pistoriff of inges, 25 bbls sugar, 12 ar, 30 chts tea, 265 bxs e, 17 cks claret, 30 cs

N. Sutton, cleared from 655—20 bxes cigars, 34 cs s, 3 cases tobacco, 5 hhds rum, 313 cs 11 csks 10 qr s 5 octaves 99 qr csks red cks beer, 420 cs 29 cks andy, 350 cs Geneva, 20 oth, 9 pgs hardware, 1 cs ats, 71 kegs lead shot, 35 king machine, 1 bottling cordage, 25 cases window apothecary's ware, 3 bles rks, 6 cks colored ochre, 5 black, 1 do patent dryers, man's stores, fruits, etc, bdls 70 bxs iron, 8 cs iron 5, 7 cs pianos, 1 cs music gs musical instruments, 1 1 hhd brushware, 36 kegs uts, 1 do crucibles, 2 cases effects, 37 do experience. thind brushware, 36 kegs uts. I do crucibles, 2 cases effects, 37 do apparel and goods, etc., 9 cks earthencs slops, 17 cases haberglasses, 1 cs eabinet ware, 5, 10 do cut flint glass; 1, 500 kegs paints, 60 bles ninery, lighthouse fittings, lies, 1 csk glassware, 1 cs agricultural implements. les, 1 csk glassware, 1 cs agricultural implements, aments, 1 do cutlery, 7 do lery, 3 do chocolate, 1 do g pans, 1 do iron screws, 1 sware, 1 cse artificial flow-eks mace, 30 gallons lime cs Buty's antimony, 12 bls 's stores, 3 cks 5 hhds lin-gar, 2 cs spices, 2 cs pro-osition candles, 6 cs glass , 1 cs haberdashery, 12 cs

NDERSON, from Puget sheep, 12 hd cattle and mbs, 29 bxs fruit, 8 bags due, \$2,757.

AR, from Northwest Coast pgs furs. Value \$4,500. from San Francisco—4 cs o effects, 25 do tobacco, 2 ber boots, 60 cs butter, 1 hirts, instruments, etc., 5 do China mdze. Value

from Portland—36 boxes on and hams, 317 boxes do, 12 bxs peaches, 1 bx

from Port Angelos-400 Value \$300. PELLIGENCE.

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IRTH. the wife of Francis V. Lee,

S AND OINTMENT-Stomach en these two organs there timate relation which is deatimate relation which is de-vasting which occurs in all e kidneys. The disordered first index of renal irregu-remedies used at that junc-tion as serious and fatal with wonderful efficacy on etion, but especially do they h, liver and kidneys, in re-y functions, and casting out impurities. It is necessary be well rubbed into the small ly, when it is absorbed, and y, when it is absorbed, and e purifying and salutary in-

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ANY OFFERS TO he combined advantages Security, Moderate beral participation great freedom in reign residence and

nd every information can be ERTSON STEWART, RESTREET, VICTORIA. V. I olumbia and Vancouver Island

A "TOOLEY STREET" MANIFESTO, "The three tailors of Tooley street" is a never-failing application to the ludicrous assumption of a few egotistical individuals

arrogating to themselves the power and opinions of the people. In looking over the

last number of the British Columbian we find a document that well represents the

Tooley street characteristic. It appears that a public meeting took place at New West-minster to draw up an address to Governor

Seymour on his departure for England, and that at such meeting Mr. John Robson was

chairman. Whether ten men or a hundred

men assembled to discuss the matter, the

Columbian does not inform us, but we find

at the bottom of the address presented to

His Excellency the amusingly pompous

signature of John Robson, chairman of

public meeting for and on behalf of the

people." Mr. Robson we believe to be a

modest man enough, and no way desirous of

assuming honors to which he is not entitled,

and we must therefore attribute this little

able conceit that the expressions contained

gentlemen who assembled to do honor to His

Excellency have not forgot the fable of the

ass and the lion, and how naively the unfor-

tunate beast of burden exposed his anything

but leonine characteristics. We do not pre-

tend of course to say that there is any such

comparison or rather disparity between the

New Westminster animal and the animal of

William's Creek, but every one, and none

better than the Mome Government, knows

that nothing can be more diverse than the

opinions of the two populations with regard

to the present and future condition of British

Columbia. A number of persons in New

Westminster-we would not like to do the

capital the injustice to say all-have get the

rather novel idea into their heads that union

is weakness, that joint efforts create waste,

and that two Governmental staffs are cheaper

to feed and clothe than ones. The miners of

Cariboo think the opposite. They believe in

the old-fashioned doctrine that union is

strength, they see practically borne out in

their mining operations that a combination

of capital and labor is economy rather than

extravagance, and they know, without the aid

of a posteriori reasoning, that two Governors

and their retinue are more difficult to pay

than one. The position, therefore, of "John

Robson" signing an anti-union document

"for and on behalf of the people" is, to say the

least, a little presumptuous. It would be pre-

most fractional antagonism—that it does not

actualy bear the ratio of one to six, the assumption of the people amounts to the

"Tooley street" absurdity and nothing

When men become monomaniacs, every-

thing is subordinated to the subject of their

aberration, and so we find a dozen or so

the population by asking the Governor the

rather ridiculous favor of using his influence

the colonies. The whole address is merely

and as well as folly to the rather laugh-

which to decorate their anti-union "dummy," and Governor Seymour appears to have appreciated it thoroughly, The "Chairman of a public meeting for and on behalf of the people." receives a very quiet but very significant spub for the impudence and misstatements of some portions of the address. Says this remarkable document the only opposition to your Excellency's policy has had its origin in a neighboring colony, and has proceeded from a quarter which invests it with the character of a compliment mather than a disparagement of Tour Exacellency's administrative acts. Surely the writer of this magnanthous and diplomatic sentence must be no other than the editor of the British Column of such stur at any time during after column of such stur at any time during the last magnanths in the New West of the stury at any time during the last magnanths in the New West of the stury at any time during the last magnanths in the New West of the stury at any time during the last magnanths in the New West of the stury at any time during the last magnanths in the New West of the stury at any time during the last magnanths in the New West of the stury at any time during the last magnanths in the New West of the stury at any time during the last magnanths in the New West of the stury at any time during the last magnanths in the New West of the study at the last magnanths in the New West of the study magnanths. of a public meeting for and on behalf of the

gedy goest odlarg-101 d-que to Barkerville Clement's Lane, London
30 Cornhill, London

colony would allow. The miners themselves, the only producers in the country and on whom all other occupations fatten, expressed

With regard to the question of union, the great question in the address, His Excellency's reply must have been also deeply mertifying for instead of going into the matter and denomining everything approach-

themselves in similar language to that of the

inhabitants of Victoria; but in neither the

latter place nor on the mines of Cariboo has

there been anything displayed like a factious

opposition to Governor Seymour's policy.

than once. They are known to the Secretary of State." We all know how carefully His Excellency did touch on the question publicly-how dissatisfied were the people of New Westminster with his remarks at the time, and we can easily imagine what the Secretary of State is in possession of. If, however, the opposite condition of affairs existed, and Governor Seymour held as illdigested and as narrow-minded opinions as are entertained by some of the more addleheaded people of the capital, the policy of the Home authorities would be no more Vancouver Island now is union : so determined indeed have the British Governs ment become on this matter that we learn by recent mails that despatches were received in some of the North American colonies implying that an effort would be made to coerce the refractory provinces on the other side of the Rocky Mountains into Confederation, and that a Lieut. Governor, opposed to the Confederation scheme, had been recalled. Do the handful of anti-unionists in New Westminster, fancy that Mr. Cardwell, now that he has the power to unite the colonies, will refrain from exercising it, until the colonies become like the eastern ones beyond Imperial control. sumptuous had New Westminster four times and able to thwart Imperial measures her present population, for then she would still be in a minority on the union question; magine such a policy. If they examined the question like reasonable and practical men but when we know that her opposition to they would see that union is as desirable as what has become an Imperial policy is the it is inevitable, and that whatever difficulties lay in the way of its accomplishment last year—whatever injustice there would have been in union on the terms previously

FOR AUSTRALIA .- The bark Royal Charlie. Capt. Ross, was towed out into the Straits yesterday by the Diana, and proceeded on anti-union fanaties insulting the Governor of their colony by making an apparently come her voyage to Sydney. A number of the plimentary address the vehicle for mis- friends of Mr. H. Nathan, merchant of this statements and political attacks. It is not city, who proceeds to Sydney in her, were only this that makes the decument on board the Diana, and after toasting that only this that makes the document ungentleman in bumpers of champagne took leave of him off Race Rocks. The only worthy presentation to any upright man, but there is the childish and clandestine attempt other passengers were Mrs. Ross and Mr. to steal a march on the mining portion of Stevenson.

proposed by Vancouver Island, and we are

ready to admit the injustice,-there is no

earthly obstacle or injury standing in the

way of its consummation now.

In Town.-The Hon. Mr. Birch, Colonial Secretary of British Columbia, arrived by with the Home authorities against uniting the Enterprise on Saturday to meet His Excellency Governor Seymour previous to his a "salted invoice" of fulsome frippery with departure for England. yet swing. I excluded the lights after the ght to have either stormed or ported his Hooks about 100 wards I set my course a

Later Eastern News road, on Thursday last, returned a verdict that it resulted from negligence on the part of the engineer and conductor of the freight train, and instructed the Coroner to usure of the Austrians met with another train, and instructed the Coroner to usure of the Austrians met with another train, and instructed the Coroner to usure of the Austrians met with another train, and instructed the Coroner to usure of the Austrians met with another train, and instructed the Coroner to usure of the Austrians met with another train, and instructed the Coroner to usure of the Austrians met with another train, and instructed the Coroner to usure of the Austrians met with another train, and instructed the Coroner to usure of the Austrians met with another train, and instructed the Coroner to usure of the Austrians met with another train, and instructed the Coroner to usure of the Austrians met with another train, and instructed the Coroner to usure of the Austrians met with another train, and instructed the Coroner to usure of the Republicant and the Republicant of the Republic

Tribune states, "It was reported that Geng Doblado would march north with from Railroad bridge spanning the James River given in honor of the Hon. Schuyler Collax at Richmond which was destroyed by fire on.

years leave of absence. 43 13

It was rumored in Paris that reinforce. Algiers. of I corpor toetrop eds bewelled a

had arrived at Mazatlan from Texas, were in Mexico. Another party of 75 or 80 men are en routefor Mazatlan.

of the capture of Hermostilla, Sonora, by the Franco-Mexicans.

RIOT IN NEW YORK. NEW YORK, Aug. 21.—At a fire last their sudden emancipation. night in this city a fearful encounter took place between engine companies P. and 41, in which pistols, knives, and bludgeons were freely used. One man was killed, 4 were shot and a large number ware would be shot and a large number was a large nu were shot and a large number were wounded. The police have taken possession of the engine-houses and engines. Twelve Rebellion Spreading Advance of Rebels arrests have been made. so and ago

The Richmond correspondent of the Tribune states that the recent action of the Government, ignoring the election, is having a salutary effect. It is estimated to muster out seven more regiments. It col. Raegrierins Burgevine is in the custody is intimated that only enough military of Mandarins, who refused to give him up force has been kept in the state to prevent on demand of the American Consul. vagrancy. The Christian Commission Agency has been broken up.

Special Dispatch to the "Colonist."

Frightful Railway Collision-Nearly 200 Killed-Cruel Treatment of Freedmen in North Carolina-Gov. Brough of Ohio Dead\_Troubles in Mississippi

CAIRO, August 27-Page & Co's, cotton factory was burned August 24th. Loss,

lay down the secondal and not higher it not feet from each other. Both engines were smashed The firemen of both engines est The Matamoras correspondent of the killed; quite a number were injured.

It has met with against Gen Remantal, and declares in favor

ordinary tast such have been induced to put such a siur or the people of a neighboring colony while addressing complimentary phreses to their Gorano is almost beyond belief. Did these foolish people really facey that Governor Seymour would take such an expression as a compliment. If they did we hope His Excellency's response will teach them a compliment of the condition of the King of Spain had assumed a more serious aspect. The position to which you allade' is the curt incle.

The Greenott train and Hunterpoint train of the Symony knows a great deal better a position of the Condition of the Atlantic Cable was unchanged, no news has been received own in the Westminster, that whatever action in New Westminster, that whatever action of those who were more deeply interest cast of the action of those who were more deeply interest cast of the company. The same was striply the action of those who were more deeply interest cast of the company. The condition of the Atlantic Telegraph Cable Company. The condition of the Atlantic Telegraph Cable Company. The condition of the State of the was expressed and a constanting of the Atlantic Telegraph Cable Company. The condition of the Cable was unchanged, no news has been received on the people of Victoria took of the condition of the Atlantic Telegraph Cable Company. The condition of the Cable was unchanged, no news has been received to make the condition of the Atlantic Telegraph Cable Company. The condition of the conditio

Steamline to China and Japan via Hono. lulu-Ball to Hon. S. Colfax-Shippir News of ton bib I : alled better

dthat in a conversation Minister Rolley stated that if trouble occurred with the United States the French would throw 50,000 men on the Rio Grande."

The Times special dispatch states, that at a recent political meeting in Charles Country, Maryland, a negro, for cheering a speaker who endersed the union, was bester by a large number of dispatch states.

NEW York, August 22-The Times Washington special says : The proceedings of the ments to the extent of 60,000 troops was Mississippi State Convention are attracting the mails for Japan and China on or before general feeling prevails that the Convention is doing all it can to keep the State out of the Union. The President however is known steamer from San Francisco. 30,000 from France and 30,000 from general feeling prevails that the Convention SAN FRANCISCO, Aug. 29. The str. to have the highest confidence in Governor John L. Stephens arrived from Mazatlan Sharkey, and believes his loyalty and abilthis p m., large numbers of secessionists ity will give a proper direction to affairs.

New York, August 23-The Herald among them were Capt. Kapp, Edward Jackson, Miss. correspondent states under Grayson, Dan Howleter, and other old date of August 21st that the Constitutional affected by the circumstance than the Cascades are by Fuca Straits. The great ily, Judge W. W. Porter, D. S. Terry and family a vote of 46 to 10—the institution of layer of the Judge, and Wilkes, former layer layer layer layer layer and part of Mississippi. Neither slavery nor involuntation of Mississippi. ly a Confederate senator from Arkansas, tary servitude otherwise than for the punishment of crime, shall hereafter exist in the State. The Legislature at its next session, Reliable information has been received as the public welfare may require, shall probably pass by-laws for the protection and security of the person and property of the freedmen of the State and guard them and the State against any evil that may arise from

JACKSON, Miss., August 23-An ordinance

FROM CHINA.

on Pekin-British Officers Applied to.

Naw York, Aug. 28 Latest advices from China are to June 22nd. The rebellion is spreading rapidly. Rebels advanced to within one bundred miles of Pekin, where that there are 40,000 negroes on the they occupied a strong position. The peninsula who have followed our armies authorities of Pekin have applied for British during the war. Orders have been issued military officers to come to their rescue

FROM 'MEXICO.

Defence of Vera Cruz-Repulse of Austrian Troops.

NEW YORK, Aug. 29 The Brownsville correspondent of the Times, under date 5th, says, "This evening Senor Roblez, Mexican minister of public works, was over the river on a visit, and was received by Gen. Steel, who gave the distinguished visitor a quiet dinner at Millan's Hotel. Among the guests were Generals Weitzel and Draper, After

p, because up to a very short time before the 1 of

one of British Columbia. Sufely the expressed his views on this question more of the conspirator. An expressed his views on this question more other manifestation of the conspirator. An expressed his views on this question more other manifestation of the conspirator. An expressed his views on this question more other manifestation of the conspirator. other magistrate afterward sent the negro safe a perfect reign of terror exists in that to jail for attempting to defend himself.

pears to be the order of the day. He also like between San Francisco and China via to jail for attempting to defend himself.

portion of the State on account of the about the sum to be paid is half at million dollars for twelve round trips between San Francisco and China via the portion of the State on account of the about the sum to be paid is half at million dollars for twelve round trips between San Francisco and China via the portion of the State on account of the about the sum to be paid in the su tween San Francisco and Hongkong touching at Honolulu and Kanagawa. The

FROM EUROPE.

The Great Eastern Returned—The Cable prospects hopeful—Cattle Plague in England-Ravages of Cholera-Potato Disease in Ireland-Important Continental Rumors.

The Persia from Liverpool 12th and Queenstown, August 13th, has arrived; nething has been heard of the Great Eastern or her consorts. There was nothing new regarding the cable. The latest tests confirm the reports that the fault is about 1,200 miles. out. Lord Lytton (Lyons?) succeeds Sir. Henry Bulwer Lytton as Ambassador to Constantinople. The Times editorially points to the advantages and necessity of the free trade policy both to Canada and the United States. Napoleon had gone to the Camp of Chalons. Some foreign journals have invented rumors that Napoleon contemplates the annexation of Belgium to France after the death of Leopold, giving the Duke of Brabant Mexico instead of the Belgian Crewn, and also giving Venetia to Italy, the Danubian Principalities to Austria, and territory in Northern Germany

The Bank of France lest seven million france during the week. The Bourse is heavy. At Rome the army is to be increa to 30,000 men. The cholers continued its ravages. The negotiations between Spain and Rome on account of the recognition of Italy are satisfactorily completed. Spain promises to protect the Pope and the interests of Rome in Spain. A good deal of rain has interfered with the harvests. There are also some reports that the potato disease is appearing in some parts of Ireland; under the circumstances the corn market had been firmer and prices advanced.

NEW YORK, Aug. 28—The City of Washington, from Liverpool, August 16th, an Queenstown, 17th, has arrived. The cattle plague continues to be a permanent topic in England. The disease is spreading. The England. The disease is spreading. The cholera continues its ravages at Constantinople. The mortality had increased to nearly four hundred deaths daily. The weather in England continued unsettled; heavy rains interfered with harvest operations; prices of breadstuffs were higher. The Great Eastern arrived at Cork Haven on August 17th. The cable prospects were generally regarded as factory was burned August 24th. Loss, \$10,000.

The work on the Mississippi Central Rail road is progressing rapidly. It will probably be completed and in operation by the lst of October.

Gov. Sharkey of Mississippi has called on the people to form two companies in each county, one of cavalry and one of infantry, were generals Weitzel and Draper, After a pleasant repast, at which friendly sentiments were exchanged, the party broke up. Senor Roblez recrossing the river. Senor Roblez recrossing the river. Senor Roblez recrossing the river. Senor Romero and Gen. Ortoga are said to be on the point of visiting the distinguished Liberals. This seems to point to something about to be done on the Rio Grande.

The Herald's Vera Oruz correspondent, under date 13th, says, 500 men have arrived in the continued unsettled; heavy rains interfered with harvest operations; prices of breadstuffs were higher. The Great Eastern arrived at Cork Haven on August 17th. The cable prospects were generally regarded as hopeful; shares had improved from three tord five per cent. It was thought that arrangements would be made for the immediate results. cable prospects were generally regarded as hopeful; shares had improved from three to five per cent. It was thought that arrangements would be made for the immediate results.

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VICTORIA, VANCOUVER ISLAND, TUESDAY, SEPTEMBER 5, 1865. VOL. 6.

EVERY MORNING. (Sundays Excepted,) AT VICTORIA, V. I.

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A "TOOLEY STREET" MANIFESTO,

opinions of the people. In looking over the than the few fluttering parasites who surlast number of the British Columbian we rounded him in New Westminster, that find a document that well represents the whatever action the people of Victoria took Tooley street characteristic. It appears that on British Columbian matters was simply the a public meeting took place at New Westminster to draw up an address to Governor ested than any others in the gold mines of Sevmour on his departure for England, and Cariboo, and who wished to see the miners that at such meeting Mr. John Robsou was taxed as little as the circumstances of the chairman. Whether ten men or a hundred colony would allow, The miners themselves, men assembled to discuss the matter, the the only producers in the country and on Columbian does not inform us, but we find whom all other occupations fatten, expressed at the bottom of the address presented to themselves in similar language to that of the His Excellency the amusingly pompous inhabitants of Victoria; but in neither the signature of "John Robson, chairman of latter place nor on the mines of Cariboo has public meeting for and on behalf of the there been anything displayed like a factious people." Mr. Robson we believe to be a opposition to Governor Seymour's policy. modest man enough, and no way desirous of assuming honors to which he is not entitled, the great question in the address, His Exand we must therefore attribute this little fraud as well as folly to the rather laugh. mortifying; for instead of going into the able conceit that the expressions contained matter and denouncing everything approachin the address will be regarded by the Imperial authorities as the true emanation of the His Excellency quietly says "he has publicly people of British Columbia. Surely the gentlemen who assembled to do honor to His | than once. They are known to the Secretary Excellency have not forgot the fable of the of State." We all know how carefully His ass and the lion, and how naively the unfortunate beast of burden exposed his anything | licly-how dissatisfied were the people of but leonine characteristics. We do not pretend of course to say that there is any such comparison or rather disparity between the Secretary of State is in possession of. If, New Westminster animal and the animal of however, the opposite condition of affairs William's Creek, but every one, and none better than the Home Government, knows digested and as narrow-minded opinions as that nothing can be more diverse than the are entertained by some of the more addleopinions of the two populations with regard | headed people of the capital, the policy of to the present and future condition of British | the Home authorities would be no more Columbia. A number of persons in New affected by the circumstance than the Cas-Westminster-we would not like to do the capital the injustice to say all-have got the imperial doctrine from Newfoundland to rather novel idea into their heads that union is weakness, that joint efforts create waste, and that two Governmental staffs are cheaper to feed and clothe than one. The miners of by recent mails that despatches were re-Cariboo think the opposite. They believe in the old-fashioned doctrine that union is strength, they see practically borne out in their mining operations that a combination of capital and labor is economy rather than federation, and that a Lieut.-Governor, opextravagance, and they know, without the aid of a posteriori reasoning, that two Governors and their retinue are more difficult to pay in New Westminster fancy that Mr. than one. The position, therefore, of "John Cardwell, now that he has the power Robson" signing an anti-union document to unite the colonies, will refrain from "for and on behalf of the people" is, to say the exercising it, until the colonies become like least, a little presumptuous. It would be pre- the eastern ones beyond Imperial control, sumptuous had New Westminster four times and able to thwart Imperial measures? her present population, for then she would still | Shortsighted as they are they cannot blindly be in a minority on the union question; but when we know that her opposition to they would see that union is as desirable as what has become an Imperial policy is the it is inevitable, and that whatever difficulmost fractional antagonism—that it does not | ties lay in the way of its accomplishment actualy bear the ratio of one to six, the assumption of the people amounts to the proposed by Vancouver Island, and we are "Tooley street" absurdity and nothing ready to admit the injustice, -there is no

When men become monomaniacs, everything is subordinated to the subject of their aberration, and so we find a dozen or so antisunion fanatics insulting the Governor of | yesterday by the Diana, and proceeded on their colony by making an apparently come her voyage to Sydney. A number of the plimentary address the vehicle for mis- friends of Mr. H. Nathan, merchant of this statements and political attacks. It is not city, who proceeds to Sydney in her, were only this that makes the document unworthy presentation to any upright man, but there is the childish and clandestine attempt other passengers were Mrs. Ross and Mr. to steal a march on the mining portion of Stevenson. the population by asking the Governor the rather ridiculous favor of using his influence the colonies. The whole address is merely

which to decorate their anti-union "dummy," and Governor Seymour appears to have appreciated it thoroughly, The "Chairman of a public meeting for and on behalf of the people" receives a very quiet but very significant snub for the impudence and misstatements of some portions of the address. Says this remarkable document "the only opposition to your Excellency's policy has had its origin in a neighboring colony, and has proceeded from a quarter which invests it with the character of a compliment rather than a disparagement of Your Exxcellency's administrative acts." Surely the writer of this magnanimous and diplomatic sentence must be no other than the editor of the British Columbian; for we have seen column after column of such stuff at any time during the last nine months in the New Westminster ergan of flunkeydom. How any men with Nanaimo ordinary tact could have been induced to put such a slur on the people of a neighboring colony while addressing complimentary phrases to their Governor is almost beyond belief. Did these foolish people really faccy that Governor Seymour would take such an expression as a compliment? If they did we hope His Excellency's response will teach them a little more diplomacy and a higher idea of human nature. "I am not aware of the op-"The three tailors of Tooley street" is a position to which you allude" is the curt never-failing application to the ludicrous gubernatorial reply-a fitting snub to a narassumption of a few egotistical individuals row-minded and ill-natured assertion. Govarrogating to themselves the power and ernor Seymour knows a great deal better action of those who were more deeply inter-

> With regard to the question of union, cellency's reply must have been also deeply expressed his views on this question more Excellency did touch on the question pub-New Westminster with his remarks at the time, and we can easily imagine what the existed, and Governor Seymour held as illcades are by Fuca Straits. The great Vancouver Island now is union; so determined indeed have the British Governs ment become on this matter that we learn ceived in some of the North American colonies implying that an effort would be made to coerce the refractory provinces on the other side of the Rocky Mountains into Conposed to the Confederation scheme, had been recalled. Do the handful of anti-unionists imagine such a policy. If they examined the question like reasonable and practical men last year-whatever injustice there would have been in union on the terms previously earthly obstacle or injury standing in the way of its consummation now.

For Australia .-- The bark Royal Charlie, Capt. Ross, was towed out into the Straits on board the Diana, and after toasting that gentleman in bumpers of champagne took leave of him off Race Rocks. The only

In Town.-The Hon. Mr. Birch, Colonial Secretary of British Columbia, arrived by with the Home authorities against uniting the Enterprise on Saturday to meet His Excellency Governor Seymour previous to his a "salted invoice" of fulsome frippery with departure fer England.

## TELEGRAPHIC.

[Despatches to the Columbiau.]

derry, 11th, arrived. Negotiations had commenced in Lon. commodations.

has memorialised the Postmaster-General to have the Cunard steamers sail on Fri-

day instead of on Saturday. pointed to raise the number to 10,000.

The illness of the King of Spain had representation. assumed a more serious aspect. The

THE ATLANTIC CABLE.

lay down the second!

The Matamoras correspondent of the killed; quite a number were injured. Tribune states, "It was reported that Gen. stated that if trouble occurred with the United States the French would throw 50,000 men on the Rio Grande."

Gen. Schoenfeld has been granted two sence of military.

Algiers.

this p m, large numbers of secessionists ity will give a proper direction to affairs. had arrived at Mazatlan from Texas, New York, August 23-The Herald's 80 men are en routefor Mazatlan.

the Franco-Mexicans.

RIOT IN NEW YORK.

NEW YORK, Aug. 21.—At a fire last their sudden emancipation. night in this city a fearful encounter took 11, in which pistols, knives, and bludgeons were freely used. One man was killed, 4 were shot and a large number were wounded. The police have taken possession of the engine-houses and engines. Twelve Rebellion Spreading—Advance of Rebels arrests have been made.

The Richmond correspondent of the Tribune states that the recent action of the Government, ignoring the election, is having a salutary effect. It is estimated that there are 40,000 negroes on the they occupied a strong position. force has been kept in the state to prevent on demand of the American Consul. vagrancy. The Christian Commission Agency has been broken up.

# Special Dispatch to the "Colonist."

Ohio Dead-Troubles in Mississippi

Gov. Sharkey of Mississippi has called on done on the Rio Grande. the people to form two companies in each The Herald's Vera Cruz correspondent, county, one of cavalry and one of infantry, under date 13th, says, 500 men have arrived newal of the efforts to recover it.

for the purpose of restoring order and putting a stop to the frequent marauders and rob-

to the fatal collision on the Oil Creek Railof the engineer and conductor of the freight FARTHER POINT, Aug. 20 .- The Bel- warrants for their arrest. The jury also say dangered in consequence of insufficient ac-

don for a new Brazilian loan of four mil- New York, August 28-J. C. Breckinlions sterling. The following is a sum-ridge, late rebel Secretary of War, is confimary of the news by the City of Balti-more:—The Daily News says, there will days. Mason, Commissioner of the Confederacy in London, will accompany him. be no further payment of interest or prin Breckinridge's nephew and son are now in

cipal of the Confederate loan.

The Times highly enlogizes Gen. Sherman for his modest speech at St. Louis.

The Idverped Chamber, of Commerce gent circumstances. So far it has met with little success.

From a highly intelligent gentleman from South Carolina we learn that the South Car-The Paris correspondent of the London olina politicians are embarrassed in settling Star states, the popular subscription of the basis of representation in that State. A ten centimes for gold medal for Mrs. Lin-strong party will be in favor of fixing it on a

over it from the Great Eastern or her smashed to pieces. The scene was so fright. At an extraordinary meeting of the fainted with horror. Men were hanging Atlantic Telegraph Cable Company, held of their legs, both of which had been torn dated one per cent preference stock, and crushed. Others were lying beneath tons of to issue additional shares to the extent of crushed cars. The shock was so great that £80,000 to complete and commence to the trains rebounded two or three hundred feet from each other. Both engines were smashed. The firemen of both engines esa caped uninjured. 100 or 200 persons were

NEW YORK, August 29-The Petersburg Doblado would march north with from Railroad bridge spanning the James River 6,000 to 10,000 men. It was also report- at Richmond which was destroyed by fire on ed that in a conversation Minister Rolley April 3d, will soon be reconstructed in a substantial manner

CLEVELAND, O., August 25-Gov. Brough of Ohio, died in this city at 1 p. m.

The Times special dispatch states, that has arrived here from a trip through the at a recent political meeting in Charles north easaern portion of the State; he reports Country, Maryland, a negro, for cheering that the people refuse to recognise the freea speaker who endersed the union, was dom of the blacks who are whipped and torbeaten by a large number of citizens, including among them a magistrate named
Mudd, brother of the conspirator. Another magistrate afterward sent the negro
to jail for attempting to defend himself. to jail for attempting to defend himself. portion of the State on account of the ab-

NEW YORK, August 22-The Times Washa It was rumored in Paris that reinforce ington special says: The proceedings of the ments to the extent of 60,000 troops was Mississippi State Convention are attracting on the point of being sent to Mexico, much attention and comment here. The 30,000 from France and 30,000 from general feeling prevails that the Convention is doing all it can to keep the State out of the Union. The President however is known SAN FRANCISCO, Aug. 29.- The str. to have the highest confidence in Governor John L. Stephens arrived from Mazatlan Sharkey, and believes his loyalty and abil-

among them were Capt. Kapp, Edward Jackson, Miss. correspondent states under Grayson, Dan Howleter, and other old date of August 21st that the Constitutional Californians, Judge D. S. Terry and fam- Amendment has just passed the Convention ily, Judge W. W. Porter, D. S. Terry, by a vote of 46 to 10—the institution of slavery having been destroyed in the State nephew of the Judge, and Wilkes, former- of Mississippi. Neither slavery nor involunly a Confederate senator from Arkansas, tary servitude otherwise than for the punishwere in Mexico. Another party of 75 or ment of crime, shall hereafter exist in the State. The Legislature at its next session, Reliable information has been received as the public welfare may require, shall proof the capture of Hermostilla, Sonora, by bably pass by laws for the protection and security of the person and property of the freedmen of the State and guard them and the State against any evil that may arise from

Jackson, Miss., August 23-An ordinance place between engine companies P. and passed the Convention yesterday designating the first Monday in October for the election of Congressmen, Legislators and State offi-

# FROM CHINA.

on Pekin-British Officers Applied to.

NEW YORK, Aug. 28.-Latest advices from China are to June 22nd. The rebellion is spreading rapidly. Rebels advanced to within one hundred miles of Pekin, where peninsula who have followed our armies authorities of Pekin have applied for British during the war. Orders have been issued military officers to come to their rescue. to muster out seven more regiments. It | Col. Ruegrierins [Burgevine]? is in the custody is intimated that only enough military of Mandarins, who refused to give him up

# FROM 'MEXICO.

Defence of Vera Cruz-Repulse of Austrian Troops.

Frightful Railway Collision-Nearly 200 | New York, Aug. 29.—The Brownsville correspondent of the Times, under date 5th, Killed-Cruel Treatment of Freedmen says, "This evening Senor Roblez, Mexican in North Carolina-Gov. Brough of minister of public works, was over the river on a visit, and was received by Gen. Steel, who gave the distinguished visitor a quiet dinner at Millan's Hotel. Among the guests CAIRO, August 27-Page & Co's. cotton were Generals Weitzel and Draper. After factory was burned August 24th. Loss, a pleasant repast, at which friendly senti-The work on the Mississippi Central Rail. Senor Roblez recrossing the river. Senor road is progressing rapidly. It will probably Romero and Gen. Ortega are said to be on be completed and in operation by the 1st of the point of visiting the distinguished Liberals. This seems to point to something about to be

with good rifles, and are maintaining the independence of this section, which is too difficult of access to be easily conquered. A. The coroner's jury on the inquest relating force of 200 Austrians recently marched from Orizith with the intention of whipping them, Later Eastern News road, on Thursday last, returned a verdict but fell into ambush and was forced to retire, that it resulted from negligence on the part leaving 30 dead on the field. A few days ago the Austrians met with another repulse train, and instructed the Coroner to issue | north of Pueblo, in which, according to the city of Mexico papers, one colonel of infantry. gium from Liverpool, Aug. 10th, London-the lives of the passengers are constantly en- and 50 Austrians fell victims to the ferocity of the Republicans.

### PROM HAVANA

mary of the news by the City of Balti dently expected to arrive in Canada in a few Revolutionary Proceedings-A Protector Named

NEW YORK, Aug. 30th .- The Columbia, from Havana, August 26th, has arrived. News from San Domingo announces that a revolution was going on in the Island. The capital and other towns having pronounced against Gen. Remantal, and declares in favor of Gen. Jose Maria Cariebiel, naming him protector of the Republic, and authorising him to take immediate and supreme command until a new Government can be established. Gen. Remantal was charged with conducting himself in complete defiance of law and coln is still progressing. There were white basis while the lower counties, which have heretofore controlled the legislation of the State by preponderance of slaves, will theatening the rebels with death. Setting insist upon negroes forming portion of the aside the election of delegates to the National Convention and ordering their arrests, caus-The Greenport train and Hunterpoint train ing members to be elected subservient to cholera has been spreading at Constanti- on the Long Island railroad collided this bribery, publicly offering rewards for the morning about one o'clock near Jamaica Sta- head of Gen. Palance, who before him was tion; the Greenport train left Jamaica 10 | at the head of the Government, threatening minutes before time and met the other train the Government of Hayti as intimating a The condition of the Atlantic Cable at full speed about a mile west of that place. | war with that country. These and many other was unchanged, no news has been received | The eastward bound train was completely | like charges are preferred against him. Gen. Cariebiel has accepted the office and apful to those that escaped injury that some pointed his secretary and other civil and military offices. At last accounts Cariebiel, at the head of a body of troops, had gone to in London, Aug. 9th, it was resolved to away; others were suspended by the throat Indications of petroleum had been disa convert the preference shares into consoli- across which the string of cars had been covered in Cuba and a company has been organised.

#### CALIFORNIA.

Steamline to China and Japan via Hono. lulu-Ball to Hon. S. Colfax-Shipping

SAN FRANCISCO, Aug. 31.—A grand ball given in honor of the Hon. Schuyler Colfax takes place at the Occidental Hotel to-night. The steam screw propeller arrived to-day from New York, the 13th, bringing a cargo of goods and three passengers. She touched on the way at Rio Janiero, Valparaiso and Callao. Legal tenders were nominally 73 bid and 731/4 asked. Sailed, ship Elizabeth Kimball, Puget Sound ; bark Malvina. Port Angelos; British bark Mermaid, Port Angelos; bark Jennie, Pitts, Port Angelos; bark

Honolulu; the sum to be paid is half a million doltars for twelve round trips between San Francisco and Hongkong, touching at Honolulu and Kanagawa. Th first steamer to leave San Francisco with the mails for Japan and China on or before the first January, 1867; term of contract ten years from date of sailing of the first steamer from San Francisco.

# FROM EUROPE.

The Great Eastern Returned-The Cable prospects hopeful-Cattle Plague in England-Ravages of Cholera-Potato Disease in Ireland-Important Continental Rumors.

The Persia from Liverpool 12th and Queenstown, August 13th, has arrived; nothing has been heard of the Great Eastern or her consorts. There was nothing new regarding the cable. The latest tests confirm the reports that the fault is about 1,200 miles out. Lord Lytton (Lyons?) succeeds Sir Henry Bulwer Lytton as Ambassador to Constantinople. The Times editorially points to the advantages and necessity of the free trade policy both to Canada and the United States. Napoleon had gone to the Camp of Chalons. Some foreign journals have invented rumors that Napoleon contemplates the annexation of Belgium to France after the death of Leopold, giving the Duke of Brabant Mexico instead of the Belgian Crewn, and also giving Venetia to Italy, the Danubian Principalities to Austria, and territory in Northern Germany to Prussia.

The Bank of France lost seven million francs during the week. The Bourse is heavy. At Rome the army is te be increased to 30,000 men. The cholera continued its ravages. The negotiations between Spain and Rome on account of the recognition of Italy are satisfactorily completed. Spain promises to protect the Pope and the interests of Rome in Spain. A good deal of rain has interfered with the harvests. There are also some reports that the potato disease is appearing in some parts of Ireland; under the circumstances the corn market had been firmer and prices advanced.

NEW YORK, Aug. 28-The City of Washington, from Liverpool, August 16th, an Queenstown, 17th, has arrived. The cattle plague continues to be a permanent topic in England. The disease is spreading. The cholera continues its ravages at Constantinople. The mortality had increased to nearly four hundred deaths daily. The weather in England continued unsettled; heavy rains interfered with harvest operations; prices of breadstuffs were higher. The Great Eastern arrived at Cork Haven on August 17th. The cable prospects were generally regarded as hopeful; shares had improved from three to five per cent. It was thought that arrangements would be made for the immediate reVICE ADMIRATTY COURT.

and Commissary of the Vice-Admiralty Court V. I.

ALEXANDRA AND FIDELITER.

Fourth Day.

MONDAY, Aug. 28th. Saml. Evans, sworn-Was Engineer of the Fideliter at the time of the collision; have been eleven years an engineer and two years on the Fideliter; about 10 or 15 minutes before the collision I was on the bridge with Capt. McCulloch; saw a steamer coming out which the Captain thought was the Enterprise; we were then between Trial Island and Clover Point; the Fideliter was running at nine to ten knots through the water; as the Fideliter neared the Alexandra I saw the Alexandra coming direct outside of us; were were then round Clover Point and L suppose three McCulloch then said to the man at the wheel "port the helm;" I then stood on top they are lighted; the beatswain does so; of the engine room and the Captain then blew the whistle, a long one first and short lamps to be out of order and require to be ones after, but I cannot say how many; the Alexandra came up; our vessel was heading are generally by day. towards the shore and she was rounding towards us and also heading towards the shore; going eight or ten knots; four or five reverse to do. going eight or ten knots; four of hive feverse turns would then bring her up and seven or eight would send her astern; Captain Me-Culloch appeared calm; I did not go on to the Alexandra but stuck to my own ship ; the bows were under water; I heard the captain sing out port and then hard aport; I heard

were sinking.

Cross-examined—I heard "port," then
"port a little" and "hard sport" but I cannot-swear to it; I will swear he said port and then hard aport; I am no navigator; know Clover Point; the collision took place just in the bight of that bay and nearly opposite where we ultimately went ashore not 100 feet off but about one-fourth of a mile out; I never looked for the other point, only noticed Clover Point; the side lights are clear over passenger's and crew's heads; any clear over passenger over passenge and then hard aport; I am no navigator; one can see them looking end on to the ves-sel without interruption from the heads of people on board; when I first saw the Alex-andra I was standing on the bridge with the captain; when the collision took place I was on top of the engine room ladder (about black marks on models); when at Clover Point the approaching vessel was on the out side—on the left hand side to be sure; I swear the Alexandra was on the outside, on the left hand side immediately before the collision; before any orders to port she was on the left hand side; from the time we first was always on the left; she has not got very good lights, just passable, not fit for a sea going vessel; our ewn lights are lights for a sea going ship; I know she was on our left before the collision could have been avoided by prosion; I know she was going towards as all could nave been avoided.

Quest By whom?

Ans. By the Alexandra.

Witness continued—I am of opinion that the collision could have been avoided by prosion; I know she was going towards as all could nave been avoided. sion; I know she was going towards us all the time; I will not swear she was never on the right hand side; never served on a stern wheel steamer; don't know the Alexandra's think the Alexandra was improperly navipower, draft or diameter of wheel; I have gated. see translate ending brought a steamer up in two turns going 20 Cross-examined—According to the facts miles; I am quite sure the Alexandra was as stated in Court I had formed a general wheels moving ferward; I cannot tell when the Fideliter pursued her proper course acshe was reversed; when she struck us she cording to the laws laid down by the Board
was heading to Beacon Hill, but I won't of Trade, and from the evidence I have heard pledge my oath to it.

some one say take our passengers as we

Harry Smith, sworn Am a sailor; was on the Fideliter and kept a look out; saw coming at that speed and knowing his own the Alexandra coming out of Victoria har speed might think it better to keep on; I bor; saw red light first and a little after won't pledge myself to say reversing would three lights; immediately after seeing her three lights the two ships were going end on; I was forward on the porteide looking out; I heard the Fideliter whistle about 4 minutes before the collision; I heard the Alexandra would not have been so great; if she were steamer; at that time we had the other struck before the beam the moment and steamer a little on our periodow; shortly Fideliter would have been of moment, and after that the Fideliter blaw several sharp under that supposition slackening of speed whistles; the other boat did not answer; the would have lessened the shocks? whistles; the other boat and not answer; the world have lessened the shock? To some the other ship was then a good bit on the port bow; I remained at the look out till the collision showed positions by models; about two or three seconds before collision I could two or three seconds before collision I could the Fideliter to stop her I way.

Captain Sharp Am Master of H.M. Sut-

[see models]; she was never on the starboard drawas properly navigated, and asbow after I saw the three lights, she was all the time on the port bow; there was no alteration in the highes, and I saw all three lights till two or three seconds before the college of the Alexandra the collision could

By the Court I know the difference be tween a minute and a second, sixty seconds others lights; I think the captain of the make a minute; about seven seconds have Fidettier was quite right in not stopping the elapsed since that counsel sat down.

the Fideliter at the time of the accident; I lit the lights and the captain came and took one to the starboard, and I took the port one; I then lit 8 feet up the mast light; I then went to the galley; we were some distance on the other side of Trial Island; I was on the bed reading and heard a whistle, and heard some one say "there's a steamer," and when I got out some one said "she's coming right for us," and I heard our whistle again; I looked up and saw a steamer; she was so close and it so scared me I did not know which way to run; she passed the galley where I was, and I then ran forward; I heard a person hollowing and went fo his assistance, and heard some one say "shove us ashore;" where the lights are hung is on each side of the pilot house; the pilot house was between them; if your eye was on the red light in a line with the green you could not see it.

Cross-examined -The galley was here shown. The bows came past the galley and struck forward at right angles; the lights were clear from any one's head; they are large oil steamboat lamps; I trim them; they were all ready trimmed that night; I quarters of a mile distant; the positions on they were all ready trimmed that night; I rounding Clover Point were A. F.; Captain never trimmed them after they were lighted; it is not my duty to see after them after

Charles Lawson- Am second engineer on board the Alexandra was below in my bunk she had her head right for Beacon Hilland at the time of the collision : had been down more towards Victoria; I saw all our three eight or nine minutes before; the man I left lights ten minutes before the collision and in charge of the engines was a chap named saw them put up about an hour and a half Tommy Warren; don't know what he was; before the collision-before dark; there was a he was going up that trip; had not been on mast head and proper side lights; the mast and wheel house were between the side lights; saw the Alexandra's three lights all or four trips; in the state the Alexandra then right about five minutes before the collision; was it would take from ten to twelve revoluheard a bell on board the Alexandra about tions to stop her head-way; I don't think a second before she struck; the bell struck the Alexandra's lights are proper ones; they just as the Alexandra was coming right into are not the lights I generally see on board us and we were going full speed; I don't steamer; they are lanterns, and the back understand the bell; I have always had the part was covered with canvas; they generally word passed down below in any steamer I used to be fast to the stage of the smoke have been in; the Alexandra's engines were stack; about five or six feet from the hurris going ahead at the time of the collision; I came deck, and they would show more than know this by the back water of the Alexan-dra; I was watching the Alexandra's stern house was between them or not; don't know and saw the white feam of the water going if they were square or round; one bell means direct away from the stern; don't know extago and actly when she began to reverse; I suppose four or five turns reverse would bring her up standing; as she was then running by the but cannot say that night; each light would looks of her when she struck she might be show more over the other bow than it ought

> Cross-examined-I have not tested the truth of this, but it is my opinion; I gave Warren no particular instructions on that night; I don't know the quality of the Eliza Anderson's lights.

> James Wilson Trakey-I am a shipbuilder here, and built the hull of the Alexandra, not the cabins.

The witness was asked as to the value of the Alexandra, but the Court decided to go into the questions of value and cost of repairs

contended, after hearing the evidence for the

defence di lo masse no silled witness.

The Judge decided that the skilled witness called now es on the plaintiffs side must be called now. Henry Weotton—I am Harbormaster of Victoria; rules are fastened up in the office; amongst the others, Articles 13 and 14 of the Act of 1862 are there.

Captain Sidlivan, R.N.-I am a Commander win Her Majesty's Navy, and have at-tended to the evidence in this case; assuming the facts true, I am of opinion the collision

vants; assuming the facts true, I am of opinion that the Eideliter used proper care to avoid the collision; assuming the same, I

going ahead; I swear it; at the time she opinion from what I heard previously, which was in the Fideliter I am certain I saw the was adverse to the Alexandra; I consider the captain of the Fideliter obeyed the law in pledge my oath to it.

Re-examined To the best of my knowledge her head was towards Beacon Hill when she rounded up to us; I moved around and sometimes had my back towards Victoria harbor; I think the Alexandra's wheel is 26 feet diameter, from observation; I never measured it; to reverse revolutions would send her estern about a knot an hour, when at full speed.

The captain of the Fideliter obeyed the law in putting his helm to port. I think from the time stated in evidence—three or four min—utes—Captain McCulloch was right in not stopping his engines and keeping hard aport; I know there is a rule, one way or the other, from observation; I never measured it; to reverse revolutions would send her estern about a knot an hour, when at full speed.

Captain Skarp Am Master of H.M. Sut-Oross-examined—They came together so it to be true, I'do not consider the Alexanlights fill two or three seconds before the col-liston is there was no alteration from the first time I saw the three lights until I lost them altogether before the collision; I swear to here seen, and she should have ported here helm and gone ontside; the duty of each commences from the time they first see each others lights; I think the captain of the

when he saw the collision was imminent, be- don't actually know except that it is not other when we pass; I answered it supposof the Act I know.

case under article 14.

sation that I know it is not considered safe;
Mr. McCreight asked the Judge to take a I consider the Fideliter ought not to have

master of the Fideliter, because by the following article he is allowed a latitude actill I came to it. or attempted to stop two minutes before the he ought to have ported the helm and given I then went to make a line fast to him as

if the Fideliter had stopped and reversed to keep on as he did; the captain of the and as I did so the water rushed into us and three minutes before the collision it would not Alexandra ought to have stopped when he as he would not stop I let go the line; when have happened or at all events it would not heard the whistle, as he was on the wrong

of vessels on this coast.

Arthur George Robertson Ryall. Lieut. R. N.—Have heard the evidence in this case, stopped the ship three or five minutes before collision; I think the Fideliter was right in ways considered right to keep your own side collision was imminent, and secondly, even Alexandra ported the collision would have after he had hard-ported, and even up to the been avoided, but hardly in three-quarters of last moment, even if the Alexandra had a minute; probably three-quarters of a minute ported, the collision might have been avoided. and the Fideliter keeping at full speed would ported; 150 yards would have done it had have helped it; if the Alexandra had ported she been going straight; I do not go quite have helped it; if the Alexandra had ported she been going straight; I do not go quite three-quarters of a minute before the col- the length as has been previously stated. lision it might not have happened; assuming the same, two ships to meet end on both coming end on, port and give her a berth ought to port their helms and pass, and the and keep a look out and keep porting till Alexandra ought to have seen the Fideliter's

Cross-examined-Have heard the two previous witnesses and agree generally except that I have heard no circumstances nor formed any opinion previously; three minutes would not have prevented the collision if the Fideliter had stopped and the Alexandra had kept on; I think the Fideliter did better by collision they must have been apart from 150 to 300 yards; I think the Alexandra could have ported and swung clear in that space; she ought to do it in twice her own ength; I don't know her length but suppose

she is not 300 feet long.

Edward Stamp—I have been master in the merchant service 26 years; assuming the facts correct I think the master of the Fideliter followed the correct course; I think the course of the Alexandra entirely wrong and contrary to the rule; I consider the Alexandra ought to have ported her helm as soon as she sighted the lights of the Fideliter, and she ought to have seen them when she came out of the harbor; she ought to have kept to port till she got out of the course of the Fideliter; I think he was right not to stop as his safety consisted in his speed; considering the Fideliter was crossing the bows the higher the speed the better; had she stopped the Alexandra might still have run into her; I know the Fideliter; I consider she steers and works well ; I value her at £12 a ton and £40 per horse in England and add £500 to £600 for bringing her out here

Mr. McCreight asked - Assuming the same do you consider the lights to have been properly placed by being hung to the smoke

New Lotte, Aug. 21 - At a ... No. I way. The Judge refused to allow the question and also refused to take a note of it, and said " It is not a question of service." The Alexandra should have seen the Fi-

deliter's lights two miles off.

Cross-examined—I have not been asked to circle in from three to four minutes; cannot say what sweep she would make, but it would be more than 100 yards; she would describe a circle in about six to eight minutes; she would make a circle at a less speed; don't know how many yards is a sead mile; it would be much nearer 600 yards than 100 yards; I generally agree with the naval have been so for 20 years; have had charge which side I should have gone long before evidence, but I doubt if three-fourths of a minute would have cleared them on one of the steamer Union for 11 months, and was minute would have cleared them on one of the steamer Union for 11 months, and was made a complete circle before I reached her them porting as a previous witness thought; andrea at the time of the collision, and had she was coming on at right angles to me think Capt. McCulloch was right not to been for a month previous; I have had six whilst I was backing. I had about 7 pounds stop and reverse; had he stopped and reverse where the collision it dra is a large stern wheel best, and gener-this time I was steering to pass Clover Point.

The Court ruled there was at present no inside in my life; it is merely from converstopped, and if he did would have been open

her helm. would have done it had she previously been

Re-examined-If the man reports a light

vou are clear. Court adjourned till 10 o'elock this morn-

ing.

Fifth Day.

offost a o Tuesday, August 29, 10 a.m.

Mr. Wood said .- I never rose to address a Court under feelings of greater responsibility. undertake to say that the mass of evidence I am prepared to produce on matters of fact will clearly show that under the special cicumstances of this case we were in the right, and that on two or three of the leading points there can be no doubt whatever in If there be equal doubt, and unless there be a strong preponderating balance of testimony in favor of the plaintiff he must abide his losses, and cannot be entitled to a favorable decision at your lordship's hands. If both vessels are to plame each party bears his own costs. [Quoted Abbott on Shipping, page 528]. I we things must occur: a collision by default of the defendant, and no want of proper care on the part of the defendant. Quoted Lees on Shipping, page 252, about a steamer being decided to have been wrong for not easing speed when she sighted a sailing vessel and ported her helm]. Captain McCulloch was totally ignorant of the law and the profes sion to which he belonged. Mr. Wood then called attention to the libel, which stated that after the Fideliter saw the Alexandra she ported "hard aport" only; whilst the evidence adduced said "port," and then "more port," and then "hard aport;" and said this was a material variation. The plan shows just enough for the purposes of the other side and no more. The chart must be correct, and no one in his senses can doubt it; and therefore those who object to the admission of Captain Richard's chart must wish to exclude truth, because it is inconvenient to their

Mr. Ring objected, and denied that Mr. Wood had a right to draw such an inference. the time of the collision and I have not He only wanted to conduct the case accordsummed up; she ought to make the half ing to the rules of evidence, and objected on those grounds to the production of the chart, as Mr. Wood himself admitted was correct.
There is an acknowledged course for light draught steamers to keep close to the shore. The first witness called for the defence

have depended on the action of the Alexandra, and had she stopped and reversed also I think no collision would have happened; don't know anything about the coast.

The results of the right of the collision had 600 on the starboard bow. I tried to keep out of the way by porting my helm. Although think no collision would have happened; general cargo; nearly all the passengers were don't know anything about the coast.

The results of the collision had 600 on the starboard bow. I tried to keep out of the way by porting my helm. Although the way thing about the coast.

Chimmen; she is about 411 tons; we left at the right was fine and dark, light the evidence, and assuming it true I think.

S. W. wind, on leaving the harboar we went ter, and kept it so. I rung to back half a light of the collision had 600 on the starboard bow. I tried to keep out of the way by porting my helm. Although the post of the way by porting my helm. Although the back of the right was fine about 200 yards of the starboard bow. I tried to keep out of the way by porting my helm. Although the passengers were starboarded I would have run ashore. I the right was fine and dark, light the right was fine and dark light the right was fine and dark, light the right was fine and dark light the right was fi the evidence, and assuming it true I think the Alexandra made a mistake and put his helm the wrong way; I think the collision of the Alexandra made a mistake and put his helm the wrong way; I think the collision of the Alexandra made a mistake and put his helm the wrong way; I think the collision of the Alexandra made a mistake and put his helm the wrong way; I think the collision of the Alexandra made a mistake and put his helm the wrong way; I think the collision of the Alexandra made a mistake and put his helm the wrong way; I think the collision of the Alexandra made a mistake and put his helm the wrong way; I think the collision of the Alexandra made a mistake and put his helm the wrong way; I think the collision of the Alexandra made a mistake and put his helm the minute before the collision. Five or six minutes after the collision of the minute. It has been exercised on the part of the Alexandra on the passing those rocks and when near Finlayson will take 20 revolutions to stop her when at the duty of the captain of the Alexandra on the passing those rocks and when near Finlayson will take 20 revolutions to stop her when at the duty of the captain of the Alexandra on the passing those rocks and when near Finlayson will take 20 revolutions to stop her when at the duty of the captain of the Alexandra on the passing those rocks and when near Finlayson will take 20 revolutions to stop her when at the duty of the captain of the Alexandra on the passing those rocks and when near Finlayson will take 20 revolutions to the minute. It has the passing the minute before the collision. Five or six the duty of the captain of the Alexandra on seeing the Fideliter's lights when he came out of the harbor should have been to have perted his helm until the red light of the protect his helm until the red light of the stopped or done otherwise than he did he would have laid himself liable to more damage and he did right by trying to get out of the way as fast as he could; the Alexandra on the top have either stopped or protect his helm until the red light of the saw a white light first; I judge 500 or 600 whistles, but in clear nights they are used as salutes only. The whistle roused my attention. My lights were abreast the wheel-house on each side, fixed to the stays of the would have laid himself liable to more damage that time I suppose I was 200 or 300 yards and canvas. The lights were swung from the store; passed Finlayson's Point about 150 yards; after clearing Glimpse these chains. A light can be made fast and counts to have either stopped or one of the way as fast as he could; the Alexandra about 100 yards; after clearing Glimpse these chains. A light can be made fast and counts to have either stopped or one of the wheel-house on each side, fixed to the stays of the store; passed Finlayson's Point about 150 yards; after clearing Glimpse the light appears to have a supposed the light to be a steamer's light; whistles, but in clear nights they are used as salutes only. The whistles, but in clear nights they are used as salutes only. The whistles, but in clear nights they are used as salutes only. The whistles, but in clear nights they are used as salutes only. The whistles, but in clear nights they are used as salutes only. The whistles, but in clear nights they are used as salutes only. The whistles, but in clear nights they are used as salutes only. The whistles, but in clear nights they are used to the salute of the salute o ship, because up to a very short time before the | ought to have either stopped or ported his | Rocks about 100 yards, I set my course so | yet swing. I examined the lights after the

a Stephens, sworn—Was cook on learning to the surface of the accident; I have nown this coard, and I took the port one; a starboard, and I took the port one; a starboard in the shore, I have never a starboard in the starboard in the starboard in gright I cannot be quite sure; we were then going 8 or 9 knots; the tide was near the inside passage at night.

Cross-examined—Don't know if it is danged by the starboard of Finlayson Point, but it best in sight, would naturally expect the Alexandra would port her helm and pass under her sterile provided in the starboard of Finlayson Point, but it best known anything bigger than a cance take the ngoing 8 or 9 knots; the tide was near the inside passage at night.

Cross-examined—Don't know if it is danged by water; about half a minute after I saw would have been highly improper if Captain method and heard a whistle, and McCullech had starboarded his helm just be were starboard in the starboard of Finlayson Point, but it best in sight I cannot be quite sure; we were starboard in gright I cannot be quite sure; we were starboard in gright I cannot be quite sure; we were then going 8 or 9 knots; the tide was near the inside passage at night.

Cross-examined—Don't know if it is danged in grow of the regulations; I think it best in the province of the say I was 200 or 300 yards from the say I was 200 or 300 yards from the say I was 200 or 300 yards from the say I was 200 or 300 ya cause he would have run into the Alexandra, and acted incorrectly; I now speak of the period right up to the time of the collision from two minutes previous to it; article 14 don't know that it is called the Enterprise labeled to be a salute; I kept on my course supposing the vessel was going past me when I first saw her; I could see the shape of Trial Island; there was a space of 2½ points open channel; have always gone outside, never went between the Fideliter and Trial Island: I thought at her course she would pass me by sation that I know it is not considered safe; at least 300 yards; I saw her open her red light and then whistle when she was broad on our starboard bow; at that Mr. Wood said they found their case on the rules of end on and slackening speed as set down in articles 13 and 16. Ex.—I think her head-way she might have sunk in deep article 16 does not apply as against the master of the Fidelitan has not apply as against the master of the fidelitan has not apply as against the master of the fidelitan has not apply as against the master of the fidelitan has not apply as against the master of the fidelitan has not apply as against the master of the fidelitan has not apply as against the master of the fidelitan has not apply as against the master of the fidelitan has not apply as against the master of the fidelitan has not apply as against the master of the fidelitan has not apply as against the master of the fidelitan has not apply as against the master of the fidelitan has not apply as against the master of the fidelitan has not apply as against the master of the fidelitan has not apply as against the master of the fidelitant has not ap ped and backed; the Fideliter shot across our bow and we ran into her [A. F.]; the lowing article he is allowed a latitude according to rule cording to time and place, according to rule 19, two minutes antecedent and up to the time merchant service, and have heard the evidence and supposing it to be true I think the captain gend on to the rule requiring vessels coming end on to port their helms; I think if he had stopped the Alexandra's captain was decidedly wrong; or attempted to stop two minutes before the collision he would have run into the Alexandra and I think by keeping on at full speed he did the best he could to avoid the collision; if the Alexandra had ported sufficiently soon she would have passed outside.

Cross-examined—Have heard Captain Sultonian in closs-examination, and am generally of his opinion for the same reasons; I think if McCulloch had stopped or reversed to my mate he either would not or could not be might have caused confusion and loss of life; undoubtedly his proper course was beard and range to back her; I backed clear and as I did not think the Alexandra was hurt much; we were then fast into the Fideliter; she had did not think the Alexandra was hurt much; we were then fast into the Fideliter; she had swing round a little; I told the first and second officers to make a line fast to him as I did not think the Alexandra was hurt much; we were then fast into the Fideliter; she had swing round a little; I told the first and second officers to make a line fast to him as I don't think Captain McCulloch should have swing round a little; I told the first and second officers to make a line fast to him as I don't think the Alexandra was hurt much; we were then fast into the Fideliter; she had swing round a little; I told the first and second officers to make a line fast to him as I don't think the Alexandra was hurt much; we were then fast into the Fideliter; she had con't think Captain McCulloch should have ought; I think if McCulloch had stopped or reversed to my mate he either would not or could not think the Alexandra was hurt much; we were then fast into the Fideliter; she had con't think the Alexandra was hurt much; we were then fast into the Fideliter; she had did not think the Alexandra was hurt much; we were then fast into the Fideliter; she had not think the Alexandra was hurt much; we were then fast into the Fideliter; a contain the Fideliter. and as I did so the water rushed into us and I rang to back she was stopped at the time ; have been so severe; I don't know at what course; a ship coming out of the harbor if speed the Alexandra was going; I have taken head on would see all three lights of a ship into consideration the acknowledged courses at Clover Point coming in and should port ped, but when Captain McCulloch asked me Cross-examined—Possibly if they had to shove him ashore I started ahead again; the Fideliter went ahead I suppose three or Assuming the same to be true, the captain of they might have stopped the collision; you four times her length before she struck the the Alexandra ought to have ported his helm always surmise on board your own ship that beach whilst I was swinging round as I had and gone outside; had he done so he would most certainly have gone outside; I think Alexandra when she found she had made a the Fideliter did all she could to prevent the mistake ought to have stopped; you are alwe were making water to fast we could not not stopping her engines, because I don't at sea; in the case of these two I think the get into the harbor, and as we went in our think Captain McCulloch had any idea a Fideliter was right to go on, and had the fires went out and we had just steam to reach the beach near Lang's; I was at the helm all this time, but a man relieved me for a few minutes whilst I took a look round, but I was close to the pilot house all the time; I was relieved between Ogden Point and Glimpse Rocks on returning; I did not see the nature of the injury she had received be-fore she was beached; think the collision occurred about 300 yards to the northward of Clever Point; I don't think it was over two minutes from the time we first saw her lights till the collision; the watchman was then at the lookout; he is Harry Pratt; I saw him several times that night; no one else had charge but myself; the mate had charge of the deck; I had charge of the vessel; after I first sighted the. Fideliter's lights it was not more than five or six seconds till kept on; I think the Fideliter did better by going on; I think from the position of the two ships the Alexandra would have done better by stopping as she can do so much better than a screw; ships crossing one another at right angles do not meet at the sum of the two speeds, but as far as time is concerned the space gone over by both it is so; three-fourths of a minute before the space gone over by both it is so; three-fourths of a minute before the undertake to say that the mass of evidence I toria to the inside of Trial Island; from Ogden Point to Glimpse Rocks is about an E. S. E. course ; from Glimpse Rocks to Clover Point is about E. half N., then about E. N. E. to the passage; in that course a ship would go 150 yards off Finlayson's Point and 100 yards from Clover Point. Cross-examined-Mr. Ring questioned the witness as to a private consultation on the

Mr. Wood objected; objection allowed. My attention was only called to Trial Island; I gave nobody any information about it; suggested no inaccuracy in the plan to anybody: sometimes we pass Holland Point quite close, within 100 yards and within 50 feet of the kelp and 50 yards of the rocks; the kelp is 30 yards or so from the rocks; when I was off Finlayson Point I could see Trial Island past Clover Point; when I rounded Holland Point I had not a view of Trial Island; when off Finlayson Point I saw the shape of Trial Island; I saw Trial Island before I saw the light; I saw the light shortly after passing Finlayson Point; the distance from Finlayson to Clover Point is not over half a mile I should say; I did not see the lights over half a mile I should think, I did not see them till they were about 500 to 600 yards off the Fideliter was a long way to the westward of Trial Island when 1 first saw her; I have passed both outside and inside at night of Brotchey's Ledge; light draught vessels may pass safely within 100 yards of Clover Point both night and day; witness then showed on the plan where he was when the whistle blew (viz., off Finlayson Point to E). Witness also showed where the Fideliter was when the whistle blew and was asked was she not then out of her course, and answered no; at all events L know one thing she was not steering towards us. Witness showed the positions of the two steamers when he first saw the red light and heard the Horace Coffin—Am a seafaring man, and have been so for 20 years; have had charge which side I should have gone long before of the steamer Union for 11 months, and was that. Had she then ported she would have might still have taken place, but it would ally draws 28 to 30 inches of water when I first saw the red light about 200 yards off

ahead I gave o wards to/stop, to back her. her six years, again at high the time; ther back from the they form a ve an excellent lo revolutions as I don't suppose 12 revolutions was down by ahead, and her and as the Ale easily, that exp had no other master's cert obliged by A certificate; have served fornia; never vessel, but ha going up on the since the coll Wright to Ne The Court h o'clock this mo George Beng 19, I was mate left Victoria sheep and a

collision, and they

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Re-examined

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rather dark sued our ordi Clover Point ; nearly all ove down forward round and see thing that wa before the col-forecastle; th - tween two or bow : it was quarter of a deck and got it was; I hea the Fideliter before I got almost imme after I got the

100 yards; when I rds from the shore, I son Point, but it best uite sure; we were; the tide was near a minute after I saw whistle; blowing a always salute each answered it suppos-I kept on my course s going past me when see the shape of Trial ce of 2½ points open and Trial Island; I te would pass me by aw her open her red tle when she was ard bow; at that he could have been it might be more; hard aport, and when oid a collision I stop-Fideliter shot across to her [A. F.]; the go ahead to shove sinking; I told him ngines I would come n ashere; I sang out tere was no response; line fast to him as I andra was hurt much; the Fideliter; she had told the first and seca line fast to him so a ashore; he answered ould not or could not n put my helm astar-k her; I backed clear ter rushed into us and let go the line; when s stopped at the time; l; I was going ahead he time till I found it stopped; I was stop-McCulloch asked me started ahead again ; ad I suppose three or before she struck the nging round as I had Victoria or sink; my rds the point (Clover acked; they told me so fast we could not das we went in our had just steam to ang's; I was at the a man relieved me for took a look round, but house all the time; en Ogden Point and urning; I did not see whe had received be-; think the collision rds to the northward n't think it was over time we first saw her a; the watchman was he is Harry Pratt; I that night; no one else i; the mate had charge charge of the vessel; Fideliter's lights it e or six seconds till I and not over a minute light, and not over a d a half after that till the first and second over a minute; the d to Victoria is west take him over half a pint; there are several that steamer from Vicf Trial Island; from pse Rocks is about an dimpse Rocks to E. half N., then about age; in that course a yards off Finlayson's from Clover Point.

Ar. Ring questioned the te consultation on the

objection allowed. only called to Trial Is-any information about ccuracy in the plan to we pass Holland Point 00 yards and within 50 50 yards of the rocks; or so from the rocks; yeon Point I could see Clover Point; when I int I had not a view of off Finlayson Point I al Island; I saw Trial the light; I saw the ssing Finlayson Point; nlayson to Clover Point pile I should say; I did ver half a mile I should ee them till they were the westward of Trial saw her; I have passed side at night of Bretchraught vessels may pass when the whistle blew oint to E), Witness also ideliter was when the was asked was she not e, and answered no; at one thing she was wards us. Witness e red light and heard the ave made up my mind have gone long before n ported she would have the before I reached her: at right angles to menua I had about 7 pounds oing about 9 knots. At ing to pass Clover Point. ght about 200 yards off ow. I tried to keep out ng my helm. Although to nothing else. Had I ald have run ashore. I 10 yards from the Fidelia I rung to back half and collision. Five or six collision I rang to back.

ions to stop her when at second fogs vessels used the whistle roused my at-

were abreast the wheelfixed to the stays of the

screens made of paper

lights were swung from the can be made fast and nined the lights after the

collision, and they were in perfect order. I right under our bows; I noticed one light and Anderson; in the others had been did so to see if there might not be some when I came out with the glasses; it was a second; I asked Warren to look to the enmistake in them. From the collision to the time of disengaging we were 5 or 6 minutes and about 100 yards distant; I made out the galley I heard our whistle and immeditant. As soon as Capt. McCulloch sung out that it was the Fideliter right away; I spoke to shove him ashore I went ashead. If we to the captain. were 6 minutes fast it would be 5 minutes we were pushing her ashore. At the time of the

collision we were backing our engines. They

were stopped, by the bell, from backing,

heading towards the land, he made a com

Trial Island but once; the lights were well

o'clock this morning.

T spotes Sixth Day.

WEDNESDAY, Aug. 30th, 1865.

What did you say to Captain Coffin?
Mr. McGreight objected to the question. The Judge said any communication between the officers at this time was evidence

immediately after the collision. He was not and the question may be put at this crisis. I said if you don't stop and back her we plete circle whilst we were fast in her. The shall be into her; he replied she's backing harder we pushed the more the Fideliter already; the next thing that happened was worked us round; that was the working of it. the collision A. F. (45 deg.); I recollect the The Fideliter's helm I suppose was ported next thing I did; I went below into the foreuntil after we struck. Our helm was amideastle to see if she leaked much; I found she ships whilst pushing her, or a little to port if leaked and went and fetched a blanket to anything. I think the Fideliter's was star-boarded, because of our making a circle round. McLaughlin had been in the pilot-house since leaving the wharf. The presence of anyone might distract the attention of men were then left on the upper; somebody a minute and a half. I could not turn to seaman I would pursue that course myself; avoid the collision, because I had only 100 when we backed out our ship was in a fair yards or half the distance between us to way to sink; I went down to the forecastle work upon. If we were going at 8 or 9 to see if they were putting blankets in; I got knots, and gave the signal to reverse, it everyone aft to keep her down by the stern would take two minutes to travel back 100 yards from where I ordered to reverse. It communication between the two captains at would take over a minute to stop her; it this time; the collision occurred very near would take a minute and a half to stop and Clover Point; cannot tell exactly how far reverse her. I saw the red light about four from Clover Point; I have been here since seconds before I heard the second whistle. '58; I am familiar with the coast between At night I cannot judge distance so well, here and New Westminster; know consid-and might not be quite accurate. I can erable by being in steamers; I am not used be seen more than twenty yards or so; a ship one or two exceptions; the track from Viccoming round Trial Island 150 yards of toria to the inside passage is right along the shore would not come end and end on to a land passing Finlayses point about 100 yards ship coming out from Victoria; I don't know and keeping close to Clover point; I am not what course the Fideliter came on; I only a pilot; have usually sailed as mate and know where I saw her; I never went outside watchman.

Cross-Examination-Before I sighted the off on the starboard bow; I did not see them light we were close into the land; (showed off on the starboard bow; I did not see them before because they were too dim; just before because they were too dim; just before leaving the wharf I was told the Fideliter was expected, and there was a look-out; I was making for New Westminster; was ahead of our time; I intended to take my regular route, the one I have always gone, with one exception, which was when I went outside Trial Island on a foggy night, and when there was a heavy sea; our lights were struck so (shown by models) had her belm been then put port or hard aport a minute and a half before the collision it would have gone off at least as much as that shown by models) but it was not a minute after I saw the red light; I don't knew when I went outside Trial Island on a foggy night, and when there was a heavy sea; our lights were after I saw the red light; I don't knew when I went outside Trial Island on a foggy night, and when there was a heavy sea; our lights were when there was a heavy sea; our lights well after I saw the red light, I come in good order; I was not talking politics (Capt. Coffin saw it. You say she struck so with Mr. McLaughlin; a white light can be with Mr. McLaughlin; a white light can be seen about three miles, yet I did not see the seen about three miles when the seen about three miles where the seen about three miles when the seen about three miles when the seen about th Fideliter's light; I suppose because it was know, but suppose by the Fideliter going dim; I could see better if the light were ahead. I cannot say I heard any bells; I backed by the land, but where she was there can sometimes hear the bell from the wheelbacked by the land, but where she was there was no land behind.

Re-examined—Ring one bell means go ahead, and one bell stops, and two bells to slow her; if she is going ahead we ring three—one to stop her and two to back: when I saw the red light I made three signals, one to stop and two to back; the next signal was one to stop, that means to stop the machinery; that was given shortly after she struck, and there after McOulloch asked me to shove him ahead I gave one to go ahead, then one afterwards togstop, and a moment or two after two wards to stop, and a moment or two after two I have steered sometimes a little; I have to back her. About the "Harriet"; I was on her six years, and ran her ashore and got off Point about the berth of that line (on map); her six years, and ran her ashore and got on again at high tide; but I was not on deck at the time; there are mountains some 40 miles back from the position of the Fideliter, but they form a very slight background; we had an excellent look-out; do not make so many an excellent look-out; do not make so many revolutions astern as ahead; from standing, stays of the funnels; about four or five feet I don't suppose we would make more than 12 revolutions the first minute; the Fideliter was down by the head; and was going ahead, and her propeller was out of the water; the pilot-house; I was not keeping the look ahead, and her propeller was out of the water; and as the Alexandra can be slewed round easily, that explains why she pushed us round and not we her; I was master and pilot; had no other pilot than myself; I have no master's certificate to show; I am not obliged by American law to have such a certificate; never was an apprentice, but have served all over the States and California. Payer was apprenticed to a sea-going to the lights she had; saw fornia; never was apprenticed to a sea-going miles, according to the lights she had; saw vessel, but have been so to a pilot; am now her funnel when right under our bow, but going up on the Collins' service to Stekin, and not till then; I was standing twenty feet since the collision I have piloted the G. S. or more from the captain when I saw the Wright to New Westminster and Nanaimo.

The Court here rose and adjourned till 10 backing I did not observe our head change with regard to Clover Point. I did not notice as I was attending to something else. I did not observe anyone take the points by compass. I was on the starboard side when George Benjamin Hall—On Monday, June the rope was passed to the Fideliter. There were three or four whistles. The Alexandra left Victoria after 10 o'clock; we had 600 left Victoria after 10 o'clock; we had 600 sheep and 30 or 40 Chinamen; it was a rather dark night, not very dark; we pursued our ordinary course till we got near Clover Point; during that time I was pretty nearly all over the boat and after that I went down forward; it is the mate's duty to go round and see if all is right; there was not thing that was not all right; I saw a light before the collision; I was forward on the forecastle; that light bore somewhere between two or three points on the starboard bow; it was a green light, distant perhaps a quarter of a mile; I went on to the upper deck and got the glasses to see what steamer it was; I heard the whistles of both boats,

it was; I heard the whistles of both boats, down in the galley; Mr. Warren was left in the Fideliter first and the Alexandra next, the engine room; I know Warren as an en-

after twice to reverse; I was about 10 feet forward; I heard Warren stop the engines; I heard the engines stop; I then heard them hooked on and working again; I could hear but could not see the engines and from what I heard I know they were working, but I don't know whether they were working back-wards or ferward; I judge she made five or six revolutions before we struck from the time they commenced working; I had been nearly a month and a half on the Alexandra; running with 70 lbs. of steam it takes 20 revolutions to stop her; I have counted them in order to know how she worked; I did this before so as to be able to know how to handle her; the collision was not a solid blow; I knew it was not a rock but a collision from of anyone might distract the attention of some people, if they were strangers told me to hand them a line and I helped to McLaughlin was purser, and on going in and out of port he generally comes in to lend me said on the Fideliter; he said he was sinking was fast to the Fideliter; we were in that a hand with the wheel. I ported when she blew her second whistle, because just before I had seen her red light, and I continued hard a-port until I stepped and backed her. My experience has been mostly in the States and California. It is about eleven years since I first had charge of a ship. I never had an accident except by being dismasted by a storm. Most vessels in this country steer with a tiller. I put my helm to starboard and then rang to back on clearing after the collision. I could not have backed elear of her had I backed, and I went ahead, because Capt. McCulloch asked me to shove him ashore. The Alexandra would turn in a minute and a half. I could not turn to back to look after my boilers; saw the fire-man and told him to remain there, and I remained there myself; whilst standing there I heard Captain Coffin say, as often as three times, "McCulloch, stop your engines, and I will push you ashore"; Theard no reply; the mate then went forward to the flagstaff and said, "McCulloch, we've got a line to you— stop your engines and we'll put you ashore'; McCulloch replied, "I cannot stop my engires"; the line was then cast off from the Fideliter; I heard the captain say, " Cast off no tog, mist or steam on this right. The Fideliter was 200 yards off when I gave the order to reverse. I was ashore on the "Hariet" once round here, but I did not mention it because nothing came of it, and it was not a matter of any consequence. It is a good passage between Brotchy Ledge and the shore, it is about 6 or 7 fathoms deep:

Occurses because we seldem run by them; the line was already off; I heard him ring the bell to back, and I then went aft to the engine room; I told Warren to back the engines strong, and we got clear of her; previous to this I should have said the stopped the engines when the line was to but I know the track by the land from Trial Island to Victoria; in a light told Coffin "They're all right there are not to be a stopped the engines when the line was a stopped the engine when the line was a stopped to back the engine strong, and we got clear of her; previous to this I should have said the stopped the engine when the stopped the engine we are the don't know the courses; the courses are any part of the stopped to back the stopped the engine when the stopped the engine is a good passage between Brotohy Ledge and the shore, it is about 300 yards off Trial Island would be as close as any one should go on a dark night; the buoy on Brotchy Ledge cannot have a proven the usually safe course; as a proper should go on a dark one of the buoy on Brotchy Ledge cannot night; the buoy on Brotchy Ledge cannot have a proven move than twenty yards or so; a ship one or two exceptions; the track from Yie. with this coast ; Captain Coffin's demeanor was perfectly good; I have been with him since last Nevember : I saw the Fideliter about five weeks ago; [her condition

then was Mr. Ring objected to the question and the Cross-examined-Warren did not come up to me from the engine room; Warren is now outside; it is not usual for two engineers to be in the room at the same time ; was sensible of the motion up to the time of the collision, but cannot say if it was backwards or forwards; I could not swear which way she was going; those engines work with eight hooks and eight eccentrics; unhooking is the shortest way to stop; from hearing I know she was stopped by unhooking; the engine bell was not a signal of dangers; it did not astonish me to hear a tance from shore; have had experience in second bell; I did not go to enquire the ship was stopped, but I know the engines were stopped; I went to see as soon as I had time; from the time I left the galley till I got to the engine room was two minutes; the ship was not then going backwards; the engines were stopped; they were stopped until we went ahead on the Fideliter; I can going full speed; twenty revolutions would stop her after reversing the engine; it would take half a minute for the first six revolutions when at full speed; it was necessary for the Fideliter to step because we could not push her ashore as long as she kept ahead: at the end of five or six back revolutions I suppose she would have checked a third of her head way; she was going at the rate of nine or ten knots an hour; I suppose the shoving us to shore meant as we then were by our going ahead. I did not get a glimpae of Trial Island or the Fideliter before the collision. I saw our lights up in their usual place; the lights I don't think were above the pilot house.

Re-examination-I keep my watch in my engine room; it is my duty there. I have been 12 years an engineer. I am now engaged to go north with Capt, Coffin.

William Stinger-On 19th June last I was on the Alexandra as fireman. After leaving port the first thing that attracted my attention was a whistle; I was then in bed; next I heard her strike; I was in a kind of a doze at the time; after she struck I came on deck and heard the captain of the Fideliter singing out to our captain to push him on shore : our captain sung out to him to stop his en-gines and send a stern line and he would tow gines and send a stern line and he would tow him ashore. I saw we were into the Fideliter. I was then ordered into the fire reom to get up as much steam as we could. I did not again leave my duty till we went ashore. I cannot say positively what we did after the collision. It happened near Clover point.

Cross-Examination—Did not hear any bells: was in a doze; it was the Alexandrate.

bells; was in a doze; it was the Alexandra's whistle I heard, no other; I thought it was a salute; it did not rouse me; it was Capt. Coffin who said send a stern line; cannot usually hear the bells in my bunk, unless all is still; between whistle and collision was a very short time; cannot positively say.

Thomas Warren-On 19th June I was en the Alexandra as engineer; have been steamboating for the last 18 years; have served on the Golden Age and several others both as chief and subordinate; I have been chief on the Resolute, Anderson and Enterchief on the Reselute, Anderson and Enterprise; have been here since 277 nearly 3 years on the Anderson; on the Constitution before; we left the harbor a little after ten; was in the engine room; Mr. Cady and the seconds were there; I was under Mr. Cady's orders; don't know how long Cady stayed; he was long anough to give me orders; before I got down to look; the whistle was almost immediately after I saw the light; after I got the glasses I had no use for them as before I could look through them she was eer; he has had charge of the Enterprise he was long enough to give me orders; pro-

larly about the bells, and if they were the same as we had been with before, and he tinctly about 15 or 20 minutes after leaving Victoria; I was afterwards told it was the Fideliter's, and we answered; it is customary to whistle in passing each other, at least in most boats I have been in; heard the bell to stop; I stopped; the bells were rung to back her immediately after; I backed her next; I was laid on my back about the feet from the reversing her. I thought the head struck or the same distance from land up to the about the same distance from land up to the datum of the collision: I am speaking of the Alexandra. When I first saw a light the mate was standing by me, I either spoke to him or he to me. It is my duty to keep a look out.

Re-examined—I had nothing to do with reversing bar; I thought she had struck on a rock; I think she had made 5 or 6 or 6 or 7 turns before the collision; the bell was then rung to stop in about a few seconds; the bell was then rung to go ahead very shortly afterwards, and she went ahead; the the orders given me; the man who, acted second came down and relieved me just bestruck us I should probably not be here now, as she would have had her steam pipes broken, and those who were not drowned would have been scalded; I think the steamer would have given every one a dose; Cross-examined—Never worked on the

Alexandra before, and don't care if I never had : don't know the man who acted as secor so for the six or seven revolutions; in all to Captain McCulloch if he would have his perhaps it would take nearly a minute; she machinery stopped he would run him ashore; was probably making 11 or 12 turns back a the Alexandra was fast in the Fideliter and she would make about 12 turns the first minthe fireman on the Oiter; I don't remember saying any thing particular to him about this accident.

Point. I cannot say how far from the shore. Cross-examined—I did not notice we were going back before that but being at the bar

going three miles an hour.

Peter Kennedy-Was a hand on board the Alexandra to take in and discharge cargo and keep the vessel in order: for 15 minutes after leaving the harbor I was midships; the bells in the pilot house first attracted my attention, and then the striking; I heard a crash forward as if something was run in to; the bells were to work, the engine or stop her or some thing; went forward to see which vessel was in the best condition; the boats were then by models ; I wanted to see which was best to go ashore on; I got up to the head of the Alexandra pretty quick—in about 2 minutes; I heard Captain McCulloch ask for a cline; some one on board sung out to heave a line Established 1888. Incorporated by Special Act of and make it fast, and I heaved the line I usually throw to the wharves; it was a good Subscribed Capital, strong big line, hawser like; at the time I was looking at the vessels they were swing-ing round; McCulloch said, "Give us a line, pened pretty near; about 200 or 300 yards from Clover Point, and about the same discaptain ashere; I had a vessel of my own for two or three years, and always went along without striking anything at nights; the course from Trial Island to Victoria is by the points of land for small vessels.

Cross-examined-I steer by the land: heard bells, noise or bells, or whistle or somereverse the engines in two seconds when thing; don't think it was a minute before the collision; when I went up and looked she was heading towards Clover Point.

Henry Pratt-Was watchman on board the Alexandra on the night of the accident; my duly is to look after the lights, keep a look out shead, and look after the freight and things, and see that nothing is destroyed or stolen; I was so employed that evening; left about ten p.m., before then I had looked Groceries, Provisions, lights all cleared, and when we backed out from the wharf I commenced putting them up; by the time we turned round I had the lights up; one red light on the starboard, and a white light at the mast head alongside the mast: I set them as shown by the previous watchman, and where I have always set them : I set them to the guides of the smoke stack:
the port and starboard lights are hung up in
the same way: I set them so as to show
ahead and not on each side, so as not to see

PICKLES, SAUCES, JAMS, &c them all round, but if you were coming end on you would see them: the pilot house is between them: the fore part of the pilot house is about in a line with the lights: the funnels are forward of the pilot house: there are two funnels: the place where the lights are put is always the same every night. After leaving the harbor I was forward on the forward deck. I have been on steamthe forward deck. I have been on steam boats on the Sound since 1859 as deck hand and watchman and also on boats up the Fraser River. I was on the look out. We were going along about 200 yards from the shore. I saw a green light about 600 or 700 yards ahead, and a little on our starboard bow. I next saw a white light over the green, coming apparently towards us, at that time I saw no other light. She got up closer towards us and steered in towards the shore, and then I saw a red light. I then heard a whistle from the Fideliter, and it was answered from the Alexandra. A whistle is what is used instead of a pennant, and is used as a salute. I then heard several from the Fideliter and one more from the Alexandra. She came towards us and I saw the red light as she came round, we then came together. She steered in shore when about 100 yards outside of us. I heard some orders but don't recollect what they were. I was comployed most of the time after the collision in putting blankets in the hole.

Cross-examined—The fore part of the house is on a line with the light. The side boats on the Sound since 1859 as deck hand

bably I asked him 50 questions about the engine and about the bell; he told me to look after the engines till he should relieve me or send somebody: I asked him particu nothing about her being expected in. We don't always go straight on. We go from said yes; the bell is a gong; a gong is used point to point. When I first saw lights she in most all vessels: Cady told me he was going below for a minute or two; he left the 250 to 300 yards from Clover Point. engine room; I heard a whistle very dis don't pretend to say. I am no pilot. Our ship did not change her course, she kept about the same distance from land up to the

the navigation. Can you account for not seeing the Fideliter's lights sooner?

Mr. McCreight objected to this question.
Answered. I cannot tell. Our lights I think cannot be seen unless you are coming on right ahead.

By the Court-When I said we had cleared a minute or two going ahead, and she was stopped; the next order was the bells rung to back her, and Mr. Cady called down to back her as atrong as I could, and I did so: he also ordered me to stay beside the engines and not leave them, and I stayed and obeyed the captain nodded his head to signify he had himself seen it and pointed to it. fore we got to harbor; she had about 72 lbs. at Glimpse rocks I was looking ahead towards of steam at the time of the collision; had she Trial Island. I saw no lights in that direcat Glimpse rocks I was looking ahead towards tion. I saw the shape of Trial Island past Clover Point.

Charles Donolley—Was barkeeper on the Alexandra on the 19th June; I was in the bar and heard the whistles but could not see the steamer; all I heard from the Fideliter was two or three short whistles which I suphad; don't know the man who acted as sec-ond; two or three seconds would complete the stopping and backing, and half a minute minute; the headway was stopped a little, but not converted into a back way by the six or seven revolutions; probably they diminished the headway one half, but I cannot tell and shut my bar and when I got back to the to a certainty; the wheel might be 24 or 25 hurricane deck we were backing; Captain feet diameter by the look of it; going astern Coffin was in the wheel house; I heard no orders. Captain Coffin was very cool. It ute ane probably 17 or 18 the second; know happened between Beacon Hill and Clover

Re-examined-I don't believe there was I could not see. There had been very few ever a boat affoat that you could stop in two at the bar as I only opened on getting out of or three revolutions, even if she were only the harbor. I heard the Alexandra's whistle before the Fideliter's three or lour. I have read the evidence in the paper.

Re-examined—I have no interest in the

Alexandra and say only what I then observed that night and not what I have read. I cannot say I have ever seen Captain Coffin

The Court adjourned till 10 this morning.

## The City of Glasgow LIFE ASSURANCE Company.

the Public the combined advantages of Perfect Security, Moderate steamers; have been on this coast since 1858; Premiums, Liberal participation cause, it was not unusual; the stern-wheel have been to sea since 1846; have sailed in in Profits, and great freedom in was used in stopping the boat; I heard the steamers as Quartermaster; Quartermaster's respect of foreign residence and wheel going round; I was not sensible the duties are to look after colors and take the travel.

Prospectuses and every information can be J. ROBERTSON STEWART, WHARF STREET, VICTORIA, V. I Agent for British Columbia and Vancouver Island

Sporborg & Rueff. COMMISSION MERCHANTS,

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# The Weekly British Galonist

Tuesday, September 5, 1865.

THE COMMENCEMENT OF THE STRUGGLE.

Arthur Edward Kennedy, Companion of the Bath, Governor of Vancouver Island, Charles Thomas, Lord Archbishop of Canterbury, George Lord Bishop of Columbia, and William Sanders Sebright Green are evidently sorely perplexed. If the first three to do with the lights; when we got out of were ordinary beings we could have nothing the harbor on that night I was in the pilot but sympathy for them in their hour of tribu- house; I went there immediately after leaving lation; but being men of position, God save the mark! we are bowed down with the knowledge that they are suffer- Captain Coffin was at the wheel steering the ing the usual penalties of ambitious boat; he said "There's a light on our starmortality. They have entered into board bow, I think it is the Fideliter, she is the little game of pipe-clay versus people; the little game of pipe-clay versus people; sea; I cannot swear to its color, I only saw have, no doubt, ere this, ordered the volunties light; I can tell very close how many teers into readiness, and called upon Her points and I think it was fully three points Majesty's men of war to defend, against on our starboard bow; our mate came to the starboard deor of the pilot-house and popular assumption, that impregnable fortress known as the Church Reserve. Carried them behind me, and not finding them I reaway with the terrors of the moment, they membered they were in the captain's room have applied to "our Court of Chancery' I told him so, and he went for them; I did for an injunction against those wicked men who compose the City Council, and have no diately answered by Captain Coffin pulling doubt, in their own mind, squelched that our whistle string; immediately after three aspiring body. Alas for the "law's delay" or four whistles were blown by the Fideliter which attracted my attention, and I went to the port side of the wheel-house; I could like many other important measures, came then see her red light distinctly running too late. In this morning of the year across our bow; after the three whistles of Grace 1865 we hear a rumor flying along were blown Captain Coffin immediately the almost deserted streets that the fences ported his helm, and he said in substance s are down. At first we could scarcely credit his exact words; he rang the bells to stop the announcement, but the broad fact forced and back her; I heard the mate at the same itself upon us when our reporter confirmed time come to the door and call to the the startling intelligence. "Our Court of captain he had better stop and back Chancery" has, therefore, it would appear, aback." The next thing was the collision, I been too late, and the injunction had better took hold of the wheel and stanchion of the be kept until the fences are again erected. pilot-house to sustain myself in case of a If the public do their duty, however, we have seen the last of these obnoxious obstructions. eastward of it; from then to the time of the Let an injunction be at once applied for collision was between two or three minutes; to restrain the building mania of George Capt. Coffin ported immediately after the Lord Bishop of Columbia. As Governor whistles; the time was very short before the Kennedy, with an amiability that does him and a quarter; I cannot speak with absolute credit, has allied himself with those angelic certainty as to the time, but I know the wheel prelates-Canterbury and Columbia-to was hard aport at the time of the collision. protect the Church against the people, he After the collision I opened the starboard will no doubt do a similar service for the that I heard were given by myself; I called people and assist them in obtaining an in- out to the parties on board the Fideliter some junction against the Church. We are sure four or five times to throw lines : there was that his functions would be just as rightly no response; Capt. Coffin gave orders either exercised in consulting the people's welfare as they are in assisting sectarian aggrandisement. It may be prejudice or want of struck us; they impinged so (shown by moknowing better, but we cling to the dels) and then worked round and turned our idea that the representative of Her Ma- bow round to more than a right angle; we jesty is sworn to protect public interests, judge; some one aboard the Fideliter called —not to make himself a party in any way out "Push me ashore, I'm sinking;" Capt. to private arrangements that are antagonis—Coffin replied "If you stop your engines I tie to the public good. We do not know, assisted in putting blankets into the large nor do we care, how His Excellency got hole which had been made; blankets were mixed up in this trust deed mess: but we thrown down to me and I endeavoyed to put are afraid it will prove one of those blocks them into the hole; I stayed there about two over which he will undoubtedly stumble minutes probably; I then went up to the over which he will undoubtedly stumble pilot house and reported to Capt. Coffin the and "break his shins." The public of nature of the damage we had sustained, and Vancouver Island are a very different class then he backed, but I also suggested we were of people from what His Excellency and in a sinking condition and he had better His Lordship of Golumbia" think; and it back out and do the best he could for himis just possible they may yet have an oppor-tunity of teaching these distinguished indivi-tunity of teaching these distinguished individuals a few unpalatable but at the same time and tried to stop the hole, but the water was wholesome lessons. It is quite as easy to coming in with tenfold force, and some one have a bishop disgraced or a Governor recalled as it is to knock down a fence, and beached near Lang's yard. I have been we feel satisfied that if the people are driven looking at this chart, and I don't think it to it they will make as little "bones" of the correct; Trial Island looks too far north : on one as if they have of the other.

at Messrs. Spratt & Kriemler's foundry, and never took the responsibility of piloting a with the most satisfactory results. About vessel. half a ton of iron was smelted and the coal equal to the celebrated Pennsylvania coal, an absence of sulphuric gasses which renders plan here the day before yesterday; I saw the ore softer and purer. This coal is there. the inaccuracy at once on looking at the has been made by Mr. F. Claudet of the Government Assay Office at New Westminster with the following results: Moisture ..... 5.10

Volatile combustible matter	17.20
Carbon	71.20
Ash	6.43
AshSpecific gravity	1.46
According to an analysis	given by Dr.
Forhes in his Essay on this C	olony, Nanaimo
coal contains - stormers ass	Column Delicators
Specific gravity	1.24
Carbon	66.93
Mittagen and other passes.	17.24

	Specific gravity	. 1.24
127	Carbon	.66.93
10	Nitrogen and other gasses	15.02
* 5	Ash	.10.00
1	hese results will bear favorable c	omparisor
	ith Welsh coal, which is said to	
16	Specific gravity	. 1,305 Tag
-1	Carbon.	90:94 TE
:	Gasses	7.61
3	Ash	1.40

We are pleased to learn that the Company have succeeded in obtaining a grant of 20,000 acres from the British Columbian Government, and are now prepared to commence operations on a larger scale. Our Black Diamond mines are proving a safer and surer means of adding to our material wealth than our gold fields. An extraordinary meeting of the shareholders in the company is advertised to be held in the Council Chamber on Saturday, September 9th, at one p.m., for the election of officers and other

VICE ADMIRALTY COURT. Before His Honor David Cameron, Esq., C. J., Judge and Commissary of the Vice-Admiralty Court. V. I.

ALEXANDRA AND FIDELITER.

Seventh Day. THURSDAY, Aug. 31st. James McLaughlin-I was purser on the Alexandra on the 19th June last, and remember her leaving Victoria a little after 10 at night; my duties comprehend the business department of the steamer; I have nothing the wharf; I remained there till the captain called my attention to a light; there was no one there but the captain and myself: expected in this evening;" I have been at asked for the opera glasses; I looked for not see him afterwards; then a whistle blew which attracted my attention, it was immecollision was imminent, but I cannot give severe shock; when I first saw the light we were very close to Finlayson Point, to the collision, it might be a minute or a minute Richard's chart I can show the plan of collision : I am familiar with Richadr's chart and not that; I first saw the place yesterday QUEEN CHARLOTTE COAL—A quantity of anthracite coal from the Queen Charlotte have been acquainted with this coast since Company's mine was tested on Wednesday '58; I have had command of a vessel; I

Cross-examined-I did not assist Captain was pronounced by the workmen to be of a Coffin that night in steering; I have paid most superior character for the purpose and considerable attention to this case since it commenced, and have read the reports in the papers, but not very carefully r they could the heat giving properties being intense with have been read with more care; saw that fore likely to be held in high favor in the day or the day before; the points were three foundries and smelting works on this coast. not five; I did not take the compass; there were two compasses, but I did not look at them; my eye was more accurate; three points are thirty-three and a-third degrees Finlayson Point is accurate on the plan; we were in near the shore, close to these rocks; we frequently go near the kelp; it might be 50 or 100 yards outside of the kelp off Glimpse rocks; kelp has no clear outside line like rocks, and it is not se easy to speak positively; never measured the kelp bed; have seen it both from sea and land. [Mr Ring here showed the probable place.] With ness-No that's not it; we were nearer in I know it by intuition; we usually pass outside Clover Point; more than half a yard, and not 700; the Fideliter was probably a third of a mile distant when we first sighted her; she was about there (on map) when I first saw her, and by the scale of this map it would be 400 or 500 yards from Clover Point; between first sighting the lights till her last whistle was about a minute and three-quarters or a minute and a-half to two minutes I cannot be certain, but I know it was only a short time; I went to the port side to look at her, because the starboard door was shut, and when opened would be in my way; I could see the lights from the port side of the pilot house; I was all the time in the pilothouse, and did not go outside; after the three whistles Captain Coffin ported; I did not look to see, but I presume it was hard down as he did not move it back again, and the spoke was stationary till I took hold of it to

sustain myself at the collision; the funnels | tide somewhat; a steamer of seven or eight are on each side of the pilot-house; the feet draft, with stars and no moon and flood front door looks out between them; the wheel tide, I would keep half point more Souths between them. | Showed relative position of | ward, as the flood tide would send her up tohouse, doors, wheel and funnels on a piece of wards Clover Point; cannot say how far that paper; there is room for a man to walk be course would take me in off Clever Point, tween the funnels and the pilot house; the nor no man can tell, but it might be in dead diameter of the funnels is about two feet water from 1/2 to 1/2 a mile, but I never saw or over two feet; they might be four for all dead water there; I would probably pass

Re-examined-Under these circumstances exact bearing of such a ship approaching; when I saw the plan Captain Coffin was with me; there were two or three gathered round: I cannot say whether it was before the Court met or not; the wheel is very close dies as much as we can; in the night we to the circular point of the pilot house; the always take the land, because you cannot smoke stacks will shut out anything like a light if you get them between you and it : they might shut out some object from a per-son standing at the centre of the wheel about judgment how far I kept off; I cannot say six or seven points off the beam; I went to exactly; a vessel drawing 20 feet can go as the port side of the wheel house to see over near Clover Point at half tide as one drawing or past the captain's back, as the dark starboard door was in my way.

John Swanson-The map appears to represent the coast, but it certainly does not re-present the shoals and rocks that lay off the points; Trial Island appears to me to be too close in; I have known this coast for some 23 years; that passage is called the Enterprise channel on the new chart; it has no other name: never heard it called by any other name; it had no name till Capt. Richards gave it; I know the course I generally take, and I know the general practice; I know the course the other steamers generally take going out of Victoria harbor and in also; from Trial Island you steer to half a point off on are out; that would take you off Finlayson Point about a quarter of a mile ; light draft steamers in coming out as a rule follow from point to point two hundred to three! to 200 off Clover Point; on rounding Clover Point if she were going through Enterprise Channel she would steer accordingly; it she were going outside of Trial Island she would not go so near Clover Point, but leave it one fourth of a mile off; the usual course for a light draught steamer is through Enterprise Channel; I only know the Fideliter from being a passenger on her for the trip; I know struck before I got on board, very little of the working qualities of the Fideliter; she draws 19 feet, I suppose she does when loaded.

Cross examined - A light draft steamer means six feet draft and under; the Labouchere draws 12 feet, the Beaver 10, the Otter by a course, but in all cases when we can see am not a seafaring man. the land we go by it and not by courses; generally run inside of Brotchey's Ledge; you cannot judge 150 yards on a dark night on the idea I round Trial Island 100 or 150 yards; if I passed within 75 yards it might bring me nearer Clover Point than the one fourth of a mile; we sometimes run in towards Clover Point so as to get the land; after we round Trial Island on a dark night you cannot see Clover Point till you are past it and bring it out and get some water behind it for a back ground; I suppose the Alexandra draws some 19 inches when

Re-examined-I suppose after rounding Trial Island on a starry night a vessel would steer so as to leave Clover Point from a quarter to half a mile off.

James Thorne-I have had considerable experience on this coast, for 18 or 19 years; have run the Otter and Beaver to Westminster and up the coast as engineer; I don't know the courses in and out of Victoria harbor; it is no part of my duty as engineer; steamers usually went at first outside, but after the year the Beaver was laid up Captain Lewis always went through both going up and down; the Beaver always kept outside Brotchie's ledge, being a heavy draft steamer, but I don't think it was necessary for her to do so; she averaged between 8 and 10 feet; a lighter steamer would keep the inside as amatter of course; light dust steamers always went inside frial Island; it is a more convenient passage going inside; I have known the Beaver hung up for hours on go-ing outside; light vessels going out would shave every point as near as they could; I don't know how near Clover Point a vessel would go after rounding Trial Island ; if a l stern wheel steamer were going any speed she could not be brought up in ten turns.

Question. Not in two?

Answer. No, sir. James Fram-I have been pilot and captain on this coast for several years between here and New Westminster in and out, on a light draft steamer; I would follow the shore close, clear of the headlands, on going out you can go quite close to Finlayson and Clover Points, within about 100 ya ds: the course of light draft steamers would go inside Trial Island; I generally go inside; coming in from the outside of Trial Island you give Clover Point a good berth, probably 1 of a mile, and to the southward of Finlayson Point about a little more; if you clear Clover Point you clear Finlayson, as it is not so far out; have had experience as an engineer; know the Alexandra; she has a large wheel her engines are about 150 horse power; with 70 pounds of steam, at about 8 or 9 knots, two turns would not be felt in stopping her

hardly; and diet no some of freight would Cross examined 100 tons of freight would sink her about 6 or 8 inches; compared to other boats she is a large boat.

Re-examined—She is a light draft steamer

compared with the other boats.

John Titcomb-I am pilot of Victoria; have passed an examination six years ago: I know the coast; the course from outside after collision.

Trial Island for Victoria harbor would be Cross-examined—Was on deck twenty about W half South, depending on wind and minutes before the collision; the ships were

cen; he has had charge of the Enterprise I he was long enough to give me orders; pro-

Finlayson Point not quite half a mile; I would about half a mile past Trial Island no one would look at the compass to see the shape my course for the harbor mouth until I could shape it in ; we don't steer any regular course in light draft boats, but we take advantage of the eddies; on getting past Ogden Point we steer by the land and take the edmake a regular course in flat bottomed boats; from Finlayson Point (not much wind and 20 inches; "a heavy draft boat 'aint got no business in there," but a light draft boat hugs the shore; he ought to go as close as he could; I know no name to the inside passage of Trial Island; would describe it as the inside of Trial Island.

Cross-examined-Both going in and out I would use my own judgment; I would not be fit to be a pilot if I did not; in a light draft vessel I would keep close in on a clear night; in a heavy draft vessel I should not.

Thomas Pritchard-I was fireman on the Fideliter on the 19th June; I remember the collision; I was standing by the engine up to the time of the collision; after the collision I went on board the Alexandra; previously the starboard bow; Holland Point, leaving I had no orders about the engines; when I Clover Point half a mile off in going for Vic- left the Fideliter she was going ahead; I astoria harbor; you don't always run straight, sisted the engineer; he was in charge; the it depends on the night; on a dark night I engineer was not below; there was no pershould probably pass Clover Point about half son working the engines when I left; they a mile; the Fisquard light has not much to were at that time without any one to manage do, but if we open it we know we are clear them; cannot say if they were stopped be of the shore, but you don't know how far you fore she got ashore or not; I left because I thought the Alexandra more likely to float.

Cross-examined-I have been on board the Fideliter 18 months; don't know her course round Clover Point or Trial Island; hundred yards clear of Finlayson and 150 on board the Alexandra I did not notice how they were; I never took any particular notice passing Clover Point though I have been on deck there.

Resexamined-Shortly after getting on the Alexandra I saw them running with blankets to stop the leak; I don't know her captain they turned round and made for the harbor I think it was five or six minutes after she

Edwin Babbit-I was a passenger on the Fideliter; recollect the collision; I was in the cabin at that time ; I was conscious it had taken place and I went on deck; I saw the hoats fast and returned to the cabin; it did not seem to me to be a very severe shock; nine feet six inches; I round Trial Island I went on deck again after being in the cabin within 100 or 150 yards away on any vessel; five or ten minutes; I went forward and got we don't steer any particular course but on to the Alexandra; I heard some one on according to circumstances; we always do the upper deck say send us a line and we'll go by the land; when it is so very dark or tow you ashore; also stop your engines, in a fog and we cannot see the land we steer you're turning us round; I heard no answer;

Michael Jamieson-I was a carpenter and assistant deck hand on board the Alexandra : but any draft of vessel you should have talking to passengers; heard the Alexandra Clover Point a quarter of a mile off in coming in; in going out I should probably not have it more than 200 yards off; I now speak I then went on deck and the mate said give me an axe; he ordered me to go to the forecastle; I knocked away some lumber to discover where the leak was; after that I came again on deck; heard Captain McCulloch say " for God's sake shove me ashore :" Cantain Coffin said get a rope, if I was only clear I would tow you ashore; they appeared so when I saw them after the collision (A. F.) both were then going ahead but we could not push them ashore as they kept pushing us round by going ahead; I have been a steambeat man nine years; the captain was in the wheelhouse, the mate was on the forecastle and crew also after the collision, and as far as I can judge after the collision she was handled as she ought to be; am a stranger to this coast : have not seen the spot since.

George Me Farland-I was a passenger on the Alexandra when the collision took place : was in the purser's room with Mr. Ward I heard the whistles from the Fideliter which first roused my attention; after a remark to Mr. Ward I went out to see; I went out at the right hand side and saw the Fideliter coming right across her bows ; saw no lights: took no particular notice; the collision then occurred; the Fideliter was heading to land : we were going along the land, but I don't know how far off; some one rushed to the rail and said "for God's sake shove me ashore I'm sinking;" Captain Coffin replied ' McCulloch, stop your engines. I cannot do anything whilst you're in motion; heard the mate call to him also to stop his engines; a rope was then attached to the Fideliter; Captain Coffin shouted to him several times to stop his engines and he would shove him ashore, or take him alongside and tow him into the harbor; the Fideliter was in motion all the time, and we therefore went round (from east by north to west). The rope was cast off by the captain's orders; don't know the coast, never was there before; I could see the shore, don't know how far we were off it.

Cross-examined—Don't know whether she

was nearing shore or running alongside it.

William Ward-I was a passenger on the night of the collision on the Alexandra ; just before the collision I was in the captain's room on deck with McFarland; the Fideliter's whistle was the first thing which attracted my attention; McFarland said "let's go out, that sounds like the Fideliter; "I went out on the right hand side looking towards the bow; I saw the Fideliter coming on in a slanting position on the same side; I saw no lights; I saw her distinctly; it seemed assif the Fideliter ran into the Alexandra, and I believe she did; I was not a the bow; I know there was a collision, but did not see how they met. I heard someone say to someone on the Fideliter to throw a rope; they seemed to be backing the engines: I know the mate saw him, he left us to look after his business; the passengers were chiefly Chinamen; saw three or four white men; we were clear five or eight minutes

in the slant position about three minutes before the collision.

Captain Swanson, recalled-There is no established custom or law from Trial Island to Victoria Harbor; with respect to ships of heavy draft from Trial Island to Victoria the law is you are to take the right hand side in passing, but were I coming round Tria Island with a ship drawing upwards of eight feet of water I would invariably give a light draft steamer the shore in passing, and I have actually done so in the case of the Alexandra, Enterprise and Caledonia both night and day, but were she a heavy draft I would keep the starboard side in towards shore, but as I know light draft vessels al-

By the Court-In passing my port side I would be to his port side, that is a large draft vessel to whom I would give his proper

ways keep from point to point I should give

them the inside.

Question-Do you know the practice of ther captains? This question was not allowed by the Gourt.

Court adjourned till Monday.

### CRICKET MATCH.

The match between the Victoria Club and the newly organized City. Club, took place on Beacon Hill on Saturday, and resulted in the former being worsted to an extent that will detract much from their previous laurels. The Victoria players went in first and, without making much of a stand, owing to the good fielding of the city players and the destructive bowling of Messrs. Chisholm and Macaulay, ran up a total of 63, the highest score being made by Mr. Fowler. In the second innings they cut a still worse figure. and were disposed of for the ridiculously small score of 21. The City players stood their ground well in the first innings, and after some good play retired for 63 runs. In the second they sent in Chisholm and Macaulay. who alone with byes added 22 more, leaving them victors with 10 wickets to go down. His Excellency the Governor and Miss Kennedy and others were on the field during the

The following is the score :-VICTORIA UNITED CRICKET CLUB. 1ST INMINGS. Barnett, s Weaver, b Chisholm ..... Whittaker, b Macaulay Edwards, ro ..... Fowler, c Warren, b Chisholm ...... 21 Nesbitt, no ...... 4 Total ...... 63 2ND INNINGS. Barnett, b Chisholm ...... 6 Nesbitt, c Havelock, b Macaulay ..... 0 Howard, c Macaulay, b Chisholm ...... 4 Wilson, c and b Macaulay .... Fowler, b Macaulay .....

Callingham, no..... Whittaker, b Macaulay ...... 0
Edwards, s Weaver, b Chisholm ...... 2 Farwell, b Chisholm ..... Wides 0 Byes 1,...... 1 Leg Byes 0, No Balls 0, ..... 0 Total ...... 21 GRAND TOTAL. 1st Innings ...... 63 2nd Ditto...... 21 Total ...... 84 CITY CRICKET CLUB. lst innings.

Haynes, c Edwards, b Bacon ..... Thompson, I b w, b Howard ..... Gale, 1 b w, b Bacon ...... 4 wedite to 2nd innings. ad bas ,bse Chisholm, no ...... 8 Macaulay, no ...... 9 GRAND TOTAL. 1st Innings ...... 63 2nd Ditto, ...... 22 

CHIEF JUSTICE APPOINTED-We' are informed that Mr. Benham, a special pleader of some sixteen years standing, has been gazetted Chief Justice of this colony. The appointment was made about eight weeks ago, and the new Chief Justice is expected to srrive out in about six weeks. Mr. Benham is said by those who know him to be a sound lawyer and well qualified to fill the office. He is about 40 years of age. His salary will be £1200 a year.

ORR'S PROSPECTING PARTY-A telegram was received at New Westminster on Tuesday evening from up above, stating that Mr. Orr, with his party of prospectors, had ascended the North Fork of the Thompson River, and endeavored to make a portage across to the Columbia at the nearest point to the Big Bend, but found it impracticable owing to the mountainous nature of the country. An Indian trail exists however, we believe, at a point lower down the Thompson.

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The Weekly

The Chu INJUNCTI

In the absence of the contemplated r the Church Reserve cussion on Thursda by some that speci engaged to guard that if need be th called to the rescu rumors-for it is w Volunteers would r demolition than they served to until it became order of Court had the action of the Co ment of the whole An application the afternoon to

McCreight, upon tl Green, His Hono injunction to issue Council, and their lowing is a copy: VICTORIA by the ( Kingdom of and the Cole Queen Defen

To Th { L. S } lington & frey, Jas Carey, W agents. Whereas upon

us into our Court

Honor David Can tice of the Suprem of August, 1865, b sel for the compla Arthur Edward K Bath, Governor of Thomas, Lord A George Lord Bis and William San complainants, an Burlington Smith. Joseph Westrop William Leigh ants. It was awa awarded to restr Harris, William Fell, James Thorn William Hibbard - Jeffrey, their agents from pullis destroying, or buildings, fences standing or being ments and premis pleadings mentio hereditaments ar Christ Church T Reserve until the further order of the

We therefore in mises do hereby lington Smith, Ja Thorne, Joseph Leigh, your Serve under the penalty be levied upon y your lands, goods from pulling down other erections no the lands, the lan mises as compris 6th day of May this cause menti hereditaments an Christ Church Tru serve until Thurs defendants will sh be continued unt the contrary. Witness ourse Island the 31st da

29th year of our i The effect of this moval of the fen until Thursday

Corporation are r the injunction sh merits of the who Copies of the I the Mayor, Tow Smith and Jeffer whether the res

THE FENCES

Since writing that a large porti removed. Inform police, and Mr. rested. He w bail.

THE FEN

BEFORE THE

Mr. James T cillors, was charg Wilmer, with destroying a part on the Church B Bishop of Colum Mr. Sebright ( secution on behal Church Fund.

Courtney, for the The case excit court being dens Sergt. Wilmer,

# WEEKLY BRITISH COLONIST.

# out three minutes be

ecalled—There is no law from Trial Island vith respect to ships of Island to Victoria the the right hand side in coming round Tria wing upwards of eight invariably give a light pre in passing, and I in the case of the Aland Caledonia both and Caledonia both e she a heavy draft I pard side in towards light draft vessels alto point I should give

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Monday. MATCH.

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hisholm and Macaulay. dded 22 more, leaving wickets to go down. His or and Miss Kennedy the field during the e score :-CRICKET CLUB. MINGS. hisholm ..... 8010 ay b Macaulay ..... Chisholm .....

hisholm ...... 0 hisholm ...... 21 yes 4, ...... 10 No Balls 0, ..... 2 Macaulay ..... 6 Chisholm ...... lay ....

Chisholm ..... 2 No Balls 0, ..... 0

CKET CLUB. NNINGS. Bacon ..... 2.

..... 14 oward ..... Byes 10,..... 16 N Balls 0,..... 2 ...... 63 NNINGS.

o down. TOTAL. al ...... 85

PPOINTED-We are inenham, a special pleader rs standing, has been e of this colony. The de about eight weeks ief Justice is expected t six weeks. Mr. Benwho know him to be a all qualified to fill the 40 years of age. His a year.

PARTY—A telegram Westminster on Tuesabove, stating that Mr. of prospectors, had asork of the Thompson red to make a portage found it impracticable ocus nature of the counexists however, we ber down the Thompson.

The Church Reserve. INJUNCTION SERVED.

In the absence of more engaging subjects the contemplated removal of the feaces on the Church Reserve formed the topic of discussion on Thursday. It was gravely asserted by some that special constables were to be engaged to guard the sacred exections, and that if need be the Volunteers were to be called to the rescue. Absurd as were these rumors-for it is well known that most of the Volunteers would rather aid in the work of demolition than resist the people—still they served to inflate the public mind, they served to inflate the public minu, until it became noised abroad that an order of Court had been obtained to restrain kind of a night was it?

Witness—A dark night.

The Bench—Was it a dark night at two in the morning? (Laughter.)

ment of the whole question.

An application having been made late in the afternoon to the Chief Justice by Mr. McCreight, upon the affidavit of Mr. Sebright Green, His Honor granted an order for an say (to witness) it was a dark night at two in injunction to issue against the Mayor and Council, and their agents, of which the fol-

lowing is a copy:

VICTORIA by the Grace of God of the United Mr. Thorne when he pulled the pickets down; and the Colonies thereunto belonging Queen Defender of the Faith.

To Thos. Harris, William Bur-L. S lington Smith, James Fell, - Jeffrey, Jas. Thorne, Joseph Westrop Carey, William Hibbard, and William Leigh, their servants, workmen and agents, Greeting,

Whereas upon opening of the matter unto till it was proved to be correct. us into our Court of Chancery before His Honor David Cameron, Esquire, Chief Justice of the Supreme Court on the 31st day of August, 1865, by Mr. McCreight of Coun-Bath, Governor of Vancouver Island, Charles Thomas, Lord Archbishop of Canterbury, George Lord Bishop of British Columbia, and William Sanders Sebright Green are complainants, and Thos. Harris, William Burlington Smith. James Fell, James Thorne, Joseph Westrop Carey, William Hibbard, William Leigh and — Jeffrey, are defendants. It was awarded that an Injunction be awarded to restrain you the said Thomas Harris, William Burlington Smith, James Fell. James Thorne, Joseph Westrop Carey, William Hibbard, and William Leigh, and
— Jeffrey, their servants, workmen and agents from pulling down, cutting, defacing, destroying, or in any way injuring the buildings, fences or other erections now standing or being upon the land, hereditaments and premises comprised in the Indenture of the 6th day of May, 1864, in the pleadings mentioned, and being the land hereditaments and premises known as the Christ Church Trust Lands on the Church Reserve until the hearing of this case on the further order of the Court.

We therefore in consideration of the premises do hereby strictly enjoin and restrain you the said Thomas Harris, William Burfor not bringing up more persons in this case,
lington Smith, James Fell, — Jeffray, James
although it would only have had the effect of
damage done; another to order the prisoner Thorne, Joseph Westrop, Carey, William raising more actions to be brought against to enter into recognizances to keep the peace.

Leigh, your Servants, Workmen and Agents, them for false imprisonment. Mr. Thorne, by He was called upon by his decision to say your lands, goods and chattels to our use the city, and if he chose to take such an early the lands, the lands hereditaments and premises as comprised in the Indenture of the 6th day of May, 1864 in the pleadings in this cause mentioned, and being the lands, hereditaments and premises known as the Christ Church Trust Lands on the Church Reserve until Thursday next, on which day the defendants will show cause why it should not be continued until the hearing of this cause or until our said Court make other order to

Island the 3184 day 29th year of our reign.

David Cameron,
Chief Instit

Chief Justice. The effect of this order is to prevent the removal of the fences by the civic authorities until Thursday next, when the Mayor and Corporation are required to show cause why

Copies of the Injunction were served upon the Mayor, Town Clerk, and Councillors Smith and Jeffery. We did not ascertain whether the rest of the Councillors were served last night or not.

LATER.

## THE FENCES TORN DOWN DURING THE NIGHT.

Since writing the above, we are informed that a large portion of the fences have been removed. Information was conveyed to the feetly justifiable, and the hour chosen was police, and Mr. James Thorne was are quite immaterial. rested. He was, however, liberated on

# THE FENCE INVASION!

POLICE COURT.

BEFORE THE STIPENDIARY MAGISTRATE.

Friday, September 1st, 1865.

Mr. James Thorne, one of the City Councillors, was charged, at the instance of Sergt. Wilmer, with unlawfully and maliciously destroying a part of a certain fence situated on the Church Reserve, the property of the Bishop of Columbia.

Mr. Sebright Green appeared for the prosecution on behalf of the Trustees of Christ Church Fund. Mr. Ring, instructed by Mr. Courtney, for the defence

The case excited the liveliest interest, the

court being densely crowded Sergt. Wilmer, who made the arrest, swore inspecting the same, the Magistrate sug-

of the fence had been pulled down; heard a noise in the direction of the school-house, and going there he saw two men pulling down the fence; saw James Thorne with another pull down a length of the fence to the extent of two pickets; prisoner Thorne seized hold of another length of the fence, the other man removing some rocks supporting it; he ar-rested Mr. Thorne; the other man, whom he did not know, disappeared.

The officer here produced a printed notice which he said was signed by the Mayor. Mr. Ring said that notice could not be given

in evidence; it might only be a squib. In answer to Mr. Green Sergt. Wilmer said a large portion of the fence had been pulled down; it was a dark night.

To the Bench—Mr. Green said they claimed

actual damage. Sergt. Wilmer testified that the damage done by Mr, Thorne was \$2 50 and upwards.

ship to finish the cross-examination. So you the morning? (Laughter.)

Witness-It was dark at two o'clock. It is on the property commonly known as the Church Reserve; I was only a few yards from Kingdom of Great Britain and Ireland I do not know but that the fence may be on private property; the other man disappeared; could'nt see who he was; I caught Mr. Thorne in the very act.

To Mr. Green-The fence was near the Colonial School-house, about half way to the church; believed it was near Blanchard

The Bench suggested that a map should be produced. Mr. Ring said he would object to any map,

A map was here produced by Mr. Green, who asked the witness to point out the spot

on the map.

Mr. Ring objected to the map. He said the sel for the complainants in a cause wherein Arthur Edward Kennedy, Companion of the moment that question arose the jurisdiction of the Bench ended. He (Mr. Ring) could show that Mr. Thorne was simply abating a nuisance which any private party had a right

Mr. Green said he was here to prosecute
James Thorne for willfully and maliciously
damaging the property of gentlemen whom

he (Mr. Green) represented.

This had been done, too; in the dead of placard had been printed and posted up by the authority of the Mayor and Council stating that the fences would be taken down at a cer-

Mr. Ring, having consulted the Town Clerk, who was present, admitted at once that the placard was issued by the authority of the City Council.

Mr. Green said that this act of tearing down the fences was not done in pursuance of this placard, which stated that the fences would be pulled down if not taken down on or before the 1st of September. That date had hardly begun, when the fences were pulled down at two o'clock in the morning. (laughter) If he had had more time he would have arrested more parties under the Riot | night.

under the penalty of One thousand pounds to virtue of his office had a right to the superbe levied upon you and each and every of vision of both the highways and by-ways of from pulling down, cutting, defacing or in hour for executing his duties, it only showed any way injuring the buildings, tences or an excess of zeal in his official duties. (laughother erections now standing or being upon ter.) The notice called on the Bishop or the defendants in the case, whoever they may be, to remove the fences on or before the 1st Sept. thus giving Mr. Thorne the choice of removing these nuisances on Friday if he chose, and that gentleman full of zeal in his office, made his appearance at 2 o'clock, and finding the fences not removed, although the parties had had at least two hours on Friday to do it, proceeded at once to carry out the resolution of the Council.

The learned counsel proceeded to argue that no malicious intention could be alleged, Witness ourself at Victoria, Vancouver because the act had been done in conformity with the deliberate resolution of the Council, as publicly announced by their printed notice. He quoted from Bacon that any one was justified in pulling down or removing a common nuisance. The public claim that they had the right of way across the Church Reserve, dedicated to them by usage of a number of years. The Corporation had power over the highways, roads and ways in the injunction should not continue until the the city, and to see that they were kept in merits of the whole question are decided, repair and not obstructed. The Council were indictable for non-performance of the municipal statutes, and he would ask if this Court wished to place the Council in a predicament by deciding that the Corporation in attempting to do that which they deemed their duty, were acting maliciously. Therefore as this was a question of the title of the public to the right of way, and as this Court could not decide on that question, and as according to the decision of Lord Denman Mr. Thorne could not be indicted even for trespass, the Court certainly could not inflict the ordinary fine. The course pursued was not one he might have advised, but was per-

The Bench asked if Mr. Ring was prepared to find bail that Mr. Thorne would keep the peace.

Mr. Ring said he would not admit that Mr. Thorne had broken any other kind of peace than a piece of board.

The Bench said the case must then go on. Officers McMillan and McEwan said they were on what was called the Church Reserve at a quarter before two o'clock, a. m., and confirmed the statement of Sergt. Wilmer.

Smith Allatt, sworn-Assisted in putting up fences on the Church Reserve. They are nearly all now down; about three parts of them. It will take \$300 to repair the damage if the same material is used. The fences were standing at 6 o'clock last eve-

Mr. Ring declined to cross-examine. Thomas Story-Proved that the damage

done was about \$300. Mr. J. J. Cochrane and Sergt. Wilmer were here required to prove the position of

Mr. Ring said he was quite prepared to go on with the case, and to produce authorities in support of it. He contended that the Magistrate had no right to open the question of title, and the only matter to determine was, whether there had been malacious in tent proved. He had evidence to call to show that Mr. Thorne had acted under a supposed bona fide right as one of the conservators of public rights to remove nuisances Quoted Russell on Crimes, page 546 to show that circumstances may negative malice.

Sergt. Wilmer, 1e-called—Said he had pointed out to Mr. Cochrane the position of the fence he saw Mr. Thorne pull down.

Mr. J. J. Cochrane, Agent to the Trustees of Christ Church Fund, sworn—Said he had been on the Church Reserve.

Mr. Ring—Oh, stay! stay! that won't do.

Do you not know that the title to this property is in dispute? Witness-I know nothing; I have had no

Mr. Ring—Do you not know that the question of the validity of the title has been ventilated through the press? Witness-I have read a good deal about it in the papers.

Mr. Ring-Do you not know that the people lay claim to the property? Witness-(Looking to his adviser for a hint)-I know nothing (laughter); I have

had no notice. Mr, Ring-Have you not heard any person asserting an opinion on the rights of the people to that property?
Witness—Yes; I have heard opinions ex-

ressed to that effect. Mr. Ring-That is all I want.

Witness, continued-The portion of fence pointed out by previous witness as pulled down by Mr. Thorne is on what is marked on the official map of Victoria as the Church Reserve.

The magistrate here said he should prefer not having to decide upon the question of malice, and he again suggested bonds being given for the accused to keep the

Mr. Ring reiterated the right of the accused to act in his corporate capacity in the protection of actual or supposed public rights and the absence of any malice in the act complained of. He thought the association of policemen going on the ground as they did were more provocative of riot or breach of the peace than the act of those who acted bona fide under what they believed to be a legal right at an hour in the morning too when they were least likely to create any night; he was also prepared to prove that a breach of the peace or to meet with any resistance. Without surrendering the question in any way however he should not ob-ject to Mr. Thorne entering into his own reognizance not to commit a breach of the peace. The offer was not accepted:

William Leigh, Acting Town Clerk, was called for the defence and produced petitions from residents and land owners in the vicinity of the Reserve and from members of the Catholic Church praying that the fences be removed. Also resolutions of the Council as

to the removal of the same.

Cross-examined by Mr. Green—I know of no meeting of the Council last night nor of any resolution to pull down the fences last

He was called upon by his decision to say whether pulling down fences at two o'clock in the morning when people are quietly resting in their beds is a breach of the peace and he must say that he could not sanction such a proceeding. He therefore ordered the accused to enter into bonds to keep the peace for six months, himself in \$1000 and wo sureties in \$500 each, or to suffer two

months' imprisonment. Mr. Ring said Mr. Thorne would not give bonds and he should at once move in the Supreme Court for a habeas corpus.

Mr. Thorne was then handed over to the custody of the police, but was eventually released upon furnishing security, it having been decided upon consultation with his counsel to move the Superior Court to quash the proceedings of the Police Court.

# BRITISH COLUMBIA. LATER FROM CARIBOO.

The steamer Enterprise arrived on Saturday with 50 passengers and 7,900 ounces of gold in bars, representing nearly \$100,000, belonging to the late partners in the Ericson

MINING INTELLIGENCE.

Our dates from Cariboo are to the 24th of August. Nothing very important had occurred, but some fresh strikes were reported, amongst others the Forest Rose Co. and the Hibernian Co. in the north hill side, were said to have struck pay, but to what extent was unknown. The French Co. also on the north hill side were also taking out from 45 to 50 ounces a day and considered it a promising claim. The Last Chance Co, are doing well. The Tinker Co. have abandoned their lower shaft out of which they have taken all the good pay and are drifting after the old chan-nel in their upper shaft. The Aurora Co. were taking out pay and expected to get on to big pay in a few days. The Sawmill Co. are progressing well with their new shaft, and are confident of successful results in a few days. The Davis (Nigger) Co. are taking out from 30 to 40 ounces a day. Two or three other claims are paying expenses,

the rest are doing little.

Jas. Cain and Vaughan had started out for a creek discovered last fall, in a northeast direction from Williams Creek, taking with them ten months' provisions raised principally amongst the miners, the storekeepers having declined to have anything to do with the adventure. They contemplated working with three others all winter. The creek is said to resemble Williams Creek and the prospects are believed to be very encouraging, but the discoverers preserve silence as to the distance, direction and prospects: The miners entertain great confidence in regard to the discovery as Cain is known to be one of the best prospectors in the country.

with the Cottonwood Road.

liams Creek by the middle of September.

for \$500 a side. A good deal of money would change hands on the event the men being well matched.

Nothing was yet known regarding the rob-bery at Mr. Lichenstein's store. Jim Sellers, so popular with the miners at Beaver Lake in '62-3, has purchased Mr. Crow's interest at Soda Creek.

Crops on the road were all looking in prime order. The weather was dry. Plenty of rain had fallen but rather too early.

# Farewell Address to Governor Seymour at New Westmin-

To His Excellency Frederick Seymour. Esq., Governor of British Columbia and its Dependencies, gc., ge., gc.

MAY IT PLEASE YOUR EXCELLENCY-We Her Majesty's loyal subjects, cannot allow Your Excellency to depart from these shores, even for a brief period, without renewing our assurance of attachment to the person and Government of our beloved Queen, and confidence in Your Excellency's wise and

constitutional administration.

During the comparatively brief period Your Excellency has administered the affairs of this colony several important measures of reform, which had long been denied to us, have become law; and we look forward with great hopefulness to the influence these measures are so well calculated to exert upon the

various interests of the country.

It cannot but be a source of satisfaction \*\* Your Excellency to know that not only have the germs of commercial and national prosperity been emplanted, but that political discontent and agitation, which so largely per-vaded the community in former years, have happily disappeared, and that the only op-position to Your Excellency's policy has had its origin in a neighboring colony, and has proceeded from a quarter which invests it than a disparagement of Your Excellency's property between his brother and sister. administrative acts.

But, while assuring Your Excellency of the confidence of the colonists in the wisdom of those great measures of reform which have the race last year. already been granted, we would not be fully discharging our duty, either to your Excellency or to ourselves, did we fail to remind you that very much still remains to be ac-

complished. Your Excellency will not have failed to observe the anomalous and imperfect character of the only legislative body in the colony and how uncongenial and ill-suited to the genius and wants of British colonists in the possessing representation in name we have still virtually to submit to the humiliation of Moore, who fell with them was, serioasly "Taxation without Representation," a principle in political economy happily now unknown under the more direct influence of pirates be sent over to San Quentin on Monday next. the British Constitution, that glorious palla- day next. have arrested more parties under the Riot Act.

Act.

The magistrate in giving his decision said there were two remedies which lay in his for not bringing up more persons in this case, although it would only have had the effect of raising more actions to be brought against the property which there were two remedies which lay in his power, one to impose a fine of £5 above the damage done; another to order the prisoner colony, and chilling the ardor, and hindering the property which there were two remedies which lay in his power, one to impose a fine of £5 above the damage done; another to order the prisoner colony, and chilling the ardor, and hindering the property which there were two remedies which lay in his power, one to impose a fine of £5 above the damage done; another to order the prisoner colony, and chilling the ardor, and hindering the property which there were two remedies which lay in his power, one to impose a fine of £5 above the damage done; another to order the prisoner colony. colony, and chilling the ardor, and hindering

the enterprise of its inhabitants. We, therefore venture to hope that, while in England, Your Excellency's powerful influence will be used in obtaining a material extension of the representative element in the Lorislation.

A private dispatch from New York quotes gold, Aug. 22nd, 143½, and sterling exchange 709½, for bankers bills, which, for the latter, is an advance.

Greenbacks 73½@73¾. representative element in the Legislative also venture to hope, will be productive of ton Territory together with such other goods much good to this colony in the promotion of as may offer for that port, Seattle, &c., there emigration, the speedy establishment of a has been considerable shipments of flour. and this port, a desideratum the want of toria and Portland; barque Mermaid, Port which is keenly felt by the colonists, and Angelos.

agitation calculated alike to exercise an injurious influence upon both colonies, by this forencon. capital, and distracts the attention of colonists | Scott, Port Angelos. from those settled pursuits so essential to

safe and pleasant voyage to your native land, and a speedy return to this colony to carry out that wise policy already so happily com recovery doubtful. out that wise policy already so happily com menced. And that Almighty God, in whose hands are all our ways, may have Your Ex-

servants. (Sigred) John Robson. Chairman of Public Meeting, for and on behalf of the people.

HIS EXCELLENCY'S REPLY.

GENTLEMEN,-I need not assure you that I you have been good enough to present to nia and the Columbia. me, on my departure from this colony.

It has, as you observe, been my duty, during the comparatively short period of my Seymour, who arrived from New Westminadministration, to give my assent to several important measures of legislation. I sincerely ing, has, it appears, been called home sooner trust that they will prove a benefit to the colony. I have been guided in my actions by a regard for the interests of British The Columbian says that owing to despatches. Columbia alone, even when I found with re-

which my acts have met with from the sented by Messrs. Armstrong, Cormack and people of this colony. I am not aware of the opposition to which you allude. It is ment, also waited on him, and received a not in New Westminster alone that taxation grant of \$500 towards the support of the dewith imperfect representation is unpopular, partment. The Hon A. N. Birch will be adamed in our Northern Mines the new duty on ministrator of the Government during the gold is not liked. The people, however, in Governor's absence, and the appointment of acting Colonial Secretary will probably be Government with every mark of respect on a recent occasion, and no expression reached.

The Weeking Brillish Coloring.

that in consequence of information he received, he proceeded with officers McEwan and hour, which would enable the learned gentleman to examine the law more minutely.

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Experience of information he received an adjournment for a quarter of an hour, which would enable the learned gentleman to examine the law more minutely. Smith has completed the Alexandria-Quesnel Road. Munro is progressing well that a knowledge by the inhabitants of Cariwith the Cottonwood Road.

Humphrey, Poole and Johnson's line of stages were to make their first trip to Beaver Pass on Friday and expected to reach Wilthe miners that the profit is on their side in A prize fight between two well known Vic. the new arrangement. I can only repeat to toria bruisers was to take place this week them what I said in the winter, let us give our measures of legislation a fair trial. "Depend upon it the last thing the Government of this colony would desire to do is to drive the miners from the country or allow any large portion of the population to lapse

into a state of political discontent."
I should, with perfect confidence in the result, be willing to see a larger popular ele-ment in the Legislative Council. Satisfied of the purity of motives by which the Gov-ernment is actuated, I should likewise not object to the introduction, did Her Majesty's instructions allow of it, of one or two unofficial members into the Executive Council. You may depend upon it that my best exertions will be used when in England to make the vast resources of this colony bet-ter known, to promote immigration to it, and to procure steam communication with Pan-

I freely acknowledge with you that the present feeling of uncertainty as regards the future relations of the colonies on this coast seriously interferes with the investment of capital, and distracts the attention of colonists from those settled pursuits so essential to their own prosperity and that of this country.

I have publicly expressed my views on this subject more than once. They are known

to the Secretary of State. I thank you very sincerely for the expression of good wishes with which your address concludes. On my part I assure you that I shall continue to take the most lively interest in the welfare of the colony, and not relax in my efforts to promote it.

### CALIFORNIA NEWS.

San Francisco, Ang. 28 .- A girl committed suicide this a. m., by jumping into the water in the rear of Rankin's powder-house at the Presidio.

The will of the late James Nesbitt leaves a proceeded from a quarter which invests it legacy of five thousand dollars to Mrs. Almiwith the character of a compliment rather ra Hopkins, and divides the remainder of his

A yacht race between the 'Restless' and the 'Annie' for \$500, has been arranged to come off on Sunday next, over the same route as

On Wednesday, Thursday, and Friday last, the assays made at the mint in this city numbered over 1,500. This has never been equalled.

During the performance at Wilson's Circus, last Saturday afternoon, the railing about the upper tier of seats gave way, and three men who were leaning against it were precipitated to the ground, officers Conway and Saulsbury were quite seriously injured. Conway's collargenius and wants of British colonists in the bone was dislocated and he was in-present form of Government. Although jured internally, while officer Saulsbury sus-possessing representation in name we have tained a severe fracture of the thigh; James

Greenbacks 73½@73¾.

By the Bark Harvest, which has been char-Your Excellency's visit to England, we cently made by the Indian agent of Washingtered to convey to Olympia the purchases re-

line of British steamers between Panama | Cleared - steamer Sierra Nevada, Vic-

which is keenly felt by the colonists, and the placing more clearly and fully before the British public the great advantages which this colony possesses as a profitable field for the investment of capital; and we expecially trust that Your Excellency will use your influence in putting an end to the agitation for a premature and unpropitious union of British Columbia and Vancouver Island, which is still kept up in Victoria, an Island, which is still kept up in Victoria, an engine, is not expected to recover.

There were no sales of greenbacks at Board keeping alive a feeling of uncertainty which Arrived-str Orizaba, from Victoria. Sailed seriously interferes with the investment of bark Almatia, Portland; bark Malvina

San Francisco, Aug. 30 .- Jas. Washingtheir own prosperity and that of the country, ton, fireman who was run over by by Monu-In conclusion, we wish Your Excellency a mental Engine last week at the Niantic Hotel,

Mr. James, street agent for Barney Morgan & Co., of New York, advertises for proposals cellency in His holy keeping, is the earnest to furnish telegraph poles with which to commence the construction of the opposition tele-Your Excellency's most obedient, humble graph line from San Francisco to the Atlantic States. It is their intention to complete a superior line with 2 wires stretched upon one

set of poles. The following order was issued from Gen. Halleck's Headquarters this morning :- GEN-ERAL ORDER, No. 1,-In compliance with the orders of the President of the United States. Major-Gen. W. H. Halleck hereby assumes receive with great satisfaction the address cific, comprising the departments of Califorcommand of the military division of the Pa-

Going Home-His Excellency Governor ster in the yacht Leviathan on Friday morngret that they appeared to conflict with those of another of Her Majesty's possessions.

I must most gratefully acknowledge the political tranquility which has prevailed during my administration of the Government, and the candid and indulgent consideration that the political tranquility which has prevailed during my administration of the Government, and the candid and indulgent consideration the partial process of the partial place of the parture must take place very much sooner than was anticipated. He will leave for San quimalt on Sunday. Previous to his Excellency's departure must take place very much sooner than was anticipated. He will leave for San quimalt on Sunday. Previous to his Excellency's departure must take place very much sooner than was anticipated. He will leave for San quimalt on Sunday. Previous to his Excellency's departure must take place very much sooner than was anticipated. He will leave for San quimalt on Sunday. Previous to his Excellency's departure must take place very much sooner than was anticipated. He will leave for San quimalt on Sunday. Previous to his Excellency's departure must take place very much sooner than was anticipated. He will leave for San quimalt on Sunday. Previous to his Excellency's departure must take place very much sooner than was anticipated. He will leave for San quimalt on Sunday. Previous to his Excellency's departure must take place very much sooner than was anticipated. He will leave for San quimalt on Sunday. Previous to his Excellency is leaved to the political transport of the Government. received by last steamer his Excellency's de-

uesday, September 5, 1865 VANCQUVER ISLAND AUTHORS ABROAD.

There are some prejudices so deeply rooted in the human mind that they would seem to defy almost the force of civilization to extirpate them. The traditional peculiarities of the Frenchman and the American are even now, despite the facilities presented for travel, the wide-spread commercial intercourse, and the dissemination of periodical literature, still flitting before the Englishman's mind; and it needs only an occasional glance at the French and American press to see how little John Bull is yet understood by his continental and transatlantic friends. It matters not how much Guizot may write of the English past or Montalambert of the English present, Frenchmen will view their English neighbors through the spectacles of caricature; and whether Dickens writes " Notes on America," or Trollope gives experiences of travel in the United States, it is all the same to the Englishman—he is not to be done out of his time-honored conception of the inquisitive, wooden-nutmeg-making Yankee. It is just possible that there may be an idea abroad in the American Republic that the Englishman is not a kind of lightcomplexioned coolie, bound to do the behests of his aristocratic master, but if there is, we must attribute the fact to some phenomenon that does not come within our ordinary experience. The fact is, with all our general progression and all our incursions into the realms of science, we are still sadly defective in our knowledge of each other. It is this melancholy ignorance which produces misconceptions, ill-feeling, and sometimes open war. We do not know that any misconception of the people of Vancouver Island and British Columbia will ever lead to the battle field, or even to serious disturbances, but it will in its own small way nevertheless do us an injury. We all know the effect of that unfortunate epistle of Donald Fraser in which our miners were stigmatized as " vermin" and our inhabitants generally the "scum of California." For a long time after the letter appeared we were really regarded in England as a population of cutthroats that could not be trusted. Books have since been written and placed before the British public purporting to describe the character of our population as well as our resources, but unfortunately they have been of so conflicting a nature that it would appear they have left no visible impression on the English mind. In this state of affairs the Rev. Matthew Mache visits England, turns author, and endeavors, by an elaborate collection of statistics and general information, to remove the scales from John Bull's eyes, and we have therefore the announcement among the literary advertisements of-" Vancouver Island and British Columbia-by Matthew Macfie, F.R.G.S. (Longman & Company.") We have not had the pleasure of perusing Mr. Macfie's book, but we know from the amount of data the author had in manuscript form prior to his leaving Vancouver Island, that it must possess the merit of affording the reader a larger amount of valuable information about these colonies than could be gleaned from any other source. It is, therefore, the more astonishing that we find in a brief review of the work in the London Spectator the old and absurd slander about our miners. "The great disadvantage" says the reviewer, "under which the colony rests is as inaccessibility, and the great richness of its gold mines has attracted a population who may not unfairly be called the scum of the earth."

What Mr. Macfie could have written to have induced the writer in the Spectator to call the miners of British Columbia the "seum of the earth," we certainly are at a loss to imagine, for anything more false or ridiculous than the charge can scarcely be conceived. Above all the gold mining populations in the world, we have no hesitation in saying that the miners of British Columbia are the most orderly, the most indefatigable and the most enterprising. Certainly, no other mining community of anything like the same number of population can anywhere be found who can show such a clear criminal calendar and such an industry and perseverance in overcoming difficulties. The reviewer aggravates the mischief by making in one line, Mr. Macfie's book imply so gross a charge, and in the next asserting that the author "writes with a moderation of tone and fulness of information which inspire the reader with confidence in his statements." The book is also valuable, according to the critic, " from the very conflicting nature of the reports contained in the letters of 'correspondents.' We have a warm curiosity to see Mr. Macfie's work, for if an intelligent writer like the reviewer in the Spectator is unable to take any other view of our mining population than the one we have just given, the statements in the one we have just given, the statements in the book must be, to say the least, rather nnique. We are inclined, however, to the belief that it is the traditional not the actual miner that is flitting before the Speciator's that so frequently represents the English nonever, we believe, perpetrate or imply so gratuitous a slander.

THE CRAPETO.

By the arrival of the Eliza Anderson this morning, we are in possession of telegraphic news to the Oregonian from the East to monrey. Poole and

FAILURE OF THE ATLANTIC TELEGRAPH. Salt Lake, Aug 21—A telegram has been received by H. W. Carpentier, from the operator at Omaha City, that when 1.200 miles out from Valentia the Atlantic cable broke in 240 fathoms of water. The Great Eastern had gone back to England for better grappling irons.

THE INDIANS OF NEW MEXICO.

NEW YORK, Aug 8.—The Post's Wash- a loss of about \$100,000. ington special says that the Commissioner of Indian affairs has received a proposition from a delegation of Philadelphia Quakers regarding the Indians of New Mexico, proposing to establish schools among the Navajo Indians free of all expenses to the granted the request. It promises the cooperation of the Bureau in forwarding the cnterprise,

Senators Foster, Doolittle and Ross, sent to investigate Indian affairs in New Mexico and Colorado, have returned from the plains. While absent, they investigated the Sand Creek affair, and informed the Indians interested, that the Government disapproved of Col. Chivington's action, They invited the Indians to meet them in council at Cow Creek, near Fort Larned, September the 10th, and arrange terms of peace. Favorable results are anticipated. Col. Samuel Tappan, of the First Colorado cavalry, accompanied the Senatorial delegation.

THE CANADIAN DEBT.

NEW YORK, Aug. 17 .- The Herald's (!) Quebec correspondent says the Canadian debt exceeds seventy-five millions of dollars. Political affairs are represented to be in a very critical condition.

SHOCK OF AN EARTHQUAKE AT MEMPHIS.

MEMPHIS, Aug. 17.—A shock of an earthquake was felt this morning, shaking the buildings, tumbling down chimneys and upsetting loose articles. The shake was stronger at Holley Spring, Miss., and Lagrange, Tenn. It lasted about ten seconds. No particular damage was done as far as known.

FROM ST. DOMINGO.

NEW YORK, Aug. 15 .- The State Department has been informed that Spain having failed in her efforts to subjugate St. Domingo, now demands an acknowledgment that she went there to take possession at the request of the people. The Dominicans refused to make so humiliating an acknowledgment, and their ports have been declared blockaded.

THE 7:30 LOAN

It is stated in a Washington telegram of July 19th that the Secretary of the Treasury had telegraphed to the Assistant Treasurer at San Francisco to day discontinuing the sales of the 7:30s. The entire subscription will be taken before an additional supply of notes can reach here. We are informed that this loan does not apply to the 7:30 bonds of the date of June 30th, 1865, which are now on hand at the sub-Treasury office and with Wells Fargo & Co., in this city, amounting to about two millions of dollars. .

As no instructions to discontinue subcriptions for the latter issue have been received, there is still an opportunity for Californians to invest in either. It will be remembered that an old issue has this advantage: the full amount of seventhirty per cent. will be paid certainly; whereas, in the case of last issues, the Secretary may pay seven-thirty per cent. in currency at par within six months or a year, which would make the former a practicable investment.

EUROPEAN.

The weather in England has become in clement, much rain falling.

The Times in speaking of the present position of Schleswig and Holstein, says for stores or repairs. that France continues to hope that any arrangement that may be made will be in conformity with the national sentiments of the people of the Duchies. Rumors of an early interview between the King of State and the people prevailed. The correspondent says it is generally believed such a personal interview will not take place before the evacution of Rome by the French troops.

NEW YORK, Aug. 13.—The Warsaw Journal announces that the plan for a telegraph line between Russia and America has been approved and signed by the Czar. The Russian Government undertakes to complete the line as far as Nicoladewski, the remaining portion being in charge of an American company. The capital of the latter amounts to \$10,000 bonds, representing \$8,434,600, have already been issued. It is intended that this route shall be finished in five

years.bene'l nedw mye, saola POLITICS IN MAINE

PORTLAND, ME, Aug 15-The Democratic convention to-day, unanimously nominated Jas. Howard, of Portland, for Governor, lash ubit bas

BAILROAD BRIDGES CARRIED AWAY. NEW YORK, Aug 16-A special dispatch to the Commercial from Leavenworth, Kansas, says, the Pacific railroad bridge over the Kansas river, together with the bridge over the Stranger river

Lanmeister & Co. have purchased Smith a recent occasion, and no expression reached

overnment with every mark of respect of

were carried away by the rise in the PRESTON KING APPOINTED COLLECTOR OF

NEW YORK.

NEW YORK, Aug 17-Preston King vesterday executed bonds as Collector of the Port of New York, and will enter upon the duties of his office on the 1st of September.

The Ketchum robberies are estimated at \$5,000,000.

R. R. Mulford, whose failure to meet his engagements was announced several days since, has been arrested on the charge of giving checks on banks in which he had no funds. His operations involved

The Commercial's special says: Ketchum, Son & Co, made an assignment to P. C. Calhoun, President of the Fourth National Bank, and Dement, former partner in the firm of Ketchum, Rogers and Dement. The house ane furniture of Government. The Commissioner has Edward Ketchum have been seized by the sheriff.

(From the Columbian.)

San Francisco, August 26—The funeral of the late James Nesbit of the Bulletin, will take place to-morrow. The services will be held in Calvary Church, Bush street, at 12 o'clock. The remains will be interred at Lone Mountain Cemetery, in a lot adjoining the grave of James King of William, the founder and fosterer of the Bulletin.

Gen. Halleck and staff are at the Occidental Hotel, and have been visited by Gen. McDowell and staff. Advices from New York by the Golden

City bring information of the death of Mrs. W. C. Forbes, an actress well known in California.

A passenger by the Del Norte on her last trip from Crescent City, furnishes the following list:

Additional bodies recovered at Gold Bluff by Solomon Hall, just before the steamer sailed: A woman about 20 years old, 5 feet 2 inches, hair brown, ring on right hand marked on inside G. S. A man 26 years old 5 feet 6 inches, light hair, grey shirt and dark ribbed pauts. We are informed by Captain Johnson of the Def Norte that the body of Mrs. Gen. Wright came ashore at Trinidad on Wednesday last, being identified through her underclothing, which was marked with her name in full.

SAN FRANCISCO MARKETS.

Legal tenders 731/2 to 74. Butter, firmer. Sales 500 to 600 firkins ex Golden City, private, quotable 33c to 34c. for Western, 34c to 35c for States. The Golden City brougot 5230 firkins and the next steamer will have a little over 3300

Candles-1000 boxes Knapp's and 2500 Kelly's at 18c. Coffee-Sales 241c.

Sugar-In demand at full price. Tea-Basket, 85c, now held at 90c. Flour-Fair demand, unchanged. Wheat-Firm, \$1 70 to \$1 721. Barley-Firm. Sales large, at \$1 022 Oats-Still in favor of buyers, \$1 45 to

NEW WESTMINSTER ITEMS .- The Columbian mentions that His Excellency Governor Seymour will probably not leave for England for ten days or a fortnight. \* \* \* The Hon. Colonial Secretary is reported to have gone round by Kamloops and Princeton, and was not expected down until Friday. \* \* \* The telegraph line was opened to Yale on Saturday. It was working to deep creek, and was expected to be completed to Soda Creek yesterday.

GOLD EXPORT-The amount of gold received and partly exported by the Banks of British Columbia and British North America in Cariboo for the past month amounted to \$177.000. In addition to this \$100,000 was exported by private parties, making the total amount \$277,000, being an immense increase over the corresponding month of 1864. Where is all the gold coming from?

THE CYCLONE.-A gentleman of this city has received a letter from Valparaiso, mentioning the arrival there of a gentleman who was one of the passengers by the Cyclone for this port. It may therefore be presumed that the Cyclone had called in at that port

Pure Drugs, Chemicals, &c.

BURGOYNE EXPORT COLEMAN ST. & BURBIDGES DRUGGISTS, LONDON.

Publish monthly a Prices Current of nearly 3.000 Drugs, Chemical Pharmaceutical, and Photographic Preparation, Patent Medicines, Surgical Instruments, ac., and every description of Medical Sundries

dries.
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\*a\* As the latest fluctuations of the market are always noted. this List is invaluable to Chemists, Druggists, Storekeepers, and Surgeons.

ja27

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CAMOMILE PILLS A RE confidently resommended as a simple but certain remedy for Indigestion. They act as a powerful tenic and gentle aperient; are mild in their operation; safe under any circumstances;

and thousands of persons can now beartestimony to the benefits derived from their use.

Sold in bottles at 1s '%d.,2s.9d., and 11s.each, by Chemists, Druggists and Storekeepers in all parts of the World.

\*\*Orders to be made payableby London Houses.

Agent for Victoria, W. M. SEARBY, Chemist,

LIST OF UNCLAIMED LETTERS REMAINING IN THE POST OFFICE FROM 11TH TO 25TH AUGUST.

Adams, S Acutt, G Anderson, W F Adamson, N J Baker, H Barnes, PS Bigley, D Booth, R Brooke, H BME Brown, H S Bawden, A Church, Mrs J Coker, E Cursons, F Church, G Campbell, J Cahn, J Cohen, H M Cliffe, S J Coleman, R Calvert, J

Cooper, Mr Dobbs, F A Downs, S DePrati, E Duncan, J Daly, C Dennes, G E Ellis, G Eastman, T W Evans, Capt E

Francis, CH Fitton, E Falder J Fanchee, C Franklin, S Graham, W Gastineau, J, 3

Goetz, M Glover, W Herri, W F Heaword, J T Hayes, Miss Hazen, FO Halpenny, J Henderson, R & J Hamilton, W Hart, D Harper, J

Jones, ET Jones, Robt James, D

Knott, D Kong Lee Keynton, W Laumeister, A Lang, J Lubbock, C Laing, R McFarlane, J Mitchell, H Murphy, E Morley, S McCready, Mrs Murdock, G Mason, J

Neale, WK Neale, Mr Nickolson, T Phillips, M 4 Pickett, W Robson, Mr Roberts, E Robertson, J Reveley, T Sudden, J, 2 Seaton, H F Smith, J C Sloman, B, 2

Smith, A J Smith, JP Taylor, J Thomas, J Thomas, S Taylor, T Weishaar, F Wood, W W Wollaston, F H Weiler, J Westmorland, R Waterford, A Warren, W Walton, JA

Windsor, T, 2

REGISTERED LETTERS. Sheriden, M Moore, FX White, C Norn, S King, W C Hayward, C

Wren, C

HENRY WOOTTON. Postmaster.

Ward, G A

Chlorodyne.

CHOLERA, DYSENTERY, DIARRHEA, CRAMP, AGUE, FEVER, RHEUMA-TISM, CONSUMPTION, ASTHMA, COUGH, &c.

ALL PAIN, VOMITING AND DISTRESS
A ceases in a few minutes after taking a dose o
that wonderful SEDATIVE ANDDYNE and ANTISPAS;
MODIC remedy, CHLORDYNE, discovered by
Dr. J. Collis Browne M.R.C.S. L., (ex-Army Medical Dr. J. Collis Browne M.R.C.S. L., (ex-Army Medical Staff,) the recipe of which was confided solely to J. T. Davenport, 38 Great Russell street, Bloomsbury square, London (Pharmaceutical Chemist). The medical testimony of civil, hospital, military and naval practitioners pronounces it INVALUABLE. It relieves pain of any kind, soothes the restlessness of fever, and imparts the mostre freshing sleep, without producing or leaving any on the unpleasant effects of opium.

he unpleasant effects of opium.

Earl Russell has graciously favored J. T. Davenport with the following extract of a despatch from Mr. Webb, H. B. M.'s Consul at Manilla, dated Sept. 17, 1864:—"The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives." Earl Russell communicated to the College of Physicians, that he bad received a despatch from Her Majesty's Consul at Manilla, to the effect that cholers had been raging fearfully, and that the only remedy of any service was CHLORODYNE.—See "Lancet," December 31, 1864.

From W. Vessling Pattigraw M. D. How F. P. C. S.

From W. Vesalius Pettigrew, M.D., Hon. F.R.C.S, England, formerly Lecturer upon Anatomy and Physiology at St. George's School of Medicine: "I have used it in Consumption, Asthma, Diarrhesa and other diseases, and am most perfectly satisfied with the results."

Pr. Gibbon, Army Medical Staff, Calcutta: "Two doses completely cured me of Diarrhosa."

Extract from the General Board of Health London, as to its efficacy in Cholera.

"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay: "Chlorodyne is a most valuable remedy in Neuralgia, Asthma and Dysentery." To it I fairly owe my restoration to health after eighteen months'severe suffering, and when all other medicines had failed."

cines had failed."

CAUTION.—In consequence of the extraordinary efficacy of this remedy, several unprincipled parties have been induced to vend imitations. Never be tempted to buy Cholorodyne except in sealed bottles, having the words, "Dr. J. Gollis Brownes' Chlorodyne" engraved on the wrapper. A sheet full of medical testimonials accompanies each bottle. Sole manufacturer, J. T. DAVENPORT, 38 Great Russell street, Bloomsbury, London. Sold in bottles, 2s. 9d. and 4s. 6d. ju24 lyw W. M. SEARBY, Agent for Vancouver Island and British Columbia

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97, HIGH HOLBORN, LONDON.

For affording nourishment and durability to the Leather it stands Unrivalled. Sold by all First Class Houses in British Columbia and the Colonies.

In Bottles and Tins at 6d., 1s., and 1s. 6d. each.

CAUTION.—D. & M. take the opportunity of cautioning purchasers against SPURIOUS INITA-TIONS of their MANUPACTURE and LABELS. \*\*\*Orders through Mercantile Houses,

specting the same, the Magistrate

SAUCE.---LEA AND PERRIN'S Worcestershire Sauce.

PRONOUNCED BY CONNOISSEURS TO BE THE Only Good Sauce and applicable to

EVERY VARIETY OF

EXTRACTO [ & LETTE. from a MEDICAL GENTLEMAN at Madras, To his Brother at WORCESTER, May, 185 "Tell LEA & PER Is highly esteemed in India, and is, in my opinion, the most parlatable, as well as the most wholesome Sauce that is made,

Caution.

Lea & Perrins Beg to caution the public against spuriou imi

WORCESTERSHIRE SAUCE.

L. & P. having discovered that several of the Foreign Markets have been supplied with Spurious Tations, the labels closely resemble those of the genuine Sauce, and in one or more instances the names of L. & P. FORGED.

L. & P. will proceed against any one who may manufacture or vend such imitations and have intructed their correspondents in the various part of the world to advise them of any intringement of their rights.

Ask for Lea and Perrins' Sauce. \*\* Sold Wholesale and for Export by the Prietors, Worcester; Messrs. Crosse and Blackwell, Messrs. Barelay and Sons, London; etc., etc., and by Grocers and Ollmen universally. nl0 lawly Janion, Green & Rhodes. Agents for VICTORIA, V:1.

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Acidity of the Stomach, Heartburn Headache, Gout, and Indigestion. and as a Mild Aperient for delicate constitutions, more especially for Ladies and Children Combined with the

with the

ACIDULATED LEMON SYRUP,
itforms an agreeable Effervescing Draught, in which
its aperient qualities are much increased. During
Hot Seasons, and in hot climates, the regular use of
this simple and elegant remedy has been found
highly beneficial.

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Capsules of Copaibæ, Cubebs, Castor Oil and Cod Liver Oil, and other of nowned Specialities.

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Parties Indenting through Agents are requested to give decided instructions that their orders are placed in the hands of GEORGE CURLING &CO. ONLY ap5

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dismithis of h NEW PATENT HARMOZON CORSET (self-adjusting),

Obtained a Prize Medal and is the very best Stay Castle's Patent Ventilating Corset, Invaluable for the Ball Room, Equestrian Exercise, and Warm Climates.

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FOR SALE AT HIBBEN & CARSWELL'S and WAITT'S Bookstores. behwers glesses

Sergi. Wilmer, who made the arrest, sw

The Weekly

Tuesday, Sep THE AMERICAN

A few issues back

on reciprocity to the

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tives of the various

from Nova Scotia to

discuss the commerce United States and Ca the advisability of discontinuing the Re tending the capacity Although, however, prominent subjects for tatives of the co consider the comme dition of their own commercial "plat future policy of diguided. The Conve official authority eith result, but represe power of the Amer cannot but have th the policy of both t North American and done by this Toronto Globe, " wi area, will arouse th Bay of Fundy and as startle the dwelle No such body has e in our knowledge, re tory, to discuss com have been world thropists to discuss all nations, and me ances, in which a co efforts to promote i themes; but on no merchants of a ti distance of three to discuss the way intercommunicatio The representative

American Provinc

general plan of a

Treaty, before they

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spirit which anima

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the British delegat

Howe and the

from Halifax; the

and P. Garneau fr

Coles from Prince from St. John's, McMaster and J. After considerable was elected in the bridge, who showe wish for continued warmer desire for British North Ar United States. loudly cheered by ceived with good British delegates. properly organize minary work was t erally agreed that should take priori In an assemblage terests it was on discordant elemen appearance and cago and the outstart threatening scheme, which t reference to the vo their respective c presented on the bance was, howev went on harm speakers on the colm Cameron, have carried the the Toronto Globe He complimenter until he got the humor, making ev with laughter. laugh make the audience in the ri them, in the same telling arguments possible degree

> us to form any that the decision ever, have an im tiny both of t British colonies dispute. If it te Reciprocity Tre choose between protection in its be adopted, or of annexation p of the Conventio a severe measur

two countries.

complimented by

his success, and

staving speech.'

So far the sp

ricans, but it would also lead to smuggling

by wholesale on the borders-an evil cer-

tainly not so much to be dreaded by Canada

no insignificant character to the British

ation to the United States-be adopted.

proper quarters, all that the Governments of

both Vancouver Island and British Columbia

were thinking of was increasing the taxation

of the respective colonies beyond the capa-

city of the populations; and all the ambitious

members of the mercantile class were doing

was chasing a will-'o-the-wisp, and chelp-

lessly lamenting their inability to catch it,

on account of something they amusingly

called "over legislation." Arrogating to them-

selves the Atlantean capacity of "carrying

Cariboo on their back," they nevertheless are

sented in the great commercial convention.

or they lock upon the most important event

in the commercial history of the American

continent in the same manner they would

view a patlatch among the Songish Indians.

Had they looked properly after their own in-

terests, and the interests of the colony, they

would have made some provision to have had

Vancouver Island represented in that de-

liberative assembly which met on the 11th of

NEW BRUNSWICK

of usefulness the patriarch prepares to die

to lose its Sunday visitations .- Telegraph.

The business men of St. Stephen have

chosen John Bolton, Esq., of the firm of

KILLED BY LIGHTNING .- A St. George

and then expire. The children were not in-

jured. The lightning came down the chimney,

tearing it, the bedroom hearth, and several beams from their foundation.—Globe.

NOVA SCOTIA

11 dwts., 8 qrs., something above the yield of the corresponding quarter in 1864. The whole number of men employed was 580, and the

The Halifax Colonist, Government organ.

says : " We understand that at a full Council

A. Henry, Attorney General, were appointed by His Excellency the Lieutenant Governor

to proceed to England on public business .-

They leave in the steamer this evening, and

will be accompanied by a delegation from

New Brunswick, consisting of the Hon, A.

FATAL ACCIDENT .- Minnie Sullivan, a

of Michael Sullivan, residing on Smyth street,

was drowned by falling through the wharf belonging to the late Mr. Charles Brown.

otal number of mines worked, 53.

torney General,"

tercolonial railway.

ACANADA NEES, POW

July at Detroit and H. H. saugh

vered that several of the Fo n supplied with SPURIOUSING closely resemble those of the n one or more instances the d against any one who may such imitations and have in pondents in the various part se them of any intringemen

and Perrins' Sauce. e and for Export by the Promessrs. Crosse and Blackwell, Sons, London; etc., etc.; and en universally. nl01swly Green & Rhodes. gents for VICTORIA, V: I.

# neford's MAGNESIA

DURING TWENTY FIVE ally sanctioned by the Medical versally accepted by the Public

Stomach, Heartburn. out, and Indigestion. ient for delicate constitutions, adies and Children Combined

EED LEMON SYRUP, Effervescing Draught, in which are much increased. During hot climates, the regular use of gant remedy has been found

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# nd Chemical

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IA PREPARATIONS, Chemicals and Apparatus, Chemicals, Cod Liver Oil and or Oil, in Bottles. paibæ, Cubebs, Castor Oil Oil, and other of their Rened Specialities.

ectionery, Patent Medicines, Surgical Instruments, Medical rticle connected with the Drug to their care will be executed

ention and quick despatch. forwarded Post Free upon apg through Agents are requested tructions that their orders are is of

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ne will be sent is designated, the edition with ng will be sent. in ordering it you are particular "New Method." Price \$8 75,

R, DITSON & Co., PUBLISHERS, n Street, Boston.

OR SALE AT RSWELL'S and WAITT'S Book-

Sergil Wilmer, who me

The Weekly British Colonist,

Tuesday, September 5, 1865. THE AMERICAN AND CANADIAN

CONVENTION. on reciprocity to the great commercial convention which was to have met at Detroit on tives of the various Chambers of Commerce of the Convention should tend to the confrom Nova Scotia to California assembled to tinuance of the treaty we of the Pacific United States and Canada; or in other words the advisability of removing, modifying, or discontinuing the Reciprocity Treaty and extending the capacity of the Canadian canals. Although, however, these were the most prominent subjects for debate, the representatives of the commercial boards and societies in the United States met also to consider the commercial and financial condition of their own country, and to draw up commercial "platforms" by which the future policy of the Republic should be guided. The Convention has, of course, no official authority either for its meeting or its result, but representing the great monied power of the American continent its debates cannot but have the most marked effect in the policy of both the United States and the North American colonies. "What is said and done by this Convention" says the Toronto Globe, "will reverberate over a wide area, will arouse the sleeping echoes of the Bay of Fundy and the Gut of Canso, as well as startle the dwellers on the far-west prairies. No such body has ever before assembled, within our knowledge, representing sogreat a territory, to discuss commercial questions. There have been world conventions of philanthropists to discuss questions of interest to all nations, and meetings of evangelical alliances, in which a common religious faith and efforts to promote it were the all-absorbing themes; but on no former occasion have the merchants of a territory extending over a distance of three thousand miles assembled to discuss the ways and means of mutual intercommunication." The representatives from the British North

American Provinces met and concerted a general plan of action on the Reciprocity Chipman & Bolton, to represent them at the Treaty before they entered the Convention: Detroit Convention.—16. Treaty, before they entered the Convention; for they were well aware of the antagonistic spirit which animated many of the represent correspondent of the St. Andrews Standard spirit which animated many of the represent tatives from the United States. Among the British delegates were the Hon. Joseph Howe and the Hon. T. D. Archibald, With her husband and two children was from Halifax; the Hon. Malcolm Cameron killed by lightning. Her husband was also struck, and was for some time unconscious. and P. Garneau from Quebec; Hon, George On awakening to reason he heard his wife Coles from Prince Edward's Island; Hon. articulate six or seven unintelligible words A. E. Botsford and Hon. W. H. Steeves from St. John's, N. B.; and the Hons. W. McMaster and J. McMurrich from Toronto. After considerable discussion a President was elected in the person of General Wallbridge, who showed in his opening address a wish for continued reciprocity but a much warmer desire for the annexation of the British North American Provinces to the United States. The latter sentiment was loudly cheered by the Americans and received with good natured dissent by the British delegates. After the body had got properly organized a good amount of preliminary work was transacted, and it was generally agreed that the subject of reciprocity should take priority in the order of debate. In an assemblage of so many conflicting interests it was only natural that some little discordant elements should have made their appearance and we have therefore the Chicago and the Buffalo delegates at the outstart threatening "secession" if a certain scheme, which the Chairman proposed in reference to the voting, be carried out, and if their respective cities be not more fairly represented on the Committees. The distarbance was, however, soon quieted, and things went on harmoniously. Amongst the speakers on the occasion was the Hon. Malcolm Cameron, whose address appears to have carried the palm. "His speech" says the Toronto Globe " was a splendid success. He complimented and joked the Americans until be got them into thoroughly good humor, making even the Chicago men roar with laughter. Scores of times did the loud in seven hours. laugh make the hall ring. Having got his do, extra, io jewels ......

LETTER FROM COWICHAN, Somenos, Cowichan, Aug. 21, 1365.

To the Editor of the British Colonist : Statement of Mrs. Stott, one of as by the Republic, but still an evil of SIR-Let it not again be said that disaffection reigns in Cowichan concerning statute labora At a meeting of the settlers called by the Commissioners and held at Mr. Moore's store, Provinces. If the latter course-annex-A few issues back we alluded in an article then farewell to British rule on any part rily proved to the contrary. The meeting cepting Vancouver Island; for in the very upon the most eligible route for the location the 11th or 12th of July. Our Canadian exof a road to a projected steamboat landing on changes by the steamer of Friday give the go sooner or later with that of our colonial will be of the utmost importance to a large full particulars of this important event. Upwards of three hundred and sixty representa- Mountains. If, on the other hand, the result it, for not only did every one present express the utmost willingness to perform his statute labor upon it, but many offered to perform from Nova Scotia to California assembled to tinuance of the treaty we of the Pacific voluntary work besides, in order that the discuss the commercial relations between the colonies will have ourselves to blame if we road, which will require an immense amount of labor, may be got through this season. There is a growing interest manifested by all in the welfare of the settlement that I am are not included in the reciprocal arrangement. While the matter was still pending and when we had undoubtedly many opportunities of putting forward our claims in the

glad to observe, it angurs well for the future progress of Cowichan.

On the evening of the same day we had what I may dignify by the name of our first ball at Cowichan, which proved a complete success, and will, I have no doubt, lead to the adoption of that very healthful and agree able mode of fostering a system of social in-tercourse between the settlers that is not only beneficial but necessary to make life pleasant and agreeable in this retired corner of the world. The ball was well attended and came off with great eclat. The beauty and elite of Cowichan society were well represented. A sumptuous repast, supplied from the ample resources of Mr. Moore's store, and Mr. Harris' wine cellars, was done either unable to have their interests repre- ample justice to at 12 e'clock, p.m. After this dancing being resumed, we tript it on the light fantastic toe until past the hour when fairies are said to quit their gambols by the ripling brook and retire to the quiet retreat of their sylvan abode. Success say I to every such attempt to dissipate the gloomy monotony of life that is too apt to prevail in a new settlement like this. We are getting on. W. SMITHE.

# COWICHAN.

To THE EDITOR OF THE BRITISH COLONIST, -Sir, -- Among the many jovial parties of which I have been a partaker, I must say I never saw a more happy reunion than the one I attended last Saturday evening at the The proprietor of the Courier in a few well chosen words announces the approaching demise of that journal—the oldest member of the New Brunswick Press. After a long life in great numbers, and manifested the liveliest feelings of neighborly joy and good fellow-

with serene and noble dignity. Although ship.

The with the Courier we shall regret exceedingly seven The dance was a long one occupying from seven p. m. until half-past six a. m., with an interval of two hours, and was opened by Mr. Brennan who proved himself an ex-pert at dancing break downs and waltzes. It would be invidious to mention the names of those who carried off the palm in the various kinds of dances. The only thing that seemed to be unanimously deplored was that the fair sex were few in number. But still all enjoyed themselves most heartily, and we indulge the hope of seeing one day in Cowichan an even proportion of each sex. When the company were about dispersing Mr. W. company were about dispersing Mr. W. Smith was called on for a speech to which he responded by remarking that it really did him good to see so many happy faces before him in Cowichan, and that such joyful meetings were a sure sign that Cowichan meetings were a sure sign that Cowiehan was progressing materially and socially In conclusion he reminded them that they owed the joys in which each individual was participating to Mr. and Mrs. Brennan: The Nova Scotia Gold Mines for the pany dispersed at half-past six a. m., after

quarter ending March 31, yieided 5102 ozs., giving three cheers for Mr. Brennan. L. L. B. JONATHAN'S " LITTLE BILL."-We recently gave an extract from a racy speech delivered at Honofulu on the 4th of July, by W. L. Green, Esq., Acting British Commissioner. recently held here, the Hon. Dr. Tupper, If Mr. Green's humorous allusion to the pro-leader of the Government, and the Hon. W. babilities and the effect of a war between babilities and the effect of a war between England and America amused his American hearers, the following rich bit of sentiment on the subject of Jonathan's "Little Bill" against John Bull must have been doubly appreciated by them: I will not detain you long; but there is one subject I feel as if I ought to touch upon. By the last mail or Smith, the leader of the Government of that Province, and the Hon. John C. Allan, Attwo we have had rumors of war between England and the United States. Allusion has been made here to-day of "a little bill," which Brother Jonathan is said to have The mission of the Canadian delegates has presented to John Bull. As the news reaches been successfully accomplished. The authority for the statement is Lord Palmerston's organ. The British government also confirm the guarantee for the construction of the Incan believe that this is the way it has been dozen lashes each, well laid on the bare done—at least if it is, it is because Brother back: then set them addit in a life in the bare. eautiful little child five years old, daughter Jonathan never expected to get paid. The answer that John Bull would probably give to a bill presented in this way would be: elonging to the late Mr. Charles Brown.

"Gentlemen—You can take it out of my hide," or words to that effect—as the lawyers stroyed by fire.

A child of Stuart Atlen, Upper Cape, Westmorland county, ate a quantity of matches, from the effects of which he died in seven hours.

IMPORTANT COUNCIL OF INDIAN TRIBES.—

IMPORTANT COUNCIL OF INDIAN TRIBES.—

INDIAN TRIBES. believe there will be any war at all; and I possible degree of free trade between the of September to settle upon the future relas 1865, that she need not care a snuff whether two countries. Mr. Cameron was highly tions with the Government, and give new care. It is not for me here to enter into the complimented by the British Americans on and positive assurance of good conduct and question of the correctness of this bill. I sented, numbering upwards of 75,000 be paid. But, Mr. President and Gentlemen, if that hill were ten times the amount it is,

THE LATE WRECK.

the Survivors.

From the S. F. Alta.

Mrs. Stott, who was on her way to Victoria, with her little son, six or seven years of age, was among those who were saved and with the Sentinel of August 19th, in returned by the Del Norte. She says she we extract the following: had been somewhat sick on Sunday morning, and remained upon the burricane deck in company with her son and a girl named Elizabeth Wild, who was on her way to Victoria with Mrs. Keenan. When the vessel struck she noticed that everything about the deck appeared to be loose, and the whole vessel apparently shattered. A moment after planks came up alongside from the steamer's bo tom. She got into the small boat as soon cipated that in the coming week more than as possible, with her son and the girl Wild. Meantime everything was being done by Meantime everything was being done by the officers, crew, and the male passengers to save the ladies. She thinks there were no ladies who came on deck who were not got into the boats. She heard some of the gentlemen passengers say, just before she got into the boat, that they were all right, but an instant after somebody said that the fires were all out. Mrs. Gen. Wright came to the side of the boat in which Mrs. Stott was saved, and was going to get in, but Captain De Wolf, who seemed to think the boat was full already, took hold of her arm and walked her towards the opposite side of the vessel, where they were getting into a larger boat, which was swamped in lowering it into the water. Most of the ladies were in their rooms, sick, and never came up on deck at all. Many of the gentlemen and some of the ladies got hold of life preservers, but they did not prove of the least use. Two young men with whom Mrs. Stott was talking had them on, and one of them went below to get one for her. Neither was saved. The boat she got into was lowered end first and came near being swamped in striking the water but some man on the deck got the fall at the other end of the deck loose, and it went down with a splash, striking, however right side up. As they went down they noticed a German woman crawling up from the lower deck, with her child tied on her neck, and one of the crew got hold of her by the neck and dragged her into the boat. saving both mother and child. After they got clear of the vessel Mrs. Stott saw Mrs. out pay. The Saw Mill company are drift, Keenan, who had been sick in her berth all the morning, struggling in the water. She was partially dressed, and had two life preservers tied on her. One of the women in new shaft. The New Zealand company have was hit on the head and stunned by a plank co. are still sinking.
or one of the boats. The boat was loaded down, and the passengers were obliged to bail incessantly with a bucket and a hat of one of the men. She is positive that Yates, the Quartermaster, did all in his power to get others into this boat, and says the reason so many of the crew, were saved was, that this being the smallest boat, the officers and gentlemen on board considered it less safe than the others, and sent the ladies into the larger ones, which were lost. When the boat had got a short distance from the steamer they

LYNCHING AT PORT LUDLOW-A COTTESpondent of the Seattle Gazette, writing from Port Ludlow on the 14th, mentions the following: Probably you or your readers would like to know how we manage things down the present week several pack trains with this way. For a long time this place has goods have arrived from below. Very little been the headquarters of a class of men who the citizens fell upon them and beat them an important matter for the country. Merseverely and ordered them off the spit. chants can now import direct from Wale the solemn warning never to be seen in this make it one of the most quiet and respectamers take warning.

To BE RECALLED .- The following anhonest dealing to know that, in a business death by the rope breaking while he was bepoint of view, the London Times has felt the folly of its position on the American question, his success, and Americans pronounced it a loyalty. Some thirty tribes will be repres presume, if it is not a correct one it won't and the current rumor on the streets is that

# BRITISH COLUMBIA

LATER FROM CARIBOO.

The steamer Enterprise arrived Wednesday evening with 50 passengers from New Westminster, bringing a small Cariboo Express with the Sentinel of August 19th, from which

MINING INTELLIGENCE.

WILLIAMS CREEK. Mining affairs on this creek are extremely dull at present, and we have nothing to record in the shape of new strikes. The new hill claims to which we referred last week are not yet tested, the bed tock not having been reached by any of the prospectors. It is antiprivate companies have left Williams Creek this week on private prospecting expeditions, and people entertain sanguine hopes of their success. Some men who claim to be the discoverers of a new creek as large as Williams, about 100 miles distant, arrived since our last issue. They report it to be very rich, every pan of dirt from the surface down yielding the color. The diggings are said to be deep, and when the men left they had not reached the bed rock. Two of the partners remained and two dame in for provisions, which have been given them by one of our enterprising

merchants.
The Foster-Campbell have given out a contract for sinking a shaft, and the work

will be commenced next week. The Summit company, on the hill near the Foster-Campbell, are sinking a new shaft, and have got down about 50 feet.

The Diller company are at work but not The Barker claim is laid over.

The Bald Head company are preparing to esume work again in their old shaft.

The Sheepskin company have commenced new shaft close to the Bald Head company. The Aurora still yields about 300 ounces a

The yield of the Davis company is from 17 to 20 ounces per day.

the beat afterwards said that Mrs. Keenan their shaft down 100 feet. The Good as Any LOWHER CREEK.

Work on this creek has been going on slowly during the week, and comparatively very little money coming out. Several com-Stoney gulch about three miles, and hope to have the work completed soon. The Wash-burn, Chittenden, Moorehead, Plumbago and Vaughan and Sweeny claims are at work.

id and an Grouse CREEK. I meant and facil Operations on the Bed Rock Flume have been earried on with vigor-eleven hundred feet of the flume have been laid in a substantial manner. Two or three claims on this creek are paying wages.

The following claims are paying well—the Dutch, Sigel and Discovery.

CARTBOO MARKET BEPORT.

Saturday, August 19th, 1865 .- During flour, however, is being imported, there being don't seem to do anything for a hving; they chants. The price of floor is rather creeping go by the name of regular desperadoes, up, few being willing to sell below 24 cents. Until to-day, the citizens put up with them derchants generally are doing an exclusively as best they could, when two of them cash business, which is rendered necessary an immense stock in the hands of merknocked a man down in broad day-light, from the difficulty of recovering small debts robbed him of sixty dollars and beat him in a community like this. We have no doubt severely, then put for the woods. This that after this year the credit system will be roused the citizens to a high state of exciteentirely done away with, and perhaps to the ment. Two of the gang sympathized with mutual satisfaction of both miner and trader. the robbers and tried to take their part, when The great reduction in freight from Yale is After a little search the sheriff, with the as- to Cariboo for 15% cents, including the sistance of a few more men, captured the road tolls. Provisions therefore will be exrobbers and brought them before the Justice ceedingly low in future. New potates, of the Peace charged with highway robbery. turnips and almost every kind of vegetables. The citizens fearing they would escape the are both abundant and cheap on the creek at vigilance of the law, as it is administered so present. The following are the market loosely in this country, concluded to deal rates, viz., flour, 24c 10; bacon, 50c; with them themselves. So they took them beans, 30c; coffee, 75c; tea, \$1; sugar, 50c; hams, 62½c; butter, \$1; syrup, 50c; staff—they then acknowledged the crime and rice, 30c; onions, 50c; beef, 15 to 25c; gave up sixteen dollars of the money, saying mutton, 40 to 45c.

CARIBOO ITEMS-We cull the following from the Sentinel :- Mr. Wright expects to town again mader the penalty of being hung, have the Williams Creek Road completed in which warning they heeded pretty well by three or four weeks.... Colonial Secretary making themselves scarce immediately. The Birch left the creek on Monday week, after people are determined to clear this town of Birch left the creek on Monday week, after all suspicious characters for the future, and to leaving a most favorable impression behind him: Amongst other things, he had sancble places on the Sound. So let all bum- tioned a grant of \$700 or \$800 to repair the trail to Cunningham Creek, and had directed improvements to be made to the Reading audience in the right temper, he heaped upon them, in the same handsome style, the most telling arguments in favor of the largest will assemble at Fort Gibson about the 12th that position, this Fourth of July, A.D.; It will be a satisfaction to all true friends of had a narrow escape from instantaneous. It will be a satisfaction to all true friends of had a narrow escape from instantaneous ing lowered down in the bucket into the shaft of the Cariboo claim. He received only some bruises and a good shaking....Mr.
Thompson, a shareholder in the Raby claim. the "American correspondent," who has done more than any living writer to embitter the relations of the two nations, and to spread false views of our affairs, is to be recalled.

Thompson, a smareholder in the head while working in the shaft of the Surprise claim, by the falling of the bucket from above—a false views of our affairs, is to be recalled. saving procech."

So far the speeches given do not enable
United States and the
British colonies in North America is beyond
dispute. It it tends to the abrogation of the
Reciprocity Treaty Canada will have to
choose between two extreme courses. Either
protection in its most rigid form will have to
the adopted, or she must accept the doctrine
of annexation put forward by the President
a severe measure of retalisation on the America.

So far the speeches given do not enable
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Among the most important tribes to be re
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the "American correspondent, who has done
that the decision of the Convention will, howseve, have an important bearing on the desnot the United States and the
British colonies in North America is beyond
dispute. It is tends to the abrogation of the
Reciprocity Treaty Canada will have to
the adopted, or she must accept the doctrine
of annexation put forward by the President
of the Convention. The first course will be
a severe measure of retalisation on the American
a severe measure of retalisation on the American
a severe measure of retalisation on the American
and the probable result; the most rigid form any lides of the business desired the times interes statisted the times interes statisted the times interes statisted the times interes statisted the times interes and spirit of the requirement of the temper and spirit of the United States, on this day—you
are at heart the bill was correct—if I do not
mistake the temper and spirit of the United States,

Tuesday, September 5, 1865 LOCAL INTELLIGENCE.

Tuesday, August 29. FROM NANAIMO .- The steamer Emily Harris arrived last night from Nanaimo and way selements, bringing nine passengers. The John Jay arrived yesterday morning from San Francisco. The Carlotta, from 11 a. m. Notices of appeal are to be handed the same place, was loading. H.M.S. Clio in to the Assessor the day before. with Bishop Hills and Archdeacon Gilson on board arrived on Sunday, St. Paul's Church was consecrated in the morning and in the evening a number of young persons were confirmed. The earthquake was felt very severely on Friday night; the shock England, and H. C. Maunsell and A. T. lasted over a minute and created great Bushby, Esquires. glass and china were thrown down and broken. A canoe laden with whiskey had arrived from Victoria, and the illicit freight having been cached by its owners was dissail for San Francisco with 1,200 tons of

AGRICULTURAL SOCIETY'S EXHIBITION .-The annual exhibition of the Agricultical with six or seven police, proceeded to the and Horticultural Society will be held on the 14th September on the grounds adjoining Messrs. Jay & Sons' Nursery Garden on Cook street. Intending exhibitors must give ship will pay the force in future out of their notice to the Secretary on or before the 12th. own pockets, for it is just possible the people All produce, animals and vegetables are to may refuse to be responsible for the salaries be admitted at one o'clock on payment of 50 cents, and from four to five o'clock the attack public interests. yard will be thrown open to the public. The annual dinner will take place in the evening. For further particulars see advertisement. By permission of Capt. Lang the Band of the Volunteer Rifle Corps will play on the grounds from half-past two to five p. m.

THE ANN ADAMSON .- This vessel was charge at Messrs. Dickson, Campbell & Co's. wharf. During the day eight of her crew were landed in the pilot boat and conveyed to the Hospital, two or three of them are graph Company's bark Clara Bell, Capt. J. B. in a bad state. Dr. Trimble paid every attention to the sick men, and with change morning. She left Sitks on the 21st Aug. of diet they will we hope soon recover. High encomiums are passed on the noble conduct of the female passengers, through whose exertions the vessel was enabled to reach her destination. Captain Sutton informs us that notwithstanding the length of forms us that notwithstanding the length of his passage he believes his cargo will turn out in good order.

Thursday, August 31.

COMING TO THE POINT-After the delay that has taken place in protecting the public thoroughfare over the Church reserve, it is refreshing to find that the City Council have at length screwed up their courage to the "sticking place," and are about to remove the obnoxious obstructions. The following is a copy of a hand-bill posted round town yesterday:

"The Victoria Incorporation Act, 1862.

Municipal Notice. "Whereas complaints having been laid before the Mayor and Council in reference to certain obstructions which have been erected on the public property known as the Church Reserve, closing up public thoroughfares and infringing other rights of the inhabitants of the City of Victoria. The Mayor and Council hereby give notice to all parties concerned. that unless the said obstructions be removed on or before Friday, the first day of September, 1865, the Mayor and Council will cause the aforesaid obstructions to be removed without further notice. "By order of the Mayor and Council,

William Leigh, Acting Town Clerk. "City Council Chambers, 29th day of August, A. D. 1865."

GOVERNMENT LAND SALE-Messrs. Daniel Scott & Co. yesterday disposed of the country lands forfeited for non-payment of taxes under the Government notice of June 24th. at the Land Office. The attendance was good and considering the times the bidding Sec. 97, Lake District, 104 acres, to Mr Nathan, Jr., at \$1 50 per acre; Sec. 3, E. 10 South Saanich, 98 acres, to Mr. Nathan, Jr., at \$1 75 per acre; Sec. 51, Esquimalt District, 36 1-10 acres, to Mr. Franklin, at \$4

employees of the Company. She will probably return in two months.

Friday, Sept. 1.

IMPORTANT ACTION-It was currently rumored round town last evening that proceedings are to be shortly instituted by the Crown in respect to the Hudson Bay Indenture. We did not learn any further particulars except the case will probably be tried Rocks. before the newly expected Chief Justice.

FROM NANAIMO-The steamer Otter arrived yesterday morning from Nanaimo, having towed down the ship Isaac Jeanes, which sailed yesterday morning for San Fran- from the above place, arrived last evening with cisco with 1200 tons of coal. The A. M. hay. Lawrence and Carlotta were loading for the

Doing well-We understand that the man Burnes, who fell down the hatch of the steamer Thames, at Esquimalt, on Wednesday, and severely hurt himself, is improving under medical treatment.

Saturday, Sept. 2. THE COURT OF REVISION for the Saanich Lake, and Salt Spring Island Districts will hold its first sitting at Peter Lind's, South Saanich, on Wednesday, September 6th, at

From New Westminster.-The steam yacht Leviathan arrived yesterday morning from New Westminster, bringing His Excellency Governor Seymour en route for

reguessed elsin edi bi Monday, Sept. 14:

THE CHURCH RESERVE-On Saturday information was given to the police that a covered during the night by Siwashes and breach of the peace was provoked by the carried off. The Isaac Jeanes was ready to men who are engaged in reserecting the Church Reserve fence, and the arrest of the parties so offending was demanded by those who laid the information. The Inspector, reserve, but made no arrests, on the ground probably that they were ordered to protect the Bishep's assumed interests—not the people's. We hope the Governor and his lordbe taken to the yard from 6 to 10 a. m. on of those whose principal function seems to the morning of exhibition. The public will be to back up the illegal assumptions of men who show an unalterable determination to

ARREST AND RELEASE.—The late members of the Eriesson company, now in this city, who were arrested at the instance of the Saw Mill company, of Williams Creek, in an action for \$25,000 damages for alleged trespass, have been released upon their depositing the amount claimed to abide the towed into the harbor yesterday afternoon action. The prompt production in these hard by the Diana, and is now ready to dis- times of so much money in "very hard cash' so astonished the worthy Sheriff that he has been indisposed ever since.

> FROM THE NORTH .- The International Tele-Sands, arrived from Sitka early on Saturday the bark Golden Gate and steamer Geo. S. Wright were in port and were to sail for the lekoff bound to Sitka. The weather on the gone north on the Golden Gate. The Chara
> Bell is consigned to Messrs. Edgar & Aime,
> and brings a cargo of telegraph material for
> the company, which she will discharge at
> New Westminster.
>
> By Tade
>
> bbls ...... 1000 Sundries 100 pgs. 1990
> Soap 11 cs..... 425
> Iron 1250 bars... 5764
> Leather 1 roll ... 20
> Paint 513 cs..... 840 Dry Goods 328 pgs 76540
> Private Effects 19
> Gas Fixtures 4 pgs 277

They started out from Shuswap Lake on the 12th, cutting their way through. It was expected the train would make the remainder Apples 15 bxs.... 284 Lumber 17 M.... of the journey in three days. The grass on Acids 2 carboys...

this side of the mountain is confined to Books 8 pgs .....

Bread 35 bxs .... swampy places, and is difficult of access to Bran 369 scks....
Bran 369 scks.... from Cairns Creek. They represented the Brooms 23 pgs... prospects as good and the miners confident. Biscuits 9 cs..... Mr. Moberly was pushing on with the trail. The first five miles were completed, and he expects to have the whole line done before interruption from snow. He experienced Sarley 689 scks... Clothing 6 cs .... Chinese mdse 18 road is such that only about eight miles will be of such an altitude as to be interrupted Coal Oil 10 cs.... by snow. The number of animals going in is such as to ensure a full supply of provisions. Mr. Ladner's confidence in these Cider 20 cs ..... diggings may be inferred from the fact that Corn Meal 79 cs .. he dispatched a second train some time age, and a third started out from Yale yesterday. Mr. Moberly has reserved for Government purposes the whole of the H. B. Co.'s claim Mr. Moberly has reserved for Government purposes the whole of the H. B. Co.'s claim at the head of the Lake. Mr. Ladner has Fruit 262 bxs..... 831 Salt 42 sks...... selected a lot and erected buildings .-

Most REMARKABLE in its effects, and most useful in its application, the Fragrant Sozowas most spirited. The prices realized were dont has become the most popular Dentrifice everybody.

Sold by all Druggists and Perfumers.

HOLLOWAY'S PILLS AND OINTMENT-Stomach and Kidneys. Between these two organs there exists a close and intimate relation which is deper acre; Sec. 37, Esquimalt District, 98 acres, to Mr. Franklin, at \$1 87½ per acre.

FOR THE NORTH-WEST COAST—The steamer Union, Captain Coffin, sailed last evening for New Westminster for the purpose of clearing for Stickeen River, having been chartered by the Collins Telegraph Company to carry provisions, of which she has about fifteen tons. Eleven men go up in her as the control of the back twice daily, when it is absorbed, and greatly augments the purifying and salutary influence of the Pills.

Apples 94 bxs...

Bacon 57 cs...

Bacon 57 cs...

Bacon 57 cs...

Butter 47 bxs...

Bacon 57 cs...

Butter 47 bxs...

Fruit 927 bxs...

Frotal ...

Total ...

Frotal 30 bxs...

Eggs 24 bxs...

Fruit 30 bxs...

Eggs 24 bxs...

Fruit 30 bxs...

Fruit 30 bxs...

Hogs 12 hd...

# COMMERCIAL

THE BARK ROYAL CHARLIE arrived from the Sound last evening, and anchored in the outer harbor. The ship Mary Glover had completed loading at the Free Port Mills.

THE SLOOP THORNTON came in from Salt Spring Island with twenty tons building stone. The captain reports a bark in sight near Race

FOR PUGBT SOUND .- The stmr Eliza Anderson left yesterday morning, at eight o'clock, taking passengers and freight to Olympia and way ports, manuper sill of has FROM SALT SPRING ISLAND-The sloop Alarm,

THE SCHR, INDIAN MAID, with coal from Nanaimo, went into Esquimalt last evening. Desuf

VICTORIA MARKETS.

SATURDAY, Sept. 2. Owing to the rapid advance of price of flour ery little has changed hands during the week. The arrival of the Advance with nearly 1000 bbls. of California and Chile flour will no doubt have the effect of causing an immediate fall to former rates, and considerable sales will be made during the coming week. We note no material change in prices of other articles. Jobbing rates as under:

FLOUR—Extra, \$12@13 00 p bbl; Superfine and Oregon brands, \$10 @11 do.

OATMEAL—\$9 00@89 50 p100 b CORNMEAL—\$7 50@8 p 100 b BEANS—White, 4@4% c p b; Pinks, and Red, 31@3% do do. RICE—\$7 25@\$9 do

SUGAR-Raw, 9c@10%c do p keg; Refined, 14c to 16c do COFFEE--23c@25c p lb p sk

TEA-35c@40c dopochest BUTTER-Fresh, 45@50c p lb p doz; salt, 40

BUTTER—Fresh, 45@90c P is P doz; sait, 40 @42c do P firkin
CHEBSE—25@27% do P doz
BACON & HAMS—Best, 26c@30c do P do
sides, and Ordinary, 18@28c do do in lots to suit
WHEAF—Scarce—31 do
OATS—2%c@3 do
BARLEY—2c@2%c do do
GROUND DO—2%@3c do
MIDDLINGS—3%c@3e do
BRAN—2@2%c do BRAN-2@2% c do HAY--1% c@2c doppbale

POTATOES-2% @2% do p sk PASSENGERS.

Per bark ANN ADAMSON, from London—Mrs Hatton, Mr Townsend and wife, Mrs Robinson, John Rollinson, Miss Edwards, Mrs Hooper and son.

Per stmr ELIZA ANDERSON, from Puget Sound—Saml Coulter, T O'Brien, C Hollen, Mrs Blderban, Rev G W Whitworth, Mrs Carleton, A Phinney, Capt Sayward, Veeder, James Shane, A W Davis, Mitchel, Thos Steele, W Harris, Bircy,

### EXPORTS.

Per stmr UNION to British Columbia-2 chests tea, 1 cs yeast powder, 8 mats rice, 1 bbl vinegar, 8 bxs soap, 1 bbl dried apples, 26 do flour, 6 mats sugar, 10 do beans, 2 tins pepper, 4 bbls molasses 1 bl blankets.

### IMPORTS.

Per schr WINGED RACER, from Puget Sound -200 bushels barley, 100 de potatoes, 12 hogs, to Lenevue and Co. Per slp LETITIA, from Port Townsend-21 M

ft lumber. Value \$210. Per stmr ELIZA ANDERSON, from Puget Sound—4 boxes eggs, 19 do fruit, 127 sheep, 20 lambs, 19 hd cattle. Value \$1757. Per schr MARCELLA, from New Westminster

#### IMPORTS

To the Port of Victoria, V. 1., for the month ending August 31st, 1865. FROM ENGLAND.

Books, 4 pgs..... 663 Perfumery 1 case 

80 Lard 27 cs ...... 718 Leather 1 roll....

363 Paper 49 pgs.... 110 Paints 12 bxs ....

Pork 9 bbls .....

cs.....

176 Mdse, 90 pgs.... 1512 231 Malt 82 scks.... 497 Matches 20 cs .... 2991 Molasses 60 bbls . 146 Oil 92 cs.... 349 Oilmen's stores 3

Beef 15 bbls ..... 3314 Pails 8 doz ..... Butter 75 cs..... 780 Potatoes 129 scks. 3055 Powder (Yeast) 5 1485 Rope 32 coils .... 215 Rice 517 mats.... Cigars 5 cs ...... Candles 50 bxs... 938 Sundries 40 cs... 108 Ship Chandlery 452 108 pgs.... 300 Syrup 14 bbls... 6322 Starch 1 cs....

Coffee 50 scks... Champagne 20 cs. Dry Goods 5 cs... Flour 1016 scks... Fish 49 cs.... Furniture 83 cs...

Groceries 472 cs.. Glassware 14 pgs. Gas Fixtures 1 cs. lops l pg..... Horse 1 hd.....

224 Tobacco 151 cs... 1223 Trunks 32 nests... 1872 Tea 70 chests .... 273 Vegetables 38 scks 50 Wheat 185 scks ... 122 Wagon material 9 282 Wine 20 cs..... 596 Wearing Apparel 300 les. Hardware 229 pgs 3114 Whiskey 2 cks. . 25 100

FROM PORTLAND. Apples 94 bxs... 125 Hams 180 cs....
Bacon 57 cs... 1579 Horses 5 hd ...
Butter 47 bxs... 1623 Onions 22 sacks...
Eggs 24 bxs... 264 Potatoes 18 do... Fruit 927 bxs .... 1756 Wheat 33 scks ... 65 FROM PUGET SOUND. Barley 600 bushels 280 Horses 6 hd..... Cattle 121 hd ..... 3035 Lumber 27 M.....

Total ..... \$8,565 PROM BRITISH COLUMBIA. Lumber 29 M .... \$342 Skins 48 pgs .... 

Total ..... \$8,037 FROM SAN JUAN. Potatoes 52 sacks 162 Chickens 4 dozen Hogs 12 hd ..... 90 Carcass Beef ... Lime 160 bbls .... 360 Wooden 66... Total....

RECAPITULATION. Grand total.....\$286,501

MARINE INTELLIGENCE.

August 28—Schr Gazelle, Gollacer, San Juan Schr Sweepstakes, Keffier, Nanalmo Stmr Enterprise, Mouat, New Westminster Slp Letitia, Adams, Port Angelos August 29th—Stmr Eliza Anderson, Finch, P

ngelos Boat Harriet, Dirk, San Juan Stmr Emily Harris, Chambers, Nanaimo Schr Brant, Stratton, Port Angelos Schr Marcella, Moore, New Westminster Schr Amelia, Kendall, Burrard's Inlet Bark Ann Adamson, Hutton, London August 30—Stmr Enterprise, Mouat, New West

Sloop Thornton, Warren, Salt Spring Island August 31—Schr J.K Thorndike, Thornton, San Canoe Maria, Dickinson, San Juan

Stmr Enterprise, Mouat, New Westminster September 1—Bark Royal Charlie, Ross, Port Brig Advance, Barlow, San Francisco Sept 2—Steamer Enterprise, Mouat, New West-

CLEARED. August 28-Stmr Union, Coffin, New Westmin-

Stmr Enterprise, Mouat, New Westminster Canoe Amelia, French, San Juan Schr Gazelle, Gollacer, San Juan August 29th-Stmr Eliza Anderson, Finch, Pt Schr A J Wester, Mills, Port Angelos

Schr May Merrilies, Pamphlet. Nanaimo
Schr Meg Merrilies, Pamphlet. Nanaimo
Schr Mareella, Moore, Port Angelos
August 30—Sloop Harriet, Dirk, San Juan
Sloop Winged Racer, Peterson. Port Angelos
Sloop Letitia, Adams, New Westminster
Schr Amelia, Kendall, Burrard's Inlet
August 31—Schr J K Thorndike, Thornton, San Sehr North Star, Spain, Stekin Stmr Enterprise, Mouat, New Westminster Canoe Maria, Dickinson, San Juan September 1—Stmr Enterprise, Mouat, New

Vestminster Stmr Emily Harris, Chambers, Nanaimo Schr Discovery, Rudlin, Nanaimo Sloop Thornton, Warren, Cowichan Sept 2—Schr Sweepstakes, Keffier, Nanaimo Bark Royal Charlie, Ross, Sydney

#### MARRIED.

In Seattle, W.T., on the 25th instant, by Judge Mercer, Mr. Jesse P. Roberts, of this county, to Miss Sarah Swiss, of Massachusetts.

DIED.

In this city of corgestion of the brain, on Sunday, September 3d, Edmund Commercil, son of E. C. and Emma R. Holden, aged fifteen months.

# AMMUNITION.

TARGET 12 FEET SQUARE. Represents average shooting at 500 yards, ELEY'S ENFIELD

# **ELEY'S AMMUNITION**

of every description for

Sporting or Military Purposes,

Double Waterproof Central Fire Caps, Felt Bunions
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 "Lefaucheux" Revolvers of 7.0 

Jacobs' Rifle Shell Tubes, Cartridges and Caps for Colts', Deane's, Tranter's, Adams', and other Bevolvers.

BALL CARTRIDGES For Enfield, Whitworth, and Henry's Rifles, also for Westley Richard's, Terry's, Wilson's, Prince's, Deane's, and other Breech Loaders.

Bullets of uniform weight made by compression from soft Refined Lead.

ELEY BROTHERS, Gray's-Inn-Rd., London, W. C. WholesaleOnly.

Indigestion & Stomachic Weakness

# PEPSINE.

T. MORSON & SON. Wholesale nd Export Druggists. Manufacturers of the far-famed PEPSINE WINE, are enabled to offer the purest and surest substitute for the Gastrio Juice. ITS USE IS NOW UNIVERSAL. Sold in bottles 4.8, and 16 ozs., and obtainable of all Chemists and Patent Medicine Vendors.

MORSON'S PEPSINE LOZENGES, POW DER, PATENT GELATINE, and all GRANULAR PREPARATIONS, &c. Manufacturers of Chemical. Pharmaceutical and Photographical Preparations.

T. MORSON AND SON:

These Dyes will also be found useful for impart-Feathers, Fibres, Grasses, Seaweed, Ivory, Bone, Wood, Willew Shavings,

Paper, also for Tinting Photographs, and for Rluminating.

May be had of all chemists throughout the United

Kingdom and British Colonies. WHOLESALE DEPOT-19a. Caleman st., London

# Washing made Easy

THE FAMILY WASHING

"Clycerine Soap Powder."

A Clergyman's wife says, "one half of Soap. at least, is saved, two-thirds of time, and three-lourths of labor."

Sold in Penny Packets by all Storekeepers, and wholesale by Harper Twelvetrees, Bromley-by-Bow, London.

Wholesale Agents for Vancouver Island. MESSES. JANION, GREENIA RHODES.

The Infallible Ramody.



# Holloway's Ointment.

Contracted or Stiff Joints.

All the medicines in the London dispensaries would barely benefit, much less cure, any chronic cases of contracted or stiff joints; whereas if this invaluable ointment be effectually rubbed into such parts twice a day, the effects will be immense. Paralytic patients even can derive advantages from this fine remedy when other means fail. Scorbutic Humours.—Scald Head and Skin Diseases.

Scorbutic humers arise from an impure state o the blood, and in most cases the liver and stomach are the organs at fault. The Pills will speedily restore these to a healthy action; while the Ointment, if well rutbed in at least twice a day, will soon cure any case of skin disease. Soldiers, sailors, and miners, use this famous Ointment in all parts of the world.

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