

The Weekly British Colonist AND CHRONICLE. Saturday, July 4 1868.

The New Pass.

At the present time any information that throws additional light upon the practicability of a route from Kamloops to the Rocky Mountains, in connection with the excellent road already in existence from Yale to Kamloops, is deserving the attention of all classes. Nor is it necessary to discuss the question of the entire overland route, to prove the value of such information. It can be taken up by instalments and then even made of great practical use in illustrating the true character of the interior, and enabling all who feel interested in the matter to obtain a correct knowledge of that character. In this light Mr. Ward deserves much credit for bringing prominently forward, as he has done of late, the unexpected advantages to be derived by following up the recently discovered pass (recent at least to a certain extent) through the Selkirk Range. Our readers are aware that in the Kootenay and Big Bend mining districts there are seven or eight hundred men who draw all their supplies from the American territories, and that those supplies, in the course of a year, create a business it is well worth our time looking after. Hitherto we have been practically shut out of the market by the want of communication from our side which could compete with the advantages of the Columbia River navigation. It is now contended a pass through the Selkirk Mountains, which have hitherto been regarded as the great stumbling block, has been discovered and that communication can be had from the South Arm of Great Shuswap Lake to the Upper Kootenay at an expense of \$20,000. From this lake through Eagle Pass to the Columbia River in an easterly direction is 40 miles, to out a road over which will not involve any particular difficulties, as it can be carried all the way through a canon familiar to our surveyors and already blazed by the Government. This 40 miles Mr Ward will contract to cut ten feet wide with four feet graded, for \$200 a mile, so that it is evident there can be no very severe cutting to be feared. It is then proposed to use fourteen miles of the river, well adapted at that point for navigation, before entering upon the real difficulties of the road, viz., of cutting ninety miles over the Selkirk range to the Kootenay Lakes, whence the country to Wild Horse Creek, and indeed to the Rocky Mountains, is described as fine, hard, dry, open, covered with bunch grass, and over which a four-horse wagon, for the greater distance, could be driven tomorrow. This ninety miles of road however, undertaken for \$400 a mile, with the same width and number of feet grade, which certainly does not sound extravagant in figure. Such without embellishment is the new discovery, and so important are its claims upon public notice, both as an adjunct of the great overland route and as a means of reaching Kootenay and the Big Bend country easily, through our own possessions, that it cannot have too much prominence given it by the press. It is, however, impossible to do the subject justice in one article. This is not the time when the business interests of this city and a large portion of the mainland can be trifled with, and we shall endeavor to show on Monday that a diligent prosecution of this road to Kootenay would materially improve both.

WHELAN, the murderer of D'Arcy McGee, proves to be an American citizen, according to a Toronto paper; but if found guilty, the Americans recommend his execution. Assassination on religious or political grounds finds no favor with them.

A "MILI"—An affair of "green-eyed monster" (it is said) was settled by a few rounds in the "P. R." near Beacon Hill on Thursday evening. It was witnessed by between one and two hundred persons, who were drawn thither by the excitement.

SAILING OF THE ACTIVE.—The steamer Active left yesterday at 3 p. m. The cheap fares to Portland and San Francisco had the effect of enlarging her passenger list. About twenty persons took their departure.

Central Free School Examination.

The half-yearly examination of the scholars of this useful institution, 52 boys and 24 girls, making 76 pupils altogether, commenced on Thursday and finished yesterday. The first day was devoted entirely to the junior division, the proficiency of which gave satisfaction to such parents and visitors as were present. Friday was occupied in the examination of the whole school—in arithmetic, vocal music, grammar, geography, reading and history. The examiners were Rev. Thomas Somerville and Mr. C. B. Young, who expressed themselves well pleased with the general proficiency of the school. At 3 o'clock His Excellency the Governor, Mrs. Seymour, and D. C. Mansell, Esq., Private Secretary, arrived, and were received by Dr. Powell, Chairman of the Board of Education. The Governor's party remained over an hour and took much interest in the proceedings. Amongst other visitors we observed Dr. Tolmie, T. L. Wood, Esq., Rev. Mr. Hayman, Rev. Mr. Jamieson, and a number of ladies. At the close the examiners both addressed the children and visitors, commendatory of the general proficiency, considering the difficulties the school had labored under, and concluded by expressing a hope that the free system of education would be continued in the Colony and placed upon a more effective basis in future.

THE GRACE ROBERTS, Capt. Rollins, 16 days out from San Francisco, arrived last evening. She brings 175 tons of general merchandise, and is consigned to Millard & Beady. She sailed from San Francisco with the Wm. A. Banks for the Sound, but separated from that vessel in longitude 134, and did not sight her again. The Grace Roberts, 269 tons, was built at Port Orchard about six months ago, and is now on her first regular trip. She is barkentine rigged, and her captain speaks in the highest praise of her sea-going qualities and speed. She is certainly one of the most beautiful vessels ever in this port; no expense was spared upon her, and without being coppered, cost over \$30,000. If properly patronized she will be kept on this line regularly; and when we contrast her with the Bailey, 22 years old, and out now from San Francisco some 45 days, we should imagine the public would not hesitate to give her the most liberal patronage in their power. To the critical in ship building the Grace Roberts is worth inspection. She proves incontrovertibly the ship-building resources of the Pacific Coast.

A NEW ENGINE OF WAR.—A Paris correspondent speaks of some new engine of war tried in May at Meudon, having been found to exceed in rapidity and power of destruction even that secret gun of the private trials of which by the Emperor we have heard so much. The trial was strictly private, of course, but I can report the remark of a general officer who was present: "It is the most wonderful weapon I ever saw; I should say that a battle would now last about half an hour."

Among the time honored fallacies, historical and otherwise, which have been treasured for centuries, but which are dying away before the intelligent investigation of the present age, is that of the Duke of Clarence who for four centuries the English believed to be drowned in a butt of malmsey, the Duke's favorite wine. The author of Historic Antiquities of the Tower claims to have exposed the popular error.

THE EXCURSION TO PORT TOWNSEND.—It will be seen by official notice that the Mechanic's Institute, through the American Consul, have engaged the steamer Enterprise to run to Port Townsend on the "Fourth." She will lie over, in order to give the excursionists an opportunity to engage in the festivities during day and a ball in the evening. The programme set for the occasion at Port Townsend is an extensive one.

RELIGIOUS.—By reference to our advertising columns it will be seen that the Pandora Street Presbyterian Church is to be re-opened for public worship on to-morrow, Sunday. We understand that two or more ministers of that church are expected to arrive shortly and that a Presbytery will be organized.

THE SCHOOER S. D. BAILEY.—Capt. Rollins, of the Grace Roberts, does not think the Bailey has come to grief, beyond getting too far to the westward. He was once caught in the same trap himself, and feels confident she will yet turn up, although now 45 days out.

COURT OF APPEAL.—The argument of both sides, ancient Court of Appeal, having been sufficiently dwelt upon, we trust our correspondents will not seek further use of our columns on the question.

A REPRESENTATION of a flute and a harp have recently been found in a tomb near the Pyramids, which proves that these favorite instruments are at least four thousand years old.

LAMBS.—At the City Market, on Store street, some very fine lambs are exhibited. They were fed at San Juan Island, this season, and would average, dressed, over 30 pounds each.

THE steamer Enterprise left yesterday morning for New Westminster. She took 60 tons of freight and several passengers.

"Court of Appeal."

EDITOR COLONIST.—I am somewhat amused at the tone of Mr Ring's letter headed "Court of Appeal"; he appears to have expected that I should have tendered him an apology for the appearance of my letter of the 19th inst. What there is therein contained offensive I am at a loss to imagine; had Mr Ring pondered over it a little longer he might perhaps have allowed some of his bitter invective to evaporate before launching into print, he has in fact so mixed up my letter with that of Mr Bishop's that I can hardly tell which of us he intends to assail with the various and choice epithets he makes use of.

I have often heard it remarked that a barrister who could not bridle his tongue was a dangerous advocate. I cannot but think that one who cannot keep his pen under control is more dangerous both to himself and others. "David Babington Ring" is an imposing name, the owner of it has for some years past been a well known resident amongst us, and those of this colony who have heard him plead in Court a few years ago will very probably think that there is nothing "spurious" in his anxious solicitude for his fellow colonists in this matter of a "Court of Appeal." I should be glad if I could think so, but I cannot distinguish the "act in itself good and praiseworthy," with which Mr. Ring's letter concludes, nor do I attribute any sinister motive to the worthy gentleman. So long as he aspires to an Appellate Judgeship, no harm can happen thereby to the litigating public. Mr Ring has aspired to other positions and no harm or injury has been inflicted upon any one; I really hope that his present ambition may be equally innocuous. I should almost assume from the tenor of Mr Ring's letter that he has retired from active practice at the Bar; probably when he makes his application to a "willing Governor" for an Appellate Judgeship he will announce his retirement from any participation in the strife of the law courts. I said nothing in my last letter about any cause being pending; I knew nothing about it except what I gathered from Mr Ring's first letter, nor do I know whether the matter is pending now or not. Mr Bishop in his letter of the 19th inst., seems to say that it is, and about to be tried at the coming Assizes; Mr Ring in his letter of the 24th says the matter is no longer. One of these gentlemen is evidently mistaken; from the anxiety evinced by Mr Ring in repelling a charge which I did not make or insinuate, I should be disposed to think Mr Bishop is the most accurate in his version. I am well aware that the discussions and decisions in a public Court are public property, and that such matters are daily furnished to the public in England, through the press, and in nine cases out of ten correctly furnished; but my little experience in such matters has not taught me that members of the English Bar engaged in the advocacy of causes are in the habit of commenting in the public papers upon the ruling of the Judge who has held any particular cause and given a decision adverse to them. Such a proceeding would be in entire discordance with the etiquette of the Bar in England; and although Mr Ring is only writing on the subject of a "Court of Appeal" from a sense of duty, and has only instanced a case for the sake of giving force to his argument in favor of the establishment of such a Court, the manner of his doing it would make it appear to a stranger to men and things and etiquette in this Colony, that Mr Ring wished for a verdict from public opinion in a cause somewhat pending between himself and the Chief Justice. I would ask him if this is dignified or whether it does not savour as much of meanness and contemptibility as of pureness and uprightness of character. Mr Ring must have been well aware that the Chief Justice could not descend into a paper war with him; consequently he had no right to use such a vehicle as a newspaper for an expression of his views when they differed from those of the Chief Justice. He has laid himself open to the severest criticism in doing so. In conclusion I have only to say that Mr Ring is quite wrong in his various oppositions as to my identity. I do not intend to enlighten him and it is sorely fair for him to endeavor to pump as to the authorship.

I have written hurriedly, and have no doubt given ample room for Mr Ring to spend five days more in his answer. I hope he will not harass himself by writing more than a paragraph per diem.

Yours obediently, VINDEK. Victoria, B. C., June 26th, 1868.

GAMBLING.—One of the topics of the day is the heavy gambling which takes place nightly at a certain fashionable circle or club frequented by the *Jeanette d'Arce* in Paris. The average gains and losses in one night, the *Monsieur Jaume* tells us, are never less than £20,000 sterling. No money is placed on the tables, but each player signs an IOU for 100, 200 or a 1,000 louis, in exchange for which he receives counters, the value of each varying from 100 francs to 1,000 francs, and he may renew his supply of course giving his bond as often as he pleases during the evening. The game over, the transaction is settled in hard cash at the special office of the circle, over which a cashier presides. Every player is obliged to cash his IOU within a fortnight. The favorite game is *baccarat*—what is voted slow, Dice are not popular.

Shipwreck.

TERRIBLE SUFFERING OF THE PASSENGERS AND CREW—ALL FROZEN TO DEATH.

The following account of the loss of the brigantine Queen, near Gull Island, Newfoundland, is given in a letter, dated Fortune Harbor, Green Bay, April 25, 1868, and published in the St. Johns (N.B.) Courier:

I have to inform you of one of the most melancholy occurrences on record in the annals of Newfoundland. The brigantine Queen, which was supposed to have been lost in the neighborhood of Twillingate about the middle of December last, was actually lost on Cape John, Gull Island, on December 12th. The crew and passengers succeeded in getting on shore, but only to perish some days afterwards. Four of the crew returned to the wreck after they got ashore to endeavor to procure some food. While on board, the cable, which was attached to the cliff, parted, and the vessel drifted out to sea; it is supposed she sank. The persons thus lost in the vessel were the pilot, the boatswain, one seaman and a passenger.

On the 21st of April, a vessel cruising about in the month of Green Bay, was becalmed near Gull Island, and a boat from her went towards the island to shoot some birds. When they got to the island they only saw one bird at which the men fired. The bird flew a little distance and then fell apparently dead. One of the men went to pick it up, but had not gone far when, to his great surprise, he saw two skeletons lying nearly side by side. He called to his companions, who ran up to him. On looking about they saw a piece of canvas a few yards away from the men, but so frozen to the rocks that they could not get it up. They cut it in several pieces, and found underneath the bodies of nine men and two women. The men then returned to their vessel and ran her up to Tilt Cove, where they stayed what they had seen. Coffins were immediately prepared, and next day the same vessel, with about sixty hands, proceeded to the island to remove the bodies to Tilt Cove for interment.

In searching the bodies after they were landed in Tilt Cove, it was found that the Captain and Mr Dowley, had kept a journal up to the 24th of December, twelve days after they were wrecked. At that time they were all living. On that date Mr Dowley wrote in the journal: "I have this day walked all round this island and see nothing before me but death. I expect to be one of the first to die as I now feel very weak." After that he wrote no more. Mr Dowley says in the journal: "I do not expect my body will ever be found."

The scene the people witnessed when removing the bodies can be better imagined than described. They were all so frozen together that they had to be separated with axes and crowbars.

The captain stated in the journal as follows: "We made the island on the 11th at 4 o'clock p. m. Not caring to run for Tilt Cove we hoisted anchor for the night. About 12 o'clock hoisted anchor and ran in for the bay, and at 6 a. m. the vessel ran ashore in a snow storm."

Nothing like this has occurred in Newfoundland within the memory of the oldest people living here. There was, I believe, a man named Gusho lost his vessel on the Horse Islands about six years since in the month of April, when all those who got ashore perished from cold and hunger. The skeletons of the men were found the following summer, and some papers gave an account of where they were lost and how they died.

Where the Queen was lost is only about three miles from the land, and a man from the shore saw a light several times on the island and told different persons of it, but they would not believe him. If there had been any reason to suppose there were parties there, there would have been no difficulty in getting them off. The island is very seldom visited except in the summer season.

The Defences of Canada.

The following correspondence has passed between the Imperial Government and that of the Dominion on the military defence of Canada:—

The Duke of Buckingham to Lord Monk. Downing street, Feb. 23, 1868.

My Lord,—I have the honour to transmit to your Lordship a copy of a letter in which the Secretary of State for War informs me that the Defence Committee, having lately had under consideration the defences of Canada, have pointed out that although great progress has been made in the works of Quebec, which have been undertaken by the Imperial Government, no measures have as yet been adopted for the defence of other vital points in the Dominion of Canada. The Secretary of State for War recapitulates some of the points at which defensive works are required.

I have to request that you will bring this subject before your Ministers, from whom I doubt not, it will receive the attention which its importance deserves. (Signed) BUCKINGHAM AND CHANDOS, Governor the Right Hon. Viscount Monk, &c. &c.

The Earl of Longford to the Under Secretary of State, Colonial Office. War Office, February 5, 1868.

Sir,—I am directed by the Secretary of State for War to acquaint you, for the information of His Grace the Duke of Buckingham and Chandos, that the question of the defence of Canada has been lately under consideration and has led the Defence Committee to bring to his notice that, although great progress has been made in the works at Quebec which have been undertaken by the Imperial Government, no steps have as yet been taken for the defence of other vital points on British North America. Sir John Pakington desires, therefore, to suggest, for the consideration of His Grace, the importance of urging upon the Government of Canada that no time should be lost in giving effect to the recommendations which have on previous occasions been made for the construction of fortifications at Montreal, Kingston, and other places. In connection with this subject, the attention of Sir John Pakington has been directed to the present

defenceless state of St. John, N. B., situated at the mouth of the St. John River, the great artery of New Brunswick. The occupation of St. John by an enemy would virtually give him possession of that province, and at the same time afford a base of operations from whence he could cut off all communication, either by the Intercolonial Railway or by other routes from Nova Scotia through New Brunswick to Canada. Thus St. John is a place of great importance in connection with the general scheme for the defence of British North America. Sir John Pakington would consequently draw the attention of the Duke of Buckingham to the subject, with a view, should His Grace see no objection, of also urging upon the Government of Canada that early measures should be taken for constructing such works as are essential for the proper defence of that place against attack both by sea and land.

I am, &c., Longwood, The Under Secretary of State, Colonial Office.

Extracts of a despatch from the Right Honourable Viscount Monk to the Duke of Buckingham. Ottawa, March 14, 1867.

Referring to your Grace's despatch of Feb. 22, I have the honour to transmit for your information a copy of an approved minute of the Privy Council of Canada respecting the propriety of again putting in commission the provincial gunboats on the lakes and the river St. Lawrence during the approaching summer. I entirely agree with the view of this question, adopted by the Privy Council. The Fenian organization in the United States continues in full activity and constant threats on their part of an intention of renewing the invasion of Canada, &c. &c. I consider the maintenance of gunboats on the lakes and the river St. Lawrence the most inexpensive and effective measure that could be adopted for preventing any further attack or for repelling it should the invasion be attempted.

Copy of a report of a Committee of the Hon. the Privy Council, approved by his Excellency the Governor-General, on the 13th of March, 1868. The committee have had before them the despatch dated 22nd Feb. 1868, from His Grace the Secretary of State for the Colonies, respecting the expediency of dispensing this year with manning of vessels of war in the St. Lawrence and of dispensing with the naval force in that river. The Hon. the Minister of Militia reports that as from information in the possession of the Canadian Government it appears that the Fenian organization in the United States had not only ceased to exist, but is being actively carried on, and that some further invasion of Canadian soil is contemplated by them, he does not consider that a reduction of the naval force on the St. Lawrence should at present take place, but he deems it necessary to concur in opinion with the Minister of Militia and submit the same to your Excellency's approval. (Signed) W. H. LEE, Clerk, P.C.

The Northern Railroad.

The Northern Pacific Railroad Company have published for the information of the Pacific Railroad Committee of Congress a pamphlet containing "a statement of the resources and merits of the enterprises which the Company have in hand. It is represented that there is an area of 500,000 square miles to which the Northern Pacific Railroad is essential as trunk communication from east to west. The estimated cost of the line from Lake Superior to Puget Sound, including the Oregon branch, is \$156,857,500. The subsidy asked from the Government is about \$60,000,000. The length of the line from Lake Superior to Seattle on Puget Sound is stated at 1,775 miles. Distance from New York via Chicago and St. Paul to Seattle is 3,124 miles, which is 237 miles less than the distance from New York to San Francisco via Chicago and Salt Lake. It is added that if the routes be extended to the shores of Asia, this difference will be further augmented in favor of the Northern route by 500 to 700 miles of ocean navigation." We copy a paragraph from the pamphlet, on the effect of the construction of this road:—

"To construct this road will change the whole order of things at the West. It will, in an inconceivably short space of time, convert these vast plains, now lying waste and unproductive, into fruitful fields; it will supply plant the herds of buffalo, elk and deer, with flocks and herds of domestic animals; it will occupy the streams of water now running waste, with manufactories and mechanics' shops, giving comfort and remunerative employment to thousands of thousands of intelligent citizens; it will extract from the mountains untold millions of the precious metals; it will raise and utilize vast amounts of coal now lying buried and useless in the mines; it will convert the iron and copper ores now reposing in the earth into implements for the use of man or commodities for commerce; it will change the forests into thousands of new farms, for the use, comfort and profit of our people; it will fill the channels of commerce with merchandise and give additional employment and increased wealth to the busy throng that now crowd our commercial centres; it will induce an increased emigration of the industrial classes from the Old World, and furnish them cheap and comfortable homes; it will terminate Indian wars and supplant the savage Indian, who now roams over these fertile plains and rich mountains, by an intelligent, industrious and civilized population; and finally it will add, almost beyond computation, to the wealth and taxable property of the country, and with the development of other portions of the West, by other and similar lines of railroad, furnish the means for the payment of the national debt which now hangs like an incubus upon our people."

"Will you have a Daily Sun?" said a newsboy to Mrs Partington. "Will I have a daily sun? Why, you scapgrace, how dare you insinuate against a lone woman from home? No, indeed, I won't have a daily sun! My poor dead man used to complain awfully when I presented him with a yearly sun. A daily sun, indeed! Begone, you little upstart imp!"

By Electric

SPECIAL TO THE DAILY

OTTAWA, June 25.—The Colonization of Nova Scotia for Union with Canada; an imperial as well as and it relies on the loyal support it.

LONDON, June 23.—The bill to purchase by Government, mites.

LONDON, June 22.—The returned Agha at Plymouth on Sunday and Prince Andrew on the steamer land.

Paris, June 23.—The notti Garibaldi is raising another attack on Rome.

LONDON, June 22.—The agreement, in general, of the Irish Reform was agreed the House Committee, third time.

A meeting was called, to consider the Lord Mayor's evidence that the speaker very loudly declared that the Lord Mayor retired, the platform and held meeting ended in disorder.

LONDON, June 23.—The Pope should have regarded the laws recently the press, religion, civil executions, to beware of allies attached to violent rights of the Church.

Sunday has been Thanksgiving throughout the success of the Abolition.

SAN FRANCISCO, June 23.—California will sail for day, July 1st.

ARRIVED, June 23.—from Victoria—also steamed—Bark Ocean S. Steamer Sawanee, 4

ARRIVED, June 24th Port Discovery. SAILED, June 22—Sh dia; brig Crimes, for 23—Brig Ida Rogers, for Burrard Inlet.

SAN FRANCISCO, June 26—Adelaide Cooper, Port SAILED, June 26—B steamer Pacific, Astor Bordeaux, via Puget Liguria, for Burrard Inlet. Legal tenders—714

Flour—City brands, 12 1/2 @ 15. Wheat—\$2 @ 20; Barley—\$1 60 @ 1 for old feed and brew Oats—\$2 20 @ 40.

OREGON, June 26, Wright arrived here.

EASTERN WASHINGTON, June 26, the Omnibus passed over the to 8.

In the House, the President's veto, 10

SAN FRANCISCO, Ship Revere, Port June 26—Ship N Townsend.

The steamer Portland on Friday

HOLLOWAY'S PILLS A weakness, Whenever impure blood, or lessened stagnation takes place, should be well rubbed chest, and between the should be taken in alter blood and cleanses the by it, by raising or aggr irritation. These obse weight in summer, who weakness from heat and apt to prevail.

By Electric Telegraph

SPECIAL TO THE DAILY BRITISH COLONIST

Canada.

OTTAWA, June 25.—A reply has been received from the Colonial Office to the petition of Nova Scotia for a dissolution of the Union with Canada...

Europe.

LONDON, June 22.—In the House of Commons, the bill to purchase the telegraph lines by Government, was referred to Committee.

LONDON, June 22.—The first detachment of the returned Abyssinian expedition arrived at Plymouth on Sunday night.

PARIS, June 23.—It is reported that M. de Montebello is raising volunteers to make another attack on Rome.

LONDON, June 22.—In the House of Commons, to-night, Lord Stanley expressed agreement, in general terms, with the recommendations of the Irish Reform Commission.

A meeting was called to-night at Guildhall, to consider the Irish Church question. The Lord Mayor presided. It soon became evident that the majority present were Tories.

LONDON, June 23.—The last Papal allocution on State religion in Austria, received is, that the Pope declares that Austria should have regarded the Concordat as perpetual in effect, and warns persons who improve the law recently passed concerning the press, religion, civil marriage and public executions; to beware of the pains and penalties attached to violations of the sacred rights of the Church.

SUNDAY has been appointed a day of Thanksgiving throughout Great Britain, for the success of the Abyssinian expedition.

California.

SAN FRANCISCO, June 25.—The steamer California will sail for Victoria on Wednesday, July 1st.

ARRIVED, June 22.—Steamer California, from Victoria—also steamer Mamford.

SAILED—Bark Ocean, Port Blakely; U. S. Steamer Swapes, for Victoria.

ARRIVED, June 24th.—Ship Ravara, from Port Discovery.

SAILED, June 22.—Ship Czarowitch, for Kodiak; brig Ormes, for Port Ludlow.

BRIG Ida Rogers, for Nicoloski.

CLEARED, June 23.—Italian ship Leguria, for Burrard Inlet.

SAN FRANCISCO, June 26.—Arrived—Bark Adelaide Cooper, Port Ludlow.

SAILED, June 26.—Bark Carotta, Stebeck; Steamer Pacific, Astoria; ship Canadiane, Bordeaux, via Puget Sound; Italian ship Leguria, for Burrard Inlet.

Legal tenders—7 1/2 @ 72.

Flour—City brands, superfine blf eke, \$7 1/2 @ 75.

Wheat—\$2 @ 10.

Barley—\$1 60 @ 65 and \$1 65 @ 60 for old feed and brewing.

Oats—\$2 20 @ 2 40.

Oregon.

PORTLAND, June 26.—The steamer G. S. Wright arrived here yesterday, from Victoria.

WASHINGTON, June 26.—In the Senate, the Omnibus Reconstruction Bill passed over the President's veto, 35 to 8.

In the House, the bill admitting several Southern States, passed over the President's veto, 105 to 30.

SAN FRANCISCO, June 27.—Cleared—Ship Ravara, Port Townsend.

June 26.—Ship Nicholas Biddle, Port Townsend.

The steamer Oriflamme sails for Portland on Friday next.

HOLLOWAY'S PILLS AND OINTMENT.—Prevents weakness. Whenever circumstances produce impure blood, or lessen the force of the circulation, stagnation takes place in the lungs, and consumption or other formidable symptoms discover themselves.

Let Holloway's remedies be tried on the first feelings of debility, or on the first annoyance from a dry, itching cough. The Ointment should be well rubbed, twice a day, upon the chest, and between the shoulders, and the Pills should be taken in alternative doses, to purify the blood and cleanse the system, without weakening it, by rousing or aggravating existing nervous irritation. These observations carry additional weight in summer, when decline and general weakness from heat and other causes are more apt to prevail.

The Installation of the Prince of Wales as a Knight of St. Patrick.

The ceremony of investing and installing the Prince of Wales as a Knight of St. Patrick of the Irish Order of St. Patrick, was performed at Patrick's Cathedral, at Dublin, with great pomp and splendour.

The Prince and Princess, with the Marquis of Abercorn, Lord Lieutenant of Ireland, went in procession to St. Patrick's Cathedral from the Castle. The procession was escorted by a detachment of Lanciers and a squadron of Carabniers.

The first carriage was occupied by the Lord Lieutenant, the Marchioness of Abercorn, Captain Stewart, and Sir H. Kelly. Next came, escorted by a detachment of the 10th (Prince of Wales's Own) Hussars the Royal state carriage, containing the Prince and Princess.

Each of ten carriages containing many of the nobility of the country were preceded and followed by detachments of cavalry, and the occupants were loudly cheered by the crowd.

Before the procession reached the cathedral the gorgeous equipages of the Lord Mayors of Dublin and London fell in. The different uniforms of the soldiery, the many-coloured dresses of the ladies, the gorgeous liveries of the grooms and servants, the splendid horses, drawing magnificent coaches, and the bright sunshine over all, made up a brilliant scene.

In order to prepare it for the installation, the interior of St. Patrick's Cathedral had been partly transformed. Standing at the western end, one had an uninterrupted view of the entire length to the extremity of the lady chapel, the screen separating that portion of the building from the church proper having been removed.

Right and left in the side aisles rose tiers of seats covered with variously coloured chintz. The pulpit was removed, and on its site a dais was erected; the choir galleries were constructed for the vocalists; the desks in front of the stalls were not to be seen; the Archbishop's throne had disappeared, and the prebendaries were relegated to temporary seats placed within the railing.

The great western door also was removed, and a curtain of scarlet cloth, was substituted for it. At the western entrance to the cathedral arrangements had been made for the reception of the knights and their esquires.

After long waiting, a flourish of trumpets announced to the multitude that the procession had entered the church. The organ pealed forth a prelude; all the people in the cathedral rose to their feet; and the choir sang the National Anthem, while the procession slowly passed up the aisle.

First came the dignitaries of the church in their surplices, and wearing the hoods showing their academical degrees; after which followed those more immediately connected with the proceedings of the day. Kettledrums and trumpets preceded the purifivants in their quaint uniforms, Lord George Hamilton and the Hon. Henry Bourke. Next came the members of the viceregal household, followed by the installed knights, in the following order and attended by their respective suites:—

His Royal Highness the Duke of Cambridge, The Marquis of Clanricarde, The Marquis of Conyngham, The Earl of Howth, The Marquis of Headfort, The Earl of Arran, Lord Farnham, The Earl of Dartry, The Earl of Granard, The Marquis of Downshire, The Earl of Cork, Lord Dufferin, Lord Lurgan, The Earl of Charlemont, The Earl of Dunraven, The Marquis of Drogheda.

The Prince of Wales followed, with the Lord Lieutenant (Grand Master), members of the Prince of Wales's household, the officers of the order, and a number of aides-de-camp. The uniform worn by almost every one of these was different from that of the gentleman preceding him or the one coming behind, and the effect produced was exceedingly brilliant.

The Prince of Wales and the Grand Master were attended by young noblemen as pages.

The Princess of Wales, accompanied by the Marchioness of Abercorn, was conducted by the Earl of Waterford (the Earl Shrewsbury and Talbot), in his capacity of Hereditary Grand Seneschal of Ireland, to the dais prepared for her reception, the whole assembly rising to receive them.

The ceremony of installation was then proceeded with. The usual formalities having been got through by the officers of the order, the choir sang Sir John Stevenson's "Te Deum," a musical composition written for the occasion of the installation of George IV. The Marquis of Clanricarde and Marquis Conyngham, as senior knights present, then, by order of the Grand Master, descended from their stalls and girt his Royal Highness with the sword, the prelate (the Archbishop of Armagh) reading the following admonition:—

Take this sword, to the increase of your honor and in token and sign of the most illustrious order which you have received, wherewith you being defended may be bold, strongly to fight in defence of those rights and ordinances to which you are engaged, and to the just and necessary defence of those that be oppressed, and needy.

His Royal Highness was then robed with the mantle, the prescribed admonition being read by the prelate, as follows:—

Receive this robe and livery of this most illustrious order, in augmentation of your honour, and wear it with a firm and steady resolution, that by your character, conduct and demeanor you may approve yourself a true servant of Almighty God and a worthy Brother and Knight Companion of this most illustrious order.

The Prince of Wales having advanced to the stall of the Grand Master, his Excellency invested him with the collar of the order, saying:—

Sir—The loving company of the Order of St. Patrick hath received you, their brother, lover and fellow; and in token and knowledge of this, they give you and present you this badge, which God will that you receive and wear from henceforth to His praise and pleasure, and to the exaltation and honour of the said illustrious order and yourself.

This being done, the senior esquire of the Prince, unfurled and waved his banner; and after a flourish of trumpets, Sir Bernard Burke, Ulster King of Arms, read the titles of his Royal Highness, thus:—

The Most High, Most Pious and Most Illustrious Prince Albert Edward, Prince of Wales, Duke of Saxony, Duke of Cornwall and Rothesay; Earl of Chester, Galloway and Dublin; Baron Renfrew and Lord of the Isles; Great Steward of Scotland, Principal Knight Companion of the Most Illustrious Order of St. Patrick, Knight of the Most Noble Order of the Garter, Knight of the Most Ancient and Most Noble Order of the Thistle, Knight Grand Cross of the Most Honorable Order of the Bath, and Knight Grand Commander of the Most Honorable Order of the Star of India, a member of Her Majesty's Most Honorable Privy Council, &c.

At the conclusion of the proclamation all resumed their seats, except the officers of arms and the esquires. The principal esquire presented the offering in a purse to the registrar; and Ulster, receiving the banner from the esquire, delivered it to the registrar, who deposited it within the rails.

The esquires and officers of arms, with due reverence, then returned to their places, and the choir performed the grand anthem from "The Creation," commencing "In the beginning God created the heavens and the earth," and concluding with the chorus, "The heavens are telling, This being concluded, the choir sang the "Hallelujah Chorus" from "The Messiah," and then Ulster King of Arms rose, and making three reverences to the Grand Master, waved his sceptre, whereupon the procession, marshalled as on entering the cathedral, moved down the middle aisle towards the great western entrance, where it fell to the right and left to allow the Grand Master, the Prince of Wales, and the Duke of Cambridge to pass to their carriages.

They returned to the Castle. In the evening the Lord Lieutenant gave a banquet to the Knights of St. Patrick, the Royal visitors, and a select company in St. Patrick's Hall. The speech of the Prince on that occasion has appeared in this journal.

A Mighty Elephant-Hunter.

R. Boustead, surgeon to the Abyssinian field force, has sent to the Field an account of a day's sport in Abyssinia, which occupies all other African tales on record. Mr Boustead went out one day accompanied by a Shobo guide, a dhooly-wallah and a soldier servant, to try and bag a lion. The soldier was soon knocked up in consequence of the tremendous nature of the country to be climbed over, and was left behind; and Mr Boustead, finding no lions, proceeded in company with the Shobo and the dhooly-wallah to hunt for elephants. After incredible labor he came upon a herd of five huge brutes, two with large tusks, one with medium and two without any perceptible. He stalked the largest till within ten yards, when the elephant charged, and receiving a bullet in its forehead, dropped stone dead.

To the next largest elephant Mr Boustead administered a right and left, stick through the shoulder, both bullets well placed, and finished it up with a third bullet from his little Mortimer (Enfield bore), which smashed the animal's limb to atoms. As the Shobo and the dhooly-wallah were dancing a dance of delight around the bodies of the fallen monsters, a third elephant, an old bull, made at them, galloping like a racehorse and screaming furiously, the Shobo shrieking: "Abiet, abiet, muddeli!" which, being interpreted, meant "Lord, master, save me!" straight up to Mr. Boustead, bringing the infuriated brute upon him, and in passing, accidentally knocked that gentleman down with the butt of a spare rifle he was carrying, and nearly fractured his skull.

Mr. Boustead, not being daunted, arose, and calmly planted an Enfield-sized bullet, also from his "double Mortimer," through the elephant's brain, at a distance of five yards. The animal fell dead at two paces from the spot on which the adventurous hunter was standing, and rolled over a tremendous precipice, carrying away large trees in his fall as if they had been rotten logs. No sooner had this feat been achieved than a fourth elephant entered on the scene, blowing and trumpeting hideously. It was accosted by the undaunted and unerring practitioner at 25 paces with a heavy ball in the head, very high. This having no effect on it, a second barrel was administered rather low, and its course was for a moment checked. But on came the wounded brute again. The Shobo and the dhooly-wallah had by this time bolted, and fled in terror, and Mr. Boustead stood alone. He motioned to the cowards to toss him a loaded rifle from the high rocks on which they had taken refuge. The rest of the story shall be told in his own words:—

They checked it down, and I caught it in the air as it fell, and gave the elephant a No. 12 through the shoulder, which disabled him. He tried to get up to the path where I was standing, but tumbled back, and in his rage

commenced smashing to pieces everything in his way, making fearful noises. It was a rare sight to witness his wonderful strength; he bore down trees of considerable thickness by sheer strength and weight of body, and smashed their branches into thousands of atoms. Every bit of jungle was knocked to smithereens and trampled to pieces all around him; and his vain endeavors to get at us, and his terrible rage at being foiled, were really most exciting to witness. He nearly succeeded in getting up the incline to where I was, when I gave him the last bullet I had. His legs gave way, he staggered back on his hooks, and then rolled over heavily with a terrible groan. I can assure you I was thankful when it was all over, and that I was out of the row so well. The fifth elephant appears to have escaped with its life.

[Dr Boustead has been more fortunate than his comrades. Nobody else has been able to see a wild elephant, and we have been given to understand that the animal was unknown in Abyssinia. A few weeks since one of the special correspondents mentioned that an enthusiastic sportsman had taken a pop at some of the tame elephants brought from Bombay, while they were quietly grazing, believing that they were ferocious monsters of the jungles. Surely Dr Boustead cannot have been in Abyssinia, and by force of imagination magnified his little bit of poaching to the above proportions.—Despatch.

COLONIAL GOVERNORS.—A Parliamentary return has been issued, stating the salaries of the several Colonial Governors. At the head of the roll stand the two great prizes—Canada and Victoria, each paying its Governor £10,000 a year. Jamaica, New South Wales, Mauritius, and Ceylon follow, each with its £7000 a year. Then come South Australia, the Cape, Hongkong, British Guiana, the Straits Settlements (Singapore), and Gibraltar, each £5000 a year. Next are New Zealand and Malta, £4500; and then Tasmania, Queensland, Barbados, Windward Islands, and British Columbia, £4000. Trinidad pays £3500 a year; and the Bahamas, West Africa Settlements—Sierra Leone—and Antigua and Leeward Islands, £3000. Bermuda pays £2746; Newfoundland and St. Helena, £2000; Western Australia, £1800; the Falklands, £900; Labuan, £800; and Heligoland, £500. The list of Lieutenant-Governors and Presidents of the Council, ranges from Natal, £2500; through British Honduras and Penang, £1800; Prince Edward Island, £1500; St. Vincent, Grenada, Tobago, Dominica, St. Kitt's and Nevis, Gambia, Gold Coast, and Lagos, £1300; Malacca, £1200; the Cape, £1000; the Virgin Islands, and Turks and Caicos Islands, 500 £800; St. Lucia, 700; and Montserrat, £500. The total is £149,246. The population about ten millions.

AUSTRALIAN MUTTON.—Victoria and S. Australia are boiling down 60,000 sheep per week for tallow (1) at a profit of 3s. 6d or 4s. per week, except at Ballarat, Melbourne, and Geelong, where the hind legs could be sold for 7d each. A leg of mutton for 7d. To put a stop to this waste, if possible, a public meeting was called in Melbourne on the 30th of December last by a sheep farmer, who told his hearers that there was 40,000,000 sheep and 5,000,000 horned cattle in Australia, and urged the formation of a company, with a capital of £50,000, to preserve the fresh meat in tins and send it to England. The company was formed, and is now only waiting for a supply of tin plates from England to commence operations.

C. P. RAILWAY.—The Central Pacific Railway, in getting across the Sierra Nevada, had to overcome an elevation of 7042 feet. There are in the passage fifteen tunnels, and the blasting powder alone for the rock excavations, has cost \$1,000,000 in gold.

A GENTLEMAN in Richmond recently found imbedded in the shell of an oyster a metallic substance, and on breaking the shell in pieces with a hammer, found that it contained a French gold coin, known as a Louis d'or, of the value of about fourteen dollars, bearing date 1873. It is probable that it was lost overboard from the French fleet during the siege of York.

A YOUNG Russian lady, who last year obtained a diploma as doctor, in Zurich, has just been appointed to a medical man from Aargau. The example has tempted a country woman of the latter, and she is now pursuing her studies at the same college in company with three young English ladies.

G. SUTRO & CO., CORNER Yates and Villi streets, IMPORTERS OF CIGARS TOBACCO.

INSURANCE AGENCY. FIRE—Imperial Insurance Company, London. LIFE—City of Glasgow Assurance Company, Glasgow. For Rates of Premium, apply to J. ROBERTSON STEWART, Wharf street, Victoria, B. C. 1887.

FINDLAY & DURHAM, IMPORTERS, GENERAL COMMISSION MERCHANTS, Wharf Street, Victoria, V.I. LONDON OFFICE—St. Great Saint Helena, (Elphinstone street.)



Ayer's Cathartic Pills. Are you sick, feeble, and complaining? Are you out of order with your system deranged, and your feelings uncomfortable? These symptoms are often the result of serious illness. Some of the sickness is creeping upon you, and should be averted by a timely use of the pills.

Dr. Ayer's Cathartic Pills are a powerful purgative, and cleanse the system from the obstructions which make disease. A cold settles somewhere in the body, and obstructs its natural functions. These, if not relieved, react upon themselves and the surrounding organs, producing general aggravation, suffering, and disease. While in this condition, oppressed by the accumulation of bile, and the action of the system, directly they restore the natural action of the system, and with it the buoyant feeling of health again.

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The Weekly British Colonist AND CHRONICLE. Saturday, July 4, 1868

Court of Appeal.

We have from time to time given admission in our columns to letters advocating a Court of Appeal, suggesting that even a temporary Tribunal would be of the greatest advantage to the public at large. In this view we cordially agree, and would earnestly press upon the Executive the propriety of at once making arrangements to meet this serious want. The reasons for it are so many and obvious (that it is not necessary to repeat them) why a litigant should desire to have the dictum of one sole judge submitted to a larger and more solemn Tribunal; against it—what? Economy and the necessity of reducing the expenditure, can such a plea be seriously advanced, by a Government who are contemplating the enlargement of the Governor's residence for an office and billiard room, at a cost which, if applied as prayed in the petitions already presented to the Legislative Assembly, would pay for the establishment of such a Court for three years. Is it, we ask, from a want of interest in our affairs, or a want of knowledge of the duties of a Government that crying evils are left like the oberhim and seraphim, and personal matters are exalted into the position of Colonial duties of the most profound importance, in fact something like the letter of the other day, in which the leaders at a gallop, the wheelers at a steady pace, and the driver with his right foot on the drag, took the place of the causes which very nearly involved the whole Colony in a disastrous and disgraceful turmoil. And that reminds us that the whole of that disturbance would have been avoided if a Court of Appeal had been established, and the celebrated letter referring to it might never have seen the light of day. It was only very recently that a statement was made to a prisoner charged with a misdemeanor, that as he had not disproved the charges brought against him the Justices considered him guilty; and convicted he was without remedy and without appeal. Whether he was guilty or not matters not; no person ought to be debarred from his undoubted right of taking the opinion of a higher Court, instead of trusting to the fallible wisdom of one sole and uncontrolled arbiter of destiny.

Our Judiciary.

One of the strongest questions in the history of our colonization, and one of the most difficult to understand, is the accumulation of injustice, negligence, and error, which this Colony has had to submit to in the formation and administration of its Government. Perhaps the most serious of all its wrongs is the present condition of the Judiciary; and it becomes a very serious question, which is the more disgraceful, the Imperial Government to inflict on us, or our own people to submit to such an anomaly? When the Judges are powerless to administer the law, and the courts cannot determine their own jurisdiction, what but contradiction, delay, expense and a catalogue of other evils as long as the plagues of Egypt, can be rationally expected. The condition of our Courts is one of the most humiliating known in English community. Neither do we see any excuse for their remaining in such a condition. The power that can make a Court can surely change it when change becomes necessary. There is something very wrong in the fact, that the law cannot be administered in the Colony, because the Courts cannot determine their own jurisdiction in the Colony. It is strange that an English Court cannot determine which is its Chief Justice, or which is the Admiralty Judge, without having its decisions questioned or its processes defied. For this gross insult to our constitution the Imperial Government is responsible. The Colonies have been united over eighteen months, and yet by an inexcusable negligence or ignorance in framing the constitution, we do not

know today whether we have a Chief Justice or an Admiralty Judge; we scarcely know where the jurisdiction of our Courts begins—most certainly not where it ends. How came all this nonsense to exist in an English community, or how is it tolerated we may well ask? Such a thing is not known anywhere else, why should it be here? These errors could have been rectified ten months ago, and ought to have been. To-day Judge Needham's authority has been defied at Burrard Inlet; tomorrow Judge Begbie's might be at Nanaimo. In the meantime our national name and Colonial interests suffer, and we have a right to ask who is responsible? Such is the condition of our Courts, as illustrated in the case of the ship Moneta.

SANJOSE.

SANJOSE. An interesting incident of bygone times on this subject has been given us. It appears Captain Provost of the Satellite, lost his boat's crew, consisting of six men, in 1859, who deserted at San Juan Island. After searching in the bush for a considerable time and baffling every attempt to arrest them, they volunteered their surrender on the Captain revisiting the Island, upon the sole condition of not being flogged. The Captain replied he could make no terms with them, but if they voluntarily surrendered, he would take their case into consideration. They surrendered immediately, regretting their desertion, which they confessed was a "big mistake," and were put for a time on the black list. These men recovered their standing in the service by their subsequent good conduct, and some of them afterwards returned to the Colony, having in the meantime been promoted. The incident may assist to prevent desertions from the Service in future; and some still remaining in the neighborhood who like the Satellite men have also found desertion a "big mistake," might be induced to return by their cases being treated with equal leniency. Our present Admiral, of all men in command, appears to feel, whenever he is permitted:

"That to err is human, To forgive divine."

So at the request of our correspondent we make the suggestion.

THE SHIP MONETA.—The accident to this unfortunate vessel, as things appear, will lead to all kinds of trouble. At the end of last week the Sheriff was instructed to serve a libel on the vessel, at the suit of Captain Stamp, for salvage. On attempting to serve the writ, the Sheriff was resisted by the Captain of the Moneta, who, though an Englishman, is reported so have used the most unbecoming language. Even if the writ were served, the jurisdiction of Mr. Justice Needham would be disputed, and so we do not know to-day where we stand, or what we have to do. The prevailing opinion late last night was, that the Moneta had got into American waters, and escaped. An offer of \$2500 was made to settle the claim for salvage, but was refused; and we learn the amount demanded by Captain Stamp is something like four times the sum offered.

MISCONCEPTION.—In our leader yesterday we used the word, "colored," meaning the term to embrace all the native Indian elements—directly or indirectly, contributing to our taxation. We supposed the word "colored" would be generally understood in the sense we used it. Some, however, confused its application to the colored people of American birth, and the Chinese. When we have to fall back upon the native Indians to swell up 20,000 souls against an annual taxation of some \$730,000 it only makes the case worse.

THE SAN JUAN CABLE.—The party who have been to examine the whereabouts of the fault in the cable connecting this with San Juan Island, returned to town yesterday morning and report the cable to be badly chafed by the rocks about one mile from the San Juan shore. A larger vessel than the Leviathan is found to be necessary, and the cable will require splicing before it can be again made to work, which it is thought will take a couple of days yet before it is placed in order.

FIRE.—About eight o'clock last evening the Delage House rang an alarm of fire. A miserable Indian shanty, in an alley running between Johnson and Cormorant streets, was discovered to be on fire; but a few squirts from the Tiger, who threw the first stream, put it out. Some day, if the crowd of dirty Indians infesting that part of the town are not removed, all the power at our command will not arrest the fire they will cause.

CORONATION DAY.—This event, yesterday, was observed in the city as a holiday. The banks and stores were generally closed at noon, and picnics, and excursions in the country were the order of the day—a number of flags were flying in the city, and the war vessels were decked out in holiday attire, both here and Esquimalt. The usual Royal salute of 21 guns was fired at mid-day.

SHIP MONETA.—We have received a large amount of correspondence on this vessel, which appears to have excited much feeling. The proportion of writers, however, distinctly favor the idea that the vessel could be repaired here. As the question bids fair to be investigated in other quarters, it will perhaps be better to give the matter a little time.

Personal Grievance.

GLAD HART NEAR CLINTON, LILLOOET DISTRICT, 3d June, 1868. Editor COLONIST.—I beg to place before the public, through the columns of your valuable paper a monstrous piece of persecution of which I have been the victim, as it is not only a case of private hardship, but unless checked by the wholesome restraint of public opinion, unless held up to public opprobrium, it entails danger to the best interests of society. The welfare of the nation depends in a measure on the jealous protection of each individual, no matter his rank or status; and any arbitrary use of power in the State that openly attacks and wantonly trenches on the liberty and peace of a private individual, will by contagious example spread and sap, undermine and destroy the liberty and peace of the community at large. These remarks are called forth by the rough treatment I have experienced at the hands of our Police Magistrate in re-Queen versus Kay. Without passing to consider the state I have in the country—the unlikely nature of the accusation brought against me, the result of spite or with the object of obtaining money through intimidation—nor again the small value to be placed on any Chinese evidence. Mr Sanders our worthy Magistrate upon the testimony of a Chinese lad of 17 years of age issued a warrant for my arrest last autumn, on a charge of having broken open with felonious intent the cabin door of a certain Sea Cow, a celestial and abstracted thirty dollars' worth of provisions. What makes the case worse Mr Sanders knew that Sea Cow was still owing me four hundred and seventy-six dollars (\$476), for the payment of which he had issued six months previous a Court injunction. He knew that this Chinaman had been working my farm, that he had been selling produce and that there was a case of disputed account between us. He had moreover drawn up an account against me for the Chinaman after the supposed felonious outrage in which no charge was made against me for the missing provisions. So with what conscience he could believe the felonious part of the affair, even had it happened passes my comprehension. Had I been accused of skedaddling with some considerable sum he could not have been more precipitate in his measures. Then again he failed to issue a search warrant, which would have cleared up the whole mystery, and in my opinion laid himself open to the charge of gross negligence. He either should not have arrested me at all or he should have given me every chance of making my case good; he might with very good grace, and with perfect safety have written to me to make my appearance at Lillooet or he might have induced the Chinaman to sue me, thus placing me upon an equal footing in regard to sworn evidence. I was remanded to the spring assizes and let out on my own recognizances for \$500; when the Chinaman not appearing the jury returned no True Bill, and had the pleasure of hearing from Judge Begbie's own lips that the case was simply laid over and that I am liable at any time to be rearrested on the same charge. What will become of the door of the cabin in question, the substantial proof of my not being guilty and which had produced in Court and likewise of the witness to their being no traces of the lost provisions remains to be seen.

To sum up, therefore, I am taken from my business, an indignity unnecessary and uncalled for is inflicted on me. I am allowed to go home at my own expense and compelled to go down for the Assizes. A serious accusation is hanging over me all winter; and now when I am prepared to prove my innocence I am coolly told that the action is simply laid over! I do not know what happier combination of legal action in the skillful hands of our paid Magistrates, could approach nearer to the application of torture. It is a case of *Vis De Viets* with them.

It follows as a necessary consequence of this case that any man whatever his antecedents, however respectable or high in the estimation of his countrymen, may at any time be liable to be taken from his business and dragged from his home a prisoner, on any charge however unlikely, however absurd, provided that a criminal construction can be given to it, and on evidence however trivial and unreliable (the Chinese lad being sworn in not by a proper interpreter, but by Sea Cow my accuser). No man is now safe. Our worthy Magistrate, in the bigoted manner in which he discharges his duties, shows his little discretion in applying the law, so little discrimination of men and facts, that a painful feeling of uneasiness has crept over the district. Men stand aghast at the ease with which a reign of terror might be initiated—at the ease with which any designing knave at the elbow of the

Magistrate may, with the skillful application of perjury, conspire to intimidate or perhaps ruin the best men amongst us. *Tanta judicis peritia.* Yours truly Wm. H. KAT.

Salvage Case.

Editor COLONIST.—In the early days of the Colony the policy pursued was to bring Victoria into prominence as a port; and although many of the former privileges have been taken away, yet much of our prosperity depends upon its popularity with merchants and others abroad. Without agricultural (comparatively speaking) or manufacturing resources, our city depends almost entirely upon commerce. Comparatively few ships enter our harbor, and the fortunes of these few will not readily induce others to come. We ought to receive them readily and treat them decently, instead of letting loose a horde of wolves ready to devour them. Scarcely any ship comes without getting into the hands of the land-sharks. In this respect we have been peculiarly unfortunate; and the port has indignantly gained a bad name. If we only look at the difficulties which have beset the recent arrivals we need not wonder that "chariters" will not readily be had in the future, and that insurance brokers will hesitate at the usual rates. The captain of the Kent was put in jail for a piece of machinery that was wanting. The Rosedale was a year in our port. The captain of the Mercara was used for damage of cargo. The Aid is now advertised for sale, and the captain was locked up beside a number of raving lunatics. The Ellen was also in difficulty, and has been duly done for—through the want of proper connection, I admit. The Moneta suffered by fire in Burrard Inlet, and has been detained on a claim for salvage by the sheriff and a posse of his assistants. In some respects the captain or the owners may have been to blame; but it must be apparent that if our agents and brokers were alive to their own interests such misfortunes might be lessened. Our light-houses are inadequate, our general charges exorbitant, and other difficulties multiply around them. Instead of receiving protection and welcome, every captain leaves declaring that he will never again visit the port.

The Indian Outrages.

Editor COLONIST.—The recent Indian outrages lead me to ask, why we have not in this Colony a distinct administration of Indian affairs—a settled policy carried out by some intelligent officer, upon whom the Government could rely for information and advice in all cases of difficulty, and to whom the Indians could look with confidence for protection and support? If anyone cares about anything or anybody but himself, or feels any interest in the welfare of these poor creatures, more sinned against than sinning, I shall be glad to recur to the subject.

A Musical Catechism.

Leaders of choirs will find it convenient to clip the following catechism and post it in a prominent place: What is a slur? Almost any remark one singer makes about another. What is a rest? Going out of the choir for refreshments during the sermon time. What is singing with an "understanding"? Making time on the floor with your feet. What is a staccato movement? Leaving the choir in a half because you are dissatisfied with the organist. What is a swell? A professor of music who professes to know everything about the science, while he cannot conceal his ignorance. What is the definition of ad libitum? The leader of a choir laying down rules which he is not particular in following. How is a shake produced? By catching the organist asleep when it is time to sing. What is symphony? Flirting with the soprano singer behind the organ. How do you cause a discord? By praising a lady singer at the expense of a rival, who overhears you. What is a flat? A singer who supposes himself or herself indispensable to the success of the choir. NATIONAL FINANCES.—The appropriation bills which have passed or are pending in Congress for the fiscal year ending June 30, 1869, amount to \$130,304,366 53, of which \$80,350,000 are for pensions mainly growing out of the late war. This brings the ordinary expenses of the Government down nearly to the figure at which they stood before the rebellion. The interest on the public debt will amount to \$128,678,038. For the next fiscal year the Customs receipts are estimated at \$165,000,000, and the receipts of Internal Revenue at \$164,000,000. A surplus of \$50,000,000 to \$60,000,000 is therefore expected, to be applied to the payment of the debt. The expenses of the Government for the year ending June 30, 1869, will be about \$100,000,000 less than for the year ending June 30, 1868. The principal saving will be effected in the War and Navy Departments, and in the legislative, executive, and foreign intercourse fund. These figures are from Washington statements of the 29th.—Oregon Paper.

The Alaska Purchase.

The House Committee on Foreign Affairs still has under consideration the matters involved in the purchase of Alaska, and the rumor is renewed that the final action will be adverse to the required appropriation. The reasons assigned for such a recommendation are, "that we do not need the land; that it would be of no use to us; that its possession would compel heavy expenditures without an equivalent return; and that the interests of the country rather demand the improvement of what territory we have than the acquisition of more or at least of this." These objections are not new, and were not lost sight of by the Senate when the question of ratification was submitted. So far as they relate to the value of the acquisition, they rest, we believe, on a partial misapprehension; while the policy which governed the Department of State, and received the deliberate approval of the Senate, cannot with any propriety affect an appropriation called for by a purchase which already is an accomplished fact. Whether the acquisition was wise or unwise—whether the territory acquired is valuable or worthless—is a question which the House-committee cannot creditably raise at this stage of the transaction. The bargain was duly made in the manner prescribed by the Constitution, and the delivery was duly made by the Russian authorities. Our government is in possession. We exercise the rights of sovereignty over the land and its inhabitants. And as a condition precedent of these rights, we covenanted in the manner known to the Constitution and the law to pay the stipulated price. We gave, in effect, a promise to pay, and the point which the committee has gravely undertaken to discuss is, whether our bonds shall be paid at maturity or dishonored. That is the simple question divested of surpluses. At the same time there will be no impropriety in making the appropriation the occasion of a formal intimation that the House is opposed, in the present condition of the country, to further territorial acquisitions, and that it will not hereafter hold itself bound to provide money for transactions of this nature entered into without reference to its judgment. A better opportunity there could not be for asserting the very reasonable purpose of the House in respect of treaties or purchases involving large expenditures. The mere formalities of treaty making are one part of the question; the right of the House to sit in judgment on the policy concerned in treaties when they necessitate appropriations is another part, and one which other branches of the government may be called upon to respect. Such a declaration, however, ought to be prospective in its operation. It cannot without wrong affect the past. On the future, it may be made obligatory; and with this assertion of principle and authority the committee and the House should rest satisfied.

What the Estimates.

The fact that twenty thousand and colored taxpaying persons should pay, in toto, some annuum for their Government posterous, to use a mil that there is nothing in experience of our colonies. The people might as longer, perhaps, quietly paralysing taxation, in disposition shown by on ties to lay the groundw though gradual reduc This reduction has been as a right of the people dispensable to their e and over again, and the commenced, at the fr moment. Unfortunately has never yet been foun fear, according to presen it never will while the p continues. It is true a gamation did take pla last eighteen months, b upon a most inconveni it removed a few high-s so offensive to the peop untouched, or nearly amounts so burthensom It was in fact nothin clever piece of jugglery Japanese—some offi others caught their that to-day, although employees is smaller, t is the same. What co can be put in any fut amalgamation of offic of expenses, which ma the past is any evidenc Now all this, perhaps, pitiable as the conditio would bear for a time l that a change in the t the Council, or a dif Government under would give them the p the reductions necessa Colony quickly and th there is one thing th not submit to, and t The fact may as well now as hereafter, for it and told sternly too, quences would be w want money to subs boat so as to secu and constant mail o we want roads to and mining lands, so a ulation to come to the want a new road to K Bend, so as to give lif of Kamloops, and tra chants of Yale. We from a surplus reveue velopment of our coal terests. We want our and thoroughfares rep in fact, a thousand e not the least of any cause there is no mou sal of the Governme one great evil of the c rageous official expen such as these, when strained by the peo bear their burthen v deliverance comes, w priced so much ind be expressed at tend for a addition to Gove rumon says, for a and Private Office, a trifling affair in sp reality it is a very g \$5,000 it will cost t additions come out o ous provision of \$9, of the Governor's ow penditure will not be trouble. It is the lit and of design, when terests of the Colony that makes this tra sive to the public. do much for the Colo steamboat; for a bill ernment House it e may be proper th pleasure and conven or and his friends, s bly consulted; but a

The Weekly British Colonist AND CHRONICLE. Saturday, July 4, 1868.

What the Estimates Suggest.

The fact that twenty thousand white and colored taxpaying people together should pay, in toto, some \$730,000 per annum for their Government, is so preposterous, to use a mild expression, that there is nothing in the history or experience of our colonization to equal it. The people might for some time longer, perhaps, quietly submit to this paralyzing taxation, if there were a disposition shown by our local authorities to lay the groundwork for a steady though gradual reduction in future. This reduction has been acknowledged as a right of the people, say even indispensable to their existence, over and over again, and that it should be commenced, at the first practicable moment. Unfortunately that moment has never yet been found, and we much fear, according to present appearances, it never will while the present system continues. It is true a certain amalgamation did take place within the last eighteen months, but it was made upon a most inconvenient principle; it removed a few high-sounding names, so offensive to the people, but it left untouched, or nearly so, the gross amounts so barthesome to the people. It was in fact nothing more than a clever piece of jugglery, worthy the Japanese; some officials fell, but others caught their salaries; so that today, although the number of employees is smaller, the expenditure is the same. What confidence, then, can be put in any future promises of amalgamation of offices or reduction of expenses, which may be made. If the past is any evidence, we fear none. Now all this, perhaps, and more too, pitiable as the condition is, the people would bear for a time longer, in hopes that a change in the constitution of the Council, or a different form of Government under Confederation, would give them the power to make the reductions necessary to save the Colony quickly and thoroughly. But there is one thing the people will not submit to, and that is mockery. The fact may as well be proclaimed now as hereafter, for it has to be told, and told sternly too, if evil consequences would be avoided. We want money to subsidize a steamboat so as to secure cheap fares and constant mail communication; we want roads to our farming and mining lands, so as to induce population to come to the country. We want a new road to Kootenay and Big Bend, so as to give life to the farmers of Kamloops, and trade to the merchants of Yale. We want the means for a surplus revenue to aid the development of our coal and lumber interests. We want our bridges, streets, and thoroughfares repaired. We want in fact a thousand things; and yet not the least of any can we get—because there is no money at the disposal of the Government, owing to the one great evil of the country—its outrageous official expenditure. In times such as these, when every nerve is strained by the people patiently to bear their burden until the day of deliverance comes, we cannot be surprised so much indignation should be expressed at tenders being asked for "addition to Government House," rumors says for a Billiard Room, and Private Office. This may be a trifling affair in appearance, but in reality it is a very grave one. If the \$5,000 it will cost to complete these additions come out of the miscellaneous provision of \$9,000, and not out of the Governor's own pocket, the expenditure will not be allowed without trouble. It is the littleness of purpose and of design, when all the great interests of the Colony are lying dead, that makes this transaction so offensive to the public. That sum would do much for the Colony in subsidizing a steamboat; for a billiard-room to Government House it can do none. It may be proper that the comfort, pleasure and convenience of a Governor and his friends, should be reasonably consulted; but at the present time

they must be sacrificed in the same spirit, that wants of far greater importance are sacrificed by others. Considered in the most favorable light, it shows a disrespect of public feeling, a disregard of public interests, and an inattention to public propriety, which many speak of in harsher terms, and the worst feature of the whole thing is, that it seems to add mockery to injustice.

The Indians.

The short note of A. B., on the late Indian atrocities, thoroughly expresses the public sentiment. It has hitherto been the boast of British subjects that none could have their persons assailed or their rights invaded unjustly without summary punishment following, no matter where the offence was committed. This policy, in some places, seems to be changing for the worse. In this case we have positive knowledge of at least fourteen Indians being killed, and one white man so seriously wounded that his life still hangs in the balance between life and death; and who, if he does recover, will be crippled for life. Still no official inquiry is made by the Executive. The little spasmodic movement following the receipt of the news has died away, and things are allowed to take their natural course. Suppose, in the absence of proper measures being taken by the Government, another of these sad and disgraceful events follows on the heels of the first, who then is to be held responsible? When the personal security of the individual and the legitimate remonstrance of the public are alike treated with insulting neglect, the people in all parts of the world have taken the management of affairs in their own hands. What has happened once may happen again.

Monday, June 29.

CENTRAL FREE SCHOOL.—The Sunday News, in yesterday's issue, asserts that our report of the public examination of this school last week was far from correct. We can vouch for the former portion of the report as the result of personal observation. The conclusion we had from Mr Jessop himself, who read the report before published, and who modestly required a stronger compliment we had paid him to be omitted. Up to Mr Somerville's examination in history, we continued, the children showed a proficiency creditable to their teacher and themselves. After that we depended on Mr Jessop, as we were compelled to leave. It is true the children were not so quiet and orderly as they ought to have been; but it is unkind to forget they had been at work from nine in the morning until half-past four in the afternoon; and that getting tired and restless became somewhat inattentive and slightly noisy. But what of that, so long as they acquitted themselves creditably in their studies, and that they did so both examiners acknowledged. The motive of the paragraph is very evident. A system of education the News supports, a teacher it has sustained, and even truth itself must be sacrificed rather than lose an opportunity to vent its spleen against this paper. Why in common courtesy was the Governor's presence silently passed over? The whole thing is so full of malice, like many preceding it, that after this time we shall treat all such assertions with the silence they deserve. The people want something else than the paltry bickering of newspaper strife.

JUDGE JOHN M. TRENT.—Many of our city readers will doubtless be pleased to hear from Mr. John M. Trent, who from 1862 to 1863, was favorably known as a leader-writer on the Colonist. It will be recollected that he was a Canadian barrister; but owing to the then existing prohibitions against Colonial lawyers practicing in this Colony, he connected himself with the press, patiently awaiting the time when he could be admitted. The legal monopoly not having been broken up, he left for South America in the fall of 1863. He travelled through Peru and Chili and crossed the Andes into the Argentine Confederation. After stopping awhile at Mendoza, he went to San Juan, the capital of the State of San Juan. There he received an appointment as Vice Rector of the National College (Government institution) and was engaged in teaching English, French and Latin. After spending two years and a half as a Professor, he was named Judge of the Civil Court of the Province, or State of San Juan, which post he was occupying in December last, dispensing Spanish to Spanish-Americans. He says, in a letter to a friend: "So you see that my time has not been spent in vain—three years in the country and occupying the highest public post that a foreigner can occupy in a Province of 70,000 people." He was married last year to a South American lady. He writes that he prefers an Anglo-Saxon country, and thinks of locating himself at San Francisco.

A CORRESPONDENT of the Liverpool Mercury, writing from New Westminster, British Columbia, on March 11th, says:—"that the commerce of Great Britain, and Liverpool in particular, may be seriously affected from what we expect may happen here in the next few months, or perhaps before this letter reaches you. In other words, rumour says a Fenian raid is to be made on this colony; and when a lodgment has been made, letters of marque will be issued, and in this way your commerce will suffer. The report is that 2,500 men will land at Bellingham Bay or Semiahmoo, in American territory, lying between here and Victoria, and march from there to the Fraser river, distant twelve miles. In this way their rear will be protected and they will be able to draw supplies through the American territory." [We are like a whale.]

CONFERRING DAY.—Today being appointed for the celebration of Queen Victoria's coronation, all the vessels of war in Esquimaux harbor will dress ship at 8 a. m., and fire a Royal salute of 21 guns at 12. The reign of Victoria is adding up its years of tipicness; she ascended the throne in June 1837. The Government offices were closed on Saturday; the banks announce the suspending of business to-day, and as heretofore we presume that most of the stores and offices will close at noon. Flags were flying all day yesterday in respect of the day.

NOVA SCOTIA.—The Imperial Government have officially answered the petition of Nova Scotia for a dissolution of the union with Canada, and the answer is satisfactory as showing that Confederation is an Imperial as well as a Colonial policy. Whatever may be said to the contrary, this answer adds importance to the causes of the Northwest Territory, and assures us that England is determined to complete the scheme without unnecessary delay.

TOO BAD.—A visitor to this city (a colored man) entered a restaurant on Saturday and sat down to table. He was waited upon by a proprietor and quietly told—in presence of others of the guests—that he could not be served. Thereupon the insult was threatened to be repeated by making it a matter of police inquiry, and the outraged party was last seen with his memorandum-book in hand, deciphering the address of his would-be host.

RETURNED TROOPS.—The first detachment of the Abyssinian expeditionary force had arrived at Plymouth. Prince Alfred, Gen. Napier, and staff, had left Alexandria for England. Their arrival will be the occasion of a national rejoicing. Yesterday was set apart as a day of thanksgiving for the success of our arms in Abyssinia.

TAKE CHARGE.—Popular prejudices appear to be rising in reference to this question. At a public meeting in London, over which the Lord Mayor presided, the Tories are accused of making a riotous demonstration and finally taking possession of the platform. So far there appears no really popular movement against the measure.

PROMIS.—His Excellency and Mrs Seymour extended a large number of invitations to a picnic, which was held on Saturday in the neighborhood of Langford Lake. There were several other similar parties on Saturday, which were also largely attended. Most of the saddle-horses and vehicles in town were in requisition.

FOR THE COAST SETTLEMENTS.—Captain Frain has placed the Fly on the berth, to temporarily supply the place of the Sir James Douglas, which is laid up for repairs to her shaft. The Fly will leave, should inducements offer to warrant her going to Nanaimo, Cowichan, etc.

THE STEAMER CALIFORNIA is announced by telegraph to sail for this port from San Francisco on Wednesday next, 1st of July. The U.S. steamer Suavee is announced to have left on the 23rd. A private despatch states that the U.S. ship Seneca left on the 25th for Victoria.

CONNECTION.—We have been requested to state that the application made for a renewal of the license for the Drury Lane Inn was deferred for consideration, instead of rejected, as already published by us.

THE SHIP MONETA.—A difficulty has arisen with this vessel in respect of salvage, claimed, The Isabel, with the Sheriff on board, was prepared last night to intercept her in the Straits while on the voyage to San Francisco.

ARRIVALS FROM THIS PORT.—The steamship California and G. S. Wright arrived; the former at San Francisco on the 24th, and the latter at Portland on the 25th.

FROM NEW WESTMINSTER.—The steamer Enterprise arrived on Saturday from the mainland with twenty passengers and the mails.

THE Mayor of Birmingham (Mr. T. Avery), on Monday, unveiled a statue of the Prince Consort in the art gallery of the Midland Institute. The statue, which is of white marble, is the work of Mr. Foley, R. A., and is an excellent likeness of his Royal Highness.

The Great Prussian Iron-clad.

The great Prussian iron clad, the strongest armoured ship afloat, designed by Mr. E. J. Reed, Chief Constructor of the Navy, now floats in serenity in the Thames. Never was a finer ship more splendidly launched from land to water than the Konig Wilhelm on Saturday last from the Minotaur building slip of the Thames Iron Works Company at Blackwall. On the Twenty-ninth December, 1866, the memorable Warrior, the first of English iron clads, had birth from the same yard. Her length was 380 feet, her breadth 58 feet, and height 41 feet 7 inches. Her tonnage 6,098 tons, and engine power 1,250 horse power, by Penn. Her displacement 8,827 tons. Her armour, 4 1/2 inch plates backed by 18 inches of teak, covered only her central battery 200 feet in length. She carried thirteen guns, 68 pounders on each side, she had no bow shield, nor aftercastle, but she carried two 100 pounder Armstrongs at either end and four 40 pounder Armstrongs on her upper deck. In all her guns would throw about one ton of shot at each discharge. She was intended to carry 960 tons of coal, but could only take in 800 tons. Her speed at the measured mile on the 17th of October, 1861, was 14.386 knots, and her time of full steaming we believe about six days. The Konig Wilhelm is 856 feet between the perpendiculars (length of keel for tonnage 820, 60 feet in breadth and 41 feet in depth. In burden 6,127 5/8-94 tons B.M. The armour is of 8 inch thick solid plates backed by ten inches of teak, the plating being reduced to six inches at the ends of the ship, which has complete protection on the water line from stem to stern. The weight of these armour plates will be 2,000 tons, and more than one-half are already attached to her sides. The armament will consist of twenty-seven 12 ton guns, which are being manufactured by the celebrated Krupp. Twenty-two of these will be broadside guns on the main deck, one will be for stern fire on the main deck, two will be carried on the spar deck in an armour plated bow shield, with ports to fire ahead as also on the broadside, and two in armour plated shields on the spar deck, sit, for a stern or broadside fire. The weight of metal thrown at each discharge by her cannon will be full six tons. Her engines are by Maudslay, of 1,160 nominal horse power, and are on their patent plan of three cylinders fitted with superheaters surface condensers, designed to develop the large effective power of 7,000 horses, and a speed of fifteen knots is calculated for the vessel at the measured mile. All the latest improvements in the art of constructing armour plated vessels have been introduced in the Konig Wilhelm. She is fitted with a complete double bottom, giving her strength and security against leakage, and fitted so as to be used for water ballast when her coals are consumed. Her upper deck is completely covered with half inch steel plates, she is fitted with the balanced rudder, steam power is applied to work her capstans, &c.

No one can shut their eyes to the vast progress made, and even the Chief Constructor's detractors will not, we think, overlook the share he has had in the progress of the construction of armour clad ships. England may well compare the strength and warlike capacity of the vessel one of her powerful private firms has produced for a Continental State with the first essay made in this direction but seven brief years ago by the talented naval architect who was the predecessor of Mr. Reed.

The Konig Wilhelm was originally laid down as the Fatih for the Turkish Government. Through the financial pressure caused by the Ottoman insurrection Turkey failed to find money for the continuance of the work upon the ship; and Prussia, after the victories over Austria, by which she acquired an extended seaboard and fine harbours, set herself earnestly about the formation of a powerful North German Navy. The unfinished Fatih was for sale, and Prussia bought her, and is completing the magnificent work, which has no rival but the Hercules in even the British fleet.

Of the launch itself we must say it was absolute perfection, nothing less. The sun shone brightly, and the flags as usual waved in the breeze from the sheds around the company's yard, extending over thirty acres and from the ships in the vicinity, military bands played stirring airs, and the spectators were congregated in thousands. Everything was propitious, everything was ready as far as human provision could contemplate. The Prince Adalbert and the Prussian Ambassador were on the platform, and the Countess Bernstorff stood—evidently pleased with the honour deputed to her by her Sovereign—by the side of the chairman of the company, Mr. Roll, ready to perform the graceful "baptismal act" customary on these occasions. At ten minutes to three p. m. the dogshores were knocked away, and while a few seconds passed without a visible motion in the ship, an anxious shadow passed over the master shipwright's face. Every eye was strained by the spectators. Slowly a motion began; inertia of the 6000 tons of iron was overcome by gravitation; the workmen pressed their hands—the puny efforts—against her iron sides; quicker and quicker she moved, the huge

19-inch and 15-inch cables ran out from their hawse-holes with hardly a splash, and most smoothly and gracefully the huge naval castle floated out into Bow creek, so steadily, so properly, that it seemed a ribbon would have brought her up. Cheers broke from the multitude and the anxieties of the managing director and master shipwright were over. It is worth notice in the record of this grand event that this is the ninety-third vessel launched by Mr Piddington without so far as we are aware, a single hitch in any case. Capt. Ford may well take credit to himself for the able staff he has secured around him. She is to proceed to the Victoria Docks to have her engines put on board, and will be completed for sea, so as to leave England before the end of the present year.

The launch which followed was not less the perfection of success. His Royal Highness the Prince Adalbert, High Admiral of Prussia, was deputed by the King himself to be present, and he was accompanied by a detachment of distinguished officers of the North German Navy. The extensive mould loft was most tastefully decorated with flags and bunting, and behind the chairman (Mr. Roll) were photographs of the King, the Prince, and Princess Royal of Prussia, and Count Bismarck. The provision was of the most sumptuous and elegant character; and upwards of 500 guests were entertained. The toasts were numerous, and most heartily responded to. Count Bernstorff proposed "The Queen" the chairman, "The King of Prussia" after "The Prince and Princess of Wales" "The Health of the Prince Adalbert" followed, and "His Highness" in a few words expressed admiration of the power of the ship, and conveyed a pointed sentiment of goodwill towards this country. In responding to "The Army, Navy and Volunteers," Sir John Hay, M. P., one of the lords of the Admiralty, gracefully acknowledged the pleasure England had in witnessing the naval strength of her allies. The Prussian Ambassador, after returning thanks for "The Health of the Countess Bernstorff," said, "As to this ship, it speaks for itself, and bears the best possible testimony to the skill and ability of the celebrated company who built it. I need not, therefore, add anything to its praise, or to that of its builders, whom I wish to be in all their enterprises as successful as they have been in this one. But I beg to say a few words about the future of the Konig Wilhelm. It should not be surprised at all if some of our English friends felt a little patriotic pang in thinking that the finest and most powerful iron-clad that has yet been built in this country, or in any other part of the world, will soon leave the British shores to join a foreign navy." But I confidently trust, and I think I may safely express the firm conviction that England will never see the Konig Wilhelm among her adversaries. Let us, on the contrary, hope that our two great and kindred nations, who have so often fought side by side in former times, and who have so opposite interests in any part of the globe, may also in future be united in permanent friendship, and in the promotion of common interest of peace and civilization.

Speeches were made by Lord Delamere, Sir Fenwick Williams of Kars, Mr. Childers, M. P., Mr. Samuda, M. P., Mr. Selwin Ibbotson, M. P., Captain Ford, and other gentlemen; and during the entertainment the band of the Woolwich Marines, under the direction of Mr. Winterbottom, of the Royal Italian Opera, played in fine style the national melody of Prussia, by Ritter Spontini, and rendered with admirable effect several martial pieces composed by His Royal Highness the Prince Albert of Prussia, and which were played for the first time in England on this occasion.

Among the distinguished guests present were the Countesses Theresa and Victoria and the Count Ebery Bernstorff, Captain Henk, Captain of the Konig Wilhelm; Captain de Baisel Paul Haine, Baron Schlemke, Captain Lieutenant Count Walderssee, Counsellor Eberthagen, Viscount de la Yegu (First Secretary to the Spanish Legation), Haged Mohsin Khan-Persian Charge d'Affaires, Her Grace, the Duchess of Marlborough, Lord Allan Churchill, Lord Alfred Churchill, Mr. O. Ibbotson, M. P., Mr. A. S. Ayrton, M. P., Col. Ahmed Bey, Mr. E. J. Reed, the Hon. G. Talbot, Captain Sherard Osborne, Baron Les and Mr. Hebel; Count Derswitz, Chevalier de Aragus, Colonel Liemanns, Captain Von Teichmann, J. Field, Esq., and other members of the firm of Maudslay & Co., the Mayors of Limerick and Sunderland, Octavina de Beranger and Cauteiro, B. S. N., Capt Koumalne, Mr. Z. Yang, the Prussian engineer in charge of the construction of the ship; &c. &c. A. N. Gazette.

THE SHIP YARDS.—Quite a number of steamers, both freight and passenger, are now repairing in the Yards & Co's dry dock and also at Cantin's Yards. Mr. Cantin is also building a steamer for Mr. Gillespie, of Kingston. Dimensions—length, 180 feet, beam overall, 44 feet; hold, 10 feet. This boat will be fitted with all the modern improvements for both the safety and comfort of passengers. The engines will be constructed by E. E. Gilbert, Canada Engine Works. Mr. Cantin is also building another steamer for the Longueville Ferry. Dimensions—length 170 feet; beam 44 feet; hold 10 feet. The engine is to be manufactured by W. P. Bartley & Co., St. Lawrence Engine Works. Mr. Cantin is also constructing two barges for his own use; Messrs McLellan and Auger are building two steamers for the Rideau route; Mr. Bruno, one steam tug; Tate & Co., one barge.—Montreal Gazette.

LARGE SUM OF MONEY ABSTRACTED.—On the 21st May, one of the banks in this city sent to its correspondent in New York, by the American Express Company, a package containing \$1387 86 in greenbacks, and \$447 in 5-20 coupons, gold value, due 1st May. Upon the arrival of the package at its destination it was duly opened, when it was found that all that was valuable had been abstracted, and a copy of the Globe substituted. No present clue exists as to the perpetrators of the fraud, but the presence of the newspaper seems to point to Canada.—London Free Press.

Alaska Purchase. The Committee on Foreign Affairs under consideration the rumor is renewed that on will be adverse to the proposition. The reasons such a recommendation are, not need the land; that it no use to us; that its possible heavy expenditures equivalent return; and that of the country rather development of what territory the acquisition of more or less. These objections are were not lost sight of by the question of ratification. So far as they relate to the acquisition, they are, on a partial misapprehension of the policy which governs the State, and received the approval of the Senate, and propriety of an approval by a purchase which accomplished fact. The acquisition was wise or other the territory acquired worthless—is a question use-committee cannot create at this stage of the transaction gain was duly made in the libed by the Constitution, ry was duly made by the rities. Our government is We exercise the rights of er the land and its inhabit a condition precedent of ve covenanted in the man- the Constitution and the stipulated price. We a promise to pay, and the be committee has gravely discuss it, whether our paid at maturity or dis- is the simple question pluse. time there will be no im- making the appropriation a formal intimation that posed, in the present con- country, to further territory, and that it will not here- bound to provide money of this nature entered reference to its judgment, tunity there could not be a very reasonable purpose respect of treaties or pur- large expenditures. The of treaty making are one question; the right of the in judgment on the policy reaties when they necessa- ions is another part, and r branches of the govern- ed to respect. Such werer, ought to be prospec- It cannot without e past. On the future it obligatory; and with this aciple and authority the the House should rest

By Electric Telegraph.

SPECIAL TO THE DAILY BRITISH COLONIST.

Europe.

The new Postal Convention with the U.S. is still pending in the House of Commons and the Government is endeavoring to make uniform terms with all mail steamships.

London, June 25.—The statue of Martin Luther was inaugurated today in presence of a vast concourse.

London, June 25.—In the House of Lords a great crowd was present as an exciting debate on the Irish Church question was expected.

London, June 25.—The House of Commons was in session today and the proceedings were of great interest.

London, June 25.—The House of Commons passed the Irish Church question by an enormous majority.

London, June 25.—A telegram from Shanghai dated May 22d, had been received.

London, June 25.—A telegram from San Francisco dated June 30th, New York quotations of gold, 140—legal tenders, 71 1/2.

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London, June 27.—The debate on the Suspensory Bill continued in the House of Lords.

of Lords. An immense crowd was present and great excitement manifested.

Lord Cairnston regretted that the bill had been made a party measure; he said he was in favor of disestablishing the Irish Church, but would not disendorse it.

London, June 27.—A general amnesty bill has been declared by those participating in the political riots of last winter.

London, June 27.—The House of Commons was in session today and the proceedings were of great interest.

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Boston, June 17.—The defalcation of the Hilds & Leather bank is ascertained to be \$576,000.

Washington, June 18.—As the National Currency bill now stands it allows the issue of twenty millions of national currency to the banks in those States which have less than five dollars in circulation to each inhabitant.

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arrested last night on a charge of obtaining money by false pretences, collecting money from Chinamen for the Fourth of July celebration.

George Treat has entered his chestnut horse, "Error," to run four miles against D. Dennison's gray mare, "Unknown," plying three miles in harness.

San Francisco, June 24.—Madame Parepa Rosa, the celebrated operatic artist who arrived from New York by the steamer Sacramento last evening, was serenade at the Occidental by a chorus of twenty-five voices, and afterwards by the Musical Fund Society numbering 100 members.

Parepa Rosa will give her first concert at Platt's Hall on Saturday evening.

Michael Sisk has been convicted and will be fined \$20 for beating a horse.

The steamer Rising Star sailed from New York for Aspinwall to-day carrying 900 passengers and 1,800 tons of freight.

Minister of the Dominion.—That the Dominion of Canada is one of the richest mineral countries in the world, is universally acknowledged.

The President has pardoned H. Heath, Major General in the rebel army during the war, on the recommendation of Gen. Schofield.

Washington, June 20.—The Senate, in acting on the General Appropriation Bill, adopted an amendment by a decided majority which kills the Globe on the 4th of March next and looks to printing Congressional proceedings at the Government Printing Office.

The Legislative Appropriation bill was taken up. Mr. Williams offered an amendment, which was adopted, abolishing the Bureau of Statistics, and transferring its duties to the Special Commissioner of Internal Revenue.

Mr. Conness offered an amendment to the bill concerning the rights of American citizens abroad, providing that if any American citizen is arrested by any Government in contravention of intent and purpose of this act, upon allegation that naturalization has not operated to dissolve allegiance to their native sovereign, the President is empowered to suspend in part or in whole the commercial relations with such Government, or to order the arrest and detention of any citizen of such Government found within our jurisdiction, except ambassadors, etc.

The President has nominated Henry A. Smythe of New York, to be Minister to Austria.

Europe. Cambridge, (Eng.) June 16.—The University of Cambridge to-day conferred the degree of Doctor of Laws upon H. W. Longfellow.

Liverpool, June 18.—Geo Francis Train appeared at the Exchange last evening. He attempted to make a speech and was hissed.

London, June 22.—In the House of Commons to-night, Lord Stanley expressed his agreement in general terms with the reconstruction of the Irish Home Government.

London, June 22.—Midnight.—In the House of Commons this evening the Irish Reform Bill was read a third time and passed.

Mexico. New Orleans, June 17.—The Brownsville Ranchero, of the 18th says, Generals Detarzas and Leon Ugaldes, with 400 followers, have declared for Gen. Diaz as President of the Republic of Mexico, and declared that the Constitution shall be maintained inviolate.

California. San Francisco, June 19.—Wm. H. Hovey, a stevedore, engaged at the Mechanics Pavilion, fell this morning a distance of 50 feet to the ground, and was instantly killed.

LIQUOR CARBONIS DETERGENS

Concentrated Alcoholic Solution of the

Extract from the Lancet, Dec. 22, 1866

Chlorinated Soda Water is very superior to the value of new remedies, and it was in a spirit of scepticism that we tried the liquor carbonis detergens.

The addition of water, with agitation, makes a dilutable solution, in which the liquor carbonis detergens is in a state of suspension, almost equivalent to a solution.

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