

# THE WEEKLY BRITISH COLONIST.

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NO. 16.

## THE BRITISH COLONIST

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## EN ROUTE FOR THE MINES.

During the month of March we shall be losing a great portion of our floating population who will take wing for the mines early in this season to be in readiness for work when the state of the creeks will admit of it. Much is expected from the improvements in the machinery and appliances for working the mines. Much also may be expected from the formation of companies for carrying on mining operations, who will be able to effect far more in the limited season during which work can be comfortably carried on in the northern mining districts. Already are the rival routes commencing to boast of their different advantages, which are really but routes are compared with the measure facilities that were offered for travellers two years ago. Now, from the improvements that have been made along the whole route, the trip to Williams Creek can be undertaken as a pleasure trip. The houses along the road have been improved even since last year, and any one who can walk or ride can get up to Cariboo this year with the greatest ease. But it is not every one who can get employment when he gets there. As the hardy miner, but at present he who cannot manage the pick and shovel with ease and comfort to himself had better not undertake the journey to the mines. There is of course some work for men who are not practical miners, but as a rule we cannot conceive that any place can be a worse school for these young men, who are to be found in Victoria as well as in most other corners of the earth, who fancy that their heads can support them without the assistance of their hands, whenever they may be, and that, without the exercise of energy or application. The mines are a hard trial to such men, and the chances are that going up to Cariboo with small means, all who cannot raise their hands, and who are not ready with a hearty good-will to turn to any employment that offers either on the road or at the mines, will signally fail in their achievements this year, as some have every year since the first discovery of gold on the Fraser.

Far better would it be for those who have not either a claim to go to or a prospect of regular work in claims belonging to other persons, or a thorough dependence upon their own strength of arm and indomitable will and perseverance, to settle down at some regular employment for the summer in the agricultural or mineral districts of this Colony, although at a moderate rate of remuneration, until they become a little accustomed to roughing it, and so more fitted to undergo the hard labor of the diggings. We would not for one moment discourage the hardy miners from trying the upper country since more, indeed, the people seem very much better for this class of men this year than they have been heretofore, and those who can stand the season's labor will in all probability have just as regular work as during the last season, with pay as high and perhaps somewhat steadier, whilst provisions will in all probability be considerably lower. If the miner were able to save a dollar a day during the whole summer season in provisions, it would make a comfortable addition to his savings. The journey up and down too will cost less than heretofore, as the roads are improved the traveller, whether on horse or foot, will make better time, and with an additional number of houses and consequent competition added to the reduction in the cost of provisions, meals at roadside houses must become cheaper. It does not seem, however, to be anticipated that there will be the slightest decrease in the price of labor. Until the mining population becomes very much larger there is not

the slightest prospect of its being materially reduced, nor is it by any means desirable that it should. It is much better for the trader and the general prosperity of the colony that the working men should have remunerative wages, they will do far more towards distributing and circulating the gold than will the large mining capitalists.

## BRITISH COLUMBIA LEGISLATIVE COUNCIL.

Wednesday, Feb. 24th.

Members present: The Hon. Attorney-General, P. O'Reilly, H. M. Ball, E. H. Sanders, J. A. R. Homer, H. Holbrook, and J. Orr. The Hon. H. Nind was sworn in by Judge Regbie and took his seat.

The Hon. Mr. Orr introduced a petition from merchants and others in the interior, praying for the establishment of a steamer line between the coast and the interior.

The Hon. Mr. Orr moved, seconded by Hon. H. Holbrook, that the Mining Bill be recommitted. Hon. P. O'Reilly moved, seconded by Hon. H. M. Ball, that the Mining Bill be read a third time. After considerable discussion the amendment was carried on the following division, by the Attorney-General voting in the affirmative: Yes: Hon. H. M. Ball, P. O'Reilly, E. H. Sanders, and H. P. Cresser; Nays: Hon. H. Nind, J. A. R. Homer, H. Holbrook, and J. Orr.

The House went into committee of the whole upon the subject of establishing a Light Ship at the mouth of the Fraser River. The resolution was carried unanimously. Hon. H. Nind moved, seconded by H. Holbrook, that the Light Ship be constructed out of the wood of, and built in the Colony.

Hon. H. M. Ball introduced a Bill for the regulation of Trade Licenses, which was read a first time and ordered to be printed. The Committee on Steam Tractors, Engines reported progress. They examined Mr. Trutch respecting the proposed scheme. He informed the Committee that the company in London had not sent drawings, but he was enabled to state that each engine would weigh from 7 to 10 tons, with a 20-horse boiler, and with a load of 20 tons would make 8 miles an hour while lights it would make 8 miles, being capable of making the shortest curves and ascending the steepest grades in the Colony. He stated that they were prepared to import 12 of the Engines, placing 2 on the Yale route, 2 on the Douglas route, and the balance about the Junction. He also informed the Committee that after being furnished with plans and a thorough description of the proposed scheme, the company had resumed their report on Tuesday.

Hon. J. A. R. Homer gave notice that he would on Thursday move a resolution for the appointment of honorary Justices of the Peace in certain parts of the Colony.

Members present:—Hon. Attorney-General, Collector of Customs, J. A. R. Homer, H. Nind, H. M. Ball, E. H. Sanders, J. A. R. Homer, H. Holbrook, and J. Orr. Minutes of previous meeting read and confirmed. The committee on the traction engines further reported that having examined the scheme they recommended their introduction into the colony for the benefit of trade, but for the present not to be allowed on the roads below the junction, the company to be required to bear a portion of the expense of keeping the roads in order. Report received and committee discharged.

## FROM METLAKATLA.

The missionary schooner *Carolina*, Capt. Patterson, arrived on Saturday from the missionary settlement at Metlakatla, which place she left on the 9th inst., sailing at Fort Rupert on the 19th inst. The only spoken was the alope Kingfisher, which was met in Milbank sound on the 12th inst. A schooner was seen on the same day, bound north. The *Carolina* brought on passengers the Rev. Mr. Cunningham, Rev. Mr. Cook of Nassau, Capt. Walter, and Ben. Spain, of the schooner *Rose Newman*. The brings a freight full cargo, consisting of fish oil, furs, Indian food, cypress planks, &c., prepared by Indians at the settlement.

Mr. Cunningham has favored us with the following interesting description of the state of affairs at the settlement. Mr. Duncan was in good health when the schooner left, and everything going on prosperously.

After the arrival of the *Carolina*, on her last trip from Victoria, a meeting of those interested in the vessel was held, and after providing for the expenses of her voyage, a dividend was declared by Mr. Duncan of five per cent upon each share. This somewhat puzzled the Indians, who imagined when the money was given to them that they were paying with their interest in the vessel. As soon as the matter was satisfactorily explained to them they were given the appropriate name of the *Atah* or *Atah*, signifying that she did all the work and they reaped the profit.

Mr. Duncan is endeavoring by degrees to vest the entire ownership of the vessel and profits of trade in the hands of the natives, derived from his own share have been devoted to the interests of the colony.

On new year's day, after a devotional meeting, there was a business meeting attended by the whole settlement, when Mr. Duncan and Mr. Cunningham announced the expenditure of the last year's taxes, and read the village rates for the coming year. It was also furnished with the proposed expenditure for the current year, which met with general approval. The estimates included the cost of two new market-houses, which are to be used as lodging-houses for night-laboring tribes when visiting the settlement. Also money for erecting a school for a park and play grounds, and for making new roads. Immediately after the meeting the tax of \$2.50 (for a blanket) for adults, and \$1.50 (for one shirt) for boys was paid. Some elderly old men, who would hardly walk, came to the meeting with their blankets anxious to become good citizens, but were exempted from the levy. A number of new citizens were enrolled.

Later the same day the village had to mourn the loss of an influential old chief, and consistent christian, named Semeno Keethlan, who died after a few days' illness of erysipelas. On the following day a funeral ceremony took place, attended by all the people of the village, numbering between 500 and 600, who were all in mourning, as far as crape or black material could be procured. The remains were brought to the church and an exequial service, which the morning prayer followed, the corpse was carried to the burial place, where the burial service was read and listened to with the most profound attention. After the service was concluded, a portion of the constables fired a volley over the grave, which was responded to by another volley from the constables on duty on shore, and the firing of cannon.

Mr. Duncan has been working hard to ascertain what his people's inclinations and abilities are, so as to class their occupations, and lay in a good measure, according to his own views, a new system of work, making buildings a new mission house, road-making, huts, sawyers, &c. He has also taught them to make cloths for themselves, which are much prized.

Those who break the laws are tried for offence, and if found guilty are sentenced to labor on public works.

## RED RIVER NEWS.

We have dates from the Red River Settlements to December 17th.

The *Nor' Wester* complains that the settlement is being completely over-run with Sioux Indians, who to the number of 800 or 1,000 have come across the boundary to escape from the Americans or "Long-knives" as they term them. Governors Dallas and McTavish have been trying to induce them to remove by offers of provisions, &c., but without success. The *Nor' Wester*, from the ferocious and treacherous character of the Sioux, is fearful of an outbreak by them.

The following extract from the journal of a settler, published in the *Nor' Wester*, gives some account of the mines on the headwaters of Bow river, which falls into the Missouri on this side, and left all our extra baggage there to rot in the ground. When we left Colville, on the 16th September we of course came straight in where we had left our coats and baggage, but were astonished to find all our stuff—clothing, provisions, ammunition, &c.—dogged up and carried off by some of our carts. Observing the direction of the plundering party, we followed them and came up to them after two days' hard travel. They were Americans—22 in number, going to the gold mines at the head waters of the Bow River.

We had no trouble in getting our property, all but some provisions and shoes which were already been used up. Having returned and got things ready, we started for home, taking the same course which we had followed going.

We arrived here on the 23rd November—having been about five months and six days away. When we left the Rocky Mountains we had 30 horses, but we reached here with only 15—the rest having "smoked up" by the way. I spoke of 22 miners. Let me say a little about them. The miner who first discovered the Fraser River and Cariboo diggings came over the mountains to this side last spring, and prospected along the Bow River. He had five men with him. They were very successful—found rich diggings which yielded them \$25 each per day. Knowing that there was any amount of gold to be had, he determined to go down to Fort Benton, and get up a party for his mines. He accordingly got one John Munro to guide him to the mines, and he there made up a party of 21 men whom he sent back to the Bow River mines under the same guide. These were the 22 men who helped themselves to our supplies.

John Munro is now, and for a long time back, has been living with the Blackfeet; but he had originally come out as apprentice clerk in the Hudson Bay company. He told me that he had himself seen the miners taking out \$5 worth of gold each per man per day, at the Bow River mines, and that the head miner whom he had guided to Fort Benton, said that these mines were richer than any on the west side of the mountains, as another year would show. Bow River, let me tell you falls into the South Branch.

A friend says that, from eight bushels of wheat, he has realized four hundred weight of flour, all but 6 lbs, and had the pollard grain.

Mr. Franklin in the chair. House in committee, Mr. Franklin in the chair. Mr. Young said he begged to lay before the House the supplies voted for the year 1864, amounting to \$27,279 50. The gross amount of assets for the year exceeded this amount by about \$24,000, from which however about \$33,000 must be deducted for the Crown Lands revenue, leaving in round number \$60,000 over and above the sum voted in supply. He would move that the general estimate of the colony for the year 1864, be carried.

## LIQUOR LICENSES.

Mr. DeCosmos said that some time ago he had given notice of a motion to reduce the liquor licenses, especially the retail licenses, in this city. The hon. Speaker had then said that the matter would come up in committee on Ways and Means, and he would therefore now bring the matter before the committee.

The Speaker said the motion would be brought up in committee at a subsequent meeting. The committee rose and reported the voting of the supplies for the year 1864.

Dr. Trimble said a great deal of dissatisfaction was felt by members of the House in regard to the mode in which business was conducted in the Legislative Council. The bills which were sent up from the House of Assembly appeared to be systematically neglected, and many were disposed to blame His Excellency for the delay. He believed that the matter should be investigated, if the blame laid on the right shoulders. He threw open to the public.

Mr. DeCosmos said he could illuminate the hon. Speaker on that point. (Laughter.) He (Mr. DeCosmos) at one time felt a great deal of anxiety to learn what was going on in this "stone communion" chamber, and had applied for admittance, but had been politely refused.

Mr. Young said that for the last two months the Council had been talking of removing to the large open room in the main building, and he believed the only hindrance was that they had no chairs.

On Monday Mr. Franklin's Annexation motion will come up. In reply to a question about the Small Debts Bill, Mr. Young said the Council wished to bring in a bill and would push it through with the greatest despatch, and send it to the Lower House.

Mr. DeCosmos said he had been in the Colony of British Guiana (Demerara)—in consequence of the withdrawal of the restrictions which have, hitherto prevented the colony from introducing emigrants from the United States of America, both of the class generally styled "Contractors" and others of the same rank, a public meeting was recently held at Georgetown, Demerara, at which resolutions were passed for the purpose of removing the efforts for inducing laborers from America to settle in the colony.

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HOUSE OF ASSEMBLY.

MONDAY, Feb. 21st, 1865. House met at 3:15 p. m. Members present—Messrs. Young, DeCosmos, Franklin, Tolmie, Jackson, Trimble, Street, Carwell, Duncan, Bayley, Dennes.

Dr. Trimble said that the House would be quite inconsistent in voting this item. The lands belonged to the crown, let the crown extinguish the Indian title. He moved that the item be struck out.

TUESDAY, Feb. 22d, 1864. House met at 3:15 p. m. Members present, Messrs. Young, DeCosmos, Powell, Franklin, Foster, Street, Duncan, Bayley, Dennes.

ARRIVAL OF THE ENTERPRISE. The steamer Enterprise with 30 passengers and a few thousand dollars in gold arrived Wednesday night.

CITY COUNCIL. MONDAY, Feb. 22d, '65. A meeting of the City Council was held last evening, present: His Worship the Mayor, and Councillors Stronach, Wallace, McDonald and Ewing.

Mr. Young said he believed it did; unless the House had been made of the number of Indians, and the amount required to buy them off.

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THE STATE OF THE MONEY MARKET.

The state of the money market in England at the close of the year was somewhat anomalous. Notwithstanding the admitted abundance of money, the joint stock banks and discount houses seem to have been disinclined to transact business even at the advanced rates which were then ruling. The rise in the rate of discount had almost suspended business in the mining share market during the latter part of the year. Railway shares, and all other negotiable securities were depreciated, although not to any extent likely seriously to affect the value of specie. The imports of precious metals into England, have during the whole continuance of the high rates of discount, been very considerable, and if we may judge from the weekly reports of the state of the money market, decidedly above the average. And up to the close of the year the exports were not so large as they had been previous to the late rise in the bank rates of discount. In spite of the advance in the rate of discount, the accounts from the manufacturing districts were decidedly more favorable, although cloths and manufactured goods are never in great request at seasons of monetary depression. English securities have been altogether depressed for the last few months, and as a consequence the funds have been depressed, and those who watch the money market most closely have expressed a decided opinion that there will not be any perceptible rally until Parliament has met and the affairs of the continent have become more settled. With a prospect of war in Northern Europe it was utterly impossible that any definite prospect of improvement in financial affairs could be expected, until the public had a clearer insight into European policy generally than they had at the date of our last articles. Indeed considerable apprehension seems to have existed in many quarters that an undue pressure upon internal trade might occur from the high rates of interest, and it was only the anticipation that the difficulty might be speedily surmounted, that kept prices of stocks and speculative shares from going lower still. But all this depression—if we may so term a rise in discount rates, in the Home market, seems to have by no means an unfavorable effect upon colonial securities. There can be no doubt whatever that many persons who formerly could hardly be induced to look at any other security than land or funds, are now seeking investments in other sources, and are beginning to inquire whether the rates of interest, so long regarded as fabulous in the old country, which seem in colonies to be only reasonable and just, are moderate for the circumstances of the individual country in which they are ruling. Added to this, there is a much more settled belief in the steady development of the gold-fields in the several British colonies at present than there has been in any previous era. Men who have skill in monetary and financial affairs have become accustomed to investigate the sources of wealth in distant countries, and to estimate with precision the advantages which may arise from the introduction of the precious metals, as a means of exchange, into the markets more freely than in past years it was deemed possible. Up to the present time, all the gold discoveries of the last twenty years have made but a slight difference in the value of that metal in the old country. Years ago it was the custom to say that the gold from California would entirely upset the ruling positions of the precious metals, but we do not find silver supplanting gold in any way, nor are the relative positions of the two metals changed, except in some parts of Asia, where for years past, long before any of the recent gold discoveries, silver has been valued as a medium of exchange more than gold, although the intrinsic value of the two bears the same relative proportion as in other countries. In the whole, we think that we may fairly expect our share of capital from the old country in the present year, notwithstanding depressions, and wars and rumors of wars.

HOPE SILVER COMPANY.

HOPS, Feb. 24th, 1864. EDITOR BRITISH COLONIST.—Sir, Will you oblige me by stating in your first issue, that the Hope Silver Mining Company have struck the quartz, containing or supposed to contain silver. Nothing of the prospect is yet known. My object in asking you kindly to insert the information is to secure the present shareholders from any misinformation or design or undue excitement, to which such discoveries often lead.

A SHAREHOLDER.

FATAL ACCIDENT.—We learn from Capt. Thomson, of the schooner Flying Mist, that a melancholy accident occurred one day last week in Puget Sound, resulting it is feared, in four or five lives being lost. A married woman with two or three men (whose names we were unable to ascertain) and an Indian, were proceeding in a canoe from Penn's Cove to Oak Harbor, to attend a sale, when it is believed that the canoe from some cause or other upset, and the whole party were drowned. Neither the canoe nor any of the bodies had been found, but some of the effects had been washed up.

LOCAL INTELLIGENCE.

TRADES LICENSES ASSESSMENTS.—With this morning's edition we present to each of our readers a copy of the Government Gazette, containing a complete list of persons liable to pay taxes under the Trades Licenses Amendment Act for the six months ending June 30th, 1864. The total amount of gross receipts assessed for the 6 months is \$3,001,788, on which the tax levied is \$10,070,322; there is besides this a tax levied on lawyers, bankers, agents, auctioneers, &c., amounting to \$3091, and on Billiard Tables and Bowling Alleys, \$2042. From the columns of the Gazette we compile the following list of the various trades, professions and occupations, at present carried on in the city of Victoria:— 8 auctioneers, 2 agents, 2 assayers, 1 accountant, 4 architects, 6 boarding house keepers, 13 butchers, 26 bakers, 5 brickmakers, 4 brewers, 4 blacksmiths, 3 bath house keepers, 2 booksellers, 1 boot black, 1 book binder, 2 brick layers, 1 brass founder, 3 barbers, 4 bankers, 40 billiard tables, 3 bowling alleys, 13 clothiers, 3 cabinet makers, 45 contractors builders and carpenters, 4 coal and wood dealers, 5 coach makers, 5 cigar dealers, 2 cutlers, 3 coffee and spice dealers, 2 coopers, 2 confectioners, 5 carriers, 10 civil engineers and surveyors, 10 dress makers, 34 druggists, 12 druggists, 5 dairymen, 4 dentists, 10 dry goods dealers, 2 express agents, 18 estate agents, 18 fruiterers, 5 fishmongers, 1 furrier, 3 furniture dealers, 2 general dealers, 41 grocers, 2 gas fitters, 2 gunsmiths, 1 glass and crockery dealer, 2 hat makers, 8 hair dressers, 18 hotel keepers, 3 hoteliers, 7 ironmongers, 8 Indian traders, 2 laundresses, 5 liver stable keepers, 1 lime burner, 1 locksmith, 3 lodging house keepers, 4 lumber merchants, 31 merchants and commission merchants, 41 mechanics, 3 milliners, 3 oyster stall keepers, 3 plasterers, 7 painters, 2 pastry cooks, 4 produce merchants, 3 porters, 4 photographers, 9 provision merchants, 3 printers, 3 post-letters, 20 restaurateurs, 11 stock brokers, 20 shoemakers, 3 ship builders, 2 sciveners, 2 stone cutters, 2 saddlers, 1 soda water maker, 6 solicitors, 2 news dealers, 11 tobacconists, 15 tailors, 16 tin-smiths, 3 turners, 2 tent-makers, 2 tea-dealers, 2 tanners, 1 toy-dealer, 3 upholsterers, 1 undertaker, 16 washwomen, 7 watchmakers and jewellers, 11 watermen.

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THE FRASER SALMON FISHERIES.—We understand that the company formed to prosecute the extensive and valuable salmon fishery at the mouth of Fraser river, are fully prepared to enter into operations at once, being provided with an ample supply of boats, nets and all other requisite fishing tackle, and only waiting for the fish to begin to ascend the river. The company intend to employ the salmon on the spot, and ship them direct for London, where they expect to be able to compete favorably with the Billingsgate fishmongers. The quality of the salmon in these waters is unsurpassed, and the supply is practically unlimited, and as the members of the new company are experienced fishermen, we have no doubt of their success.

SHAMFUL.—A meeting of the Victoria creditors of the individual who has "rammed the ranch" from New Westminster, was held yesterday, when it was ascertained that his liabilities in this city amounted to at least \$10,000. One firm alone has the misfortune to be let in to the tune of \$1,800. A large portion of the debts were incurred quite recently, and it is hinted that the goods have found their way out of the Colony through the instrumentality of an accomplice. Merchants cannot be too cautious whom they trust.

GO IN, LEMON!—A Hydah Indian named Lemon, was yesterday apprehended and brought before Mr. Pemberton charged by Wm. Stevenson with stealing a coat and waistcoat belonging to the prosecutor, who stated that the prisoner entered his shanty and took the articles which he found on his person. The Indian in defence said that he was told by some other person to take them. The magistrate replied that if he were told to shoot a man it was no reason why he should do it, and sentenced Lemon to one month's imprisonment with hard labor.

ANOTHER OLD RESIDENT GONE.—Yesterday afternoon Dr. Clerjon, an old and esteemed resident of this city, died after a comparatively short illness. Deceased was a native of Paris, France, and came here in 1855 from California, having come from China to that country. He had been, since his arrival, physician to the French Mutual Benevolent Society, and was in very comfortable circumstances at the time of his death.

VICAR-RURAL RESIDENCE.—We understand that the commodious dwelling house, owned by Mr. Donald Fraser, on Humboldt street, is being fitted up as a temporary residence for our future Governor.

FURTHER FROM GOLD STREAM.—The shareholders in the Britannia Company were yesterday elated by the receipt of some pieces of quartz sent in from their claim, richly impregnated with gold, visible to the naked eye.

SATURDAY, FEB. 27. CEMETERY.—The schooner Red Rover arrived yesterday from Comox. The master reports that the Indians appeared, from what he could gather from the settlers and his own experience, to be more peaceably disposed, assuring him that they were *hale and hearty*, making at the same time anxious enquiries as to whether a gunboat was likely to make her appearance. The whole rancherie are at present very busily engaged in building houses for a number of their intimates expected from Cape Mudge.

ANOTHER MINER.—We were yesterday shown some very fine specimens of quartz containing copper ore and precious minerals. This quartz has been brought from Comoxian District, and we understand that an assay made of a portion yielded gold, \$50; silver, \$75 to the ton, and 15 per cent of copper. A private company is developing this lode, which bears every indication of being a highly valuable one.

IMPROVING.—We noticed a fact yesterday in connection with the proceedings in the Supreme Court worthy of record. All parties concerned in the suit of Kellogg v. Piers, which was to come up for hearing, including jurors, counsel, solicitors, and witnesses, were punctual in their attendance, which enabled the case to be got through in one day.

MINERAL SPECIMENS.—An enterprising gentleman in this city has shipped by the Princess Royal for England a case containing every variety of mineral and other specimens which we could collect. This is a good practical mode of drawing the attention of scientific men to the mineral deposits of these colonies.

EXTENSION OF THE TELEGRAPH LINE.—Mr. Carpenter, President of the State Telegraph Company, left by the Enterprise yesterday, for the purpose of having a bill introduced into the Legislative Council, at New Westminster, for a branch line which will connect the two cities.

TURK WILL BE NO COMMON JURY CASE TRIED in the Supreme Court, until the next assizes, to take place in or about the second or third week in March. Four special jury cases however will intervene, including the case of Carr v. Moody.

SUBJECTS OF THE TELEGRAPH LINE.—We understand that this company have purchased the schooner Lass and intend sending her off immediately with miners and provisions to carry on operations on a larger scale. This looks something like business.

MONSIEUR.—We understand that the Reception Committee have enlisted the services of the talented violinist Mr. John Allen to organize another band to enliven the proceedings.

FEARFUL ACCIDENT.—Yesterday, while the Otter was towing the Princess Royal into the Straits, one of the seams, a young apprentice, was sent aloft to loose the main-top gallant sail, and in doing so lost his balance, and fell to the main deck with a fearful crash. Some of his shipmates immediately went to his assistance, when it was found that some of his bones had penetrated the deck, and there had to be loosened with knives before he could be moved. The unfortunate lad was immediately put on board the Otter, which left the Princess Royal, and on reaching Victoria he was conveyed to the hospital, and medical assistance called for. Dr. Dickson informs us that it is one of the worst cases he has yet experienced in Victoria, and but faint hopes are entertained of the young man's recovery. His right thigh is badly fractured, also the left leg below the knee, and his left arm. With all these serious injuries the unfortunate youth still preserves his consciousness.

QUEEN CHARLOTTE COPPER MINING COMPANY.—By the schooner North Star, Captain McCulloch, which arrived here on Saturday afternoon, in 12 days from Queen Charlotte Island, we have very favorable news from the company's mines in that quarter. Besides 20 tons of ore from the old mine, Capt. McCulloch brought down a quantity of splendid specimens found by the miners on Burnaby Island. The specimens consist of various sized lumps of yellow sulphurets, perfectly pure ore, free from rock, etc., and are thought to contain about 40 per cent of copper. They were taken from the out-croppings of a vein about two feet thick at the surface. Captain McCulloch reports having experienced much annoyance from the Indians, who were extremely insolent, and threatened to take his vessel, being only pacified by presents. A little of the salutary correction administered to them by the gun-boats last year, would doubtless have a beneficial effect.

PREPARATIONS AT ESQUIMALT.—We learn that the Esquimalt committee are working vigorously to give the new governor a fitting reception. They propose constructing an ornamental arch, and will be prepared with an address for presentation on Captain Kennedy's arrival.

MISSION PRODUCE.—The sale of the Mission produce, per Carolina, from Medakahbi, will commence to-day on board. The cargo consists of cypress plank, various scantling suitable for cabinet makers or boat builders, also furs, fish oil, Indian food, etc.

FURTHER.—The funeral obsequies of the late Dr. Clerjon took place yesterday. The remains were followed to their last resting place by a large number of friends.

ANOTHER BALL.—We learn that the Deluge Fire Company propose giving a ball shortly for the purpose of raising funds to pay off the debt on their building. The Deluge boys deserve to be well supported by the citizens.

NO OBJECTIONS WERE RECORDED before the Revising Barrister on Saturday, against the registration of voters for the districts of Victoria, Sooke, and Nanaimo.

SPLENDID ASSAY OF SKIDGATE ORE.—Messrs. Molitor & Co. have assayed some of the ore brought down by the Surprise from the Skidgate Company's mine, and returned 34 1/2 per cent of copper to the ton.

STEAM TRACTION ENGINES.

We are sorry to observe that the Legislative Council of British Columbia has not received very favorably the proposition of Messrs. Janion, Green & Rhodes and Trutch to place steam traction engines on the wagon roads. At least so we interpret the report of the committee on the scheme, which report was adopted by the Council. We can hardly expect that the projectors will enter into the undertaking within the limited sphere proposed by the Council, viz: the road above the Junction and saddle too, with the additional innumerable of assisting to keep the roads in repair, so that the action of the Council appears virtually to reject the whole proposition. We would suggest to the gentlemen proposing this scheme, the idea of introducing it in this Island. There has been a good deal of talk of a railroad to Esquimalt—why not put on a number of the steam traction engines? They would answer all the purposes of a railway, and would cost but a mere fraction of the expense of building the latter, as they could run easily on the present road, if it were properly repaired and new bridges built—which latter we will require very soon at any rate, as the present ones are hardly safe for ordinary traffic. The following interesting article from the London Review on the capabilities and usefulness of traction engines, shows how applicable they are to such purposes as required in these colonies:— "Perhaps the oddest among the many very odd creatures, found in Australia, is the animal called the omnitractor, which appears to be a mixture of the duck, the beaver and the mole; and, the traction engine, constructed according to the order of the dockyard authorities, and now at work there, is about as strange a medley of half-a-dozen machines having apparently totally diverse functions, as the omnitractor. Its main employment—it is fitted up as a steam derrick, as a fixed engine to turn the shafting in the workshops, and as a capstan to haul the ships about the docks; and finally, it is used as a very powerful steam fire engine, capable of throwing a jet to the top of the highest ship building sheds; in short, it can do anything, the dockyard laborers declare, short of talking, and that it can do, after its own fashion, with its steam whistle. When we saw it at work it was removing a huge marine monster stered in the dock. It seemed a marvel how such a bulk of iron could be moved at all, but by the use of tackles and blocks it was first hauled clear of others, and then having been lifted by jacks on to the travelling truck, the engine moved off with its load—like an ant removing a grain of corn ten times as big and heavy as itself—along the omnitractor, and in the middle of the various docks, without noise or friction, the great load progressed until it finally reached its destination. The weight of boiler was about eight and twenty tons, which together with that of the truck and engine made a total of forty-three tons, nevertheless it went smoothly over the yard and in consequence of its broad wheels, made even less mark upon the paving than would a score of straining horses with their hoofs flashing fire. As an instance of the odd jobs it is put to do, we may mention that a particular bulk of the timber being worked from the middle of a stack, an immense number of laborers were told off to haul it out. After many efforts, however, they gave it up; when the engine, happening to pass on other work, the driver volunteered to get it out—a work done almost as speedily as if pulling out of a double tooth an operation it somewhat resembled, inasmuch as the bulk of timber was very irregular in form and must have required an awful tug to extract it from the stack. When any steamer requires any repairs to her screw, this handy jack of the yard goes down to the edge of the dock, fits up its derrick apparatus, and in a few minutes the huge blades of the screw are lifted on to the quay wall. This kind of work is varied sometimes by unloading timber from the ship's side, and taking it to the stack; or with her capstan she lifts the heavy chain cables from the hold of the mops-of-war; and when the other laborers have done their work, and the huge stationary engine of the yard is at rest for the day, the traction engine comes up, plate herself firmly to the shop where motive power is required for over-work, the band is slipped over her driving drum, and immediately the whole machinery of a department is at work. She is constantly thus employed in the armory-plate shed, and in consequence of the small expense at which she is worked, compared with the large stationary engine, an immense saving accrues to the public service."

THE RECEPTION COMMITTEE.

As the demonstration to be offered to our new Governor, Capt. Kennedy, will be the first affair of the kind which has yet occurred since we gave our citizens an opportunity of testifying their loyalty to a representative of Her Majesty, on his assuming the viceregal throne, and as every body is desirous to make the reception do honor to the city and colony generally, a few particulars of the mode in which such matters are managed in other and larger colonies, may be of use to our Reception Committee, in making their arrangements for the approaching occasion. We extract from a late Australian paper, kindly furnished to us by Mr. Daniel Scott, the following description of the reception of Sir Charles Darling, the new Governor of Victoria.

ARTIVAL AND INAUGURATION OF SIR CHARLES DARLING.

Sir Charles Darling, successor to Sir Henry Barkly, as Governor of this colony, arrived in Melbourne on Wednesday, the 26th inst., by the Suffolk, which left Plymouth on the 28th of June last. When it became known in the city that the vessel had passed the Heads, every preparation possible within the time before she would reach the Bay was made by the authorities for the due reception of Sir Charles and family; while the citizens generally testified their favorable regards by decorating their premises with flags, similarly as on the occasion of the Royal marriage, as the vessel was expected to reach the Bay about one o'clock, the Railway Pier by that hour was crowded with the inhabitants of Melbourne, and in the suburbs, anxious to see the new Governor, and in testimony of their loyalty give him a cordial welcome as the representative of Her Majesty. Before a berth could be cleared for her at the pier, the Suffolk arrived in the Bay, and she accordingly to some extent for a short time. She was almost immediately afterwards boarded by the Very Rev. the Vicar-General (the Dean of Melbourne) in the Customs boat, who thus had the honor of being the first to welcome Sir Charles and family to our shores. In a few minutes afterwards Brigadier-General Chute and staff, and Captain Hancock, aide-de-camp to his Excellency, Sir Henry Barkly, arrived on board, and were followed by the hon. the Chief Secretary, and the other members of the Ministry, who were also accompanied by his Worship the Mayor of Melbourne. About two o'clock the Suffolk weighed anchor, and was towed to the pier. When she was abreast of her berth the tug dropped alongside, and took on board the viceregal party, the members of the Ministry, &c., and conveyed them to the usual landing steps. His Excellency on stepping on shore was officially received by the Mayor and members of the corporation, and was heartily cheered by the crowds assembled on the pier. After an interchange of courtesies with the Mayor, his Excellency was conducted to the railway station, where a special engine and train were in waiting to convey him and his family to Melbourne. A guard of honor, consisting of about fifty members of the Royal Artillery, under Captain Parrell, were in waiting at the Flinders street station, where his Excellency, on stepping from the carriage, was again heartily greeted by the crowd that thronged the platform. He then drove off in his Excellency Sir Henry Barkly's carriage, which had been placed at his disposal to the late residence of Mr. Eden, in Collins street, which had been prepared for his Excellency's temporary occupation, and where his Excellency still resides. On the following Friday his Excellency was publicly sworn in by his honor, the Chief Justice, in front of the Treasury building, where a large number of the viceregal party, the members of the Ministry and the Executive Council, the members of both branches of the Legislature, the Mayor and corporation of Melbourne, and members of the suburban municipalities, the representatives of foreign nations, the clergymen, various dignitaries, etc. Lady Darling, Miss Darling and other members of his Excellency's family were also present. His Excellency was escorted to and from his residence by a company of the Prince of Wales Volunteer Light Horse, and a company of the Royal Artillery performed the duties of a guard of honor. In front of the Treasury there were between four and five thousand persons assembled, who heartily cheered his Excellency on his arrival and departure.

streets; they simulate, in fact, the sheathing action of the cat's claw, clearing themselves, at every rotation of the wheel, of the clogging soil. The engine is capable of ascending gradients as steep as one in six, and it has several times been seen, to the astonishment of the townspeople, conveying a 68 pounder gun weighing 117 cwt. down the Plumstead road, over the steep acclivity of Burrage hill, and returning by the descent of Sandy hill to the Arsenal; a feat which it is needless to say, horses could not have accomplished. On Woolwich Common, moreover, it manoeuvres with three of these ponderous 68-pounders, with astonishing facility.

PECULIARITIES.

The wheels of the traction engine are so broad that they do no damage to the ordinary road, and they run without sinking in marshy land and on loose ground, where ordinary wagons would sink beyond reclaim. The ordinary pace of the engine, when carrying a load over broken ground, is about three miles an hour, but it will run at the rate of ten miles an hour; and has been proved capable of drawing over a good road as great a weight as a hundred tons.

This speed and power of traction, and the low cost at which it works, the expense for fuel being not more than two and sixpence per day, point to the great adaptability of the traction-engine for lines of metropolitan tram-ways or to lines running between towns incapable of supporting a railway with its expensive rolling stock. The engine moves so noiselessly that, if one were concentrated specially to run in our streets, no horses would be frightened by it, and it may be easily arranged to avoid the escape of steam altogether. However, the extraordinary handiness and compactness of this new power the ability to turn the power to any kind of work and the ease with which it is guided by the aid of the steering wheel, will, without any measure of doubt, render it the indispensable companion of man wherever great works are in progress of mighty engines have to be lifted and conveyed from place to place in the ordinary course of the day's work. To the arsenal and dockyard the engine goes over all work there in value, and the cost has been so much less than horse power that two teams have already been dispensed with. In the old days of horse traction it was a common thing to see skilled hands earning five shillings a day, employed at mere laborer's work in certain emergencies, for want of a full supply of traction power; now all this is saved by the ever ready power of this manageable monster, which promises to become the common drudge of man in every field of exertion where gigantic powers have to be called into action.

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The Weekly Colonist.

Tuesday, March 1, 1884.

THE ALABAMA AND HER PURSUERS.

THE ALABAMA AND HER PURSUERS. THE FIGHTING TRIM OF THE "WYOMING" AND "JAMESTOWN."

The harbor of Amoy is small, but deep, and well sheltered. It is opposite the Island of Formosa. The dock in which the Alabama was undergoing repairs, is of stone, and is the property of certain Chinese merchants.

There are three channels from the outer bay into the harbor, by which the dock can be approached—one, between Amoy and the mainland is shallow and impracticable, says for Chinese pilots; the other two are deep and easily navigated.

The harbor of Amoy is not fortified, so that if the Chinese authorities wished it, they could not interfere in a fight. It was generally supposed that the sympathies of the Chinese were against the pirate and his steamer.

Just before the Ida D. Rogers left Kanagawa, the captain of the Jamestown received a polite letter by mail from Sommes, in which the writer said that when he captured and burned the ship Contest he had found in the cabin of that vessel sundry packages containing presents, etc., from that officer to friends in New York; that he had carefully preserved them, and would, before long deliver them himself at New York, where the ship (on ship) would be before long.

By the Wild Pigeon, which arrived here last night from Hongkong, we (Bulletin) have news from that place to 15th December.

MOORE'S DESTRUCTION BY THE ALABAMA.—The American ship Contest, on the night of 11th November. The officers and crew were eight days on board the Alabama, when they were transferred to an English ship and carried to Batavia. They were perfectly destitute, having been stripped of every thing. The Contest belonged to "A. De Loo" and Brothers, of New York, and was bound to Hongkong with a full cargo from Yokohama, having left that port on the 15th October.

REPUTATION OF THE ANGLO-CHINESE FLEET.—The Chinese Government had repudiated the purchase recently made in England by Mr. Lay of a gunboat flotilla, on the ground that he had far exceeded his instructions in the purchase. There did not appear to have been any pecuniary demand made by the Prince Kung, either on or Mr. Lay. The Chinese Government appear to have been content to lose the money they had so readily asked only to be excused from being saddled with a fleet, the expenses of which were quite beyond their means to liquidate.

FOX PERKINS.—Advice from Peking reach to the 23rd November. The weather was intensely cold, and game very plentiful. It was expected that the tomb ordered by the present Emperor to be erected to the memory of Hsien-Feng, would be completed in next year, at the estimated cost of 4,000,000 taels.

DEATH OF HOWQU.—The well-known Chinaman, Howqua, lately died at Canton, aged 84 years. The Hongkong Press says of the deceased: "Howqua's son, who is about 28 years old, succeeded to the estate, but as the young man does not possess much aptitude for business, his uncle, a brother of the deceased, and the seventh son of the first Howqua, is entrusted with the management of affairs. The de-

ceased was a most upright and liberal man in his dealings with others. He appears to have ever avoided the character of shrewdness and overreaching, for which his father was so well known. His gifts for charitable purposes were ever on an extensive scale.

ARREST OF THE MURDERER BULKLEY.—Bulkley, whose murder of Capt. McKinnon a few months ago at the International Hotel in the French Concession, caused so much excitement, has at length been arrested. He had taken passage for Havre, via Nagasaki, on board the French brig, named Jeoply, and was recognized at the latter port by a Mr. Lozy, who was present on the occasion of the murder. The arrest was made by the French Consul, as Bulkley was on board a French ship, but he will, we presume, be sent to Shanghai for trial at an early date. Of the many outrageous acts which have been perpetrated in Shanghai during the past few months, none has excited so much attention or horror as the murder of McKinnon. That man of the stamp of White and Webster should give way to his brutal instincts and resort to violence on the slightest possible provocation, may be comparatively intelligible. But when men who hold in a certain degree a respectable position in society, at any rate sufficiently so to render them eligible residents at a respectable hotel, reply by a bullet to an unpalatable argument, the most severe measures of repression which the law allows become necessary. Bulkley's trial will, of course, only be a pro forma one as the murder was an open one.—Shanghai Shipping News.

LATER FROM JAPAN.

By the barque Ida D. Rogers, which arrived from Kanagawa last evening, we have files of the Japanese papers to the 6th of January.

The brig Mary Capen, which had arrived from China, reported that the steamer Ponceau, on January 1st, reported to Capt. McDougall, reported the Alabama in port at Amoy, going into dock. The U.S. sloop-of-war Jamestown left Kanagawa, Dec. 26th. It was reported that she had gone to Amoy.

Buckley, who shot Capt. McKinnon, at Shanghai, was taken at Nagasaki and sent to Shanghai for trial.

Great Fires at Yedo.—Destruction by Fire of a GORONMAROO, THE TYCOON'S PALACE AT YEDO.—The Ministers of Foreign Affairs, according to pre-arrangement referred to by us in our weekly paper of the 23rd inst., had come—as far as Kanagawa on Christmas day, in order to have an interview next day with the British Minister, McDougall, on January 1st, and to report to him the progress of the negotiations.

It is to be hoped that this little piece of the Tycoon's over-ambition will induce his government to be less lenient towards those marauders to whose honor he probably owes the unpleasant fact of his palace having been converted into a huge Yule-log on Christmas night.

We have heard that orders have been issued by the Japanese authorities to the merchants not to sell any more timber to foreigners, and to builders not to undertake contracts for building houses for foreigners, until such time as the Tycoon's palace shall have been rebuilt.

The timber, merchants and builders of Yokohama were greatly disgusted at this proceeding on the part of the government.—News of Dec. 30.

Another Fire.—Destructive fires have been unusually numerous here and at Bedo this winter, having a week passed but we have a conflagration of more or less importance to record, Christmas night, at Yedo, was marked by one of those disasters which destroyed the most important place in that city—the GORONMAROO, or Tycoon's palace, of themselves, as large as an ordinary town; and in a few days after, at 6 o'clock on New Year's Day and night, Yedo was ravaged by an extensive fire, which raged from 5 o'clock p.m. on the 1st, to 10 o'clock p.m. on the 2nd inst., destroying in its course seven large streets and numerous adjoining back streets and alleys.

The fire commenced in a street called Surogogoh, and in the house of Mitsui, a wealthy merchant, who was one of the first, if not the first Japanese trader who set up an establishment at Yokohama after the treaties had been made, and who conducted a large banking business, in addition to the business of silk, merchant and draper. Mitsui has been unfortunate; his branch establishment at Yokohama was burned down rather less than two years ago.

The scene of the fire on this occasion was a wealthy business quarter, and the total loss sustained is very considerable. It is estimated that five hundred houses of the better class have been destroyed, besides a large number of back street cottages and godowns. At one time we heard it was the Honjins who set fire to Mitsui's house, for his having been the first Japanese merchant who traded with foreigners at Yokohama, but we have since learnt that the fire originated in his kitchen, and was purely accidental.—News Jan. 6th.

We extract the following from the same paper: "If no news be accepted as good news, a catastrophe of this kind, occurring in the year 1884 must prove welcome to our readers. For so far, the New Year resembles in all respects the last days of its predecessor, in the course of which, the most important thing we had to notice was the great change of the world in the sale and prospects of trade at this port. This upward state of things is progressing from bad to worse; and as time passes it becomes every day more clear and certain that the policy announced

by the Japanese Government, as to the closing of this port, is being practically and steadily worked out. To this end the modern organization of the Honjin is a most useful and convenient branch of the public service of Japan, without which the Government would never have been able to bring about the present state of things.

The arrival of silk to the market during the week has been hardly worth notice, and the same may be said of tea. Native dealers seem to expect a total absence of these commodities from this market very soon. The immense profits to be made by the Japanese upon the sale of raw cotton causes a fair supply of that article to be brought to market, but it is said that supplies of raw cotton also are likely to be interrupted. We heard that a cotton merchant had been murdered at Uraga, the other day, for his dealings with foreign trade at Yokohama. The great falling off in the import trade is also attributed to the intimidation and injuries perpetrated at Yedo and elsewhere.

On Monday, some Japanese officials (Ministers of Foreign Affairs) called upon the British Minister to confer with him, probably about the closing of this port, or rather the sending of an embassy to Europe to try to settle the subject.

His Prussian Majesty's steamship Gazelle is still lying at Yedo, to which place she proceeded on Saturday last with the Prussian Consul, in order to make another attempt to ratify the treaty. We hear that Mr. Consul Brandt has returned from Yedo, and that some arrangement for the exchange of the treaty has been made—but no actual exchange has yet been effected. This is not to be wondered at, considering the determination of the Japanese to undo rather than to make treaties at present.

The British Consul, Mr. Vyse, in his annual report says: "There are a number of foreign residents at Kanagawa, and the trade is reported by about twenty mercantile houses, three-fourths at least of the trade being in the hands of British subjects. Of \$345,875 duty paid to the Japanese Government at this port during last year about three-fourths were paid by British subjects, and in most other respects the trade is chiefly British. There are four vessels, three British and one Dutch, loading for London direct, which is a very promising beginning for the year 1883. The settlement contains an area of about sixty thousand taebou, of 35 1/2 square feet each, of which, in round numbers, 27,700 taebou are under the hands of British subjects, for an annual rental of \$11,000. About 40,000 taebou of a swamp at the rear of the settlement have been filled in for the purpose of building on, at a cost to the Japanese Government of about thirty thousand dollars.

During a typhoon in the Island Sea, the steamer Nankin was lost with all hands.

Destruction of Hakodadi.—The News, of Dec. 23d, says: "From our correspondent's letter, dated the 20th of Nov. it appears that by an act of incendiarism, nearly the whole town was burnt down on the 31st of October last. There is no vessel of any importance in the port, and no trade. A few men, who are lurking about Hakodadi in considerable numbers.

Payment of the Indemnity by the Prince Satsuma.—We announced in our last issue that Satsuma's Envoy had given notice of his intention to call upon the British Minister, on the 9th instant, with a view to bringing the negotiations upon which they had entered, to a close.

Accordingly, on the 9th instant, Satsuma's Envoy, accompanied by some strangers, who, curiously enough, turned out to be special envoys of Shimadzu Sabro himself, were at the British Legation at the hour appointed. After getting through some preliminary matters the original Envoy stated to the effect that they had the honor of bringing the negotiations to a close, and they now wished to introduce the Envoy of Shimadzu Sabro himself. Shimadzu's people were then shown by Satsuma's Envoy to the chief seats of the conference, the latter removing to lower places.

During the conference the Japanese showed the strongest desire to see the difficulty which they had been sent to arrange, amicably settled. They appointed Friday, the 11th instant, for the positive payment of the indemnity of \$100,000; and they further signed a written engagement that Satsuma would undeviatingly seek up the murderers of Mr. Richardson, and execute them in the presence of the British authorities who might be appointed to witness the execution.

Afterwards the Envoy made some characteristic presents, according to Japanese custom upon joyous occasions.

We hear that a gift of oranges, for the officers of the Eurymus, etc. formed part of the presents, none of which were intrinsically very valuable or costly. Simplicity and utility are the leading features in the gifts of a Japanese, which are intended chiefly, we believe, to be expressive of their desire and intention to be practically friendly.

On Friday, speculations as to the payment of the indemnity was set at rest, by the money having been actually brought in hand-carts, to the British Legation, about noon that day.

The agreement to seek up the murderers having been signed and the indemnity paid, the Envoy returned to Yedo, where they gave an account of their doings to the Japanese Government, who immediately addressed a handsome congratulatory despatch to the British Minister, stating their gladness and entire satisfaction that matters had been so far settled between Great Britain and Japan, and expressing a hope that this might prove to be a sign of a lasting peace between the two countries, and that no further difficulties may arise. This, they say, is their sincere wish and desire.

We heartily second with our Amen this pious aspiration of the Gorogio, and recommend to their serious consideration many such of their people, which it is said they hood-wink at, if they do not approve; and which are very inconsistent with the possible relations which the Tycoon's Government may desire so much. For instance, the

murderous attacks upon native merchants at Yedo the other day, are attributed by natives well informed on the subject, to men in the service of the Government, wearing the same kind of uniform as the guards at Yokohama. Those men, who murdered their fellow countrymen for trading with foreigners are said to be still at large, and may very possibly be now among those to whom the Tycoon commits the guardianship of Yokohama and its trade.

Stranding of the "Oriental."—News of the Oriental, late under the American but now under the Prussian flag—having been stranded on Saratoga Spit, not far from this port, reached here on Sunday last, and three of the British gun-boats went down at once to see if the report was true. On their return it was ascertained that the report was true, and that the vessel could not be got off, and that there was seven feet of water in the hold. The Prussian man-of-war the Gazelle went to assist her, but from all we have since heard, the Oriental will be considered a total wreck. We hear the vessel is not insured, and she is reported to have a general cargo, but we have not learned the exact description of the goods in her. She is said to have sailed from Macao via Hong-kong for this place.—Ibid.

Holland.—We are glad to hear that D. de Graeff van Polbroek, Esq., a Dutchman, has been appointed to succeed Captain Howard Vyse, H. B. M.'s Consul at Hakodadi, to be H. N. M.'s Vice Consul at that port.

Advices from Holland, received by the Duplex, state that the additional forces to be sent to Japan, to punish the Prince of Nagasaki for his attack on the Medusa, and also to bring the Japanese government to a proper sense of its duty, will be composed of the following ships, viz.:—Adolph van Nassaau, 51 guns; Zealand, 51 guns; Admiral van Wassenaar, 51 guns; Prinses Amelia, 19 guns; Metalen Kruis, 19 guns.

Items from Texas, via Mexico.—The Mazatlan Times of 9th January acknowledges receipt of the Houston Telegraph of 23d and 25th November last, and the Galveston News (published at Houston) of 23d and 27th of that month, from which the following items are gleaned.

An order of General Magruder, dated Houston, November 12th, declares that no more cotton will be allowed to be crossed over the Rio Grande at any point below Eagle Pass.

The Confederate Postmaster-General has established a semi-weekly mail from the east side of the Mississippi to the west, the route being from Meridian, Miss., to Shreveport, La.; letter postage 40 cents; to be pre-paid. Letters or packages sent from the east to the west side of the Mississippi should be marked via either Meridian or Brandon, Miss., and those from the west to the east should be marked via either Shreveport or Alexandria, Louisiana.

From the report of the condition of the Confederate Post-office Department, it appears that the expenditures exceed the receipts from June, 1861, to July, 1862, when the balance in favor of the Government was \$242,300 67. An ordinance has been passed in Houston requiring all males arriving in the city to register their names with the City Marshal, under penalty of fine or imprisonment. Also requiring all male citizens to register their names with the Marshal. Persons bringing slaves into the city from beyond the limits of Texas are required to appear before the Mayor, and state under oath the number and names of their slaves, &c. In consequence of the robbery and burglary recently committed in Texas, the Mayor has issued a proclamation calling on all citizens not subject to military duty to form patrol companies.

The Texas Conference at Columbus voted unanimously to resist the invasion. Gen. Magruder addressed the Conference, and said that if the people were true to their country, 200,000 Federals could not take and hold Texas.

Shoes command high prices, and charges for repairing are exorbitant. For a job requiring only 15 minutes' time, a shoemaker at Houston charged \$3.

A rigid system of passports has been inaugurated in Texas, and Provost-Marshal established at Houston, Galveston, Beaumont, Brecken, Hempstead, Matagorda, Columbia, Alleytown, San Antonio, Millican and Victoria.

The News published a despatch, dated Saltillo, November 19th, which states in substance that the Federals had captured the camps at Atanas and Corpus Christi, with Capt. Malby's company of artillery, parts of two companies of State troops, one 12-pound siege gun, one 24-pounder, and one 10-pound howitzer. The Federals landed between 5,000 and 6,000 men on the lower end of Mustang Island, while five steamers made an attack by sea. Texas strength not over 100. The capture took place on the morning of the 17th.

The News contains the following announcements: Notice.—All indigent families of soldiers (of the I.O.O.F.) now fighting in the defense of our country, or widows of Odd Fellows in need, will call upon the following committee for relief.

To the DESTITUTE FAMILIES OF COLORADO COUNTY.—I will distribute among the destitute families of Colorado County, on application at my farm, six miles south of Eagle Lake, 1,000 bushels of corn, in lots of fifty bushels to a family, free of charge.

Brig-Gen. J. E. Slaughter had assumed command of the Eastern 8th District of Texas, with the following staff: Captain L. G. Aldrich, A. A. General; Major R. W. Keyworth, Chief Commissary; Capt. J. O. Cannon, Chief Quartermaster; Lieut. James Bartle, A. D. C.; Captain J. H. Winslow, Vol. A. D. C.; Capt. Robert Scott, Vol. A. D. C. The Confederate States Court commenced the November term at Houston, on the 15th, Hon. W. E. Hill presiding. The News learns that there are several cases of treason on the docket.

FROM CENTRAL AND SOUTH AMERICA.

By the Golden Age we have files of the Panama Star and Herald, from which we collate the following news:—

Chile—Sequel to the Great Calamity.—Dates from Valparaiso reach to 2nd January. The great calamity at Santiago continued to fill the minds of the people over the whole republic. A determined struggle was going on between the clergy and the people—the former to regain, if possible, the power and influence they had lost, and the latter to assert their individual freedom of thought. The people hitherto had triumphed. The government had issued an order to raze the ill-fated church to the ground; and the Senate had passed an act prohibiting henceforth all illuminations of churches and splendid night services, and providing that proper measures be carried out in all the churches as to proper construction and sufficient number of doors.

While this had been carried, the clergy had arranged the publication of a new newspaper for the defence of "religious interests." Another result of this calamity was the organization of a fire brigade for Santiago, and much enthusiasm had been displayed in this matter. The fire companies in Valparaiso are the most popular of the social institutions of the city. 2,100 corpses, extracted from the "Compania," have been registered at the burial ground. Besides those a number of single limbs and pieces of bodies had been found, and not a few sufferers died afterwards from the effect of burns and other wounds, so that about 2,500 altogether might be safely estimated to have perished through the priests' folly and imprudence.

On the 31st December a similar calamity had nearly befallen the worshippers in the San Isidro Church. One of the numerous candles on the Altar came in contact with a pot of artificial flowers, and although the fire was immediately extinguished, there was such a great confusion, rushing to the doors, falling and crying, that the service had to be closed for the night.

New STRAITS CONTRACT.—The Chile Government has renewed their postal contract with the Pacific Steam Navigation Company for another period of 5 years from 1st January.

Peru—A Hitch with Spain.—Dates from Callao are to 13th January. There were indications again of unpleasant relations between the governments of Peru and Spain, and a diplomatic note had passed from Spain, with language not over courteous to the government of the republic. The occasion of this was the murder of some Spanish colonists on an interior estate or settlement, by Peruvian subjects, who had hitherto escaped justice. The Spanish Admiral was in Callao bay, and the matter was causing considerable talk.

Bouador—Peace Restored.—The war is over, and peace restored once more. On December the 30th, Gen. Juan Flores, on the part of the Ecuadorian Government, and Gen. Antonio Gonzalez Cano, Secretary of War and Navy, on the part of the United States of Colombia, met at the hacienda of Pissaguai and signed a treaty with the following stipulations:—1. Peace and friendship shall be established between the two republics and never again be disturbed by decided by force of arms. 2. The prisoners released on parole are liberated from their obligation, and these that are still prisoners in force. 3. The treaty of July 9, 1850, remains in force. 4. The troops in the north of Ecuador and south of the United States of Colombia are to be reduced to the absolutely necessary number. 5. The ratifications of this treaty are to be exchanged within three days—an additional treaty to be celebrated immediately afterwards, and to be laid before the respective Legislatures. This treaty was ratified by the two Presidents and officially published in the papers.

From a private letter it appears that Gen. Marquez left Barran on the 4th January, and on the 7th was on this side of the Carachi, on Granadine soil. The writer of the same letter states further that according to an additional arrangement between the two governments, the custom-houses on the Carachi will be abolished, and free trade be established there between the inhabitants of the United States of Colombia and Ecuador.

From the Central American States—The Nicaragua Ship Canal.—Dates from La Union reach to the 15th, from Rualajo to the 16th, and Puntarenas to the 19th January. Anarchy prevails in Honduras. The most interesting piece of news is the following:—

Antonio de Baruel, as representative of Edward Lopez, applied to the Government for a recognition by Costa Rica of the Great Ship Canal Company as lawful owners of the contract made by M. Bolly with Nicaragua and Costa Rica. The Government, in their answer, left the matter to the decision of the French Tribunal. Another application of Mr. de Baruel's on behalf of the same company for a contract with the object of establishing a free port on the mouth of the Colorado (the southern branch of the San Juan) and connecting this port by a road with San Jose, was declined equally, as no guarantees, estimations, or particulars were given. Permission, however, was granted for making surveys and handing in a specified proposal within six months.

J. E. Cropsey, Civil Engineer of the Central American Transit Company, has published in the Gaceta Oficial a report of the execution of the river, Sarapiquí, made by him and several other gentlemen of the said Company in the steamer Tiger Lilly. They went from the San Juan up to the "munidas" in 6 hours and back in 2 1/2 hours, and found as the result of their exploration that the Sarapiquí is perfectly navigable for the distance mentioned.

An important law was adopted in Costa Rica on 18th December, regulating the marriages of foreigners who do not belong to the Roman Catholic Church. In future all such marriages celebrated before the duly authorized Consuls and other diplomatic agents and notified by the latter to the Governor of the Province where those foreigners reside, will be legal and have all the civil effects of legal marriages.

An excellent brass band, which arrived from San Francisco on the Sierra Nevada, performed yesterday in the streets.

The Weekly

Tuesday, Mar

FROM THE SAND

We have received Ho

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REPLY.

PORTLAND

To JOSEPH A. GRAY,

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Funeral Ceremony

(From the London T

Yesterday at noon,

buried in the cemetery







The Weekly Colonist.

Tuesday, March 1, 1864.

ARRIVAL OF THE FORWARD.

The gun-boat Forward, Commander the Hon. A. Lascelles, with Superintendent Smith on board, returned yesterday from a visit to Comox District, having left Nonsme in the morning, and made the run down in 8 hours.

While at Comox enquiries were made into the alleged complaints against the Esclaw Indians, but no definite charges were made against them by the settlers.

The chief of the tribe stated that they were willing to do what they were told by the authorities, and they were accordingly ordered to remove their camp to the proper site on Cape Mingan.

LIFE AMONG THE MORMONS.

From Correspondence of the S. F. Bulletin. SALT LAKE CITY, January 28, 1864. Does the editor of the Bulletin remember a certain "occasional correspondent" who used to write from the wilds of Nevada Territory, and will another letter written from a point still more remote— even from the great city of the Latter Day Saints—prove of interest to him?

The holiday festivities were entered into with a spirit which shows how exceedingly fond the Mormons are of all kinds of amusements. Indeed it seems to be a part of their religion to be merry and enjoy themselves as much as possible, which article of faith might with advantage be introduced into other mere "orthodox" churches.

At last, if you have had the patience to wait, your own turn comes, and you step humbly up to the clerk and make known your wishes. You inquire the price of the article exhibited, and start back in surprise at the amount asked. It is, to your certain knowledge, double that paid by a Mormon yesterday for the same article.

There seems to be at present an unfriendly feeling between the Saints and the troops at Camp Douglas. Under Gen. Connor's judicious management, all fears of a collision have subsided. It appears to be the General's policy to aid by all possible means the development of the mineral resources of the Territory, and thereby greatly increase the comfort and well-being of the Mormon population.

In a seat near Brigham is a noted bishop, in company with four of his wives. The bishop takes the inside seat, leaving the four ladies outside— as body-guard, probably, in case of danger. He has his hat on his head, and the Mormon dignitary never uncovers his head.

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SUPERSTITIOUS BELIEFS.

The Mormons are exceedingly superstitious. They have the firmest belief in dreams, sayings and visions. If a brother loses a cow, he makes no effort to recover the animal until he has either dreamed or seen the animal in a vision.

SHOPPING IN SALT LAKE CITY—BARGAINING.

To go shopping in Salt Lake City is very amusing, and sometimes, also, very tiring. When a lady enters a store, no attentive clerk rushes to inquire her wants, or waits with smiling face for her to express the same; but she is expected to stand humbly aside, until the crowd at the counter have all been served by the one clerk in attendance.

From NANSIMO.—The schooner Flying Mist, Capt. Thompson, arrived on Saturday from St. Louis, with the Sound mail and a cargo of live stock, consisting of 75 head cattle and 4 hogs.

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STOCK AND EXCHANGE BOARD

Table listing stock and exchange information, including prices for various goods and currencies.

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COMMERCIAL.

FROM SAN FRANCISCO.—The bark Royal, Capt. Blair, arrived yesterday from San Francisco, with a cargo of miscellaneous merchandise consigned to Messrs. Martin & Co., and will discharge at St. Ours Wharf.

COMMERCIAL.

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