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THE BRITISH COLONIST

EVERY MORNING
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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 Westminster 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 fraud as well as folly to the rather laughable conceit that the expressions contained in the address are the true sentiments of the people of British Columbia. Surely the gentlemen who assembled to do honor to His Excellency have not forgot the fable of the ass and the lion, and how naively the unfortunate beast of burden exposed his anything but lionlike characteristics. We do not pretend 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 Home 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 got 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 one. 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 Governments and their retinues 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 presumptuous had New Westminster four times her present population, for then she would still be in a minority on the union question; but when we know that her opposition to what has become an Imperial policy is the most fractional antagonism—that it does not actually bear the ratio of one to six, the assumption of the people amounts to the "Tooley street" absurdity and nothing more.

When men become monomaniacs, everything is subordinated to the subject of their aberration, and so we find a dozen or so anti-union fanatics insulting the Governor of their colony by making an apparently complimentary address the vehicle for mis-statements and political attacks. It is not only this that makes the document unworthy presentation to any upright man, but there is the childish and clandestine attempt to steal a march on the mining portion of the population by asking the Governor the rather ridiculous favor of using his influence with the Home authorities against uniting the colonies. The whole address is merely a "salted invoice" of fulsome frippery with

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 his impudence and mis-statements 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 Excellency's administrative acts." Surely the writer of this magnificent and diplomatic sentence must be no other than the editor of the *British Columbian*, for we have seen columns after columns of such stuff at any time during the past year.

ordinary fact could have been induced to pat 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 fancy 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 opposition to which you allude" is the curt gubernatorial reply—a fitting snub to the narrow-minded and ill-natured assertion. Governor Seymour knows a great deal better than the few flattering parasites who surrounded him in New Westminster, that whatever action the people of Victoria took on British Columbian matters was simply the action of those who were more deeply interested than any others in the gold mines of Cariboo, and who wished to see the miners taxed as little as the circumstances of the colony would allow. The miners themselves, the only producers in the country and on whom all other occupations fatten, expressed 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.

With regard to this question of union, the great question in the address, His Excellency's reply must have been also deeply mortifying, for instead of going into the matter and denouncing everything approaching His Excellency quietly says "he has publicly expressed his views on this question more 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 ill-digested and as narrow-minded opinions as are entertained by some of the mere addle-headed people of the capital, the policy of the Home authorities would be no more affected by the circumstance than the Cascades are by Fata Strata. The great imperial doctrine from Newfoundland to Vancouver Island now is union; so determined indeed have the British Government 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 and able to thwart Imperial measures? Short-sighted as they are they cannot blindly imagine such a policy. If they examined the question like reasonable and practical men they would see that union is as desirable as 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 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.

FOR AUSTRALIA.—The bark Royal Charlie, Capt. Ross, was towed out into the Straits yesterday by the Diana, and proceeded on her voyage to Sydney. A number of the friends of Mr. H. Nathan, merchant of this city, who proceeds to Sydney in her, were on board the Diana, and after toasting that gentleman in bumpers of champagne took leave of him off Race Rocks. The only other passengers were Mrs. Ross and Mr. Stevenson.

IN TOWN.—The Hon. Mr. Birch, Colonial Secretary of British Columbia, arrived by the Enterprise on Saturday to meet His Excellency Governor Seymour previous to his departure for England.

TELEGRAPHIC.

Later Eastern News

FARHER POINT, Aug. 20.—The Belgium from Liverpool, Aug. 10th, London, 11th, arrived.

NEGOTIATIONS had commenced in London for a new Brazilian loan of four millions sterling. The following is a summary of the news by the City of Baltimore.—The *Daily News* says there will be no great amount of interest or sympathy in the United States for the proposed loan.

THE ATLANTIC CABLE.—The condition of the Atlantic Cable was unchanged, no news has been received over it from the Great Eastern or her consort.

AT AN extraordinary meeting of the Atlantic Telegraph Cable Company, held in London, Aug. 9th, it was resolved to convert the preference shares into consolidated one per cent preference stock, and to issue additional shares to the extent of \$50,000, to complete and commence to lay down the second strand of wire.

FROM MEXICO.—The Matamoros correspondent of the *Tribune* states, "It was reported that Gen. Doblado would march north with from 6,000 to 10,000 men. It was also reported that in a conversation Minister Rolley stated that if trouble occurred with the United States the French would throw 56,000 men on the Rio Grande."

THE *Times* special dispatch states, that at a recent political meeting in Charles County, Maryland, a negro, for cheering a speaker who endorsed the union, was beaten by a large number of whites.

Mudd, brother of the conspirator. Another magistrate afterward sent the negro to jail for attempting to defend himself. Gen. Schoenfeld has been granted two years leave of absence.

IT was rumored in Paris that reinforcements to the extent of 60,000 troops was on the point of being sent to Mexico, 30,000 from France and 30,000 from Algeria.

SAN FRANCISCO, Aug. 29.—The str. John L. Stephens arrived from Mazatlan this p. m., large numbers of secessionists had arrived at Mazatlan from Texas, among them were Capt. Kapp, Edward Grayson, Dan Howler, and other old Californians, Judge D. S. Terry and family, Judge W. W. Porter, D. S. Terry, nephew of the Judge, and Wilkes, formerly a Confederate senator from Arkansas, were in Mexico. Another party of 75 or 80 men are en route for Mazatlan.

RELIABLE information has been received of the capture of Hermosilla, Sonora, by the Franco-Mexicans.

RIOT IN NEW YORK.—New York, Aug. 21.—At a fire last 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 were wounded. The police have taken possession of the engine-houses and engines. Twelve 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 peninsula who have followed our armies during the war. Orders have been issued to muster out seven more regiments. It is intimated that only enough military force has been kept in the state to prevent 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. Frough of Ohio Dead—Troubles in Mississippi

CAIRO, August 27.—Page & Co's. cotton factory was burned August 24th. Loss, \$10,000.

The work on the Mississippi Central Railroad is progressing rapidly. It will probably be completed and in operation by the 1st 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.

TELEGRAPHIC.

Later Eastern News

THE coroner's jury on the indictment relating to the fatal collision on the Old Creek Railroad 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 issue warrants for their arrest. The jury also say the lives of the passengers are constantly endangered in consequence of insufficient accommodations.

NEW YORK, August 28.—J. G. Rockwell, late rebel Secretary of War, is confidently expected to arrive in Canada in a few days. Mr. Rockwell, Commissioner of the Confederate States in London, will accompany him. Rockwell's nephew and son are now in England.

THE Greenport train and Hunterpoint train on the Long Island railroad collided this morning about one o'clock near Jamaica Station; the Greenport train left Jamaica 10 minutes before time and met the other train at full speed about a mile west of that place. The eastward bound train was completely smashed to pieces. The scene was so frightful to those that escaped injury that some fainting with horror. Men were hanging between parts of the wreck by the tendons of their legs, both of which had been torn away; others were suspended by the throat across which the string of cars had been crushed. Others were lying beneath tons of crushed cars. The shock was so great that the trains rebounded two or three hundred feet from each other. Both engines were smashed. The firemen of both engines escaped unharmed, 100 or 200 persons were killed; quite a number were injured.

NEW YORK, August 28.—The Petersburg Railroad bridge spanning the James River at Richmond which was destroyed by fire on April 3d, will soon be reconstructed in a substantial manner.

CLEVELAND, O., August 25.—Gov. Brough of Ohio, died in this city at 11 p. m.

RALPH, N. C., August 30.—Lieut. Hapen has arrived here from a trip through the north eastern portion of the State. He reports that the people refuse to recognize the freedom of the blacks who are whipped and

showing and killing of these creatures appears to be the order of the day. He also says a perfect reign of terror exists in that portion of the State on account of the absence of military.

NEW YORK, August 22.—The *Times* Washington special says: The proceedings of the Mississippi State Convention are attracting much attention and comment here. The general feeling prevails that the Convention is doing all it can to keep the State out of the Union. The President however is known to have the highest confidence in Governor Sharkey, and believes his loyalty and ability will give a proper direction to affairs.

NEW YORK, August 23.—The *Herald's* Jackson, Miss. correspondent states under date of August 21st that the Constitutional Amendment has just passed the Convention by a vote of 46 to 10—the institution of slavery having been destroyed in the State of Mississippi. Neither slavery nor involuntary servitude otherwise than for the punishment of crime, shall hereafter exist in the State. The Legislature at its next session, 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 their sudden emancipation.

JACKSON, Miss., August 23.—An ordinance passed the Convention yesterday designating the first Monday in October for the election of Congressmen, Legislators and State officers.

FROM CHINA.—Rebellion Spreading—Advance of Rebels on Peking—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 Peking, where they occupied a strong position. The authorities of Peking have applied for British military officers to come to their rescue. Col. Raugierier [Burgvine?] is in the custody of Mandarins, who refused to give him up on demand of the American Consul.

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 Robles, 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 a pleasant repast, at which friendly sentiments were exchanged, the party broke up. Senor Robles recrossing the river, Senor Romero and Gen. Ortega 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 Cruz correspondent, under date 13th, says, 500 men have arrived with good rifles, and are maintaining the independence of this section, which is too difficult of access to be easily conquered. A force of 200 Austrians recently marched from Orizaba with the intention of whipping them, but fell into ambush and was forced to retire, leaving 30 dead on the field. A few days ago the Austrians met with another repulse north of Puebla, in which, according to the city of Mexico papers, one colonel of infantry and 50 Austrians fell victims in the hands of the Republicans.

TELEGRAPHIC.

Later Eastern News

FROM HAWAII.—Revolutionary Proceedings—A Proclamation for Naniwa.

NEW YORK, Aug. 30th.—The Columbia from Havana, August 26th, has arrived. News from San Domingo announces that a revolution is going on in the island. The other news is being postponed.

Gen. Remontal, and declares in favor of Gen. Jose Maria Carriel, naming him a protector of the Republic, and authorizing him to take immediate and supreme command until a new Government can be established. Gen. Remontal was charged with conducting himself in complete defiance of law, and ordered prominent members of the Provisional Government and leading citizens arrested, threatening the rebels with death. Setting aside the election of delegates to the National Convention and ordering their arrests, causing members to be elected subservient to bribery, publicly offering rewards for the head of Gen. Palanca, who before him was at the head of the Government, threatening the Government of Hayti as intimidating a war with that country. These and many other like charges are preferred against him. Gen. Carriel has accepted the office and appointed his secretary and other civil and military officers. At last accounts Carriel, at the head of a body of troops, had gone to put down the opposition to him in Cuba. Indications of petroleum had been discovered in Cuba and a company has been organized to mine it.

CALIFORNIA.—Steamline to China and Japan via Honolulu—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 18th, bringing a cargo of goods and three passengers. She touched on the way at Rio Janeiro, Valparaiso and Callao. Legal tenders were nominally 72 and 73% asked. Sailed ship Elizabeth Kimball, Puget Sound; bark Malvina, Port Angeles; British bark Marmaduke, Port Angeles; bark Jennie, Puget Sound.

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 consort. 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 Crown, 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 to 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 harvest. 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. 29.—The City of Washington from Liverpool, August 16th, and 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 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 renewal of the efforts to recover it.

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Tuesday, September 5, 1865.

VICE ADMIRALTY COURT.

Before His Honor David Cameron, Esq., C. J. Judge and Commissioner of the Vice-Admiralty Court, V. L.

ALEXANDRA AND FIDELITER.

Fourth Day.

Monday, Aug. 28th.

Saml. Beans, sworn—Was Engineer of the Fideliter at the time of the collision; have been seven 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; the Fideliter neared the Alexandra as the Alexandra coming direct outside of us; we were then round Clover Point and I suppose three quarters of a mile distant; the positions on rounding Clover Point were as follows: Captain McCulloch then said to the man at the wheel, "port the helm;" I then stood on top of the engine room and the Captain then blew the whistle, a long one first and short ones after, but I cannot say how many; the Alexandra came up; our vessel was heading towards the shore and she was rounding towards us and also heading towards the shore; she had her head right for Beacon Hill and more towards Victoria; I saw all our three lights ten minutes before the collision and saw them put up about an hour and a half before the collision—before dark; there was a mast head and proper side lights; the mast and wheel house were between the side lights; saw the Alexandra's three lights all right about five minutes before the collision; heard a bell on board the Alexandra about a second before she struck; the bell struck just as the Alexandra was coming right into us and we were going full speed; I don't understand the bell; I have always had the word passed down below in any steamer I have been in; the Alexandra's engines were going ahead at the time of the collision; I know this by the back water of the Alexandra; I was watching the Alexandra's stern and saw the white foam of the water going direct away from the stern; don't know exactly when she began to reverse; I suppose four or five turns reverse would bring her up standing; as she was then running by the looks of her when she struck she might be going eight or ten knots; four or five reverse turns would then bring her up and seven or eight would send her astern; Captain McCulloch appeared calm; I did not go on to the Alexandra, but stuck to my own ship; the boys were under water; I heard the captain sing out port and then hard a port; I heard some one say take our passengers as we were sinking.

Cross-examined—I heard "port" then "port a little" and "hard a port" but I cannot swear to it; I will swear he said port and then hard a port; I am no navigator; know Clover Point; the collision took place just in the light of that bay and nearly opposite where we ultimately went, about 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 one can see them looking on to the vessel without interruption from the heads of people on board; when I first saw the Alexandra 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 outside; 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 ported till the collision I cannot swear she was always on the left; she has not got very good lights; just passable; our own lights are lights for a sea going ship; I know she was on our left before the collision; 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 steam wheel steamer; don't know the Alexandra's power, draft or diameter of wheel; I have brought a steamer up in two turns going 20 miles; I am quite sure the Alexandra was going ahead; I swear it; at the time she was in the Fideliter I am certain I saw the wheels moving forward; I cannot tell when she was reversed; when she struck us she was heading to Beacon Hill, but I won't 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 astern about a knot an hour when at full speed.

Harry Smith, sworn—Am a sailor; was on the Fideliter and kept a look out; saw the Alexandra coming out of Victoria harbor; saw red light first and a little after three lights; immediately after seeing the three lights the two ships were going end on; I was forward on the port side looking out; I heard the Fideliter whistle about 4 minutes before the collision; I heard the Alexandra answer; at that time we had the other steamer a little on our port bow; shortly after that the Fideliter blew several sharp whistles; the other boat did not answer; 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 see the lights on the Alexandra from my position.

Cross-examined—They came together so [see models]; she was never off the starboard bow after I saw the three lights; she was all the time on the port bow; there was no alteration in the lights; I saw all three lights till two or three seconds before the collision; there was no alteration from the first time I saw the three lights until I lost them altogether before the collision; I swear to this.

By the Court—I know the difference between a minute and a second; sixty seconds make a minute; about seven seconds have elapsed since that counsel sat down.

Solomon Stephens, sworn—Was cook on 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 hollering and went for 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 never trimmed them after they were lighted; it is not my duty to see after them after they are lighted; the boatswain does so; Re-examined—I have never known the lamps to be out of order and require to be trimmed after being lighted; our voyages are generally by day.

Charles Lawson—Am second engineer on board the Alexandra was below in my bunk at the time of the collision; had been down eight or nine minutes before; the man I left in charge of the engine was a chap named Tommy Warred; don't know what he was; he was going up that trip; had not been on previous trips; never made any before to my knowledge; I had been in charge three or four trips; in the state the Alexandra then was it would take from ten to twelve revolutions to stop her head-way; I don't think the Alexandra's lights are proper ones; they are not the lights I generally see on board a steamer; they are lanterns, and the back part was covered with canvas; they generally used to be fast to the stage of the smoke stack; about five or six feet from the hurricane deck, and they would show more than they ought to; cannot say whether the pilot house was between them or not; don't know if they were square or round; one bell means go ahead or stop; go ahead if stationary, and stop if going; if I was standing a few feet before the beam I would see the green light, but cannot say that night; each light would show more over the other bow than it ought to do.

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 Trahey—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 afterwards.

Mr. McCulloch asked to have a note taken of his desire to tender such evidence, and the Court agreed to find out who was to blame first, and go into those questions afterwards. A long discussion then ensued about the skilled witnesses; whether the plaintiffs were bound to examine them now, or as plaintiffs contended, after hearing the evidence for the defence.

The Judge decided that the skilled witnesses on the plaintiffs side must be called now. Henry Wootton—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 Sullivan, R.N.—I am a Commander in Her Majesty's Navy, and have attended to the evidence in this case; assuming the facts true, I am of opinion the collision could have been avoided.

Ans. By the Alexandra. Ques. By whom? Wines, continued—I am of opinion that the collision could have been avoided by proper care on the part of the defendants' servants; assuming the facts true, I am of opinion that the Fideliter used proper care to avoid the collision; assuming the same, I think the Alexandra was improperly navigated.

Cross-examined—According to the facts as stated in Court I had formed a general opinion from what I heard previously, which was adverse to the Alexandra; I consider the Fideliter pursued her proper course according to the laws laid down by the Board of Trade, and from the evidence I have heard 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 minutes—Captain McCulloch was right in not stopping his engines and keeping hard a port; I know there is a rule, one way or the other, in that respect; assuming both vessels to be going at full speed; I don't think Capt. McCulloch could have had time to have stopped his engines and avoided the collision by turning his ship round; a man seeing a ship coming at that speed and knowing his own speed might think it better to keep on; I won't pledge myself to say reversing would not have prevented the collision; had the Fideliter been laying still on the water the shock would have been as great; if the Alexandra had been pushing the Fideliter it would not have been so great; if she were struck before the beam the momentum of the Fideliter would have been of moment, and under that supposition slackening of speed would have lessened the shock.

Re-examined—She could have been struck at right angles as well before as abaft the beam; I don't consider it was incumbent on the Fideliter to stop her way.

Captain Sharp—Am Master of H.M. Sloop; and have heard the evidence assuming it to be true, I do not consider the Alexandra was properly navigated; and assuming the same, I think the captain of the Fideliter behaved perfectly correct; assuming the same, I think by proper care on the part of the Alexandra the collision could have been avoided; by the Fideliter's evidence the red light of the Alexandra was first seen, and she should have ported her helm and gone outside; the duty of each commences from the time they first see each other's lights; I think the captain of the Fideliter was quite right in not stopping the ship, because up to a very short time before the

collision took place the three lights of the Alexandra were in sight; the captain of the Fideliter, knowing his port-light was in sight, would naturally expect the Alexandra would port her helm and pass under her stern according to the regulations; I think it would have been highly improper if Captain McCulloch had starboarded his helm just when he saw the collision was imminent, because 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 of the Act I know.

The Court ruled there was at present no case under article 14. Mr. McCulloch asked the Judge to take a note of 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 article 16 does not apply as against the master of the Fideliter, because by the following article he is allowed a latitude according to time and place, according to rule 19, two minutes antecedent and up to the time of collision, he was justified in disregarding the rule requiring vessels coming end on to port their helms; I think if he had stopped 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 Sullivan in cross-examination, and am generally of his opinion for the same reasons; I think if the Fideliter had stopped and reversed three minutes before the collision it would not have happened, or at all events it would not have been so severe; I don't know at what speed the Alexandra was going; I have taken into consideration the acknowledged courses of vessels on this coast.

Arthur George Robertson Ryall, Lieut. R.N.—Have heard the evidence in this case. Assuming the same to be true, the captain of the Alexandra ought to have ported her helm and gone outside; had he done so he would most certainly have gone outside; I think the Fideliter did all she could to prevent the collision; I think the Fideliter was right in not stopping her engines, because I don't think Captain McCulloch had any idea a collision was imminent, and secondly, even after he had hard-ported, and even up to the last moment, even if the Alexandra had ported, the collision might have been avoided, and the Fideliter keeping at full speed would have helped it; if the Alexandra had ported three-quarters of a minute before the collision it might not have happened; assuming the same, two ships to meet end on both ought to port their helms and pass, and the Alexandra ought to have seen the Fideliter's lights.

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 going on; I think from the position of the two ships the Alexandra would have done better by stopping; she can do so much better than a screw ship 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 collision they must have been apart from 150 to 200 yards; I think the Alexandra could have ported and swung clear in that space; she ought to do it in twice her own length; I don't know her length but suppose she is not 300 feet long.

Edward Service—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 outside 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. McCulloch asked—Assuming the same do you consider the lights to have been properly placed by being hung to the smoke stack? 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 Fideliter's lights two miles off.

Cross-examined—I have not been asked to value the Fideliter; I speak of her value at the time of the collision and I have not summed up; she ought to make the half 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 sea mile; it would be much nearer 600 yards than 100 yards; I generally agree with the naval evidence, but I doubt if three-fourths of a minute would have cleared them on one of them porting as a previous witness thought; I think Capt. McCulloch was right not to stop and reverse; had he stopped and reversed three minutes before the collision it might still have taken place, but it would 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.

James Murray Reid—I have attended to the evidence, and assuming it to be true I think the Alexandra made a mistake and put his helm the wrong way; I think the collision could have been avoided if proper care had been exercised on the part of the Alexandra; the duty of the captain of the Alexandra, seeing the Fideliter's lights when he came out of the harbor should have been to have ported his helm until the red light of the Fideliter was out of sight; had the Fideliter 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 ought to have either stopped or ported his

helm; in my opinion the Fideliter was properly navigated; I know the line of coast; so long as I have known this coast I have never known anything bigger than a canoe take the inside passage at night. Cross-examined—Don't know if it is dangerous or not, as I never used it; the Enterprise I believe in general goes outside; I don't actually know except that it is not considered safe at night; I never had command of a steamer; don't know whether the Beaver has gone through, nor the Satellite; don't know that it is called the Enterprise channel; have always gone outside, never went inside in my life; it is merely from conversation that I know it is not considered safe; I consider the Fideliter ought not to have stopped, and if he did would have been open to blame for stopping.

Re-examined—If she had stopped and lost her head-way she might have sunk in deep water; had I been steering from Victoria I would not have considered the inner passage till I came to it.

Captain Rayner—I am captain in the merchant service, and have heard the evidence and supposing it to be true I think the captain of the Fideliter did properly and the Alexandra's captain was decidedly wrong; he ought to have ported the helm and given the Fideliter a good berth when he saw the lights, as there was so much room outside; I don't think Captain McCulloch should have stopped, as he had a right to assume the Alexandra would have done what he ought; I think if McCulloch had stopped or reversed he might have caused confusion and loss of life; undoubtedly his proper course was to keep on as he did; the captain of the Alexandra ought to have stopped when he heard the whistle, as he was on the wrong course; a ship coming out of the harbor if head on would see all three lights of a ship at Clover Point coming in and should port her helm.

Cross-examined—Possibly if they had stopped the ship three or five minutes before they might have stopped the collision; you always surmise on board your own ship that the other ship knows the road; I think the Alexandra when she found she had made a mistake ought to have stopped; you are always considered right to keep your own side at sea; in the case of these two I think the Fideliter was right to go on, and had the Alexandra ported the collision would have been avoided, but hardly in three-quarters of a minute; probably three-quarters of a minute would have done it had she previously been ported; 150 yards would have done it had she been going straight; I do not go quite the length as has been previously stated.

Re-examined—If the man reports a light coming end on, port and give her a berth and keep a look out and keep porting till you are clear. Court adjourned till 10 o'clock this morning.

Fifth Day. Tuesday, August 29, 10 a.m. Mr. Wood said—I never rose to address a Court under feelings of greater responsibility. There must always be a certain amount of prejudice in such cases. Where it is proved one ship has ported "severely" there must be a prejudice. [Quoted page 165 Atkinson on Shipping Laws of the British Empire] shows that there may and must be a prejudice in favor of such cases. I admit this general assumption, and it is for me to rebut it; and I undertake to say that the mass of evidence I am prepared to produce on matters of fact will clearly show that under the special circumstances of this case we were in the right, and that on two or three of the leading points there can be no doubt whatever. If there be equal doubt, and unless there be a strong preponderance of 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 blame each party bears his own costs. [Quoted Abbott on Shipping, page 528]. Two 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 262, 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 profession to which he belonged. Mr. Wood then called attention to the libel, which stated that after the Fideliter saw the Alexandra she ported "hard a port" only; whilst the evidence adduced said "port," and then "more port," and then "hard a port;" 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 case.

Mr. Ring objected, and denied that Mr. Wood had a right to draw such an inference. He only wanted to conduct the case according 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 was

Horace Coffin—Am a seafaring man, and have been so for 20 years; have had charge of the steamer Union for 11 months, and was part owner; I was in command of the Alexandra at the time of the collision, and had been for a month previous; I have had six years' experience of this coast; the Alexandra is a large stern wheel boat, and generally draws 28 to 30 inches of water when lights; on the night of the collision had 600 head of sheep, 40 or 40 passengers and a general cargo; nearly all the passengers were Chinamen; she is about 411 tons; we left at 12.45 p.m.; the night was fine and dark; light S.W. wind; on leaving the harbor we went E.S.E. from Ogden Point; after passing Glimpe Rocks we went E. half N.; after passing those rocks and when near Finlayson Point I saw a light; I was then steering in the pilot house; McLaughlin was with me; supposed the light to be a steamer's light; saw a white light first; I judge 500 or 600 yards on our starboard bow, about 2 1/2 or 3 points on our starboard bow; almost immediately afterwards I saw the green light; at that time I suppose I was 200 or 300 yards from the shore; passed Finlayson's Point about 150 yards; after clearing Glimpe Rocks about 100 yards, I set my course so

as to clear Clover Point 100 yards; when I say I was 200 or 300 yards from the shore, I was eastward of Finlayson Point, but it being night I cannot be quite sure; we were then going 8 or 9 knots; the tide was near high water; about half a minute after I saw her lights she blew her whistle; blowing a whistle is a salute; we always salute each other when we pass; I answered it supposing it 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 2 1/2 points open between the Fideliter and Trial Island; I thought at her course she would pass me by at least 300 yards; I saw her open her red light and then whistle when she was broad on our starboard bow; at that time I don't think she could have been over 200 yards off; or it might be more; I then ported my helm hard a port, and when I found I could not avoid a collision I stopped and backed; the Fideliter shot across our bow and we ran into her [A. F.]; the captain sang out to go ahead to shove him ashore as she was sinking; I told him if he would stop his engines I would come alongside and take him ashore; I sang out five or six times but there was no response; I then went 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 swung round a little; I told the first and second officers to make a line fast to him so that we could tow him ashore; he answered to my mate he either would not or could not stop his engines; I then put my helm starboard and rang to back her; I backed clear and as I did so the water rushed into us and as he would not stop I let go the line; when I rang to back she was stopped at the time; I had just then stopped; I was going ahead on to the Fideliter all the time till I found it was no use and then I stopped; I was stopped, but when Captain McCulloch asked me to shove him ashore I started ahead again; the Fideliter went ahead I suppose three or four times her length before she struck the beach whilst I was swinging round as I had either to go back to Victoria or sink; my ship was heading towards the point (Clover Point) at the time I backed; they told me we were making water so fast we could not get into the harbor, and as we went in our 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 Glimpe Rocks on returning; I did not see the nature of the injury she had received before she was beached; think the collision occurred about 300 yards to the northward of Clover 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 I heard the first whistle, and not over a minute or a minute and a half after that till the collision; between the first and second whistles was a little over a minute; the course from Trial Island to Victoria is west by south; that would take him over half a mile from Clover Point; there are several courses of a light draught steamer from Victoria to the inside of Trial Island; from Ogden Point to Glimpe Rocks is about an E. S. E. course; from Glimpe 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 plan. 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 600 to 600 yards off; the Fideliter was a long way to the westward of Trial Island when I first saw her; I have passed both outside and inside at night of Brochery'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 R.); witness also showed where the Fideliter was when the whistle blew; and was asked she was not then out of her course, and answered so; at all events I 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 whistle. I should have made up my mind which side I should have gone long before that. Had she then ported she would have made a complete circle before I reached her. She was coming on at right angles to me whilst I was backing. I had about 7 pounds of steam, and was going about 9 knots. At this time I was steering to pass Clover Point. I first saw the red light about 200 yards off on the starboard bow. I tried to keep out of the way by porting my helm. Although she ported I could do nothing else. Had I starboarded I would have run ashore. I ported hard when 200 yards from the Fideliter, and kept it so. I rang to back half a minute before the collision. Five or six minutes after the collision I rang to back. We made 18 revolutions to the minute. It will take 20 revolutions to stop her when at full speed. In case of fog vessels use whistles, but in clear nights they are used as salutes only. The whistle roused my attention. My lights were abreast the wheelhouse on each side, fixed to the stays of the smoke stack, and about four feet from the deck. They have screens made of paper and canvas. The lights were swung from these chains. A light can be made fast and yet swing. I examined the lights after the

collision, and they did so to see if the mistake in them. time of disengaging fast. As soon as she to shove him ashore were 6 minutes fast were pushing her a collision were we were stopped, by immediately after heading towards the pleite circle whilst harder we pushed worked us round; the Fideliter's helm until after we struck ships whilst pushed anything. I think boarded, because round. McLaughlin house since leaving of anyone might some people, McLaughlin was out of port he got a hand with the he blew her second wheel I had seen her hard a port until My experience here since I first had had an accident by a storm. Mc steer with a tiller board and then after the collision clear of her had because Capt. M him ashore. Th a minute and a avoid the collision yards or half the work upon. If knots, and gav would take two yards from where would take over would take a mile reverse her. I sa seconds before I. At night I can and might not generally judge no fog, mist or Fideliter was 200 order to reverse "Harriet" once mention it because it was not a mat is a good passag and the shore, it about 300 yards be as close as a night; the buoy be seen more the coming round the shore would not ship coming out what course the know where I sa Trial Island but off on the starbo before because fore leaving the was expected, was making fog ahead of our regular route, th with one except outside Trial Is when there was in good order with Mr. McLa seen about three Fideliter's light dim; I could backed by the l was no land be Re-examined ahead, and on backs; if it sh slow her; if al three—one to s I saw the red l to stop and two one to stop, th that was given then after McC ahead I gave o wards to stop, a back her. A her six years, a again at high t the time; the back from the they form a ye an excellent r revolutions a I don't suppose 12 revolutions was down by ahead, and her and as the A easily, that exp and not we h had no other master's certi obliged by; ne have served a fornia; never v vessel, but ha going up on the since the coll W right to New The Court be o'clock this mo

George Benn 19, I was ma left Victoria a sheep and 3 rather dark m used our ordin Clover Point; nearly all ove down forward round and see thing that wa before the col forecastle; th tween two o bow; it was quarter of a deck and got it was; I hea the Fideliter before I got almost imme after I got the as before I o

100 yards; when I... collision, and they were in perfect order. I right under our bows; I noticed one light...

collision, and they were in perfect order. I right under our bows; I noticed one light... Mr. Warren... I heard the engine stop...

Mr. Warren... I heard the engine stop... I heard the engine stop... I heard the engine stop...

Mr. Warren... I heard the engine stop... I heard the engine stop... I heard the engine stop...

Mr. Warren... I heard the engine stop... I heard the engine stop... I heard the engine stop...

Mr. Warren... I heard the engine stop... I heard the engine stop... I heard the engine stop...

Mr. Warren... I heard the engine stop... I heard the engine stop... I heard the engine stop...

Sixth Day.

George Benjamin Hall—On Monday, June 19, I was on board the Alexandria; she left Victoria after 10 o'clock; we had 600...

Edwards Cadey

On the 19th June I was Engineer of the Alexandria; she started about a quarter of ten; till we got out of the harbor I was in the engine room; I went...

Thomas Warren

On the 19th June I was on the Alexandria as engineer; she has been steaming for the last 18 years; have served on the Golden Age and several others...

William Stinger

On 19th June last I was on the Alexandria 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...

Henry Pratt

Was watchman on board the Alexandria on the night of the accident; my duty is to look after the lights, keep a look out ahead, 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 after the lights; they were set; I had the 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 port side, a green 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 not to show ahead and not on each side, so as not to get them all round; but if you were coming and 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 steamboats and watchman and also on boats up to 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 Alexandria, and it was answered from the Alexandria. A whistle is what is used instead of a pennant, and is used as a salute. I then heard several from the Alexandria, and one more from the Alexandria. 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 employed most of the time after the collision in putting blankets in the hold.

Charles Donnelly

Was barkeeper on the Alexandria on the 19th June; I was in the bar and heard the whistle but could not see the steamer; all I heard from the Alexandria was two or three short whistles which I supposed was a salute; I heard the Alexandria whistle; after the collision I ran up to the hurricane deck; I heard Captain Coffin say to Captain McCulloch if he would have his machinery stopped he would run him ashore; the Alexandria was fast in the Fidelity and going ahead to try and push her ashore; the Fidelity was working ahead; I heard some remark about passing a line; I went down and shut my bar and when I got back to the hurricane deck we were backing; Captain Coffin was in the wheel house; I heard no orders. Captain Coffin was very cool. It happened between Beacon Hill and Clover Point. I cannot say how far from the shore we were back before that; but being at the bar I could not see. There had been very few at the bar as I only opened on getting out of the harbor; I heard the Alexandria's whistle before the Fidelity's three or four. I have read the evidence in the paper.

The City of Glasgow LIFE ASSURANCE Company. Established 1888. Incorporated by Special Act of Parliament. Subscribed Capital, \$3,000,000. Annual Revenue, 560,000. Subsisting Assurances, 14,415,000.

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The Weekly British Colonist.

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, Esq. are evidently sorely perplexed. If the first three were ordinary beings we could have nothing but sympathy for them in their hour of tribulation; but being men of position, God save the mark! we are bowed down with the knowledge that they are suffering the usual penalties of ambitious mortality. They have entered into the little game of pipe-clay versus people; have, no doubt, ere this, ordered the volunteers into readiness, and called upon Her Majesty's men of war to defend, against popular assumption, that impregnable fortress known as the Church Reserve. Carried away with the terrors of the moment, they have applied to "our Court of Chancery" for an injunction against those wicked men who compose the City Council, and have no doubt, in their own mind, squelched that aspiring body. Alas for the "law's delay" and the "insolence of office"—the injunction, like many other important measures, came too late. In this morning of the year of Grace 1865 we hear a rumor flying along the almost deserted streets, that the fences are down. At first we could scarcely credit the announcement, but the broad fact forced itself upon us when our reporter confirmed the startling intelligence. "Our Court of Chancery" has, therefore, it would appear, been too late, and the injunction had better be kept until the fences are again erected. If the public do their duty, however, we have seen the last of these obnoxious obstructions. Let an injunction be at once applied for to restrain the building mania of George Lord Bishop of Columbia. As Governor Kennedy, with an amiability that does him credit, has allied himself with those angelic prelates—Canterbury and Columbia—to protect the Church against the people, he will no doubt do a similar service for the people and assist them in obtaining an injunction against the Church. We are sure that his functions would be just as rightly exercised in consulting the people's welfare as they are in assisting sectarian aggrandisement. It may be prejudice or want of knowing better, but we cling to the idea that the representative of Her Majesty is sworn to protect public interests,—not to make himself a party in any way to private arrangements that are antagonistic to the public good. We do not know, nor do we care, how His Excellency got mixed up in this trust deed mess; but we are afraid it will prove one of those blocks over which he will undoubtedly stumble and "break his shins." The public of Vancouver Island are a very different class of people from what His Excellency and "His Lordship of Columbia" think; and it is just possible they may yet have an opportunity of teaching these distinguished individuals a few unpalatable but at the same time wholesome lessons. It is quite as easy to have a bishop disgraced or a Governor recalled as it is to knock down a fence, and we feel satisfied that if the people are driven to it they will make as little "bones" of the one as if they have of the other.

QUEEN CHARLOTTE COAL.—A quantity of anthracite coal from the Queen Charlotte Company's mine was tested on Wednesday at Messrs. Spratt & Kriemler's foundry, and with the most satisfactory results. About half a ton of iron was smelted and the coal was pronounced by the workmen to be of a most superior character for the purpose and equal to the celebrated Pennsylvania coal, the heat giving properties being intense with an absence of sulphuric gases which renders the ore softer and purer. This coal is therefore likely to be held in high favor in the foundries and smelting works on this coast. We understand that an analysis of the coal has been made by Mr. F. Claudet of the Government Assay Office at New Westminster with the following results:

Table with 2 columns: Substance and Value. Includes Moisture (5.10), Volatile combustible matter (17.25), Carbon (71.20), Ash (5.43), Specific gravity (1.46), and various chemical analyses.

VICE ADMIRALTY COURT.

(Before His Honor David Cameron, Esq., C. J. Judge and Commissioner of the Vice-Admiralty Court, V.I.)

ALEXANDRA AND FIDELITER.

Seventh Day. THURSDAY, Aug. 31st.

James McLaughlin—I was pursuer on the Alexandria on the 19th June last, and remember her leaving Victoria a little after 10 at night; my duties comprehended the business department of the steamer; I have nothing to do with the lights; when we got out of the harbor on that night I was in the pilot house; I went there immediately after leaving the wharf; I remained there till the captain called my attention to a light; there was no one there but the captain and myself; Captain Coffin was at the wheel steering the boat; he said "There's a light on our starboard bow, I think it is the Fideliter, she is expected in this evening;" I have been at sea; I cannot swear to its color, I only saw the light; I can tell very close how many points and I think it was fully three points on our starboard bow; our mate came to the starboard door of the pilot-house and asked for the opera glasses; I looked for them behind me, and not finding them I remembered they were in the captain's room; I told him so, and he went for them; I did not see him afterwards; then a whistle blew which attracted my attention, it was immediately answered by Captain Coffin pulling our whistle string; immediately after three 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 then see her red light distinctly running across our bow; after the three whistles were blown Captain Coffin immediately ported his helm, and he said in substance a collision was imminent, but I cannot give his exact words; he rang the bells to stop and back her; I heard the mate at the same time come to the door and call to the captain he had better stop and back her; the captain replied "She's all aboard;" The next thing was the collision, I took hold of the wheel and stanchion of the pilot-house to sustain myself in case of a severe shock; when I first saw the light we were very close to Finlayson Point, to the eastward of it; from then to the time of the collision was between two or three minutes; Capt. Coffin ported immediately after the whistles; the time was very short before the collision, it might be a minute or a minute and a quarter; I cannot speak with absolute certainty as to the time, but I know the wheel was hard a port at the time of the collision. After the collision I opened the starboard door and went down on deck; the first orders that I heard were given by myself; I called out to the parties on board the Fideliter some four or five times to throw lines; there was no response; Capt. Coffin gave orders either to me or the mate to go and see what damage we had sustained; the Fideliter was still working ahead at the same rate as when she struck us; they impinged so (shown by models) and then worked round and turned our bow round to more than a right angle; we were stopped at the time as near as I could judge; some one aboard the Fideliter called out "Push me ashore, I'm sinking;" Capt. Coffin replied "If you stop your engines I will do so;" I then went down below and assisted in putting blankets into the large hole which had been made; blankets were thrown down to me and I endeavored to put them into the hole; I stayed there about two minutes probably; I then went up to the pilot house and reported to Capt. Coffin the nature of the damage we had sustained, and then he backed, but I also suggested we were in a sinking condition and he had better back out and do the best he could for himself; he also had some communication with Capt. McCulloch, and ordered the line to be thrown off and backed; I went down again and tried to stop the hole, but the water was coming in with tenfold force, and some one called to me to come up out of that; I remained in the pilot house till we were beached near Lang's yard. I have been looking at this chart, and I don't think it correct; Trial Island looks too far north; on Richard's chart I can show the plan of collision; I am familiar with Richard's chart and not that; I first saw the place yesterday during the recess, and it suggested itself to me that Trial Island was wrong placed; I have been acquainted with this coast since '58; I have had command of a vessel; I never took the responsibility of piloting a vessel.

Cross-examined—I did not assist Captain Coffin that night in steering; I have paid considerable attention to this case since it commenced, and have read the reports in the papers, but not very carefully; they could have been read with more care; saw that plan here the day before yesterday; I saw the inaccuracy at once on looking at the plan during the recess; it was either yesterday or the day before; the points were three 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 30 or 100 yards outside of the kelp off Glimpse rocks; kelp has no clear outside line like rocks, and it is not so easy to speak positively; never measured the kelp bed; have seen it both from sea and land. [Mr. Ring here showed the probable place.] Witness—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 pilot-house, 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 are on each side of the pilot-house; the front door looks out between them; the wheel is between them. [Showed relative position of house, doors, wheel and funnels on a piece of paper; there is room for a man to walk between the funnels and the pilot house; the diameter of the funnels is about two feet or over two feet; they might be four for all I know.]

Re-examined—Under these circumstances no one would look at the compass to see the 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 to the circular point of the pilot house; the 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 person standing at the centre of the wheel about six or seven points off the beam; I went to the port side of the wheel house to see over 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 represent the shoals and rocks that lay off the coast; 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 the starboard bow; Holland Point, leaving Clover Point half a mile off in going for Victoria harbor; you don't always run straight, it depends on the night; on a dark night I should probably pass Clover Point about half a mile; the Figuard light has not much to do, but if we open it we know we are clear of the shore, but you don't know how far you 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 hundred yards clear of Finlayson and 150 to 200 off Clover Point; on rounding Clover Point if she were going through Enterprise Channel she would steer accordingly; if 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 draft steamer is through Enterprise Channel; I only know the Fideliter from being a passenger on her for the trip; I know 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 Labrador draws 12 feet, the Beaver 10, the Otter nine feet six inches; I round Trial Island within 100 or 150 yards away on any vessel; we don't steer any particular course but according to circumstances; we always do go by the land; when it is so very dark or in a fog and we cannot see the land we steer by a course, but in all cases when we can see the land we go by it and not by courses; generally run inside of Brothey's Ledge; you cannot judge 150 yards on a dark night but any draft of vessel you should have 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 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 Alexandria draws some 19 inches when loaded.

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 Brothey'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 a matter of course; light draft steamers always went inside Trial Island; it is a more convenient passage going inside; I have known the Beaver hung up for hours on going outside; light vessels going out would have 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 stern wheel steamer were going any speed she could not be brought up in ten turns.

Question. Not in two! Answer. No, sir. James Fran—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 Point, within about 100 yards; 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 1/2 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; I have had experience as an engineer; I know the Alexandria; 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 handsly.

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 Twomb—I am pilot of Victoria; I have passed an examination six years ago; I know the coast; the course from outside Trial Island for Victoria harbor would be about W half South, depending on wind and

tide somewhat; a steamer of seven or eight feet draft, with stars and no moon and flood tide, I would keep half point more Southward, as the flood tide would send her up towards Clover Point; cannot say how far that course would take me in off Clover Point, nor no man can tell, but it might be in dead water from 1/2 to a mile, but I never saw dead water there; I would probably pass Finlayson Point not quite half a mile; I would about half a mile past Trial Island 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 eddies as much as we can; in the night we always take the land, because you cannot make a regular course in flat bottomed boats; from Finlayson Point (not much wind and clear and starry night) I would use my own judgment how far I kept off; I cannot say exactly; a vessel drawing 20 feet can go as near Clover Point at half tide as one drawing 20 inches; "a heavy draft boat" might do 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 Alexandria; previously I had no orders about the engines; when I left the Fideliter she was going ahead; I assisted the engineer; he was in charge; the engine was not below; there was no person working the engines when I left; they were at that time without any one to manage them; cannot say if they were stopped before she got ashore or not; I left because I thought the Alexandria 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; on board the Alexandria I did not notice how they were; I never took any particular notice passing Clover Point though I have been on deck there.

Re-examined—Shortly after getting on the Alexandria 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 struck before I got on board.

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 boats fast and returned to the cabin; it did not seem to me to be a very severe shock; I went on deck again after being in the cabin five or ten minutes; I went forward and got on to the Alexandria; I heard some one on the upper deck say send us a line and we'll tow you ashore; also stop your engines, you're turning us round; I heard no answer; am not a seafaring man.

Michael Jamieson—I was a carpenter and assistant deck hand on board the Alexandria; remember the collision; was in the saloon talking to passengers; heard the Alexandria whistle; the time between the whistle and the collision might have been 1/2 to 1 minute; I then went on deck and the mate said give me an axe; he ordered me to go to the fore-castle; 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;" Captain 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 steamboat man nine years; the captain was in the wheelhouse, the mate was on the fore-castle 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 McFarland—I was a passenger on the Alexandria when the collision took place; I was in the pursers' 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; I 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 Alexandria; 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 as if the Fideliter ran into the Alexandria, and I believe she did; I was not at the bow; I know there was a collision, but I 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 engine; 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 after collision. Cross-examined—Was on deck twenty minutes before the collision; the ships were

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 Trial 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 Alexandria, 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 always keep from point to point I should give them the inside.

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 side. Question—Do you know the practice of other captains? This question was not allowed by the Court. 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 game.

The following is the score:—

Table for Victoria United Cricket Club. 1st Innings: Barnett, s Weaver, b Chisholm (3), Whittaker, b Macaulay (0), Edwards, r o (0), Howard, r o b Macaulay (4), Bacon, l b w b Macaulay (4), Callingham, c Haynes, b Macaulay (4), Wilson, c Chisholm, b Chisholm (4), Donner, b Chisholm (7), Farwell, c Warren, b Chisholm (2), Fowler, c Warren, b Chisholm (21), Nesbitt, n o (4), Wides 6, Byes 4, Leg Byes 2, No Balls 0, Total 63. 2nd Innings: Barnett, b Chisholm (6), Nesbitt, c Havelock, b Macaulay (0), Howard, c Macaulay, b Chisholm (4), Wilson, c b w b Macaulay (1), Fowler, b Macaulay (1), Bacon, b Chisholm (1), Donner, b Chisholm (0), Callingham, n o (4), Whittaker, b Macaulay (0), Edwards, s Weaver, b Chisholm (2), Farwell, b Chisholm (1), Wides 0, Byes 1, Leg Byes 0, No Balls 0, Total 21. GRAND TOTAL: 1st Innings 63, 2nd Ditto 21, Total 84.

Table for City Cricket Club. 1st Innings: Haynes, c Edwards, b Bacon (2), Chisholm, r o (3), Weaver, b Bacon (14), Macaulay, c Barnett, b Howard (3), Thompson, l b w b Howard (8), Gibbon, b Bacon (7), Havelock, s Donner (0), Gale, l b w b Bacon (4), Beaumont, n o (1), Cope, l b w b Howard (3), Warren, b Howard (0), Wides 6, Byes 10, Leg Byes 2, N Balls 0, Total 63. 2nd Innings: Chisholm, n o (8), Macaulay, n o (9), 10 wickets to go down, Wides 5, Total 22. GRAND TOTAL: 1st Innings 63, 2nd Ditto 21, Total 84.

THE FENCES.

Since writing that a large portion removed. Inform police, and Mr. rested. He was bail. THE FENCE POLICE. BEFORE THE COURT. Mr. James Thorne, with a destroying party on the Church R. Bishop of Columbia. Mr. Sebright's execution on behalf of the Church Fund. Courtney, for the case excite court being dense. Sergt. Wilmer,

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 arrive 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.

Tuesday, Sep

The Church

INJUNCTION

In the absence of the contemplated res the Church Reserve cussion on Thursday by some that speci engaged to guard that if need be called to the rescu rumors—for it is w Volunteers were r demolition than until it became order of Court had the action of the Co ment of the whole An application the afternoon to McCreight, upon the Green, His Honor injunction to issue Council, and their lowing is a copy: VICTORIA by the Kingdom of and the Colo Queen Defenc To The L. S. froy, Jas. Carey, W. liam Leigh, their agents, Whereas upon o us into our Court Honor David Cam 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 Sa complainants, an Burlington Smith. Joseph Westrop William Leigh a ants: It was awa awarded to rest Harris, William Fell, James Thorr William Hibbard — Jeffrey, their agents from pulli destroying, or i buildings, fences standing or being ments and premie ture of the 6th d pleadings mentio hereditaments a Christ Church T Reserva until the further order of We therefore in mises do hereby you the said Tho lington Smith, Ja Thorne, Joseph Leigh, your Serve under the penalty be laid upon y your lands, good from pulling dow any way injuri other erections o the lands, the la mises as compri 6th day of May, this cause mentio hereditaments a Christ Church Tru serve until Thurs defendants will b be continued un or until our said the contrary. Witness ourse Island the 31st d 29th year of our

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The Weekly British Colonist.

Tuesday, September 5, 1865.

The Church Reserve.

INJUNCTION SERVED.

In the absence of more engaging subjects the contemplated removal of the fences 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 erections, and that if need be the Volunteers were to be called to the rescue.

An application having been made late in the afternoon to the Chief Justice by Mr. McCright, upon the affidavit of Mr. Sebright Green, His Honor granted an order for an injunction to issue against the Mayor and Council, and their agents, of which the following is a copy:

VICTORIA by the Grace of God of the United Kingdom of Great Britain and Ireland and the Colonies thereunto belonging Queen Defender of the Faith.

To Thos. Harris, William Burlington Smith, James Fell, — Jeffrey, Jas. Thorne, Joseph Westrop Carey, William Hibbard, and William Leigh, their servants, workmen and agents,

Whereas upon opening of the matter 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. McCright of Counsel for the complainants in a cause wherein Arthur Edward Kennedy, Companion of the 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 Burlington Smith, James Fell, — Jeffrey, James Thorne, Joseph Westrop Carey, William Leigh, your Servants, Workmen and Agents, under the penalty of One thousand pounds to be levied upon you and each and every of your lands, goods and chattels to our use from pulling down, cutting, defacing or in any way injuring the buildings, fences or other erections now standing or being upon 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 the contrary.

Witness myself at Victoria, Vancouver Island the 31st day of August, 1865, in the 29th year of our reign.

DAVID CAMERON, 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 the injunction should not continue until the merits of the whole question are decided.

Copies of the Injunction were served upon the Mayor, Town Clerk, and Councillors Smith and Jeffrey. 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 police, and Mr. James Thorne was arrested. He was, however, liberated on bail.

THE FENCE INVASION!

POLICE COURT.

[BEFORE THE SUPRENDIARY 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

that in consequence of information he received, he proceeded with officers McEwan and McMillan to the Church Reserve about a quarter of two o'clock; he found a large portion 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 arrested 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. Mr. Ring—Add another bit to it and call it \$2 75.

Witness, cross-examined by Mr. Ring—What kind of a night was it? Witness—A dark night. The Bench—Was it a dark night at two in the morning? (Laughter.)

Mr. Ring—I'll hand him over to your worship to finish the cross-examination. So you say (to witness) it was a dark night at two in 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 Mr. Thorne when he pulled the pickets down; I do not know but that the fence may be on private property; the other man disappeared; could not 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 street.

The Bench suggested that a map should be produced. Mr. Ring said he would object to any map, till it was proved to be correct.

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 whole matter was a question of title, and 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 to abate.

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 night; he was also prepared to prove that a 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 certain time.

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 Act.

Mr. Ring felt indebted to the prosecution 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 them for false imprisonment. Mr. Thorne, by virtue of his office had a right to the supervision of both the highways and by-ways of the city, and if he chose to take such an early hour for executing his duties, it only showed an excess of zeal in his official duties. (Laughter.) 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, because the act had been done in conformity with the deliberate resolution of the Council, as publicly announced by their printed notices. 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 city, and to see that they were kept in repair and not obstructed. The Council were indelible 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 perfectly justifiable, and the hour chosen was quite immaterial.

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 evening.

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 the injured property, and they being absent inspecting the same, the Magistrate suggested an adjournment for a quarter of an hour, which would enable the learned gentleman to examine the law more minutely.

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 malicious in intent 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 be negative malice.

Sergt. Wilmer, re-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 such notice.

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 expressed 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 peace.

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 late when they were least likely to create any breach of the peace or to meet with any resistance. Without surrendering the question in any way however he should not object to Mr. Thorne entering into his own recognizance 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 night.

The Magistrate in giving his decision said 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 to enter into recognizances to keep the peace. 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 two 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 Eriobon Company.

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 channel 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 among 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.

Miscellaneous.

Laumeister & Co. have purchased Smith

& Ryder's Ranch at Cottonwood River for \$5500 and intend fitting up the house as a first class hotel.

Smith has completed the Alexandria-Queenel Road. Manure is progressing well with 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 Williams Creek by the middle of September.

A prize fight between two well known Victoria bruisers was to take place this week 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 robbery 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 Westminster.

To His Excellency Frederick Seymour, Esq., Governor of British Columbia and its Dependencies, &c., &c., &c.

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 to Your Excellency to know that not only have the germs of commercial and national prosperity been implanted, but that political discontent and agitation, which so largely pervaded the community in former years, have happily disappeared, and that 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 Excellency's administrative acts.

But, while assuring Your Excellency of the confidence of the colonists in the wisdom of those great measures of reform which have 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 accomplished.

Your Excellency will not have failed to observe the anomalous and imperfect character of the only legislative body in the colony and how ungenial and ill-suited to the genius and wants of British colonists in the present form of Government. Although possessing representation in name we have still virtually to submit to the humiliation of "Taxation without Representation," a principle in political economy happily now unknown under the more direct influence of the British Constitution, that glorious palladium of political and religious liberty which we all claim as our inalienable birthright—a humiliation which we hope no longer to see marred by the bright prospects of this young 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 Legislative Council.

Your Excellency's visit to England, we also venture to hope, will be productive of much good to this colony in the promotion of emigration, the speedy establishment of a line of British steamers between Panama and this port, a desideratum the want of 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 especially 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 agitation calculated alike to exercise an injurious influence upon both colonies, by keeping alive a feeling of uncertainty which 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 the country.

In conclusion, we wish Your Excellency a safe and pleasant voyage to your native land, and a speedy return to this colony to carry out that wise policy already so happily commenced. And that Almighty God, in whose hands are all our ways, may have Your Excellency in His holy keeping, is the earnest prayer of,

Your Excellency's most obedient, humble servants.

(Signed) 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 receive with great satisfaction the address you have been good enough to present to me, on my departure from this colony.

It has, as you observe, been my duty, during the comparatively short period of my administration, to give my assent to several important measures of legislation. I sincerely 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 Columbia alone, even when I found with regret that they appeared to conflict with those of another of Her Majesty's possessions.

I must most gratefully acknowledge the political tranquillity which has prevailed during my administration of the Government, and the candid and indulgent consideration which my acts have met with from the people of this colony. I am not aware of the opposition to which you allude. It is not in New Westminster alone that taxation with imperfect representation is unpopular, and in our Northern Mines the new duty on gold is not liked. The people, however, in Cariboo received the principal officer of my Government with every mark of respect on a recent occasion, and no expression reached

his ear to which the most sensitive people could take exception. The feelings of the people in each district of the colony are entitled to every consideration, and I trust that a knowledge by the inhabitants of Cariboo that twenty-three thousand pounds are being spent in the improvement of the district, the gold of which has as yet only rendered three to the Crown, may persuade the miners that the profit is on their side in the new arrangement. I can only repeat to 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 element in the Legislative Council. Satisfied of the purity of motives by which the Government 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 better known, to promote immigration to it, and to procure steam communication with Panama.

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, Aug. 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 legacy of five thousand dollars to Mrs. Almira Hopkins, and divides the remainder of his property between his brother and sister.

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 the race last year.

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 Salsbury were quite seriously injured. Conway's collarbone was dislocated and he was injured internally, while officer Salsbury sustained a severe fracture of the thigh; James Moore, who fell with them, was seriously bruised.

Gen. McDowell ordered that Panama pirates be sent over to San Quentin on Monday next.

Thos. Byrne, indicted for the murder of C. L. Hill, is on trial to-day.

The P. M. S. Co.'s new steamer Sontina? sailed from New York for San Francisco on the 12th inst.

A private dispatch from New York quotes gold, Aug. 22nd, 143, and sterling exchange 709, for bankers bills, which, for the latter, is an advance.

Greenbacks 734@734.

By the Bark Harvest, which has been chartered to convey to Olympia the purchases recently made by the Indian agent of Washington Territory together with such other goods as may offer for that port, Seattle, &c., there has been considerable shipments of flour.

Cleared — steamer Sierra Nevada, Victoria and Portland; barque Mermaid, Port Angeles.

SAN FRANCISCO, Aug. 28.—Last evening as Ed. Daniels, import clerk, and R. Weston, assistant cashier of Custom House, were driving in front of the Ocean House they were thrown down a steep embankment. Mr. Daniels was instantly killed, his neck being broken. Mr. Weston was badly bruised but not seriously injured. Mat. Washington, one of the firemen who was recently run over by the engine, is not expected to recover.

There were no sales of greenbacks at Board this forenoon.

Arrived—str. Orizaba, from Victoria. Sailed—bark Almatia, Portland; bark Malvina Scott, Port Angeles.

SAN FRANCISCO, Aug. 30.—Jas. Washington, fireman who was run over by Monumental Engine last week at the Niantic Hotel, died this morning from lockjaw caused by the injuries received. Boehnis very low, and his recovery doubtful.

Mr. James, street agent for Barney Morgan & Co., of New York, advertises for proposals to furnish telegraph poles with which to commence the construction of the opposition telegraph 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:—GENERAL ORDER, No. 1.—In compliance with the orders of the President of the United States, Major-Gen. W. H. Halleck hereby assumes command of the military division of the Pacific, comprising the departments of California and the Columbia.

GOING HOME—His Excellency Governor Seymour, who arrived from New Westminster in the yacht Leviathan on Friday morning, has, it appears, been called home sooner than he anticipated and will take his departure by the next mail steamer.

The Columbian says that owing to despatches received by last steamer his Excellency's departure must take place very much sooner than was anticipated. He will leave for San Francisco on the Sierra Nevada, due at Esquimalt on Sunday. Previous to his Excellency's leaving New Westminster, he received a parting address from the inhabitants, presented by Messrs. Armstrong, Cormack and Robson; a deputation from the Fire Department; also waited on him, and received a grant of \$500 towards the support of the deputation. The Hon. A. N. Hrech will be administrator of the Government during the Governor's absence, and the appointment of acting Colonial Secretary will probably be offered to the Hon. H. M. Ball, now Gold Commissioner at Quesnelle-mouth.

out three minutes be-

recalled—There is no law from Trial Island with respect to ships of Island to Victoria the right hand side in coming round Tri-

wing upwards of eight invariably give a light fire in passing, and I in the case of the Al-

and Caledonia both she a heavy draft I ard side in towards light draft vessels al-

to point I should give

assing my port side I side, that is a large would give his proper

know the practice of not allowed by the Monday.

MATCH.

the Victoria Club and City Club, took place Friday, and resulted in a score to the extent that in their previous laurels, went in first and, with-

a stand, owing to the city players and the de-

Messrs. Chisholm and of 63, the highest Mr. Fowler. In the

it a still worse figure, the ridiculously small

ty players stood their first innings, and after

for 63 runs. In the Chisholm and Macaulay,

added 22 more, leaving wickets to go down. His

or and Miss Kennedy the field during the

score is—

CRICKET CLUB.

Chisholm 3

Macaulay 2

Chisholm 4

Macaulay 2

Chisholm 4

Macaulay 2

Chisholm 7

Macaulay 0

Chisholm 21

Macaulay 4

Chisholm 4

Macaulay 1

Chisholm 1

Macaulay 0

Chisholm 4

Macaulay 0

Chisholm 2

Macaulay 1

Chisholm 1

Macaulay 0

Chisholm 21

Macaulay 0

Chisholm 63

Macaulay 21

Chisholm 84

Macaulay 1

Chisholm 2

Macaulay 14

Chisholm 3

THE WEEKLY BRITISH COLONIST

Tuesday, September 5, 1865

VANCOUVER 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 filling 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.

TELEGRAPHIC.

By the arrival of the Eliza Anderson this morning, we are in possession of telegraphic news to the Oregonian from the East to August 17th.

FAILURE OF THE ATLANTIC TELEGRAPH.

SALT LAKE, Aug 21.—A telegram has been received by H. W. Carpenter, from the operator at Omaha City, that when 1,200 miles out from Valenta 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 Washington 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 Government.

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.

PRESTON KING APPOINTED COLLECTOR OF NEW YORK.

NEW YORK, Aug 17.—Preston King yesterday 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.

SAN FRANCISCO MARKETS.

Legal tenders 7 1/2 to 7 3/4. Butter, firmer. Sales 500 to 600 firkins ex Golden City, private, quotable 33c to 34c. For Western, 34c to 35c for States.

NEW WESTMINSTER ITEMS.

The Columbian mentions that His Excellency Governor Seymour will probably not leave for England for ten days or a fortnight.

THE CYCLONE.

A gentleman from 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 that port.

PURE DRUGS, CHEMICALS, &c.

BURGOYNE & BURDIGES, EXPORT DRUGGISTS, COLEMAN ST. LONDON.

THE BEST REMEDY FOR INDIGESTION, &c.

NORTON'S CAMOMILE PILLS

Are confidently recommended as a simple but certain remedy for Indigestion.

POLITICS IN MAINE.

PORTLAND, Me., Aug 15.—The Democratic convention to-day, unanimously nominated Jas. Howard, of Portland, for Governor.

RAILROAD 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

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

- Acutt, G Adams, S
Anderson, W F Adamson, N J
Barnes, P S Baker, H
Booth, R Bigley, D
BME Brooke, H
Bawden, A Brown, H S
Church, Mrs J Coker, E
Church, G Cursons, F
Cahn, J Campbell, J
Cohen, H M Cliffe, S J
Coleman, R Calvert, J
Cooper, Mr
Dobbs, F A Downs, S
Duncan, J DePrati, E
Daly, C Dennes, G E
Eastman, T W Ellis, G
Evans, Capt E
Francis, C H Fittou, E
Fanchee, C Falder, J
Franklin, S
Graham, W Gastineau, J, 3
Glover, W Goetz, M
Herri, W F Heaward, J T
Hazen, F O Hayes, Miss
Halpenny, J Henderson, R & J
Hamilton, W Hart, D
Harper, J
Jones, E T Jones, Robt
James, D
Kong Lee Knott, D
Keynton, W
Lang, J Laumeister, A
Laing, R Lubbock, C
Mitchell, H McFarlane, J
Morley, S Murphy, E
McCready, Mrs Murdock, G
Mason, J
Neale, Mr Neale, W K
Nickolson, T
Pickett, W Phillips, M 4
Roberts, E Robson, Mr
Robertson, J Reveley, T
Sudden, J, 2 Seaton, H F
Sloman, B, 2 Smith, J C
Smith, J P Smith, A J
Thomas, J Taylor, J
Taylor, T Thomas, S
Wood, W W Weishaar, F
Wollaston, F Weiler, J
Waterford, A Westmorland, R
Walton, J A Warren, W
Wren, C Ward, G A
Windsor, T, 2

REGISTERED LETTERS.

Moore, F X Sheriden, M
Norn, S White, C
Hayward, C King, W C

HENRY WOOTTON, Postmaster.

Chlorodyne.

CHOLERA, DYSENTERY, DIARRHŒA, CRUPE, GOUT, RHEUMATISM, CONSUMPTION, ASTHMA, COUGH, &c.

ALL PAIN, VOMITING AND DISTRESS

Chlorodyne is a most valuable remedy in Neuralgia, Asthma and Dysentery.

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."

CAUTION.—In consequence of the extraordinary efficacy of this remedy, several unprincipled parties have been induced to vend imitations.

W. M. SEARBY, Agent for Vancouver Island and British Columbia.

DAY & MARTIN'S REAL JAPAN BLACKING!

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.

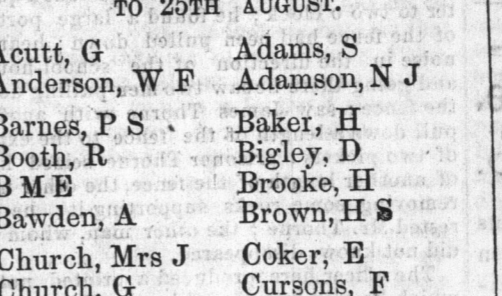
In Bottles and Tins at 6d., 1s., and 1s. 6d. each.

CAUTION.—D. & M. take the opportunity of cautioning purchasers against SPURIOUS IMITATIONS of their MANUFACTURES and LABELS.

Orders through Mercantile Houses.

W. M. SEARBY, Chemist, Government Street.

SAUCE.—LEA AND PERRIN'S Worcestershire Sauce.



Caution.

Lea & Perrin's Worcestershire Sauce.

Worcestershire Sauce.

Ask for Lea and Perrin's Sauce.

Janion, Green & Rhodes, Agents for VICTORIA, V. I.

Dinneford's FLUID MAGNESIA!

HAS BEEN, DURING TWENTY-FIVE years, emphatically sanctioned by the Medical Profession, and universally accepted by the Public as the BEST REMEDY FOR

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

ACIDULATED LEMON SYRUP.

forms an agreeable Effervescent Draught in which its aperient qualities are much increased.

Manufactured by DINNEFORD & CO., 172 New Bond Street, London.

Sold in Victoria, V. I., by W. M. SEARBY, Chemist, Government Street.

And sold by all respectable Chemists throughout the World.

Drugs and Chemicals

George Curling & Company, WHOLESALE DRUGGISTS, 16 CULLUM ST., FENCHURCH ST., LON.

Draw the attention of Druggists, Chemists, and Storekeepers, to their Old-Established House, as Shippers and Manufacturers of

Drugs, Chemicals, Quinine, PHARMACOPŒIA PREPARATIONS,

Photographic Chemicals and Apparatus, Newly Discovered Chemicals, Cod Liver Oil and Castor Oil in Bottles.

Capsules of Copaiba, Cubebs, Castor Oil and Cod Liver Oil, and other of their Renowned Specialities.

Lozenges, Confectionery, Patent Medicines, Medicine Chests, Surgical Instruments, Medical Glass, and every article connected with the Drug Trade.

Orders confined to their care will be executed with scrupulous attention and quick despatch.

Price Currents forwarded Post Free upon application.

Parties Indenting through Agents are requested to give decided instructions that their orders are placed in the hands of

GEORGE CURLING & CO. ONLY ap5

PRIZE MEDAL.

Crinolines and Corsets

The only Prize Medal for excellence of workmanship and new combinations in

STAYS, CRINOLINES, AND CORSETS, was awarded to

A. SALOMONS, 35, OLD CHANGE, LONDON.

The Cardinipus PATENT JAPON Collapses at the slightest pressure, and resumes its shape when the pressure is removed.

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THE AMERICAN CONVENTION

A few issues back on reciprocity to the extent which was to the 11th or 12th of July changes by the steady full particulars of the wards of three hundred of the various from Nova Scotia to discuss the commerce United States and Canada the advisability of discontinuing the Reciprocity Treaty. Although, however, prominent subjects of the Convention are the consideration of the commercial "platform" of the future policy of the Convention. The Convention official authority either result, but represent power of the American cannot but have the policy of both North American and done by this Toronto Globe, "will area, will arouse the Bay of Fundy and as startle the dwellers. No such body has ever in our knowledge, history, to discuss commerce have been world throptists to disease all nations, and measures, in which a co-operations to promote interests; but on no merchants of a distance of three to discuss the way intercommunication. The Representative American Province general plan of a Treaty, before they for they were well spirit which animates natives from the British delegat Howe and the from Halifax; the and P. Garneau from Coles from Prince A. E. Botsford, from St. John's, McMaster and J. After considerable was elected in the bridge, who showed wish for continued warmer desire for British North American United States. T loudly cheered by ceived with good British delegates. properly organize ministry work was ally agreed that should take prior In an assemblage terests it was on discordant element appearance and cage and the outstart threaten schemes, which it referre to the respective countries presented on the bance was, however went on harm speakers on the oolom Cameron, have carried the the Toronto Globe He complimented until he got the humor, making ev with laughter. S laugh make the audience in the r them, in the same telling arguments possible degree two countries. complimented by his success, and staying speech."

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The Weekly British Colonist.

Tuesday, September 5, 1865.

THE AMERICAN AND CANADIAN CONVENTION.

A few issues back we alluded in an article on reciprocity to the great commercial convention which was to have met at Detroit on the 11th or 12th of July. Our Canadian exchanges by the steamer of Friday give the full particulars of this important event. Upwards of three hundred and sixty representatives of the various Chambers of Commerce from Nova Scotia to California assembled to discuss the commercial relations between the 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 monetary 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 so great 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 Treaty, before they entered the Convention; for they were well aware of the antagonistic spirit which animated many of the representatives from the United States. Among the British delegates were the Hon. Joseph Howe and the Hon. T. D. Archibald, from Halifax; the Hon. Malcolm Cameron and P. Garneau from Quebec; Hon. George Coles from Prince Edward's Island; Hon. A. E. Botsford and Hon. W. H. Steeves from St. John's, N. B.; and the Hon. 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 outbreak 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 disturbance was, however, soon quelled, 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 he got them into thoroughly good humor, making even the Chicago men roar with laughter. Scores of times did the loud laugh make the hall ring. Having got his audience in the right temper, he heaped upon them, in the same handsome style, the most telling arguments in favor of the largest possible degree of free trade between the two countries. Mr. Cameron was highly complimented by the British Americans on his success, and Americans pronounced it a staving speech."

So far the speeches given do not enable us to form any idea of the probable result; that the decision of the Convention will, however, have an important bearing on the destiny both of the United States and the British colonies in North America is beyond dispute. If 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 be 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 retaliation on the Americans, but it would also lead to smuggling by wholesale on the borders—an evil certainly not so much to be dreaded by Canada as by the Republic, but still an evil of no insignificant character to the British Provinces. If the latter course—annexation to the United States—be adopted, then farewell to British rule on any part of the Northern continent—not even excepting Vancouver Island; for in the very nature of things our national destiny must go sooner or later with that of our colonial brethren on the other side of the Rocky Mountains. If, on the other hand, the result of the Convention should tend to the continuance of the treaty we of the Pacific colonies will have ourselves to blame if we 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 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 capacity of the populations; and all the ambitious members of the mercantile class were doing was chasing a will-o-the-wisp, and helplessly lamenting their inability to catch it, on account of something they amusingly called "over-legislation." Arrogating to themselves the Atlantic capacity of "carrying Cariboo on their back," they nevertheless are either unable to have their interests represented in the great commercial convention, or they look upon the most important event in the commercial history of the American continent in the same manner they would view a palilatch among the Songish Indians. Had they looked properly after their own interests, and the interests of the colony, they would have made some provision to have had Vancouver Island represented in that deliberative assembly which met on the 11th of July at Detroit.

NEW BRUNSWICK. 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 of usefulness the patriarch prepares to die with serene and noble dignity. Although we cannot boast a lengthened acquaintance with the Courier we shall regret exceedingly to lose its Sunday visitations.—Telegraph.

The business men of St. Stephen have chosen John Bolton, Esq., of the firm of Chipman & Bolton, to represent them at the Detroit Convention.—Id.

KILLED BY LIGHTNING.—A St. George correspondent of the St. Andrews Standard says that on the night of the 25th instant, Mrs. Thorpe, wife of Mr. Henry Thorpe, residing at Pennfield, while sleeping in bed with her husband and two children was struck and killed by lightning. Her husband was also struck, and was for some time unconscious. On awakening to reason he heard his wife articulate six or seven unintelligible words and then expire. The children were not injured. The lightning came down the chimney, tearing it, the bedroom hearth, and several beams from their foundation.—Globe.

NOVA SCOTIA. The Nova Scotia Gold Mines for the quarter ending March 31, yielded 5102 ozs. 11 dwts. 8 grs., something above the yield of the corresponding quarter in 1864. The whole number of men employed was 530, and the total number of mines worked, 58.

The Halifax Colonist, Government organ, says: "We understand that at a full Council recently held here, the Hon. Dr. Tupper, leader of the Government, and the Hon. W. 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. Smith, the leader of the Government of that Province, and the Hon. John C. Allan, Attorney General."

CANADA. The mission of the Canadian delegates has 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 Intercolonial railway.

FATAL ACCIDENT.—Minnie Sullivan, a beautiful little child five years old, daughter of Michael Sullivan, residing on Smyth street, was drowned by falling through the wharf belonging to the late Mr. Charles Brown.

Mr. DeBeek's Mills, at Eel river, were destroyed by fire. A child of Stuart Allen, Upper Cape, Westmorland county, ate a quantity of matches, from the effects of which he died in seven hours.

IMPORTANT COUNCIL OF INDIAN TRIBES.—The largest and most important councils of the Indian tribes ever held on this continent will assemble at Fort Gibson about the 12th of September to settle upon the future relations with the Government, and give new and positive assurance of good conduct and loyalty. Some thirty tribes will be represented, numbering upwards of 75,000. Among the most important tribes to be represented are the Creeks, Choctaws, Chickasaws, Chickasaws, Seminoles, Shawnees, Paws and Cherokees, all of which are representative tribes of undoubted strength, and they are each accused, more or less, of aiding in the late rebellion. Among the officers of the American government who will confer with them upon the occasion and dictate the course they are to pursue towards the United States, are Commissioner Cooley, of the Indian Bureau; Commissioner Edmunds, of the Land Office; Superintendent Ellis, of the Southern Agency; Colonel Parker, Military Secretary on General Grant's staff; General Howe, General Herron and Colonel Bent.—Oregonian.

LETTER FROM COWICHAN. Somemos, Cowichan, Aug. 21, 1865. To the Editor of the British Colonist:—Sir—Let it not again be said that disaffection reigns in Cowichan concerning statute labor. At a meeting of the settlers called by the Commissioners and held at Mr. Moore's store, a few days ago, it was to my mind satisfactorily proved to the contrary. The meeting was convened for the purpose of deciding upon the most eligible route for the location of a road to a projected steamboat landing on the north side of Cowichan Bay. The road will be of the utmost importance to a large number of settlers, and they evidently know it, for not only did every one present express the utmost willingness to perform his statute labor upon it, but many offered to perform voluntary work besides, in order that the 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 glad to observe, it augurs 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 agreeable mode of fostering a system of social intercourse 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 ample justice to at 12 o'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 rippling 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. SMITH. 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 dwelling of Mr. Brennan. The house was neatly prepared with seats for the accommodation of all the settlers, who were present in great numbers, and manifested the liveliest feelings of neighborly joy and good fellowship.

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 expert 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. 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 jovial meetings were a sure sign that Cowichan 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 proceedings here closed and the company dispersed at half-past six a.m., after giving three cheers for Mr. Brennan.

JONATHAN'S "LITTLE BILL."—We recently gave an extract from a racy speech delivered at Honolulu on the 4th of July, by W. J. Green, Esq., Acting British Commissioner. If Mr. Green's humorous allusion to the probabilities 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 two 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 presented to John Bull. As the news reaches us in this remote corner of the world, it presents itself something in this wise: Jonathan has made out a bill against John Bull, and, handing it in, says, 'There's my bill; if you don't pay it, I'll lick you.' Now, I hardly can believe that this is the way it has been done—at least, if it is, it is because Brother Jonathan never expected to get paid. The answer that John Bull would probably give to a bill presented in this way would be: 'Gentlemen—You can take it out of my hide,' or words to that effect—as the lawyers would say—and that is a pretty tough old bill's hide yet; and I think you will admit that John Bull would take a good deal more whipping than Jeff Davis and the Dragon that we have heard about to-day. But, Mr. President, Ladies and Gentlemen, I do not believe there will be any war at all; and I will give you my reason for that belief. It appears to me that the United States is in that position, this Fourth of July, A. D. 1865, that she need not care a snuff whether the bill is paid or not, she can afford not to care. It is not for me here to enter into the question of the correctness of this bill. I presume, if it is not a correct one, it won't be paid. But, Mr. President and Gentlemen, if that bill were ten times the amount it is, and if you were ten times more satisfied that you are that the bill was correct—if I do not much mistake the temper and spirit of the people of the United States on this day—you are at heart indifferent about the payment of it. It is not a nation that has just achieved the title to be confident of her position amongst the powers of the earth that is anxious at once to wantonly plunge into war.

Mr. Macfie in London.—We see by recent English papers that Mr. Macfie has become contributor to the Fortnightly Review. Among the advertised contents of the magazine we find "Life in San Francisco, by Matthew Macfie."

THE LATE WRECK.

Statement of Mrs. Stott, one of 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 returned by the Del Norte. She says she had been somewhat sick on Sunday morning, and remained upon the hurricane 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 bottom. She got into the small boat as soon as possible, with her son and the girl Wild. 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 DeWolf, 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 and first 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. 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 the boat afterwards said that Mrs. Keenan was hit on the head and stunned by a plank 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 was 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 saw her plunge suddenly, bow foremost, and disappear instantly. Mrs. Troudale, an old lady, who had come direct from England, and was on her way to Victoria to join her son, was one of the saved.

LYNCHING AT PORT LUDLOW.—A correspondent 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 this way. For a long time this place has been the headquarters of a class of men who don't seem to do anything for a living; they go by the name of regular desperadoes. Until to-day, the citizens put up with them as best they could, when two of them knocked a man down in broad daylight, robbed him of sixty dollars and beat him severely, then put for the woods. This roused the citizens to a high state of excitement. Two of the gang sympathized with the robbers and tried to take their part, when the citizens fell upon them and beat them severely, and ordered them off the spit. After a little search the sheriff, with the assistance of a few more men, captured the robbers and brought them before the Justice of the Peace charged with high way robbery. The citizens fearing they would escape the vigilance of the law, as it is administered so loosely in this country, concluded to deal with them themselves. So they took them away from the Sheriff, tied them to the flag staff—they then acknowledged the crime and gave up sixteen dollars of the money, saying it was all they had—and gave them one dozen lashes each, well laid on the bare back; then set them adrift in a skiff, with the solemn warning never to be seen in this town again under the penalty of being hung, which warning they heeded pretty well by making themselves scarce immediately. The people are determined to clear this town of all suspicious characters for the future, and to make it one of the most quiet and respectable places on the Sound. So let all bums, rascals, and desperadoes beware of the warning."

TO BE RECALLED.—The following announcement is made by a correspondent of the New York Times, writing from London: "It will be a satisfaction to all true friends of honest dealing to know that, in a business point of view, the London Times has felt the folly of its position on the American question, and its current rumor on the streets is that 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."

A NEW DISCOVERY.—The London correspondent of a New York paper says:—I hear from Turin that Professor Prospero Carlevaris, of Mondovi, has just discovered a new luminous substance, which is applicable to photography and to the requirements of social life. The substance costs little or nothing. When brought into contact with a gas light it increases in intensity to an amazing degree without dazzling the eye, like the electric light, or being intermittent like that produced by magnesium.

MR. MACFIE IN LONDON.—We see by recent English papers that Mr. Macfie has become contributor to the Fortnightly Review. Among the advertised contents of the magazine we find "Life in San Francisco, by Matthew Macfie."

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 we extract the following:

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 rock not having been reached by any of the prospectors. It is anticipated that in the coming week more than one company will get down—the deepest at present being more than 80 feet. Several private 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 came 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 taking out expenses. The Barker claim is laid over. The Bald Head company are preparing to resume work again in their old shaft. The Sheepskin company have commenced a new shaft close to the Bald Head company. The Aurora still yields about 300 ounces a week. The yield of the Davis company is from 17 to 20 ounces per day.

None of the claims on this gulch are taking out pay. The Saw Mill company are drifting. The Ericson company have resumed work. The Reid company are running a new drift. The Challenge company are sinking a new shaft. The New Zealand company have their shaft down 100 feet. The Good as Any co. are still sinking.

WORK ON THIS CREEK has been going on slowly during the week, and comparatively very little money coming out. Several companies have united to bring in a ditch from Stoney gulch about three miles, and hope to have the work completed soon. The Washburn, Chittenden, Moorehead, Plumbago and Vaughan and Sweeney claims are at work.

OPERATIONS ON THE Bed Rock Flume have been carried 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.

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Advertisement for Perrin's Shire Sauce, featuring a bottle illustration and text describing its medicinal benefits for various ailments like indigestion and heartburn.

Advertisement for Ford's Magnesia, highlighting its effectiveness for stomach and digestive issues, and its status as a recognized medical remedy.

Advertisement for various chemical and medicinal products, including preparations for skin conditions and general health tonics.

Advertisement for a patent jupon, describing its features and availability, along with other fashion-related items.

Advertisement for a new method of instruction, likely related to education or vocational training, emphasizing its effectiveness.

Advertisement for a popular book, detailing its content and availability, and mentioning a large number of copies available.

Advertisement for a new method, possibly a medical or scientific technique, and other miscellaneous notices or small advertisements.

