturday, the 14th ult. She is pronounced by those who have examined her a fine boat, and fully equal to the requirements of the trade. Capt. Len. White, the purser, and the whole crew were on the ground, and it is quite certain the boat started at the time stated. Parties who have been hurrying through Colville, paying exorbitant freights, are in bad luck, it being difficult to realize charges. In the Colville market flour is quoted at \$14 per 100 pounds, but when sold in large quantities \$12 is the ruling rate. The road to Colville is in bad condition, animals frequently miring down, and the trip attended with many delays. General Mc. was more fortunate than many others, and yet he pronounced it a "hard road to travel." At Colville there were three stores doing a healthy business, and at the landing two more mercantile establishments, both having a fair trade. At Little Dalles, which is to be the landing place of the steamer, it is expected that a little town will spring up. All through the country the settlers are hopeful, and calculate upon great returns from the Big Bend mines.

The Weekly British Colonist. Tuesday, May 8, 1866. THE COLONY AND THE TERRITORY. With all the similarity of Englishman and the American, citizen of the United States, certain conditions very strikingly different in a newly-formed territory. The one man in a newly-formed territory is in a newly-formed territory widely different in their character two persons can well be. With man everything must be done. change (we are not speaking merely generally as much detested by the Chinese. The first and last is order. Look after life and let the material prosperity of a take care of itself, is his great philosophy. Look at the material of the country and life and proper care of themselves is the langu American. This gives us the key progressive, but well-conducted colony, and the healthy, vigorous, orderly American territory. In infancy we have generally the loggish heads with the Government disposed to grumble at mismanagement to take remedial measures, arrogant, self-willed and inexperienced. First attempts, therefore, at colonization generally a failure. The Government most cases, guided by the weak light of a past century, is a Government. Incapable of appreciating the march of events—of seeing the for liberal laws—it wraps itself in its antique mantle and gazes on at the depopulation of the country cannot or will not see that men accustomed to the hardships and difficulties of pioneer life will not fritter away a time in a perpetual warfare with the Government places in the Much easier and much more profitable to them to leave the country to its fate, than to war with men who have the faculty of the willfully blind. Find the British colony, no matter how its prospects, laboring and struggling years under the strangling operation rulers. Very different is it with the American territory. There is soon as population mences to pour in the whole strength of the people are strained to the country's resources. There is restriction, and every man rushes with energy unknown in other countries accomplishment of his task. As the automatic character of the English, while denuding it of force and preserves, or tends to preserve, at the time the public peace and general order of the almost unrestrained license of the peopled territory, while giving full to the enterprise and vigor of the itants, destroys to a great extent security and property. In the gold around us we have ample proof of it. In the territory of Idaho every stage has been until recently bringing intel of highway robbery and murder. In would seem that crime was the normal condition of the territory, and not skulking afraid to show its face at noonday but audacious crime setting at defiance very courts erected for its suppression. There was an organized system of mining that made it in the first place impossible to catch the guilty party, and the second place if caught made it difficult to convict him. A reign of existed that caused the judge to tremble on the bench and the jurymen to shudder in the box; for the life of the on just as likely to pay the penalty as the other, if any of the sacred gang of deters had received at the hands of his just deserts. The last of these was committed on an important named Raymond who testified in against some of the band, and was down in consequence in cold blood by a man named Clark. The murderer was rested; but no one doubted that he was as others had done before him, escape full penalty of the law. Indeed one of known leaders of the gang, a man named Opdyke, before the body of the murderer had been removed, stepped boldly forward and said—"That affair grew out of law suit yesterday and there will be more like it." No one dared arrest Opdyke and he rode off. The public mind however, wrought up to that excited which in an American community is something more than words. A Vigil Committee was formed and the guard in which Clark was confined was broken open in the middle of the night, the knocked down and pinioned and Clark away. The next morning the citizens awe-struck at seeing Clark's body being at the end of three poles a little tance from the town. When Opdyke heard of the circumstance he threatened eral of the citizens with summary vengeance but he calculated without his host, for was riding along on one of his murder missions he himself was taken prisoner the vigilantes at a place called Syrup and after a little ceremony, strung up a tree. One of his confederates, a

The Weekly British Colonist.

Tuesday, May 8, 1866.

THE COLONY AND THE TERRITORY.

With all the similarity of origin the Englishman and the American, or rather the citizen of the United States, present under certain conditions very striking antitheses. The one man in a newly-formed colony and the other in a newly-formed territory are as widely different in their characteristics as two persons can well be.

Very different is it with the American territory. There so soon as population commences to pour in the whole strength and vigor of the people are strained to develop the country's resources.

THE NEWS. The most important telegraphic news which we publish to-day is the defeat of the Pacific Railroad bill in the House of Representatives. From the large majority which killed the measure we have little hope of its success the next session.

named Dixon, was also caught a few miles further down the creek and served in the same manner. On the bodies of each of the men was suspended a card narrating the crime or crimes for which he suffered. Once commenced the vigilantes made short work of rascality in Idaho, and to-day we find in the Idaho Statesman the following testimony to their efficiency: "As to the terror that has reigned for the last two years, it has come to an end. Good citizens and peaceable men walk through the streets and go about their business in comparative safety."

At the conclusion of the inspection, His Excellency addressed the Firemen. He said he was glad to meet the Fire Department for another year—the third since his arrival in the colony. It was not saying too much, he thought, when he remarked that their appearance was fully equal to what it had been on any previous occasion, and, judging from appearances, their number was still increasing.

much with the means at their command, but more could even yet be done. He recollected witnessing a destructive fire that in spite of the united efforts of fire brigades and regiments of the line had raged for five days. Such a thing might occur here, though the community rested in comparative peace, feeling assured that a fire could not make headway with such a body of men.

FIREMEN'S MAY DAY PARADE. Notwithstanding the attractions of Big Bend and Cariboo, which have already visibly thinned our population, the annual parade of the Fire Department yesterday was one of the most successful we have witnessed in point of numbers.

SAUCE.—LEA AND PERRIN'S Worcestershire Sauce. PROMOUNDED BY CONNOISSEURS TO BE THE ONLY GOOD SAUCE, and applicable to EVERY VARIETY OF DISH.

Chief Engineer Drummond called upon the firemen to give three cheers which the "boys" did with a hearty will. Three cheers were then proposed by His Excellency for "our Gracious Sovereign the Queen" which was lustily taken up by all present, the band playing part of the National Anthem.

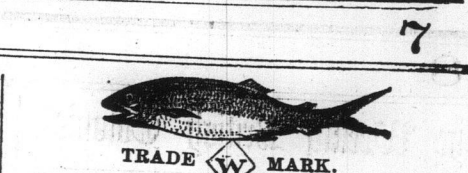
He was proud to have the honor for the first time in his official position of addressing the fire department. He regarded them as his best friends and the most useful society in the city. When a number of respectable gentlemen many of whom were drawn from their business pursuits, risked their own lives to save the lives and property of others, they were entitled to a full measure of gratitude, and he earnestly hoped to see the department prosper and go on increasing.

Three hearty cheers were given for His Worship at the request of the Chief Engineer, the band striking up "For he's a Jolly Good Fellow," and three for the department at the request of the Mayor.

Ask for Lea and Perrin's Sauce. Sole Wholesale and for Export by the Proprietors, Messrs. Cross & Blackwell, Messrs. Barclay and Sons, London, etc., etc.; and by Grocers and Oilmen universally.

Washing made Easy! THE FAMILY WASHING. May be speedily accomplished, to the great delight of the Housewife, by using Harper's "Icelandic" "Clycerine Soap Powder."

Ask for Lea and Perrin's Sauce. Sole Wholesale and for Export by the Proprietors, Messrs. Cross & Blackwell, Messrs. Barclay and Sons, London, etc., etc.; and by Grocers and Oilmen universally.



FISHING RODS & TACKLE, Walking Sticks, Cricketing Goods, Croquet, Archery, &c., FIRST-CLASS ARTICLES ONLY.

The City of Glasgow LIFE ASSURANCE Company. Established 1838. Incorporated by Special Act of Parliament.

THIS COMPANY OFFERS TO the Public the combined advantages of Perfect Security, Moderate Premiums, Liberal participation in Profits, and great freedom in respect of foreign residence and travel, and has powers under special act of Parliament which simplify discharge of claims in event of assured dying abroad.

IMPERIAL Fire Insurance Company. 1, Old Broad street; and 16, Pall Mall, LONDON.

Dinneford's Fluid Magnesia. Is the great remedy for Acidity of Stomach, Headache, Heartburn, Indigestion, Sour Eructations & Bilious Affections.

Sporborg & Rueff, COMMISSION MERCHANTS, Importers and Wholesale Dealers. Groceries, Provisions, Boots and Shoes.

PICKLES, SAUCES, JAMS, &c. (FREE FROM ADULTERATION.) MANUFACTURED BY GROSSE & BLACKWELL, PURVEYORS TO THE QUEEN, SOHO SQUARE, LONDON.

HER MAJESTY'S TABLE. C & B are AGENTS for LEA & PERRIN'S Celebrated WORCESTERSHIRE SAUCE, and are Manufacturers of every description of Olives Stores of the highest quality.

The Weekly British Colonist.

Tuesday, May 8, 1866.

LOCAL INTELLIGENCE.

Friday, May 4.

IMPORTANT TO LADIES.—The attention of ladies and of mothers of families in particular is directed to the advertisement in another column of Mrs. Watson, recently arrived from San Francisco, who is about to introduce a revolution in the art of dress-making, by the application of Mrs. Curtis' "First Premium Models." This system, which is simple and easily acquired, will enable a lady to cut out any article of female attire of any size, and to ensure a mathematically correct fit without the least trouble or the possibility of disappointment. The models will be supplied to those who receive instruction. Orders to be left addressed "Mrs. Watson," at Mrs. Hein's millinery establishment, Government Street, between Fort and Broughton Streets.

REPUBLICATIONS.—One of the numerous advantages of our close proximity to American territory is obtaining reprints of English works at a great reduction on their original cost. In New York are republished for instance all the principal English magazines—Blackwood, the Westminster Review, the London Quarterly, the Edinburgh Review, and the North British Review. These five periodicals are published for \$15 a year in greenbacks. With all the distance and trouble in the transportation, Messrs. Hibben & Carwell supply the five to the Victoria public at \$14 a year, bringing the subscription for a single magazine within the reach of any person who chooses to make himself conversant with the literature of the day.

SERIOUS ACCIDENT.—Yesterday afternoon a younger son of Mr. R. M. Hutchinson of this city, who was out riding after some cattle in the outskirts of the city, was violently thrown from his horse, which ran away with him, and was at once conveyed to town, where Dr. Dickson attended him. It was found that the poor boy's collar bone was bent, and he was so seriously contused about the neck either by coming in contact with a stump or rock, or by being trodden on by the horse, that it was with great difficulty that any stimulants could be got down his throat. The lad lies at his father's residence in a somewhat precarious condition.

FROM NANAIMO.—The steamer Sir James Douglas, Capt. Clarke, arrived last evening from Nanaimo with fourteen passengers and a small quantity of freight. On Wednesday three coal cars accidentally started down the incline, running into the steamer Oregon but without doing any serious damage. The Rev. Mr. Cridge returned after a visit of a few weeks at Nanaimo. The Sparrowhawk and Beaver would leave together for the North. The Oregon was reported to follow in a couple of hours.

FIRE ALARM.—Last night at half-past nine o'clock the Hook and Ladder bell sounded the fire alarm, and the firemen with their engines were soon rushing off to Johnson street. They returned, however, in a few minutes, the alarm having been created by a blaze proceeding from the flue of a house on Johnson street, which was extinguished before they could arrive on the spot by a number of tars who chanced to be in the King's Head near by.

THE BRIDGE RIVER DIGGINGS.—Some excitement was occasioned at New Westminster before the departure of the Enterprise by the arrival of a person belonging to that city from Bridge River, bringing a few ounces of gold and reporting so favorably of the mines in that locality as to cause some miners bound to Big Bend to hesitate in which direction they should wend their steps.

CLERICAL.—Bishop Hills proceeded north on Wednesday in the Sparrowhawk. He will visit Mr. Duncan's mission at Metlakahla. The Rev. E. Cridge returned yesterday from Nanaimo, where he has been officiating. The Rev. Mr. Good has left Nanaimo and proceeds to Yale. B.C. The Rev. Mr. Jones takes the place of the latter clergyman at Nanaimo.

Saturday, May 5.

FROM QUEEN CHARLOTTE ISLAND.—The schooner Alpha, Capt. George, arrived from this island last night, bringing back 31 men from the Company's coal mine whose time expired on the 1st April. They landed yesterday afternoon at Cadboro Bay and walked into town. Eleven men remained at the mine. The Alpha was 17 days to Milbank Sound and five days thence to Nanaimo, where she arrived on Wednesday last. The workmen report that the Company's prospects when their mine is properly opened are very good. Two men were injured by the explosion of fire damp while working in the tunnel. Their names are W. Tregonen, and Frank the foreman. The former was blind for three days. Most of the men who have come down are bound to the gold mines. They speak highly of the second company's mine.

SUPREME COURT IMPROVEMENTS.—The interior of the Supreme Court now presents quite a handsome appearance. The dais surrounding the bench, in addition to the Royal Arms, tawny curtains, and gilt edgings, has been further improved, and now bears a Royal Crown with the gilt initials "V R" below, and the walls have been chastely colored.

BETTER.—We are glad to learn that the son of Mr. Hutchinson, who was severely injured on Thursday by a fall from his horse, was pronounced yesterday in a more hopeful condition, and is likely to recover.

FOR SAN FRANCISCO.—The steamship Oregon, Captain Dall, left the mouth of the harbor yesterday evening at 7:30 for San Francisco, taking about 40 passengers and 70 tons of freight. Passengers and baggage were taken out to the Oregon by the tug Diana at one trip. The freight was put on a barge and towed out by the Diana. The Diana left the wharf at half past one with the passengers, among whom were D. M. Lang, Esq., Mr. Ashburn, Mrs. Eugene Thomas, Miss Marks, Mr. Eli Marks, Mrs. Parsons, Mr. Foucault, and Mr. Robt. Moore. Mr. Lang will remain in San Francisco two months, when he will return to Victoria and resume the management of this bank.

BRITISH COLUMBIA HOSPITALS.—There were 19 patients received into the Cariboo hospital during the year 1865, and in the New Westminster hospital 64 patients were admitted, and 23 out-door patients relieved.

FOR NEW WESTMINSTER.—The steamer Enterprise left yesterday morning at 10:30 for Fraser river with a few passengers and about 60 tons of freight.

Monday, May 7.

SERIOUS ACCIDENT TO MR. F. V. LEE.—A telegram received by the Columbian dated Soda Creek, May 4th, says: Mr. F. V. Lee, a well known and highly respected Caribooite, who for some years past has been acting as collector of accounts and general agent on Williams Creek, met with a sad accident yesterday, but a short distance below Felker's, at the 127-mile post. Mr. Lee was a passenger on the up stage, and wishing to ride a horse which was being brought to Felker's, left the stage, taking the horse about four or five miles below, the stage preceding him. On the arrival of the stage at Felker's and after waiting some time, doubts were entertained as to Mr. Lee's well-being; a messenger was immediately dispatched, who, when but half a mile or so from the house, found, to his surprise, the unfortunate man lying helpless on the road with his leg fractured between the ankle and knee, causing him great pain. He was by his companion immediately conveyed to the 127-mile house where he is now awaiting medical aid. On the arrival of the stage at this station, Dr. Trevor of Quesnelle, was forthwith telegraphed, but from great press of business could not attend. On arrival at Soda Creek, Mr. R. H. Young at once returned, passing here at 1:30 a.m. to see, procure, and render any assistance available for the relief of the sufferer. The horse is said to have been quite gentle, but from some cause in descending a little grade stumbled and fell with Mr. Lee's leg under him. In the absence of medical advice we have been unable to learn the nature of the fracture, but presume it is somewhat severe.

NORTH PACIFIC ANTHRACITE COAL CO.—The Chairman of the Board of Directors of this Company has received a letter from Mr. Ed. Stephens, Civil Engineer, dated Skidegate Bay the 15th ult., giving a highly encouraging report of the progress and prospects of the Company. Some of the workmen are mining into the hill close to the edge of a fine harbor on a seam, measuring from five to ten feet of good looking coal; the quality improving the farther they get in. The opening of the mine and the necessary tramways, wharfs, etc., the engineer reports will cost comparatively little. The distance from the wharf to the mouth of the mine will not be over 1000 feet. The lead appears to be the same as the Queen Charlotte Co. are working on, there being room for them for another claim. Mr. Stephens congratulates the Company on the possession of what he considers "a very valuable property."

THE "49."—It is gratifying to learn from our correspondent's letter that this steamer has opened the Columbia traffic to Big Bend having on the 26th ult. landed her first instalment of 85 men at the Dalles des Mort. The first being more of a trial trip than anything else the steamer did not bring a large number of passengers or much freight; on her next trip however she will no doubt be laden to her utmost capacity.

REPORTED BIG STRIKE.—We are informed that a letter has been received in town stating that a strike of seven ounces to the pan had been made at Big Bend.

THE STEAMER CALIFORNIA left San Francisco for this port on Saturday at 5 p.m. She will be due here on Thursday.

BRITISH COLUMBIA.

The steamer Enterprise arrived on Saturday afternoon from New Westminster with 15 passengers and an up-river express.

The following interesting telegrams from the interior appear in yesterday's Columbian: QUESNELMOUTH, May 4.—The weather is warm and pleasant. The river has not commenced to rise yet. Boats with supplies for the Telegraph Company, bound up the river, left here yesterday.

The steamer Enterprise left on Wednesday for Soda Creek, and returned at 9 p.m. yesterday, making the round trip in one day's running time.

YALE, May 4.—From reliable sources the news from Kamloops is that the steamer Marten is expected to be ready for launching this day. Mr. McKay, Hudson Bay Co.'s Agent, says that the steamer will commence running in ten days from the date of the launch.

The four men arrested at Lytton, for breaking into Messrs. Oppenheimer & Co.'s store, and stealing tobacco, corn meal, &c., were tried to-day on two indictments: 1st for larceny, in having stolen or holding goods stolen from Oppenheimer & Co.'s store. 2nd for unlawfully having possession of burglarious implements, pick-locks, &c. They all pleaded "not guilty" to both indictments; but the

case was too strong against them. The jury unanimously returned a verdict of guilty on both charges. His Honor Judge Begbie sentenced them to seven years' penal servitude for the first charge, and three years for the second.

FOR THE NORTH-WEST COAST.—The dispatch boat Leviathan arrived on Thursday afternoon from Victoria and left the same prisoners sent down by Mr. Duncan, of Metlakahla, where we understand they will be set at liberty by Mr. Duncan. We believe the Sparrowhawk will also look after a smuggling craft on the coast.

A MAMMOTH RAM'S HEAD.—The Hon. C. Brew received from the interior yesterday the head of a mountain ram. The horns of enormous size, and bear indications of great age. The head, although divested of the flesh parts, and thoroughly dried, weighs 30 pounds.

News from Big Bend.

MINING OPERATIONS COMMENCED.

Arrival of the "Forty-Nine."

Seymour City, 23rd April, 1866. To the EDITOR OF THE BRITISH COLONIST. To my friends and others.—The Express is about to leave and I have only a few minutes to write. On my leaving Victoria many friends made me promise to write them; it is hard, if not impossible, for me to comply with such a promise. This letter I shall, therefore, write common to all.

THE NEWS DOWN THE COUNTRY. I shall first state that there is more excitement below in regard to Big Bend than up here. The news published by the newspapers about the scarcity of provisions is erroneous. There is here plenty of provisions, ranging as follows:—Fresh meat (plenty) from 25c to 30c; butter, \$1 25 per lb.; flour, 14c to 20c; bacon, 50c to 87 1/2c; sugar, 45c to 50c; coffee, 75c; tea, \$1; picks, \$5 with handle; shovels, \$3 50 to \$5 (none now, but some expected hourly); axes, \$3 to \$4; other things in proportion. Flour was never sold during the whole winter at over 30c per lb., and bacon over 87 1/2c, and not \$1 25 and \$2 as reported by the press below. Merchants are very sick here, and curse the Government to the utmost of their heart for not having opened in time the route from Seymour to the Columbia river. A few thousand dollars expended judiciously would have saved the country from probably great injury. As things stand now the Americans most likely will snatch the trade from our hands. The "Forty-nine" has already made a trip.

SEYMOUR CITY. There are here from fifteen to twenty business houses, eight or nine merchants, two butchers, one blacksmith, one shoemaker, three bakers, two restaurants, three billiard saloons (tables not up yet), and one tinmith.

FROM BIG BEND MINES. From Mr. Todd, a miner, who arrived today from Wilson's Landing, and who started from the latter place the day before yesterday, I gather the following information: Four hundred and sixty-three men have gone up to Big Bend. Provisions were scarce at the diggings, flour selling at Wilson's Landing at 60c; bacon, \$1 50; sugar, \$1 25.

Two or three companies have just started working in the mines. The trail across the divide is not as bad as reported. The Columbia steamer Forty-nine arrived at Death Rapids on the 20th with 85 passengers. She left the next day for Colville, and will be back in ten days. She will run well when the water shall have risen. She was ten days in making her up trip, having been greatly retarded by the ice. On account of the trip being a trial trip she brought very little freight. A great many men are going up the river in boats loaded with provisions. Mr. Todd met about ten boats between Wilson and Kerbyville, averaging about ten men in each; one boat had, however, as large a number as 35. From 30 to 35 boats have gone up already.

M'COLLOCH CREEK. From Mr. Hearnside, who left on the 26th, I hear that 200 men were on this creek, prospecting with good hopes of success. The Discovery claim have just commenced operations. The weather was fine.

I intend to start to-morrow morning in the Delambro Co., with no provisions, no tools, but what men can bring on their backs: The snow is still very deep.

In haste, very respectfully yours, B. D.

Additional.

[BY TELEGRAPH TO THE COLUMBIAN.] LYTTON, May 2.—Captain Layton arrived from Seymour last evening. He took four days to come down. He reports eleven boats arrived at Gold Creek with provisions. All the soldiers deserted from Colville, taking with them their arms, and had arrived at the mines. They fired a salute on their arrival.

Great jumping of claims. The snow is still very deep on the mountains. Commissioner O'Reilly had to pay 80c a pound for getting his baggage, etc., packed across the divide.

The probability is that the steamer Marten will be down at Savana's ferry to receive her boilers and machinery in about three weeks. Flour 40 cents in the mines; beef, 25 cts. at Seymour.

ATTEMPTED SUICIDE.—We learn that a colored man of the name of Steel, who kept a restaurant on Williams Creek, attempted to jump from the steamer as she was passing between the Sisters, on the way to Yale, but was prevented by passengers. While the Reliance lay at Yale on Thursday he jumped from her deck into the river. A line was promptly extended to him, but he refused to avail himself of succour; two men put out in a boat and succeeded in seizing the unhappy man as he made his appearance upon the surface for the third time, and brought him on shore, where he received proper attention. Columbian.

COMMERCIAL.

FROM SAN FRANCISCO.—The brig Franklin Adams, Capt. Burr, arrived last evening from San Francisco, having sailed on April 18th, consigned to Pickett & Co., and will discharge at the Hudson Bay Co.'s wharf. Capt. Burr reports having had fine weather on the passage. Saw the bark Leone in the Straits bound to Tekeale for lumber, and the ship Riviere in Royal Roads bound to Nanaimo for coal.

IMPORTS.

To the Port of Victoria, V. I., for the month ending April 30th, 1866.

Table listing imports from San Francisco, including items like Apples, Butter, Flour, etc., with quantities and values.

FROM ENGLAND.

Table listing imports from England, including Agricultural Implements, Glass, etc.

FROM PORTLAND.

Table listing imports from Portland, including Apples, Butter, Flour, etc.

FROM PUGET SOUND.

Table listing imports from Puget Sound, including Apples, Bacon, Butter, etc.

FROM BRITISH COLUMBIA.

Table listing imports from British Columbia, including Furs, Skins, etc.

FROM SAN JUAN.

Table listing imports from San Juan, including Barley, Oats, Potatoes, etc.

RECAPITULATION.

Summary table of imports from various sources.

VALUE OF EXPORTS.

From Victoria V. I., to American Ports for the month ending April 30, 1866.

TO SAN FRANCISCO.

Table listing exports to San Francisco, including French Prunes, Cottons, etc.

TO PORT ANGELOS.

Table listing exports to Port Angeles, including Syrup, Porter, etc.

TO ASTORIA.

Table listing exports to Astoria, including Coal, etc.

RECAPITULATION.

Summary table of exports to various ports.

COAL EXPORTS.

Statement of Vessels departed from Nanaimo, V.I., during the month of April, 1866.

Table listing coal exports, including ship names, destinations, and dates.

Table listing passengers, including names and destinations.

PASSENGERS.

Per steamer ELIZA ANDERSON, from Puget Sound—400 qr sbs flour, 43 head cattle and cows, 125 head sheep, 25 bus bread, 2 coops chickens, 200 doz eggs—Value, \$4,430.

IMPORTS.

Per steamer ELIZA ANDERSON, from Puget Sound—J. R. Stewart, Hutchinson & Co., Reynolds & Co., P. Oline, Carson & Co., G. Clarke & Co., Per FRANKLIN ADAMS from San Francisco—McDerham, J. E. Stewart, Grelley & Fierse, F. McQuade, W. P. Sawyer, Pierce & Seymour, Moore & Co., S. Nesbitt, Martin Bros., D. A. Edgar & Co., Leveque and Co., The Strong & Co., Order. [The manifest of the Franklin Adams has already appeared in the Colonist.]

CONSIGNEES.

Per steamer ELIZA ANDERSON, from Puget Sound—J. R. Stewart, Hutchinson & Co., Reynolds & Co., P. Oline, Carson & Co., G. Clarke & Co., Per FRANKLIN ADAMS from San Francisco—McDerham, J. E. Stewart, Grelley & Fierse, F. McQuade, W. P. Sawyer, Pierce & Seymour, Moore & Co., S. Nesbitt, Martin Bros., D. A. Edgar & Co., Leveque and Co., The Strong & Co., Order. [The manifest of the Franklin Adams has already appeared in the Colonist.]

MARINE INTELLIGENCE.

ENTERED. April 30—Schr Eliza, Middleton, Saanich. Steamer Emily Harris, Frin, Nanaimo. Steamer Diana, Wright, N. W. Coast of B. C. Slip Red Lion, Sicker, Nanaimo. Steamer Enterprise, Swanson, New Westminster. May 1—Steamer Eliza Anderson, Finch, Port Angeles. May 2—Schr N. B. Taylor, Dake, Nanaimo. Slip Newwater, Whitford, Dake, Nanaimo. Slip Warren, Thornton, Burrard's Inlet. Slip Kate, Bishop, New Westminster. Schr J. K. Thorndike, Thornton, San Juan. Schr Black Diamond, McCulloch, Nanaimo. May 3—Schr Enterprise, Swanson, New Westminster. Schr Shark, Turner, Sooke. May 4—Steamer Oregon, Dall, Nanaimo. May 5—Steamer Enterprise, Swanson, New Westminster. CLEARED. April 30—Ship Cesarowitch, Alexandroff, Silka. Steamer Enterprise, Swanson, New Westminster. May 1—Schr Ocean Queen, Watkins, San Juan. May 2—Steamer Eliza Anderson, Finch, Port Angeles. Schr J. K. Thorndike, Thornton, San Juan. May 3—Steamer Enterprise, Swanson, New Westminster. Schr Shark, Turner, Sooke. Schr Black Diamond, McCulloch, Nanaimo. Slip Lady Franklin, Pritchard, San Juan. May 4—Steamer Oregon, Dall, San Francisco. May 6—None.

Indigestion & Stomachic Weakness.

PEPSINE.

THIS INVALUABLE MEDICINE for weak and impaired digestion may be had in the form of POWELL'S PEPSINE GLOBULES IN BOTTLES on order. WINE and LOZENGES. THE POWELL'S PEPSINE is a NEW, AGREEABLE, and convenient manner of taking the medicine. Manufactured by T. MORSON & SON, 31, 33, and 124, Southampton Row, Russell Square, London.

T. MORSON & SON.

And may be obtained of all respectable Chemists and Storekeepers. GELATINE (Morson's Patent) MORSON'S KRESOTE. And every description of Chemicals, and all new Preparations carefully packed for shipment. See their Name and Trade Mark on all Preparations. Orders to be made payable in London. AGENT—W. M. SEARBY, Chemist, Victoria, V. I.

Pure Drugs, Chemicals, &c.

BURGOYNE & BURBIDGES.

EXPORT DRUGGISTS, COLEMAN ST. LONDON.

Publish monthly a Prices Current of nearly 3,000 Drugs, Chemicals, Pharmaceutical and Photographic Preparations, Patent Medicines, Surgical Instruments, &c., and every description of Medical Sundries. This is the most complete list ever published, and will be forwarded every month FREE OF ALL CHARGE, upon application. As the latest fluctuations of the market are always noted, this List is invaluable to Chemists, Druggists, Storekeepers, and Surgeons.

BIG BEND!

To Miners and Travellers.

THE "FRENCH PRAIRIE HOUSE,"

12 MILES ABOVE SHUSWAP LAKE. On the Government Trail to Columbia River is ready for the accommodation of travellers. Miners wishing to carry their supplies to the mines will find there a very large and well-selected stock of Goods, Provisions, Tools, Clothing, and Liquors. Good chance to save one day's hard packing. a22m daw January 26th, 1866. D. FAUJAS.

HARD WOOD LUMBER.

Carriage & Wagon Materials.

WE REG TO CALL THE ATTENTION of Carriage Manufacturers and Dealers to the large and complete assortment of Carriage and Wagon Materials we are constantly receiving from the East, and especially selected for the California Market, comprising Oak, Hickory, and second growth Ash, Plank, Hickory Axles, Wagon Poles, Hubs, Spokes, Felles, Rims, Shafts, etc., which we offer at the lowest cash prices. Orders addressed to our house will at all times receive prompt attention. W. B. BRAGG & CO., 29 and 31 Battery street, San Francisco. 17 and 19 Seventh street, Sacramento. H. W. Bragg & Co., Sacramento. J. W. Lester, New York. San Francisco, June 1st, 1866.

THE

VOL. 7.

THE BRITISH C.

PUBLISHED EVERY MONDAY

SUNDAYS EXCEPT

VICTORIA

TERMS

One Year, (in advance), \$10.00

Three Months, do 3.00

Single Copies, do 10c

Subscribers in Victoria will

carriers for 25 cents a week.

THE WEEKLY C.

Published every Tuesday

One Year, (in advance), \$10.00

Six Months, do 6.00

Three Months, do 3.00

Single copies, do 10c

Subscribers in Victoria will

carriers for 25 cents a week.

BIG BEND!

By our British Columbia

learn that a number of mine

Bend for Cariboo. The late

by way of explanation that

be done on the Columbia

yet. Glancing superficially

which has been recently ar

new mineral region, one i

ferred to take a gloomy vie

and it is astonishing what

imperfect contemplation give

population is, generally spea

elated and so easily depress

gram recounting the good fo

lets of half a dozen miner

lower the hopes of the com

calculation. It is a mischie

to be too sensitive. The i

mining country, or people w

ing solely on such fleeting r

gold fields, must be more ph

view matters nor as they a

by the feverish imagination

sent themselves to the calm s

mind. Any one who takes

time to read all the news ab

as about Big Bend must co

clusion that a large and pay

exists along that portion of

river. He knows that the y

ing last autumn was unprec

to the hand—that every one

the mines went back to the

diggings as a general rule

to work. On Carnes Creek,

sinking was not what migh

shallow—holes having been

feet without touching the b

had the testimony of men w

some of the other creeks, to

the diggings as a whole are

news, and indeed the letter

correspondent, asserts that