

# THE WEEKLY BRITISH COLONIST.

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## THE BRITISH COLONIST

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## EUROPEAN AFFAIRS.

The latest English papers brought yesterday by the mail steamer are up till July 2nd. The most important intelligence is the result of the recent election in that very Napoleonic portion of France called the Pays de Dome. This "country" constituency had been represented in the French Chamber by the late Duke de Morny, the sterling friend of the Emperor, and was of course considered one of the safest of the whole provincial constituencies. In the previous election, held about two years ago, the majority in favor of the Court nominee was 21,421 to 499, or almost a unanimous vote. This time the nominee is beaten by two thousand, the radical party having obtained 14,000, and the Emperor's party 12,000. The result has produced quite a sensation throughout France, for it is looked upon as an indication of the provincial feeling. From the first election to the last Napoleon has been depending on such constituencies as Pays de Dome. It mattered little to him how hostile the cities showed themselves to the Administration—Paris might return the most dangerous radicals, as she did—if the country districts only displayed a praiseworthy attachment to the existing regime. The result of the recent elections, however, dissipates the Emperor's confidence, and raises the startling suspicion in his breast that it is merely a question of time before the country returns a sufficient number of Opposition members to enable the radical party to control the Chamber. In this event, says a London paper, "the Emperor will be compelled to make his election, either to appoint Ministers whose heads can be thrown to the crowd instead of his own, which is parliamentary government, or to strike a second coup d'etat. The latter alternative would involve a terrible risk, for the army, however devoted, cannot be surely relied on to attack the nation, and the appeal to the people might be answered by a hostile vote which would be the signal for detronement. So long as the situation was possible the Emperor would, we conceive, avoid parliamentarism as far as possible, but nevertheless give way, dismiss Ministers instead of Cabinets, suggest compromises, and in short recede from a position from which he might possibly be driven."

Bigotry is again triumphant in the House of Lords. The wisdom and progression that opposed so inveterately the attempt to make the way for Jewish Parliamentary privileges more easily trod were expected to raise their august heads in the lordly assemblage when the oath of the Roman Catholic came up for revision. Owing to that sage provision in our Constitution, which enables the Peers to vote by proxy, Lord Derby entered the Upper House, when the debate on the Roman Catholic Oath bill came on, with a majority of votes against the measure in his coat pocket. "The church is in danger" was the burden of the cry, and the Lords concluded that the Roman Catholic was too ferocious an animal to be allowed politically at large. He was sure to attack the great bulwark of the state—the Established Church; and once that institution fell, chaos was bound to come again. For a healthy, stout old gentleman, as the Church is presumed to be, it is astonishing what exertions are made to protect him from the slightest exposure. While Lord Derby, in the House of Lords, calls for an unlimited supply of swaddling clothes, his natural guardians, the Houses of Convocation, are running about for *sal volatile* to keep him from fainting. The poor Bishop of Capetown, who was not allowed by that unfortunate judgment of the Privy Council, to immolate the ruffian Colenso, has been taken in hand by the Convocation and

his distressing case promptly attended to. An address of sympathy and admiration has been presented to him by both Houses, so that in all probability his Christian feelings, of which charity no doubt forms the principal part, are by this time satisfied. With all the pretensions, however, of the Houses of Convocation, we see the proceedings of the two bodies are by no means subjects of admiration for the English press. The London Times, in a scathing article, shows how ridiculous is the attitude which they have lately assumed. "When a number of clergy assemble," says the Times, "and affect a high legislative and judicial character they must be tried by a higher standard than the common sheep of their flock."

In law making, they must not take refuge in disorderly agitation. They must not promulgate *quasi* laws which are against law, and denounce the judgments of a Court, the functions and dignity of which they covet in vain. The least they can do is to show that spirit of resignation and obedience which is the foundation of all law, and even more necessary in those who make laws than in those who have only to obey. In a breath, with clamor and much wrath, they publish an anathema "branding" with heresy the most venerated fathers of the Church, the earliest English High Churchmen, Nonjurors, Reformers, the most eloquent of British prelates and theologians, and many others whose great names are part of the wealth of our Church. It is forgotten that there have been times when men could be good Christians and yet think for themselves, and when it was possible to accept the ancient creeds of the Church, without having to ingratiate on them every opinion of the age and every prejudice of the school.

By our telegraphic news it will be seen that the great political struggle in England is decided, and that the Liberals are victors. The number of the supporters of the present Government returned out of the 645 elected is 234, giving Palmerston a majority so far of twenty-three. The new House, it is evident, will be stronger in its Liberal element than the last. The result of the election is, therefore, a death blow to the Conservatives; for no political party, after having been out of office so long as the Tories, and with no prospect of its position being improved, can hope to remain long in a state of cohesion. Continued unsuccess will destroy the prestige of any party, and crumble it rapidly to pieces. The first thing, therefore, we may expect will be a defection in Derby and Disraeli's ranks, and the power now called the Liberal party overwhelming in the majority. But large majorities are in their turn dangerous, and it is just possible that before the first session expires a split will take place among the followers of Lord Palmerston that may place his administration in a very precarious predicament.

## BRITISH COLUMBIA.

### ARRIVAL OF TREASURE.

The steamer Enterprise arrived on Saturday afternoon with nearly sixty passengers and a large amount of treasure, including \$118,337 for the Bank of British Columbia, and nearly 100,000 in the hands of shareholders in the celebrated Ericsson claim.

CARIBOO.

Several old Caribboes are down, among whom are the Ericsson brothers, Mr. Nelson, the foreman of the Company, Mr. Harper, and Mr. Taggart. They brought down with them to New Westminster about \$100,000 in gold, which they left to be assayed at the Government Office. This famous claim is said to be nearly worked out, although good wages may yet be obtained from it. Others of the returned miners complain of the hard times at the mines. The weather was very pleasant and favorable for mining operations. An exploring party was to leave Cameron on the 21st to prospect in the direction of Bear River. The Colonial Secretary was entertained by the miners at a splendid dinner in the London and Paris Hotel during his visit to Williams Creek. All the "delicacies of the season" were provided at the moderate charge of \$36 per ticket!

RESERVE AT SHUSWAP LAKE—The Chief Commissioner of Lands and Works in British Columbia gives notice that a Reserve has been made in the vicinity of the Hudson's Bay Company's Establishment on Shuswap Lake, being the tract of land embraced by a line starting at the N. E. corner of the Lake and running N. half a mile, thence due W. for two miles, and thence due S. until the western shore of the Lake is reached. The shore of the Lake forms the Southern Boundary of this Reserve.

DIRECT STEAM—Our London correspondent writes us as follows: "I shall try and prospect a company for a line across to you, it ought to be done at once. But, I repeat it, you on your side must move at once. I have had a talk on the subject with a friend resident in New York—Baring's agent there—and shall write you more fully next mail."

## TELEGRAPHIC.

### IMPORTANT FROM EUROPE.

#### Election Returns.

#### THE ATLANTIC TELEGRAPH.

#### Cholera in Birmingham.

#### EARTHQUAKE AT CAPRERA.

#### Steamer City of Glasgow Burned.

(Telegraphed to the Oregonian.)

NEW YORK, August 13.—A Valencia steamer, the *City of Glasgow*, was burned at sea.

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an interview with his brother-in-law, Jeff Davis, and left for that purpose on Saturday for Fortress Monroe. His application for parole to visit Europe was refused.

NEW ORLEANS, August 5.—The cotton factory at Petersburg, Va., had been destroyed by fire. Loss, \$20,000; insured.

NEW ORLEANS, August 5.—The Galveston Bulletin of the 5th says: Yellow fever is prevailing to a considerable extent at Havana. Proportion of deaths greater than usual.

ARMY WORM THREATENING ENTIRE DESTRUCTION TO COTTON CROPS IN GALVESTON COUNTY, TEXAS. The Herald's special says the call for a national convention composed of three delegates from each Congressional District in the country, to devise means for securing voting privilege, was signed in Eastern Virginia.

WASHINGTON, August 7.—Secretary of Interior and Commissioner of Indian Bureau.

NEW YORK, August 9.—The Times' special says the President is in good health. A military commission is trying cases of prisoners consigned to the old capitol prison.

SPECIAL DISPATCH TO THE "COLONIST."

NEW YORK, August 10.—The Commercial says that Mrs. Douglas appeal to the President for the pardon of H. V. Johnson, who was on the ticket with her husband for the Vice-Presidency, has proved successful.

WASHINGTON, August 10.—Mosby was arrested last night in Alexandria, and is still in custody.

FINANCIAL CRISIS.

NEW YORK, August 15.—Great excitement prevails in financial circles to-day. A number of failures are reported, among them that of Graham & Co. and Ketchum & Son. The latter firm have over issued gold checks to the amount of two million dollars, and left parts unknown.

NEW YORK, 14th.—The Herald's Richmond correspondent says: Six weeks or more ago General Lee left this city and proceeded to the village of Cartersville, Buckingham Co., on south of James river [40 miles from Richmond], where he is living in seclusion, scarcely answering the myriads of letters addressed to him. He resides in a small cottage, the property of Mrs. Cox, adjacent and belonging to which are some four acres of land which he finds some recreation in cultivating. General Lee is unusually retired. It is possible he will rarely, if ever, emerge from his seclusion.

NEW YORK, August 14th.—The Herald's special dispatch says grave difficulties are arising between the citizens of Mecklenburg County, Virginia, and the Freedmen heretofore living as slaves.

NEW YORK, August 8th.—The Herald's Richmond correspondent says: Evil Spirits have been let loose upon the United States since the unceremonious and justly deserved fate of the late election was pronounced. Joining men and citizens together to waylay and assault every colored man they meet; while older heads universally adopt the plan of fighting our soldiers, and at the same time hissing out their bitterest denunciations on the negro. The most stringent orders of General Terry are inadequate to meet the growing abuse.

NEW YORK, Aug. 10.—The Post's Washington special correspondent says: Advice received by State Department to-day from the American Consul at Malta, state that the cholera was raging there to a fearful extent. Communication with the neighboring Islands is suspended.

NEW YORK, Aug. 14.—Provisional Governor Wm. Marvin of Florida issued a proclamation to the people of that State on Aug. 13, informing them of the necessary steps to be taken to restore civil government and the days for the election of delegates to the Convention. The time for its assemblage has not been decided upon. That will be named as soon as the proper time shall have been given for the people to take the oath of allegiance.

THE ATLANTIC TELEGRAPH.

(From the Columbian.)

NEW YORK, Aug. 7.—A dispatch from Queenstown, July 27th, says the Great Eastern was this morning 300 miles out, paying out cable successfully.

FARTHER POINT, Aug. 7.—The Damascus, from Liverpool 27th, and Londonderry 28th, has arrived. The Great Eastern was about 450 miles out, and had paid out 500 miles of cable. Signals good at that time.

NEW YORK, Aug. 9.—The steamer Etna from Liverpool 30th July, has arrived; 750 miles of Atlantic cable paid out when insulation was lost, cause unknown.

Political news unimportant.

LONDON, Aug. 4.—Communication with the Great Eastern remains suspended; nothing heard from her since noon 2nd Atlantic telegraph shares nominally at 2 3/4. The insurance of it had advanced to 50 and 60 guineas. The latest dispatches from the Great Eastern, dated 2nd, report all going well and 1,200 miles cable paid out. On Wednesday evening the following was received:—

VALENTIA, Aug. 2nd, 9 p. m.—Signals from the Great Eastern became unintelligible at noon, no communication has been had with the ship since, cause unknown.

HEART'S CONTENT, Aug. 14.—A vessel just from Cardiff, reports that she saw the Great Eastern and the British ship-of-war Terrible, on the 3rd. It is reported the cable parted Aug. 2nd, and was buoyed up in latitude 51 deg., 40 min., longitude 39 deg. 10. min.

## THE BROTHER JONATHAN.

The *Alta* gives the following additional particulars of the great calamity:

STATEMENT OF DAVID FARRELL, STEERAGE STEWARD.

On Saturday before the wreck, the wind commenced blowing fearfully, and continued until the wreck and after. On Sunday at 12 o'clock, the captain took the sun and got our position. Finding the storm was likely to continue, he rounded to with the hope of making Crescent City, where he intended to lay at anchor until the storm abated. After we rounded to, we ran for Crescent City, I suppose for thirty or forty minutes, when the ship struck. She struck very hard,

stem and foremast, but raised on the swell and settled directly upon the rock. The next sea that struck her carried her as far on to the rock as her foremast. Her bottom was badly torn to pieces, and her foremast dropped through until swung by the yard arm. She remained swaying at the mercy of the waves until she sunk. The officers were very cool, and were doing all in their power to save the lives of the passengers, who were very calm under the circumstances.

When Capt. DeWolf found the ship was bound to sink, he walked forward, and coolly said, "All hands aft and try to save yourselves." The first boat that was lowered was the forward boat on the port side, and was swamped; its crew were swimming around her. When we last saw her there was one man sitting astride her, and she was upside down. The next boat that was lowered was on the starboard side of the ship, directly astern of the wheel. This was under the charge of Campbell, the second mate, and contained a large number of ladies, but was swamped before she was free of the davits; her stem was smashed in against the ship's side. The first officer, Allen, hauled her passengers on board again. The captain, who was standing on the hurricane deck just aft the wheelhouse, spoke to me, and told me to put the plugs into the boat swinging at the starboard davits, just astern of the last that had been swamped. I did so, and he then told me to remain in her for the purpose of keeping the men out of her, and told me to take as many women as would go. I did so.

John P. Hensley brought two women and tried to get them into the boat, but could not succeed; they begged him to let them go, which he did. Seeing that the women would not get in, I said: "John, you had better get in yourself, but he said he would not; that he would stay and assist others in saving their lives. I then said: 'John, if you will not go, give me a bucket.' He leaped from the hurricane to the upper or pilot deck, and gave me one of the fire-buckets that were in a rack on the wheelhouse. I tried again to induce him to come, but he would not, saying that there was already enough in the boat. Allen then commenced lowering us down. John Hensley was the last man I spoke to, and his last words to me were: 'Keep cool and save yourselves—good by!' When we struck the water the ship rolled over on us and nearly sunk us, but we escaped with only the loss of all our starboard thole-pins! We had hard work to clear the ship, which we could only do by pushing the boat around under the ship's stem. In this manner we managed to get steerage way and the use of our oars. We started immediately for shore. We were running quatering with the waves, which broke over us on nearly every crest, at times nearly filling the boat, and had it not been for the bucket that was given us by our brave-hearted shipmate, John Hensley, there would probably never have been a soul saved to give tidings of this terrible disaster.

After we left the ship, there were two guns fired; we looked back at the ship and saw her smokestacks go by the board. We then went down into the trough of the sea so far as to make it impossible to see the ship. When we arose on the next crest, I saw the signal of distress flying at the mizenmast head. We were again let down into the trough of the sea, and when we came up again, the ship had entirely disappeared. I think the waves drove her over the rocks, and that she went down stem first. We were about three hours in getting to Crescent City, I should think. The water was very cold, and I think it would have not been possible for a man to have lived more than ten hours had any tried to save themselves by means of life preservers or drift of any kind where they would have been exposed to the water. The people of Crescent City treated us kindly; and there were three or four boats, including the one in which we were saved, dispatched at once for the wreck; but after getting outside a short distance, they were forced to return, as the seas ran so high as to make it impossible for them to go further.

ton, Nansaimo  
Roberts, Roberts, Port  
Seanoih  
Samson, San Juan  
Light, Mountford, Port  
Angelo  
San Juan  
New Westminster  
Maid, Neale, Nansaimo  
San Juan  
Clayquot Sound  
weepstakes, Kofler, Nan  
Connor, San Francisco  
Chambers, Nansaimo  
DIED.  
At Ross Bay, Mrs. F. J.  
8th instant, the wife of Mr.  
son  
20th instant, Marian Miller  
daughter of Catherine and  
six years and nine months.  
In the 2d instant, George  
Jutant-General of Washing-  
on the 30th July, drowned  
James Bro. Jonathan, Emilio  
in city, late of Manchester,  
Milan, Italy, aged 44 years.  
General debility, low  
irritation, are the com-  
a or indigestion. The Pills  
the stomach, renovate the di-  
ly the blood, and give strength  
Stagnation of the body  
the mind are succeeded by  
the physical and mental func-  
the parent of so many evils,  
no universal complaint, that  
that such a remedy as this  
could have been discovered.  
suffer from indigestion with  
Popular Book  
INSTRUCTION,  
New Method,  
a regular sale of  
usand Copies a Year.  
to all other "Methods."  
WHERE PURE  
ment of a thorough know-  
playing. It is adapted to  
GUITAR, from the  
Y. Concert, to the Studies  
vanced Pupils. Two editions  
English American, the other  
When the work is ordered,  
sent, the edition with  
order it you are particular  
New Method." Price \$3 75.  
DITSON & Co.,  
PUBLISHERS,  
Street, Boston.  
SALE AT 10  
& CARSWELL'S,  
Wholesale Dealers  
Provisions,  
and Shoes.  
AND  
LE CHEAP!  
DEED AND EIGHTY  
Land, of which about  
on Whidby Island, Washington  
\$3 per acre!  
one-third in twelve  
in remainder in  
personally, or by letter, to  
GARFIELD & KENNEDY,  
Travels and Counselors-at-Law,  
Fort Townsend W. T.  
SAUCES, JAMS, &c  
OM ADULTERATION,  
MANUFACTURED BY  
& BLACKWELL,  
TO THE QUEEN,  
SQUARE, LONDON.  
& BLACKWELL'S  
Manufacturers are obtainable  
respectable Provision Dealer  
in the World.  
us of being supplied with C. &  
all of the best quality; and of  
character, should be  
articles are not substituted.  
variations bear their names and  
all prepared in Pure Malt Vin-  
Vets, by means of PLATING  
avoiding all possibility of con-  
any other injurious metal;  
ely similar in quality to those  
us at  
JESTY'S TABLE.  
Patent Preserved Hams, Cheese  
Fire Games and Fire Balls, Fresh  
Good Cutlery, Whitebait, Pillets  
sausages, Herrings in Sardines,  
Vegetables in Vine, Fruit in  
Beans and Brothy, Crystallized  
as well as many articles too  
in an advertisement, they can  
d. Their Salad Oil is the best  
ENTS for LEAD & PEBBLES  
WORESTERSHIRE SAJOUR,  
bert Peels Sauce, M. Boyer's  
Aromatic Mustard, Foyne's  
sauce, Captain White's Oriental  
and Paste, and Mulligatawny,  
Dotted Milk, and for low

The Weekly British Colonist.

Tuesday, August 29, 1865.

LATEST TELEGRAM.

Loss of the Atlantic Cable!

(Special to the Victoria Press.)

SEATTLE, Aug. 21, 1865.

To THE PRESS:

Eastern line O. K. this morning. The Omaha office reports that when the Great Eastern was 1,200 miles out, the cable broke, and sank in 240 fathoms water.

We have no time to get later items, but your, etc. to the Victoria Press.

TELEGRAPHIC.

ADDITIONAL FROM THE WRECK.

(From the Oregonian.)

JACKSONVILLE, Aug. 16.—The following was received this evening by B. F. Dowell from R. Dugan, of Crescent City:

Through the politeness of our Coroner, Mr. Eldridge, I was permitted to take an abstract from his books of the names and description of the additional bodies found and buried by him in the city burial ground from the ill-fated Brother Jonathan, to this date as follows:

No. 26.—A white man, supposed from his diary to have left Springfield June 19, 1865, sailed from New York on the steamer Ocean Queen, July 1st, landed in San Francisco July 25th; had on his person a gold watch, No. 14,735, hunting case, &c. He was about five feet ten inches high, medium stature, dark brown hair, moustache and whiskers; no hair under his chin, from 30 to 40 years old, plain gold ring on his finger, a gold pen in a silver case.

No. 27.—white woman, entirely naked except drawers; five feet nine inches high, heavy set, heavy auburn hair, very high forehead, fair complexion; had a gold ring on her finger, with an emblem of two hearts united. She had a fine set of teeth.

No. 28.—A white man, fair complexion, auburn hair and beard, five feet eight inches high, heavy set; had on grey plaid pants and vest.

No. 29.—Mulatto man about five feet ten inches high, round smooth face, good teeth, heavy set, weight about 160 lbs, supposed to be about 25 years old; had on dark grey pants.

No. 30.—A white man, about five feet eight inches high, weight about 175 pounds; dark brown hair, whiskers and moustache sandy; had on spotted cassimere pants, white shirt, with one sleeve button with the letter 'Z' on it; supposed to be about 30 years old; no papers.

No. 31.—A white man, about five feet eight inches high, hair and whiskers sandy, light complexion, prominent features, high forehead, gray flannel shirt and blue overalls; good teeth.

No. 32.—A negro man about five feet eight inches high, heavy whiskers and moustache, good teeth, about 35 years old; had on a white under waist buttoned up before, and would weigh about 150 pounds.

There are also buried between Gold Bluffs and Trinidad, about sixteen bodies, of which we have not yet got a description. Gen. Wright's horse and a camel went ashore eight miles north of Trinidad.

WRECK OF BROTHER JONATHAN.

STATEMENT OF THE QUARTERMASTER OF THE LOST SHIP.—A correspondent of the Bulletin writing from Crescent City, gives the following as the statement of Jacob Yates, the Quartermaster of the steamer Brother Jonathan:

On Sunday, when I took the wheel at 12 M., it was blowing a heavy gale of wind from the northwest, and we were 4 miles above Point St. George. The sea was running mountains high, and the ship was not making any headway. Capt. De Wolfe thought it proper to turn back, run into Crescent City, and wait until the storm ceased. He ordered me to put the helm hard a port, which I did, and then he told me to steady her. I did so. Her course was then due east. The time about a quarter to 1 P.M., I kept her that course until we made the Seal Rock, and then the captain ordered me to keep her southeast by south. It was clear where we were, but foggy and smoky in shore. Then we ran along until 10 minutes of 2 o'clock P.M., when she struck the unknown sunken rock, and with such force that it felled the passengers who were standing on deck. Some of the deck planks started. The Captain stopped the engine and endeavored to back her off. The engineer could not get her to move an inch. She rolled about five minutes and then gave another tremendous lurch on the rock, when a part of her keel came up alongside; and by that time the sea and wind had slowed her around so that her head came to the wind and sea. As soon as she came head to the sea, she worked on the rock a little; then her foremast went down through her bottom until the fore yard brought up across decks. At this time Captain De Wolfe

had been forward three times, and ordered every body to look out for themselves, and he would do the best he could for them all. I was the last one that left the forward part of the ship. As I was going aft I saw a lady and gentleman standing close by the boat. I asked them why they did not get into this boat, for it was all ready to lower. They gave their heads a toss and told me they were going to get in the other boat. There was plenty of room in the boat at that time. As I was one of the crew of the boat, and she was being lowered, I got in her. If they had got in I would have taken my chances in another. The boat ahead of us was filled with women. I did not pay any more attention to the boat until she was lowered. The captain said, 'there is enough in that boat.' I had not seen Mr. Allen, the first officer, until the Captain ordered our boat lowered; then he lowered one end of it. We got our boat clear from the wreck and stern of the ship. I did not see the second officer at all. As we came round the stern we saw a boat swamped, which was full of women; and one boat capsized, with a man on her bottom, and also another one stove to pieces. Our boat was so full we could not take another soul in it. We would have gone to the assistance of the boat load of ladies who were swamped, but the sea was running so high and we were so heavily loaded that we could not do anything for them. I believe that if the passengers had listened to the Captain and manned the boats with the ship's crew, as he wished them to do, there would have been more lives saved, for there is not a ship that sails out of San Francisco which has a better crew. As for the item mentioned in the Bulletin that there were Kanakas, I can say that there was not one Kanaka among them.

Special Dispatch to the "Colonist."

PORTLAND, August 28.—The Orizaba will leave for Victoria this (Wednesday) afternoon at 5 o'clock. The Sierra Nevada arrived at San Francisco today.

SAN FRANCISCO, August 21.—The Continental Telegraph to New York is now working. It is hoped that the military force on the prairies will be sufficient to keep it clear.

NEW YORK, August 4.—A significant oration in honor of the Mexican republic as represented in the United States by General Ortega, took place last evening at 10 o'clock. A large assemblage met, and the Seventh Regiment Band serenaded the meeting. The affair passed off with great eclat. The following extract from a letter written by Major General Phil. Sheridan was received:—"We should give a permanent government to the republic. The crushing of the rebellion will not be done until this takes place. The advent of Maximilian was a portion of the rebellion, and his fall should belong to its history. Most of the Mexican soldiers in Maximilian's army would throw down their arms the moment we crossed the Rio Grande." This letter was received with enthusiastic approval by all present.

NEW YORK, Aug. 5th.—The Post-Washington special says the Intelligence has a statement that a plot was discovered among a large number of negroes at Aquia Creek to assassinate the white laborers on the railroad there. A company of soldiers arrested and imprisoned all the negroes, capturing their weapons.

WASHINGTON, Aug. 6th.—The general commanding the Department of Texas is enjoined to a strict and faithful observance of the instructions heretofore issued which refer him to forbear from any show of intervention in the war between France and the sovereign power of which Juarez continues to be recognized as captain.

NEW YORK, Aug. 5th.—English papers note the fact that the Great Eastern in her trip to Valparaiso had not more than half steam enough for the work she had in view. She ran at the rate of five miles an hour, and believed that in heavy sea, or when against a strong wind she would be unmanageable. A Great Eastern telegram from Valparaiso, July 24th, says that insulation defects took place on Monday afternoon. This mischief is supposed to exist through most of the shore and splice, supposed to be caused by too much heat from the Great Eastern. She hove to ten miles from shore. The Carolina is taking up and under-running the splice and repairing the fault. It is expected to be rectified immediately. The rest of the cable remains perfect. A telegram from the Great Eastern 25th July, says the cable is O. K. and the signals are perfect. The fault was discovered when only a short distance out. We are now paying out.

In France the late elections which have taken place are favorable to the Government everywhere.

The Italian Government has received a special despatch from the Spanish Government recognizing the Kingdom of Italy.

The Cholera in Alexandria was subsiding.

THE MINING DEPUTATION.

The miners who were the victims of the Bear River hoax assembled Wednesday morning in front of the Government buildings, and appointed a deputation, consisting of Messrs. Wilcox, Welch, Thompson, King, and Jeffries, to wait upon Governor Kennedy and present him with a statement of their complaints. These gentlemen accordingly proceeded to the Government offices, and were courteously received by His Excellency, Mr. Welch introducing the following petition:

ON BOARD STEAMER OTTER, AUGUST 20, 1865.

To His Excellency Governor Kennedy:—

The humble Petition of the undersigned Miners and others, says:

That acting in good faith on the representations made by the exploring party, we expended some four or five thousand dollars, we left our employments, have lost our time, and risked our lives. That those representations were gross falsehoods, there not being slightest foundation for the report of payable diggings on Bear River. We beg to say that we have appointed the following gentlemen who were present with us to give your Excellency full information on the subject, and we pray that such relief may be granted to us as your Excellency may see fit, and that the men who were the authors of this unfortunately false report be punished in such manner as may deter others from making such serious misrepresentations in future.

Signed by the Committee, and one hundred and thirty-four miners.

His Excellency said it was not often he regretted to receive a deputation, but he must confess he deeply regretted the circumstances that led to the appointment of the one before him. No one felt more deeply at the disappointment of the miners than he did himself, and he would only be too anxious to assist them in any reasonable way that might be pointed out to him. He would, however, impress upon them the fact that the Government was entirely free from the blame that had been attempted to be cast upon them by the public press. In justice to himself he could not allow the criticisms which appeared in an article in that morning's Colonist to go unanswered. His Excellency here read several passages from the editorial in yesterday's Colonist, in which the Government were censured for publishing a report that could not be corroborated by the commander of the expedition. "Had the Government done its duty," said one passage, "it would have compelled Buttle to vouch for the accuracy of the statements by his own actual observation." In another it was asserted that Buttle evinced such a lack of judgment in his dealing with the report, that he was entirely unfitted for the command of the expedition. His Excellency read an account of the first reception of the news in the Colonist of the 15th, in which it was stated that Buttle was a thoroughly reliable man. Now he (the Governor) must say that so far as Buttle was concerned he was warmly recommended to him by Dr. Brown, and as

this p.m., with dates from New York to the 20th.

They had seen, by the Colonist of the 15th, praised for his reliability by the press. Was it expected that he should know Mr. Buttle better than these authorities? As for Hancock and Forgie he knew nothing about them—they were Mr. Buttle's appointments. He could not, however, imagine what motives they had for making such misstatements, as he was bound to believe, from the unanimity of the miners on the subject, they had. The men were to be paid regular wages, whether they discovered anything or not. It was not the Government's duty to come forward and warn the miners against rushing heedlessly into any adventure. So far as the publishing of the report was concerned, McCausland had blazed the whole matter through the town before the official report was given to the Press, which made the latter step necessary in order to lay the real statements of the report before the public. The Government had, however, simply given the report as it was received, making no comments on it. The statements in the Press showed that it was not the Government that induced the miners to go up. He had simply thought it his duty to publish the report as all kinds of wild rumors were flying about. Suppose he had held back the report, and the diggings had proved as good as represented, what would the public have said? Indeed the Government had acted with some caution, as it was they had sent down a special agent to the spot. His Excellency said he read these extracts from the papers to show that the abuse heaped on the Government was undeserved; as for himself it was very lightly on him, as he knew that it was untrue. As to Buttle and his party, if they could not substantiate their statements, they would at once be removed. He could not see what possible motive they could have had for misrepresentation. The party had hardly received any pay so far, and if it was shown that they had misrepresented matters they should not get one cent.

His Excellency then told the deputation if they could suggest anything to be done in the matter, he would be happy to do all in his power to carry it out.

Mr. Welch said the deputation had no wish to impart personal blame to His Excellency, but there was great blame somewhere. He asked to see the prospect sent down by Buttle.

The prospect was accordingly produced, and compared with the prospects brought back by the miners themselves, when all present agreed that the gold was precisely similar. Mr. Welch said the sample produced, about seventy five cents, was the result of the labours of about one hundred men. He added that a feeling was abroad among the miners that the Government should be responsible for the loss and injury caused by the false reports of its servants.

His Excellency said he would be very sorry to govern a colony where any such conditions were enforced. It would be quite impossible for the Government to guarantee the correctness of reports, nor to be responsible for such mistakes. As for Buttle and party, they are highly culpable, and if the miners had ducked, or tarred and feathered them, he would not have felt disposed to have taken active steps to give them redress.

Mr. Welch said it was the wish of the great body of the miners that the balance of wages coming to the exploring party should be given to the Hudson Bay Company, who had acted most liberally to the miners and had lost money by their trip.

His Excellency said if it were proved against the exploring party, that they had made a false report, they should not get a single cent. They had only so far received a small advance, and their rations. To say the least of it, they had evidently shown a great want of judgment.

Mr. Wilcox said if His Excellency would give a gunboat, he was one of a party who were anxious to go to Nootka Sound and prospect that country.

His Excellency said the original plan of the exploring party was to go to Nootka Sound after exploring the country round Clayoquot, and a party was to be sent to meet them there with provisions on the 24th August. As to Capt. Torrens, who had showed good judgment in going on at once to prospect that country, he would take care that he should be sent for as requested, and he would promise to secure passages at the same time for any practical miners who wished to go there.

Mr. Welch suggested that a gunboat should be sent, and that the exploring party should be available; the Forward was unseaworthy, the Camelion had gone, and the Clio had only just come in, and he did not know what the Admiral's intentions were in regard to her. He would willingly have sent the Government steam tug, but she was unseaworthy, and would not be repaired for three weeks. He thought himself that the party under Mr. Torrens would be able to prospect the country sufficiently. The Government had only sent the exploring party because the matter had not been taken up by private enterprise, which latter he thought the proper way. It was a pity Buttle had not been found by the miners, and made to go with them to the spot he had prospected. The deputation might depend upon it he would have the matter out with Hancock Forgie and Buttle. He would, for his own satisfaction, send reliable men with them, and show the exact spot where the prospects were taken from. His instructions to Buttle were to make a most careful examination of the country, and above all, not to exaggerate. The men of the party had been selected by Buttle himself. His Excellency said he had seen some doubts as to McCausland's reliability expressed, and emphatically contradicted by some of his friends.

Mr. King—That was me! I have known McCausland since 1852, and he is fully reliable.

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Mr. Welch asked if there were any funds which could be distributed amongst the most needy of the miners?

His Excellency said he had no means whatever at his disposal for such a purpose. The deputation knew that he could not use the public money except for the purposes for which it was voted. It was a great pity that private enterprise should have suffered, but the Government could not be held responsible.

The deputation here withdrew, and communicated the result of their visit to the miners, who told the number of over one hundred had waited outside. The crowd having relieved themselves by three hearty groans, either for the explorers or the Government, then dispersed.

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The Invalid's Friend.



HOLLOWAY'S PILLS

Nervous Disorders.

What is more fearful than a breaking down of the nervous system? To be excitable or nervous in the most degree is most distressing, for where can a remedy be found? Here is one—Drink but little wine, beer, or spirits, or better, abstain from them altogether; do not take coffee—weak tea is preferable; get all the fresh air you can; take three or four of the Pills every night; eat plenty of solids, and avoid the use of alcohol. If these golden rules are followed, you will be happy in mind, strong in body, and forget you have any nerves.

Mothers and Daughters.

If there is one thing more than another for which these Pills are so famous, it is their purifying power, especially their power of cleansing the blood from all impurities, such as scurvy, jaundice, and all the various eruptions of the skin, and all the various disorders of the liver and stomach.

Stomach out of Order.

No medicine will so effectually improve the tone of the stomach as these Pills; they remove all acidity, constipation either by intemperance or improper diet. They regulate the bowels according to a healthy action; they are wonderfully efficacious in cases of spasms—in fact they never fail in curing all disorders of the liver and stomach.

Bronchitis, Diphtheria, Coughs and Colds.

No diseases are more frequent, yet more dangerous, than affections of the respiratory organs. The first symptoms of diphtheria, whooping cough, and other diseases of the throat, are removed by Holloway's renowned Pills. They quickly remedy any temporary stagnation of the blood, relieve the congested veins, moderate the hurried breathing, and enable the windpipe and lungs to perform their functions with ease and regularity. These Pills, by their purifying powers, cleanse the blood, and remove all the various impurities which the system accumulates, and thus purify the system against consumption, asthma, and other pulmonary complaints.

Debilitated Constitutions.

In cases of debility, languor, and nervousness, generated by excess of any kind, whether mental or physical, the effect of these Pills is in the highest degree bracing, renovating and restorative. They drive from the system the morbid cause of disease, re-establish the digestion, regulate all the secretions, brace the nervous system, raise the spirits, and bring back the frame to its pristine health and vigor.

Billiousness, Loss of Appetite, Headache, and Lassitude of Spirits.

These Pills effect a truly wonderful change in debilitated constitutions, as they create a healthy appetite, correct indigestion, remove excess of bile, and overcome giddiness, headache and palpitation of the heart.

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

Table listing various ailments such as Dropsy, Jaundice, Secondary Syphilis, Liver Com, Rheumatism, etc., and their corresponding treatments.

Sold at the establishment of Professor Holloway, 24 Strand (near Temple Bar), London; also by all respectable Druggists and Dealers in Medicines throughout the Kingdom. Price, 2s. 6d. per box; 10s. 6d. per dozen.

There is a considerable saving by taking the Pills.—Directions for the guidance of patients in every disorder are affixed to each box.

BENSON'S WATCHES & CLOCKS.

WATCH AND CLOCK MAKER, BY SPECIAL APPOINTMENT, TO HIS ROYAL HIGHNESS THE PRINCE OF WALES.

Opinions of the London Press upon Benson's Great Clock and Watches in the Exhibition, 1862.

"A more splendid piece of mechanism we have never seen in this country. No other watch could be fitted with more perfect accuracy and success than the watch made by Benson's Patent Clock Co. The watch is a triumph of ingenuity."—The Standard, 31st March 1863.

These watches, there seems to be no reason why we should not get the trade entirely into our own hands."—The Standard, 23rd June 1863.

"Ranged around the base of the clock were the watches which Mr. Benson exhibited, and which have been universally admired for their beauty and the accuracy of the designs engraved upon them. The movements are of the finest quality, which the art of horology has never been able to produce. The clock and watches were objects of great attraction, and well repaid the trouble of an inspection."—The Illustrated London News, 11th Nov. 1863.

Watches, adapted for every class, climate, and season, by Benson's Patent Clock Co. Benson's Patent Clock Co. Benson's Patent Clock Co. Benson's Patent Clock Co.

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The Weekly British Colonist.

Tuesday, August 29, 1865.

THE CITY COUNCIL.

The proceedings of the City Council last evening were more than usually interesting, and attracted the largest audience we have yet seen in the Council Chamber.

One of the trustees is in England, and therefore cannot be reached another is the Governor of the colony, and is equally beyond the Mayor's jurisdiction, and the third is Bishop Hills. The latter gentleman may possibly have powers of persuasion sufficiently strong to convince the Mayor that he has a right to do what he pleases with the reserve, and that therefore the fences are not nuisances.

Mr. Carey thought the learned gentleman had not looked much of late into corporation authorities and his opinion was therefore rather slim. Mr. C. put a question to the chair in reference to the one half of one per cent tax, which the Mayor said he was unable to answer.

Mr. Carey differed; he thought the obstacles were greater. There was a pile wharf at the end of the property. The Mayor said it would produce revenue. The city could not claim the water rights which belonged to the Admiralty; the Council had no water rights except to the offensive stuff in the streets.

Comox.—From Mr. Cave, who arrived from Comox during the Cyclone off Cape Horn. She experienced strong westerly gales in the South Pacific, and subsequently strong N. E. winds, without any S.E. trades. This probably accounts for the long passage being made by the Cyclone.

CITY COUNCIL.

Monday, Aug. 21.

CORPORATION POWERS.

The Council met at 7 p.m. Present—The Mayor and a full board.

Mr. Smith introduced his notice of motion for the appointment of a Committee to open up the public landing on Wharf street at foot of Yates street, which was seconded by Mr. Thorne and carried.

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The Mayor—No I don't. You shall have plenty of time to speak to your motion.

Mr. Thorne—Oh that's not it. I want the thing done properly [applause].

Mr. Smith introduced his notice of motion for the appointment of a Committee to open up the public landing on Wharf street at foot of Yates street, which was seconded by Mr. Thorne and carried.

His Worship said the same Committee would do in both cases, and appointed Messrs. Fell, Thorne and Smith.

Mr. Smith moved that Mr. Robert Bishop be appointed legal adviser to the Council.

Mr. Thorne was opposed to any such appointment. It was only to shift responsibility from His Worship's shoulders on to those of a lawyer, who would play a right and left handed game and could always put the thing off by saying that he had a Fidelity or some other case to attend to.

Mr. Thorne moved in amendment that no solicitor be appointed until decided action had been taken and necessity demanded it.

Mr. Hibbard—Will your Worship proceed against the whole of the Trustees? The Mayor—Certainly. Mr. Hibbard—Then how are you going to get at the Archbishop of Canterbury? The Mayor—We can't go to Canterbury, of course [laughter].

Mr. Hibbard spoke at some length on the subject of the reserve, the obstructions there on, and the right of way through it. Mr. Hibbard pointed out especially the danger of allowing the Trustees to dispose of about ninety town lots on the reserve, and thereby throwing ninety additional votes into the list of the people's opponents.

amid frequent interruptions from the audience behind the bar.

The motion on being put was carried by three to two, the result being followed by loud cheering from behind.

Mr. Carey remarked that the Council were not perhaps aware of the fact that about \$700 of public money had been expended in macadamizing the roads over the reserve by the changing under Mr. Colquhoun.

On motion of Mr. Thorne the Council adjourned till the usual hour on Monday evening next.

REORGANIZATION OF SOUTHERN STATES.

[From the N. Y. "Post" of 19th June.] The President has issued two proclamations identical in terms with that which provided for the reorganization of the civil government in North Carolina, appointing Judge James Johnson as Provisional Governor of Georgia, and General A. J. Hamilton to a similar office in Texas.

North Carolina—Wm. W. Holden. Mississippi—William L. Sharkey. Georgia—James Johnson. Texas—Andrew J. Hamilton.

By the arrival yesterday of the ship Dublin we, S. F. Call 12th, have files of papers from Auckland, N. Z., to the 3rd June.

A movement is on foot to divide the New Zealand Colonial Government into two—one for each of the principal islands.

Emigrants from the mother country were pouring into Auckland, a vessel having arrived on the 2nd with the largest human cargo ever known in that port—490.

The work of "reconstruction" and harmonizing with the recently hostile natives were going on smoothly.

More rain was needed, but farmers were plowing. Discoveries of petroleum are chronicled.

Squires and Escott were performing at Sydney, and drawing fine houses. Great crops of Indian corn had been raised in Queensland. The trade relations between the several colonies are conflicting.—Atlas, 11th.

THEATRICAL.

At Maguire's, San Francisco, "The Workmen of San Francisco," adapted by Laura Keane from "The Workmen of Paris," is running to large audiences, with the following actors in the principal parts: Messrs. Pauncefort, Leman, Thorne, Aldrich, Franka, Mrs. Sophie Edwin and Mrs. Saunders.

At the Academy of Music, the Italian Opera Troupe are taking benefits, the operas given being "Lucetta Borgia," "Il Trovatore," "Un Ballo in Maschera," "Faust," and "Martha." On the occasion of Miss Adelaide Phillips' benefit, Signora Scaccia and Miss Phillips sang the Spanish duet "La Jota de los Toreros," the beneficiary taking the part of the dashing "Torero."

Shakespeare's "Twelfth Night" had a run of a week at Wheatleigh's Eureka, the character of "Malvolio," the satiric steward, as rendered by Mr. Wheatleigh, giving entire satisfaction to large audiences.

Wilson's "mastodon" Circus is still drawing crowds. Gottschalk had announced his last Concert in San Francisco, on which occasion ten pianos were to be used.

Madame Anna Bishop is expected to arrive in San Francisco early in September. She will be accompanied by Charles Lascelles, a distinguished pianist.

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WOMEN'S PILLS

Disorders. In a breaking down of the system, or nervous in a pressing, for where can a woman find better assistance than in the use of Dr. Williams' Pink Pills for Pale People.

One of the trustees is in England, and therefore cannot be reached another is the Governor of the colony, and is equally beyond the Mayor's jurisdiction, and the third is Bishop Hills.

Mr. Carey thought the learned gentleman had not looked much of late into corporation authorities and his opinion was therefore rather slim. Mr. C. put a question to the chair in reference to the one half of one per cent tax, which the Mayor said he was unable to answer.

Mr. Carey differed; he thought the obstacles were greater. There was a pile wharf at the end of the property. The Mayor said it would produce revenue. The city could not claim the water rights which belonged to the Admiralty; the Council had no water rights except to the offensive stuff in the streets.

Mr. Hibbard—Will your Worship proceed against the whole of the Trustees? The Mayor—Certainly. Mr. Hibbard—Then how are you going to get at the Archbishop of Canterbury? The Mayor—We can't go to Canterbury, of course [laughter].

By the arrival yesterday of the ship Dublin we, S. F. Call 12th, have files of papers from Auckland, N. Z., to the 3rd June.

A movement is on foot to divide the New Zealand Colonial Government into two—one for each of the principal islands.

Emigrants from the mother country were pouring into Auckland, a vessel having arrived on the 2nd with the largest human cargo ever known in that port—490.

The work of "reconstruction" and harmonizing with the recently hostile natives were going on smoothly.

More rain was needed, but farmers were plowing. Discoveries of petroleum are chronicled.

At Maguire's, San Francisco, "The Workmen of San Francisco," adapted by Laura Keane from "The Workmen of Paris," is running to large audiences, with the following actors in the principal parts: Messrs. Pauncefort, Leman, Thorne, Aldrich, Franka, Mrs. Sophie Edwin and Mrs. Saunders.

At the Academy of Music, the Italian Opera Troupe are taking benefits, the operas given being "Lucetta Borgia," "Il Trovatore," "Un Ballo in Maschera," "Faust," and "Martha." On the occasion of Miss Adelaide Phillips' benefit, Signora Scaccia and Miss Phillips sang the Spanish duet "La Jota de los Toreros," the beneficiary taking the part of the dashing "Torero."

Shakespeare's "Twelfth Night" had a run of a week at Wheatleigh's Eureka, the character of "Malvolio," the satiric steward, as rendered by Mr. Wheatleigh, giving entire satisfaction to large audiences.

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The Weekly British Colonist. Tuesday, August 29, 1865.

VICE ADMIRALTY COURT. Before His Honor David Cameron, Esq., C. J., Judge and Commissioner of the Vice-Admiralty Court, &c.

ALEXANDRA AND FIDELITER.

THE CASE OF THE ALEXANDRA.—Mr. Ring, and Mr. McCreight, instructed by Messrs. Peakes and Green, Proctors, appeared for the owners of the Fideliter.

Mr. Wood, instructed by Messrs Drake and Jackson, Proctors, appeared for the owners of the Alexandra.

At the sitting of the Court an application was made by Mr. Ring for an adjournment of the case on the ground that the captain of the Fideliter, and Mr. Nicol, the manager for owners of the Fideliter were absent.

The application was refused. Mr. McCreight then opened the pleadings, and read the libel propounded by the owners of the Fideliter, the responsive allegation of the owners of the Alexandra, the reply of the Fideliter, and the preliminary act, and proceeded to state the case, when

Mr. Wood objected to the junior counsel making any statement of the facts, alleging that it was the duty of the senior counsel to address the Court.

The objection was overruled by the Judge, and Mr. McCreight proceeded to state the case of the owners of the Fideliter, which is, that the two steamers were coming nearly end on, the Fideliter having rounded Trial Island, and was pursuing her course towards Victoria harbor, and the Alexandra was coming out of Victoria harbor. That when nearly abreast of Clover Point, the lights of the Alexandra being all three visible to the persons on board the Fideliter, showing that she was coming nearly end on, that the Fideliter ported her helm; and that the Alexandra could not have done so. Mr. McCreight produced the model of the Fideliter, and concluded his address at one o'clock, when the Court rose for three-quarters of an hour.

Afternoon Sitting.

His Honor resumed his seat at 2, p. m. Captain Sullivan, of H. M. S. Sutlej, with Messrs. W. H. Sharp, and A. G. R. Riall, of the same ship, attended as skilled witnesses.

John Gastineau, C. R., sworn, examined by Mr. Ring—I produce a map made by me. It is my work as an engineer.

Mr. Wood objected to the production of the map.

By the Court—What is the map intended to describe?

Witness—The coast from the mouth of the harbor to Trial Island.

Court—From what data have you made the map?

Witness—From observations made on the ground as an engineer. I made the measurements by triangulation observations. The observations are correctly expressed. It shows a scale. The part designated Victoria harbor is correct. I have tried the measurements and tested the accuracy of every point that I considered necessary. I tested the situation of Trial Island, the south and north end, Enterprise Channel and Clover Point; I also tested Holland Point and Ogdon Point. The map is infinitely more correct than the Admiralty Chart. I made the coast line myself from personal survey; The greater part of it was made in 1860, and tested lately. The breadth of the Enterprise Channel is 380 yards; I got this distance by observation and angles.

Mr. Wood handed in Captain Richards' Admiralty Chart of the coast, and was proceeding to test the accuracy of Mr. Gastineau's map by it, when

Mr. Ring objected to its production.

The Court held that the map might be produced, but must be proved in the usual manner.

Cross-examined by Mr. Wood—I have tested the distance from the mainland to the nearest point of Trial Island with great accuracy. The map produced is quite correct as far as the headlands go. The angle formed by Clover Point, Trial Island and the north would be 83° 50'.

Robert Lang, sworn—I am a ship builder. The model produced was made under my supervision, and is as near a model of the Fideliter as we could make. The break in the deck is 5 feet 7 inches wide, and the depth of the break from the deck to the keel is 9 feet 3 inches. The iron plates seemed to be about 3/4 of an inch thick; she is strongly built throughout. The angle irons were broken, and two of the beams were displaced.

Cross-examined by Mr. Wood—The model is not drawn by scale, but is as near as we could get to it; we took it from the vessel herself; we could not see her bottom; she has three or four inches of keel; I don't know whether her rudder corresponds with that on the model. I am not a ship-master, and could not say in what radius of a circle she could turn. There is no mention made in the model of any holes in her bottom.

William McCulloch sworn, examined by Mr. Ring—I am master of the Fideliter, and was in command of her on the 19th June last. [Mr. Gastineau's map was here handed to witness.] After rounding Trial Island on the night in question, my course was direct for Clover Point. I have been nearly five years on this coast. The Fideliter is 116 tons register. I took good care to see that our proper signals were placed in their proper places, and on their proper sides when we were between D'Orsay Island and Zero Rock: the side of the cabin, 10 feet on each side of the light, and about 6 or 8 inches above. The red light on port side, the green on the starboard; the white light at the mast-head. It was a clear starlight night, with a stiff breeze from the southward and westward. About half-past ten we rounded Trial Island. I headed in a straight line for Clover Point, and reached it in about ten minutes. Before passing a third of the way to Clover Point I sighted three lights coming out of Victoria; I must have been in the same line with them, like looking you full in the face and seeing your two eyes and nose. I could not have seen all three lights unless they were directly in front except they were improperly fixed. Before we rounded Clover Point we appeared to be approaching one another in a straight line, and after rounding Clover Point I told the man at the wheel to port the helm a little in order to let the other steamer see I had shut in my green light and had ported my helm. When we see anything in the

way we generally blow a whistle. After I had ported my helm I could see no alteration in the other steamer's lights, and blew a whistle. There was no wind to affect the sound. We were from 500 to 700 yards apart, sufficient almost to enable the vessel approaching to have taken an entire circuit. I heard no answer to my whistle at that time. Seeing no change in the other steamer's lights I ordered the helm to be put hard to port and blew three or four whistles. The Fideliter was then heading in shore. I saw by the appearance of the other steamer's lights that she had starboarded her helm. I sang out "hard to port hard to port!" The inside or port red light of the other steamer was going out of sight. The result was that it was impossible to get clear of her and she struck the Fideliter on the port bow at an angle of from 6 to 8 points. She had plenty of sea room to avoid the collision. When I saw the port light of the other steamer disappearing I saw that she had put her helm wrong and sang out to her "port, hard to port!" It was impossible for me to get out of her way. I was amidstships. I attribute the accident entirely to her putting her helm to starboard and wanting to go inside instead of out. [Witness here pointed out the position on Mr. Gastineau's map.] After the collision knowing where the rocks lay I ran for the soft beach near Honley's. [Witness showed the court the direction the Fideliter took by the map.] The Fideliter went near to Clover Point. The course of the Alexandra was outside the rocks off Ogdon Point. The usual course is outside the ledge about east and west. After we were struck some one on board the Alexandra sang out "stop your engines!" We were not then disengaged. I said "I cannot stop her; we are sinking, for God's sake shove us ashore." The Alexandra commenced backing her engines to get clear of us. A stern wheeler I should say has more facilities than a propeller for backing. I have seen the Alexandra under steam going in and out of the harbor, and in my opinion 4 or 5 revolutions of her wheel would bring her to a dead stand; the Alexandra succeeded in backing out from us. The reason I called out for him not to back but to shove us ashore was that I knew the Fideliter would fill and go down much faster if he backed away from us. Notwithstanding the entreaty he did back. The only assistance they offered us was, some one on board—before they got clear, threw us a rope, but their object in doing this was because they thought themselves worse hurt than we were. There is not another vessel of the build in the country that steers so well as the Fideliter. I considered her in first class order. I should say she was worth from £12 to £15 a ton. We had from twenty five to thirty passengers. We had a cargo consisting of part coal, four head of cattle, butter, eggs and other produce, and a lot of hay. The freight would have amounted to about \$200 to \$250.

By Mr. McCreight—When I spoke of her value I did not include her engines and boilers.

Cross-examined by Mr. Wood—I have had twenty-two years experience and have been qualified to command a steamer for ten years. My experience on the coast has been five years in a schooner. I had five or six months experience as master of a steamer (witness subsequently said four or five months). I had been about three months in command of the Fideliter before the collision. I had made several trips in the Diana. Had not commanded a steamer before that, nor acted as mate. I sent word to the agents immediately after the accident, and have since communicated with the professional gentlemen engaged for the ship. For both when two ships meet one another is for both to port their helms. I do not recollect having seen the Act of 1862, and cannot say that I have seen the rules. The Fideliter obeys her helm promptly and I think would turn round in a circle of one hundred yards, but never tried, her.) Considerable discussion ensued between Counsel as whether the one hundred yards represented the diameter or circumference of the circle, and witness eventually explained that he thought she might turn in a circle of one hundred yards in diameter, though he could not swear that she could turn in two hundred yards. The Fideliter's beam is eighteen feet. Much depends in turning round on the trim of the ship. When I first sighted the Alexandra we might have been two miles apart, I am certain it was a mile and a half. The Alexandra appeared to be coming out of the harbor. I would prefer steering by Mr. Gastineau's chart to the Admiralty one because it is on a larger scale and shows plainer what is in the way. The Fideliter was going eight or nine knots. To the best of my knowledge it was flood tide against me. I don't think it was more than ten or fifteen minutes from the time I first saw the steamer to the time the collision occurred. We generally steer more by the land marks than the chart, keeping a good look out. It might have been from 300 to 500 yards from land. I know there is deep water close to Clover Point. The Fideliter's draught was above seven feet. I did not put the helm hard to port at first. It might be from three to four minutes before the collision that I ported a little, and half of that time before I had the helm put hard up. We were within bailing distance when I put the helm hard to port; about 300 or 400 yards apart as nearly as I could judge.

The Court here adjourned till 10 o'clock this morning, steamer or no steamer.

Second Day.

Friday, August 26.

The cross-examination of Capt. McCulloch, of the Fideliter, was resumed.

Who was with you at the time, and who was steering?

I was at the fore part of wheel-house, carpenter Brown was steering; I was outside the house, no one was with him; I was there all day; had the boatswain on the lookout besides (Colfax) and Harry Smith was there, and the steward there also at the bow, as we were approaching. (On Mr. Ring's application, leave was given to read the evidence of skilled witnesses not present.) First sighted the Alexandra as she came out of Victoria harbor; had my night glasses, and saw her first, and said "there's a steamer coming out of the harbor." She was about a mile or more distant. At the time of the collision I knew where I was within 100 yards or so. When we ported hard-a-port, the Alexandra was on our port bow, (shown position by the models) I might have said to many persons before yesterday that I had ported a little

before I ported hard. I have always said I ported a little after I came round Clover Point. There is no such channel as Enterprise channel; I consult this chart sometimes, but not often, as I know the coast well; don't know that I ever saw a channel called Enterprise in print; know the coast very well. The Nannette got on the rocks, and I got exasperated (hand on certificate, which was read by Mr. Wood). The North Star went ashore where many struck before her; I struck, although I knew where it was, and said "there's the rock," and we then went on, which showed I knew where it was, I could get her again; she was not much damaged, and did not leak, and I never heard anything more about it. I sometimes sail by chart; I usually have Richard's chart beside me, and refer to it occasionally. When a collision was imminent it never occurred to me to stop, because I never thought there was going to be a collision, but I could see that he was on top of me. I thought he would do the same as I did. When I saw they were going to run a-top, it did not occur to me to stop and reverse; I never said to anyone "damn her, let her come, and she'll get the worst of it," never, nor words to that effect. I have many times heard that it is a rule of the road that every steamship when approaching another steamship, shall slacken her speed; I cannot say if it occurred to me. I never expected there was going to be a collision at all. It is not correct to say that after the Alexandra appeared clear of the harbor, her light next shore faded out of sight; I saw mast head and two side lights just before the collision. The light next shore faded out of sight when I put the helm hard-a-port; when I saw the port light fading, I thought if I starboarded, I should run into her, as there was not room for me to keep on my course. At that time I had the Alexandra on my port bow, and I supposed he had seen my port light long before that (the collision).

It was about 2 miles distant that I saw the Alexandra coming round Ogdon point, and I was about between Trial Island and Foul point. More than 10 minutes after first seeing the 3 lights of the Alexandra I blew a whistle, going at about 8 or 9 knots at that time; tide against us would make a difference; flood don't mean either high or low; tide was flowing, don't know at what state of tide it was then. Shaved Trial Island pretty close, saw it quite distinct; I usually at day-light use the inside passage for Victoria, but not at night. It is better to keep closer with flood than ebb; my course is as close as consistent with avoiding danger, and on this night I was within 70 to 100 yards; yesterday I said it was 300 to 500 yards from Clover point not from Trial Island; fancy I was about 300 to 500 yards off Clover Point, but cannot say exactly, and 70 to 100 off Trial Island; quite sure I was not 500 yards off Trial Island; except Nannette and North Star have never been in trouble for getting vessels on this coast.

The Judge ruled that he could not be questioned after the date of 1862, the date of his certificate, which was in, and must be dated acquittance up to that date; but he could be asked for such since that date.

Witness—Before 1862 I don't recollect any accident of the kind.

By the Court—Was chief mate of the Nannette in 1860; I have met with an accident in the Alpha before 1862, and should like to know the man on this coast who has not; was then on a rock in a snow storm; I have not been in any other; I have been in several ships, in all 24 years, and since I have been out here, and except small accidents in the harbor, I don't know that there are any others than the three named in which I have been in trouble; many times we get foul of one another coming into the harbor. I have also been on the Trader, but never came to grief in her, and since I came here I have not commanded any other that I can recollect on this coast. Before I came on this coast accidents have occurred to ships I have been on board of, but not when I had charge. Lights were lighted at Zero rock in their proper place; suppose they were washed overboard and not recovered, as I know they were set about 8.30, p. m.; the cook set them; he usually cleans them; I saw the cook set them, and I lent him a hand to set them up from Zero Rock and D'Orsay Island; I cannot say in what time or number of lengths I can turn my ship in; before we came to Clover Point I ported a little to keep the other vessel on the port bow. After passing Clover Point I ported a little, and still saw all her lights; I then ported more and blew my whistle, and then ported harder; had I not ported hard I should have run into her. After I had first ported, and just before I ported hard, I saw she had starboarded, and if I had at that time starboarded or kept my course, I would have run into her.

Cross-examined—The effect of these misfortunes in effect makes one more vigilant; but still accidents, with all vigilance, cannot be avoided. This coast is very difficult to navigate; rocks and sides and deep water makes it so; am qualified to take command of any vessel for the last twelve years; a man's fitness arises not from five months' captaincy, but previous services in order to be qualified; could back round in less time, but never tried in what time a complete circle could be done. Knew it was a steamer approaching from mast head light, and from Clover Point approached a little on port bow, but before that in a direct line; when they got so close as to be near collision I had ported; if possible to avoid or get more clear; Brown kept to helm all the time till the vessels got clear, when he went to the boat and I went to the helm; it was half a mile at most between his leaving and my taking the helm; I never thought a collision would happen till it was inevitable, when I said I thought he would do as I did; I meant port helm, because it is the rule to do so. The reason I did not slacken speed was because I didn't expect a collision, and that explains what I meant when I answered the other side.

Thomas Cunningham—I was a passenger on board the Fideliter; had been in her before; was by the side of the captain fifteen minutes before the collision took place on starboard side of wheel house, amidstships. Lights were lighted before I came on deck; was on deck half-an-hour before the collision occurred; before coming to Clover Point after rounding Trial Island I saw lights of a vessel coming out of Victoria Harbor. Saw two lights at first—a red and a white; afterwards I saw three; saw three together for about five minutes after first sighting the vessel; at the end of five minutes I saw McCulloch examine the Fideliter's lights; the side

lights of the Fideliter were on either side the hurricane deck; the white light of the Fideliter I was astern of; saw inner light of coming vessel disappear; during this time McCulloch was standing beside me; the captain said to the man at the wheel "put helm astern;" the helm was then put to port and the Fideliter's head turned towards the shore by the map; when Captain McCulloch first called "port," the Fideliter was abreast of Clover Point, and the Alexandra abreast of Finlayson Point; saw Alexandra's inner light disappearing; McCulloch said twice "hard-a-port." Fideliter after that headed almost direct on shore. At this time I saw two lights on the Alexandra whilst the Fideliter was heading towards the shore. Cannot say how many of the Alexandra's lights I saw immediately before the collision. The Fideliter whistled three times. The first time two or three minutes before the vessel struck. At the time of the collision the Fideliter was distant from the shore, inside, half a mile. I was standing in the same place, I never moved a foot at the starboard side of the wheel-house. Before the collision took place McCulloch called to the Alexandra "put your helm astern," and after the collision "for God's sake shove them both on shore," he called this twice. I had my valise in the captain's cabin, and jumped down for it, and then got on board the Alexandra. I saw great confusion on board the Alexandra. Could not tell who were the crew and who were the passengers. I did not know from what I saw who was captain or who were officers. At the time the Alexandra disengaged herself from the Fideliter, the Fideliter's bowsprit was only three feet from the water. Before I left the Fideliter Captain McCulloch appeared quite cool. Chips was at the wheel of the Fideliter when I left her. I have often travelled with Capt. McCulloch. Mr. Wood objected to the evidence as to the captain's usual care in the management of his ship. Judge allowed it.

I think he is as careful a man as I ever travelled with. I only know one man more careful, that is Capt. Swanson. Heard no other whistle but the Fideliter, three times. I have done a little in the way of navigation. I have taken vessels across the seas. I have steered two or three vessels across the Atlantic. Recollected when the vessels were approaching hearing the man at the wheel say to the captain "she is trying to cross our bows air," it so appeared to me, they both were converging towards the same point. The Fideliter had her helm hard astern. Saw the direction of the Alexandra, it was most decidedly across our bows.

Cross-examined—For over one year I had experience on the Atlantic as able seaman, and taken my place at the wheel, have steered steamers on the Canadian lakes and the Fideliter a little. Was passenger on the Fideliter. Not particularly a friend of Capt. McCulloch. Steered to relieve the man a little. Felt at home as I would on any steamer. Don't remember if I steered her that day. Had no connection with the Fideliter, but a commercial one. Purchased and sold them goods. Never served them, and never treated with them for employment on the Fideliter. Bought a store from the coal company at Nanaimo, am indebted to them, and others are indebted to me. I am dealing with the company, there is a current account between us, I could tell which side the balance is if I had the books.

Mr. Ring required the books, Mr. Wood objected, and said the question was necessary to show which way the balance was.

First sighted the Alexandra a little after rounding Trial Island. Cannot say how many minutes after rounding Trial Island I first saw the Alexandra's lights, but it was very shortly after. I never looked at the shore at all, but was watching the coming steamer. Saw two lights when I did see them. A few minutes after I saw the two lights I saw the three lights. After I saw the three lights, it was several minutes before there was any alteration in the lights, and several minutes after I saw the three lights I saw two lights, they were the starboard and (mast light), the port light disappeared, I lost sight of it. The first order to port was given before I lost sight of the port light. I distinctly heard the order given. "Port the helm" was given and "hard astern." A little time passed. She headed to the shore. "Hard astern" would head her closer to shore. Cannot tell how short she can turn in, or if she would turn in 300 yards, have no idea. She obeyed her helm readily. From the time I first sighted the Alexandra till the collision, about five minutes elapsed. The Fideliter whistled three times, which I heard. I don't know how many more, but I am sure of three. I never heard the Alexandra whistle. Was within hearing of Capt. McCulloch all the time, he never said "damn her, let her come on, she'll get the worst of it." I thought the collision would take place, from the time I saw the Alexandra head towards shore. Before that considerably the order to port was given. I don't know if the hard-a-port order had then been given. If we had slackened speed we should have run into them and made the case worse, and occasioned greater loss of life. It did not occur to me to slacken speed. I expected to see the other steamer put hard-a-port, slackening of speed would have been injudicious. I asked Capt. McCulloch the proper rule, and he said both ships should port their helms, and I thought as we had ported our helm we would be all right, and I expected the other steamer to port her helm and go outside. I did not know the rule in reference to steamers. Captain McCulloch never said anything to me about slackening speed. Cannot say before we ported at all how much we should have passed her to the starboard had we kept our course.

Re-examined—If she had slackened speed she would have struck the Alexandra; suppose the Alexandra had ported, as she did at last, she would have undoubtedly passed outside a long way.

By the Court—That is if she kept the course when I saw the three lights; before I lost sight of the red light the order was given to "port the helm."

Wm. Cooper, sworn—Was a passenger on the Fideliter; was on deck from the time the lights were put up till I got on to the Alexandra; when on to the other side of Clover Point saw three lights coming, and thought they were lights of a steamer; the lights of the Fideliter had been put up some time before; saw them carry them out; don't know how the Fideliter's side lights were placed; as the vessels came near the Fideliter whis-

ted; there was no other whistle then; Captain ordered to port the helm as the came near; the captain whistled several times close together, and then there was an answer; did not notice the answer particularly; cannot swear whether there was whistle in answer or not; the Fideliter turned to the right hand and the other appeared to go as if she were going to run into her whether or no; just when we rounded Clover Point the captain ordered "port," and the "hard astern," and we were going right smart on shore; at that time the steamer Alexandra appeared to be going on shore too. For a hundred yards or so before the collision the Alexandra appeared to be going on shore; our vessel was going on shore and the other vessel struck her on the side; when the Fideliter first whistled the vessels were a good way apart; I got on board the Alexandra; everyone does in a bustle to themselves; saw Captain McCulloch have himself as coolly as if no accident had happened, and shouted to the oars "For God's sake shove me ashore, I'm sinking." The other did nothing after he got clear as the vessels together for two or three minutes.

Cross-examined—I am not a man; was on deck all the time; was first directed where I saw light, that was under way beyond Clover Point, where I saw three lights; when I noticed I cannot say how many lights there were when the captain whistled; I heard him say hard a port two or three times; he said port helm first, and not long after "hard a port;" it was not long after; I did not notice a whistle from the Alexandra; we were in pretty close to shore when off Clover Point. I cannot say exactly how close, but it must have been 100 yards or more; I had freight on board—cows, chickens, &c., about in all above one hundred dollars; I think somebody ought to pay; did not think it would be knocked to pieces by another vessel.

Re-examined—Saw three lights and two vessels running together in a straight line till the captain ordered "port," and then hard a port; was astonished to see the other vessel also head towards shore; will swear the Fideliter whistled and cannot say the Alexandra did; the Alexandra backed out and thus the vessels were disengaged.

William Manly, sworn—Was on board the Fideliter; remember rounding Trial Island; (shown map and had points explained); was lying on a sack of oats awake, my head towards the bow, and did not see any vessel until a few minutes before Captain McCulloch blew his whistle shortly after rounding Trial Island; I then jumped up and saw two lights, a green and white; saw a steamer, and thought then it was a steamer going towards the harbor.

Court rose and adjourned till to-day.

Third Day.

Saturday, August 26.

William Manly—Evidence continued—Heard the captain of the Fideliter call in a loud voice to the captain of the Alexandra to port her helm; I concluded he spoke to the captain of the Alexandra. [Shown points on the map.] The Alexandra was as nearly as I could judge some 300 or 400 yards out at sea; thought both vessels were making for Victoria harbor; the Fideliter was pretty near into land somewhere about Clover Point; the Alexandra was outside on my left, and the Fideliter was inside the Alexandra and closer in shore; the Alexandra appeared about 400 or 500 yards on my left, when I was looking over the Fideliter's bows. [Asked and illustrated by the doors and windows of the court; the door of the Fideliter, and the second window the position of the Alexandra.] They were about 80 or 100 yards apart when the captain shouted to the captain of the Alexandra; the first thing I heard after the whistle was blown was the captain shouting to the Alexandra "Port your helm, boys;" heard no answer; the night was so dark I cannot say how far they were from the shore when they struck; the whistle blew many times, in fact it kept on blowing till the Alexandra struck; there was no answer to the whistle that I heard; after they struck I heard Captain McCulloch say "Well, lads, you've made a nice mess of us now," or something to that effect; I faced the bows all the time; McCulloch then added, "For God's sake shove them both ashore, for I'm sinking;" I was standing as near as possible amidstships; Captain McCulloch's demeanor appeared by his speech to be very cool; on board the Alexandra they appeared in confusion, and I was sorry I had left the Fideliter; I don't know where the captain of the Alexandra was; I don't know the captain from a passenger; I went back to Victoria; the Alexandra was looked to the Fideliter about two minutes; when they were looked the stems of the vessels bore round together; cannot say how long they were looked before they bore round; I am a farmer and have been brought up one; I have been to sea, but not at work or as a sailor.

Cross-examined—Had freight on board; three or four tons of oats, valued at 2 1/2 cents per pound, of 2000 lbs. to the ton; it was dark when I first saw the Alexandra; I will not swear I did not see three lights; but I will swear I saw green and white, and that from the time I first saw her till the collision she was always on the left; apprehended no danger, and noticed no change in her lights; apprehended danger when distant one hundred yards or so, and the captain sung out to her; did not notice at that time what lights I saw; don't know if the angle before described altered; won't swear she did not come in like that [as shown by models]; after she struck she swung round so [as shown by models] and then I got on board the Alexandra; I now know Captain Coffin; heard no order given by Captain McCulloch to port her helm; but am sure he called so to the Alexandra.

Re-examined—Was ten or twelve feet from the wheel-house; it is on the upper deck; I was on the lower deck.

Alexander John Chambers—I was supercargo on board the Fideliter; the first I knew I heard a whistle when off Trial Island; this caused me to know there was something unusual; I was in the cabin; on getting abreast the engine-room I met the engineer coming in the opposite direction; without explaining why he told me to go back; as I got on deck the Alexandra struck the Fideliter; on reaching the fore part of the pilot-house I looked round to see where we

were; saw that the Fideliter was on the land between Clover Point; the Alexandra were moving just after the collision going ahead I cannot hearing the second seconds passed before myself had command approaching end of their helms are apart under that influence would clear them; apart at that time distance between them facilitate her clear a boat to see my knowledge of what I saw the her proper course caused by her helm be right it should have been 14 years at sea has been spent ashore in another other ship employ Company.

Cross-examined—we were close to than half way from state nearer than the positively, and it ship was heading in it four or five seconds.

John Chapman D. Was passenger on the Fideliter; light was on the starboard side ships on the side; I saw the Alexandra the steamer was we were end and her lights; I judge the boat herself; Fideliter.

Mr. Wood objected friends upon the court; an assistant putting led; heard in about believe I heard the was when we were yards; I then observed at that time the Alexandra was shore; I then noticed just before she was red light, at this red light the Fideliter the shore; she the beam; between than a minute when I first saw Alexandra it was say what the position was so as to notice dra was by mode not quite reached collision was betw Point about half I was not heard no orders wheel; when we Point the helm was some little time hard astern and shore; whilst we the Alexandra was ashore.

Cross-examined—sion I was on know as a fact dressed so that y the bows? I do not seeing all th Clover Point; be appeared to be afterwards both the angle by m were) and she w struck us; when port I could then the Alexandra f could judge wh were running a and almost im appeared to starbo but I did not know she did so or appear at right collision she wa her lights went she must have d the green light point of collision

Re-examined—[shown by models.] When Fideliter by models.] W models.]

James McCulloch Fideliter at the past Trial Island approaching near the point of collision know what they ter's whistle; it blew two more; and the Alexandra not know the were exactly; w but I don't know collision; if th she must have come in nearer she had kept her she would have

Cross-examined—Cross-examin together so; I direct at a right opposite me; th a right angle w

William And the time of the bale of hay on Clover Point; I me; I saw a st a mile ahead a bow; the captu andra; I know after that the A I saw the Alex cannot say the my head toward I heard the cap to port the helm some one e were not e captain said,

whistle then; the helm as the... then there was an... the answer particu... whether there was... the Fideliter turne... other appeared to... to run into him... we rounded Clove... port," and the... are going right sma... the steamer Alex... going on shore too... so before the coll... to be going on... going on shore an... on the side; whe... the vessels we... on board the A... in a bustle to... in McCulloch... as if no... to the o... me ash... did not... the ves... minute... get... the time;... I saw lig... beyond Clove... lights; when... how many lights there... whistled; I heard... or three times "hard... not long after "hard... long after; I did not... the Alexandria; we... where when off Clove... exactly how close, but... yards or more; we... ows, chickens, &c.,... hundred dollars; I... to pay; did not think... pieces by another... three lights and two... in a straight line till... port," and then hard... to see the other vessel... or; will swear the... cannot say the Alex... Alexandria backed out... disengaged. I... on board the... rounding Trial Island;... points explained; was... awake, my head to... did not see any vessel... round Captain McC... shortly after rounding... jumped up and saw two... white; saw a steamer... as a steamer going to... turned till to-day.

we; saw that the Fideliter was heading in... for the land between Finlayson Point and... the Alexandria seemed to have... struck us as if she had come [by models] from... about the beam; I noticed the engines of the... Alexandria were moving as well as our own... just after the collision; whether backing or... going ahead I cannot say; from the time of... hearing the second whistle ten or twelve... seconds passed before I got on deck; I have... myself had command of a ship; if two ships... approaching end on have head way; and their... helms are apart, and they are moving... under that influence, I consider ten seconds... would clear them; suppose one ship is hard... apart at that time it would depend on the... distance between them whether it would... facilitate her clearing; I then lowered... a boat to see after the cargo; from... my knowledge of seamanship and from... what I saw the Alexandria was out of... her proper course which must have been... caused by her helm being starboarded and to... be right it should have been ported. I have... been 14 years at sea—a little time of which... has been spent ashore—first in a vessel char... tered by the Hudson Bay Company. After... wards in another vessel. Again in an... other ship employed by the Hudson Bay... Company.

room"; at that time we were about 300 yards... from the point of land—that is Clover Point... a little before coming to it; I thought we... should weather the point about 100 yards... from shore; the Alexandria was hid from me... by the cook house; a minute or so after this... the Fideliter blew a long whistle; she did it... a second and third time; the moment the... Fideliter ceased whistling the Alexandria... took it up and whistled; the Alexandria had... ceased about a moment and I saw her bows... right upon us; I immediately jumped on to... the rail of the Alexandria, as I was under the... impression we would sink; I looked back... and I thought the Fideliter had righted, and... jumped back again; I thought her decks... were under water, and I returned to the... Alexandria again; [showed by models the position... when he first saw the Alexandria]; she was... slightly on the starboard bow, then she was... dead ahead for some considerable distance;... the Fideliter blew three or four times or more... before the collision; [showed position of coll... sion]; came round the Horn; has been... across the Atlantic two or three times, and... been to Australia; has been on accidents... before on steamers.

after rounding Trial Island I observed lights... on the port bow; first I saw one light and... two or three minutes afterwards I saw three... lights; I was forward on the fore-castle; when... I first saw the three lights we were this side... of Clover Point; after rounding Clover Point... we were keeping in and the Alexandria was... coming on, her head on our port side, and I... remarked to the steward we were keeping... well away from that vessel; the Fideliter... came in towards the shore; I did not... keep my eyes fixed on the vessel all the time.

contains impassable for wagons, and is therefo... of little practical utility? Can you... blame us for reminding the House of Assem... bly of its promise; for was not the vote of... the \$2500 above referred to a promise to the... colony that the road in question should be... improved to that extent? I hold it was; and... ask you, Mr. Editor, on the strength of it to... assist us by your influence to obtain our... right.

upon Mr. Cardwell in order to obtain so much... of right and justice as you are warranted in... seeking at the hands of those who direct your... affairs from this distance. Nothing will ever... move our present governments but "pressure... from without"; constantly, incessantly, de... terminately applied. Relax in your efforts... and you will be neglected. You will remem... ber I told you, when Mr. Cardwell succeeded... the Duke of Newcastle, what sort of a doc... trinaire you would have to deal with, and... my information you have found thoroughly... correct. He is, however, made of very... equitable materials, and you must "hit him... hard" without compensation, or you will get... nothing that you want, or ought to have, out... of him. I see you have taken ground in the... right direction; but your action must be con... tinuous and without intermission. It has... been just so with the Indian army. So long... as they pestered Sir C. Wood with petitions... to Parliament they were in a fair way of ob... taining their rights. They have of late re... laxed, and he is becoming more insolent... than ever. Mr. Cardwell is a small edition of... Sir Charles. "Give him no quarter," and he... will do all you want of him.

OUR LONDON LETTER.

FROM OUR SPECIAL CORRESPONDENT.

LONDON, July 1, 1865.

THE DISSOLUTION.

On the 6th the longest of the long Parliam... ents of the United Kingdom will be sent... adrift, and nobody will lament its decease. A... more time-serving, impracticable and undig... nified body has never essayed to direct and... manage the affairs of this great country. Its... short-comings are legion. Its legislation has... been invariably one-sided and narrow.—... Promises made at its birth have been broken... with not the slightest blush of shame.—... Pledges, indeed, given in the agony of an... approaching contest six years ago, have... nearly all been falsified. The government... of Lord Palmerston set the example by out... sulting Lord Derby on the question of Reform;... a question they have shirked ever since—and... their adherents were not slow to follow suit. Not... till the last hour did any single member... of the Cabinet give himself the slightest... amount of trouble about enfranchising the... working classes, until the Parliament was... on the eve of dissolution, and then by an... effort merely spasmodic they pretended to... declare that they had never run from their... word, and abstained from being "good men... and true" upon a question of such large... political moment. But if the Whig-Radical... "following" of the vivacious Premier have... played "fast and loose," what else have the... Conservatives been doing? Not one among... the "ins" is so great a sham as the leader of... the "outs," who, if he had to reach the House... of Commons from Charing Cross would go all... the way round by Piccadilly, Hyde Park cor... ner, Brompton and Pimlico, to reach it.—... Everybody in the house looks upon Mr. D'Is... raeli, in fact, as the incarnation of insincerity... but Lord Derby, with his usual chivalry, will... not dismiss him, and thus the opposition is... divided, albeit unable to raise another leader... from "all the talent" its members and its... organs insist occupy the left hand side of... the speaker's chair. But, as I have said, the... command is given for next Thursday, "right... about face, break and dismiss." And this... leads naturally to the inquiry—what sort of... House of Commons will the next be; and I... have no hesitation in saying, not a bit better... than the one that is descending to Hades. Violent... efforts are to be made, it is said, by the... conservatives, to secure a working ma... jority, so as to have a new Speaker and a... new Ministry, but "there's many a slip be... tween the cup and the lip," and my own... conviction is, after carefully scanning the... names of new candidates, reading their ad... dresses, and making inquiries from "the... knowing ones," that there will be no great... change in numbers, although there will be a... considerable change in names. That the... government will win more votes than now... give them a heterogeneous majority appears... to be not at all likely; and so, if they are... content to remain in office, they may make... up their minds to live on sufferance, as they... have done ever since they sneaked into office. Which... ever way, however, the balance turns, there... will be no change of policy. Whether the... Ministry be Whig or Conservative, liberal... measures will only go down with the country... —or rather I should say measures which... appear to be liberal. The railway element... will perhaps be more largely represented in... the new Parliament than in the old—the... more the pity—and lawyers will push their... noses and pettifogging still further than ever... into future transactions—so much the worse... for the country. These specimens of legis... lators will constitute very nearly two-thirds... of the next House of Commons, and tend to... make it no better specimen of wisdom and... fair dealing than that which is expiring of... old age.

THE OXFORD UNIVERSITY ELECTION.

Amongst the forthcoming election struggles... that which will take place for the University... of Oxford is exciting the greatest interest. Mr. Gladstone is the only member of that... learned body who has had to stand a series... of election contests, the rule being that once... an M. P. for Alma Mater, always an M. P. for... Alma Mater. Mr. Gladstone, however, has... given so great an umbrage to a large... number of members of Convocation, offend... ed so many of his former friends and support... ers that Mr. Gathorne Hardy has been put up... —a very small individual compared with the... Chancellor of the Exchequer—and he will... cause a hard fight to be fought; not, I... imagine, successfully, but vehemently... enough to let it be known that the seat will... never fail to be contested so long as Mr. Gladstone puts up for it.

THE HANDS FESTIVAL.

We have had a glorious musical week... with most auspicious weather up to the last... day (yesterday, the 30th June), when the... thirty earth was, not a moment too soon, d... ecked by a succession of storms which... have made nature put on a new face. The... works performed at the Commemoration of... the Saint of harmony were the Messiah, and... Israel in Egypt, with a selection from other... works on the intermediate day. The per... formers engaged in the interpretation of these... works consisted of nearly 5,000, and com... bined to mix a body of sound which, being... tempered by the wise discretion of Mr. Costa, the... Conductor, produced the most striking... effect, and manifested how large are the... strides music has of late years been making... amongst us. I will not take up the space... allotted to your "London Letter" to give... you further particulars of this great event, which... has been in every point of view very... successful, since you will find them amply... detailed in the usual file of papers I here... with send you.

COLONIAL NEWS.

I note with much satisfaction the exertions... that are made on your side respecting the... union of the two Colonies, and the Civil List... and Crown Lands question, and, if you will... permit me to give you a word of advice I... would urge you at once to put the screw

LETTER FROM SOMENOS.

SOMENOS, August 14, 1865.

TO THE EDITOR OF THE BRITISH COLONIST. SIR,—Many of your readers are, I have no... doubt, quite cognizant of the fact that... \$2500 were voted by the House of Assembly... last session to be expended on the road... between Goldstream and Nanaimo. Of this... sum about \$350 has been expended in cut... ting out fallen logs, etc., in the unsettled... district between Goldstream and Shawinigan, \$2150... remaining, which ought to be expended on... the road at once, and were it \$21,000 instead... of \$2100 it would not be too much for its... requirements; nevertheless I have it from... official authority that nothing more is in... tended to be done this year, and I am there... fore, as one interested in the road, compelled... to ask what is to be done with this large... surplus, and I am satisfied it cannot be ap... plied to any better purpose than that it is... intended for by the House of Assembly who... is responsible for the proper expenditure of... monies voted.

Is the voting of supplies a sham in this... colony? is a question that naturally arises... when we see the irregularity with which... public business is transacted. On behalf... of the people of Cowichan who have no... representative in the House to do it for them, I... appeal to the members of the Legislative... Assembly individually and collectively to... demand that the sum voted for the Nanaimo... road be applied to the improvement of said... road and to no other purpose whatever. In... doing so they will only assert their own... dignity and vindicate their own honor. The... Chemainos, the Cowichan, and the Koksas... lah rangers are still unbridged, though the... money was, I believe, mainly intended to be... expended in bridging them over. Can you... blame us then for asking for what we con... sider to be ours by right, while yet the road

William Andeau—Was on the Fideliter at... the time of the collision; I was sitting on a... bale of hay under the pilot house; I know... Clover Point; the Engineer was sitting near... me; I saw a steamer at a distance of about... a mile ahead a very little on the starboard... bow; the captain said it must be the Alex... andra; I know the light colors of the smoke;... after that the Alexandria steamed dead ahead;... I saw the Alexandria's lights quite plain; I... cannot say the number of the lights; I had... my head towards the stern of the Fideliter;... I heard the captain tell the man at the wheel... to put the helm apart; a minute or two after... some one asked the captain if we were... not too near the shore; the captain said, "Oh no, we have plenty of

Sealed tenders will be received up till noon... September 11th, for keeping open during the... winter a Sleigh Road between Hope and... Princeton. Particulars of the contract are... published in the B. C. Government Gazette.

Tuesday, August 29, 1865

THE BEAR RIVER FAILURE.

The return yesterday of the Bear river miners is one of those disheartening circumstances about which the less said perhaps the better. From every misfortune it has been remarked there is something to be learned, and so from the grievous disappointment which overtook the enterprising miners at Clayoquot there will be some who will say that the community as well as the Government will derive an increased worldly wisdom. The worst feature in the case is, however, that the lesson costs too much. When a number of men rich in vigor but poor in pocket are led into a wild-goose chase after fancied gold fields, it is not only the "very hard cash," the industry and the time of the miners that are frivolously wasted, but it is what is even more valuable—the spirit of the population. Above all the things that deaden energy and paralyze enterprise may be classed deception. To buoy up a man's hopes only to dash them rudely to the ground, not only favors of the refined cruelty practiced on the Lydian king, but discourages and disheartens the bravest and the most cheerful. To induce the poorer class of our population to invest their very small stock of cash in mining equipment and steamboat travel on a false report, and thus lead them into pecuniary difficulties and unrequited hardships, is the sure way to destroy confidence in the country and enterprises in the mining community. Who will now, for instance, after the recent scandalous conduct of the Government exploring party, put any faith in future mining reports? Where shall we find again, the same hopefulness, the same energy, the same alacrity, and the same experience, which arose to test the Clayoquot "will-o'-the-wisp"? When the time really comes requiring the aid of these men who have just returned from Bear river, they will not be found, or if they are forthcoming new gold-fields will call upon them in vain. It is this melancholy fact—that total absence of belief in official veracity—that may tell seriously against us in the future.

In placing the blame on the right shoulders (on Hancock & Co., the authors of the report), in this almost criminal transaction, we are by no means disposed to shelter the accessories. The Government was in the first place seriously at fault in allowing such a report as the one published to go before the mining community. The commander of the exploring party had never seen the locality prospected by his subordinates, and the man who was sent to Victoria with the report was in the same state of ignorance. Here we have, therefore, a document of grave importance laid before the public on no other foundation than the uncorroborated statements of two irresponsible men like Hancock and Forgie. Had the Government done its duty it would have compelled Buttle to vouch for the accuracy of the statements by his own actual observation. As it was, falsehoods were unwittingly placed before the public under the auspices of Government, and one hundred and thirty men were sent on a worse than fruitless expedition. That the returned miners have thus a claim upon the Government, we think, in all equity, can be easily shown. They have thrown themselves with an adventurous spirit into an enterprise that promised well for the entire population; but while those who would have reaped the greatest benefit from the venture had it succeeded, have contributed nothing to its expense, the miners have in many instances left themselves without a dollar. It is, therefore, only right, when all the circumstances of the case are taken into consideration, that the general public should bear the brunt of the unfortunate, although unwitting deception, of the Government. On no ordinary grounds could the authorities be called upon to compensate private enterprise for a failure in a voluntary undertaking, but there are peculiarities in this case which involve not only the good faith of the Government, but the principle of justice itself.

Had such an outrage—for we can call it by no milder name—been perpetrated by any exploring party in California or the adjoining territories, the culprits, or blundersers as the case may be, would have undoubtedly been subjected to the very summary process of Judge Lynch. As it is the sooner His Excellency recalls the official exploring expedition the better for themselves and the country. A man who has shown, like Buttle, such an absence of judgment is not fit to undertake the command of a cook's galley, much less a party of exploration. The other men—Hancock and Forgie—may be greater fools than knaves; but whether they are "given to lying" or have an indistinct notion that a "color" of gold is worth a cent; that trap is granite, and that cement is quartz, it matters very little. They are evidently unfit men for any expedition of the kind, and cannot be called away too soon from an occupation which would appear not only to involve a scandalous waste of the public money, but an almost irretrievable injury on the miners as well as the mining prospects of the country.

Bear River Diggings a Delusion!

RETURN OF THE OTTER WITH THE PROSPECTORS.

Particulars of their Operations:

The steamer Otter, Captain Swanson, returned on Tuesday forenoon from Clayoquot Sound, bringing back the whole of the Bear river prospecting party with the exception of the Gold Commissioner and seven others, who had proceeded to Nootka Sound. As the steamer approached the company's wharf it became evident from the number of passengers on board that she was the harbinger of no good news. Expectation had run high on the prospect of observing intelligence from the new El Dorado, and the indignation and surprise caused by an announcement from those on board that the new diggings were a "diabolical sell," may therefore be as readily imagined as they can be excused.

The miners who have been so shamefully duped are loud and bitter in their exclamations against those who were the means of wantonly deceiving them and putting them to so great trouble and expense. It was even proposed that they should immediately wait in a body upon the Governor and submit their grievances to him, but they more wisely determined to seek an interview with His Excellency this morning at 11 o'clock, when a petition will be presented representing in effect that on the faith of the Report furnished by the Government prospecting party, the petitioners proceeded, at considerable sacrifice, to the scene of the reported gold discoveries, but found the representations made wholly unfounded in fact. They therefore pray His Excellency to reimburse the individual expenses they have incurred, and to visit the offending parties with such punishment as may be deemed just.

The Otter left Badwell Sound at 11 a.m. on Monday, having waited for the last of the party to descend the river. The hopeful towns-site of Otterville was summarily restored to its pristine grandeur, the only taintment thereon having been presented as a shooting box to His Majesty's Majesty Oodah-kaniim.

Mr. C. B. Young, we are informed, offered to guarantee Captain Swanson \$200 if he would proceed to the head of Nootka Sound, and remain there 48 hours to enable the men to prospect; but Captain Swanson could not accept the offer.

The names of those who proceeded to that place to prospect are Horace Smith, two white men and an Indian, who had just arrived in a plunger from Sooke, Capt. Torrens, Gold Commissioner; Messrs. Woollocoot, W. V. Brown, John Mitchell, Colleen Rankin, Charles Molloy, and James Spencer, who left in a large boat.

In justice to Mr. McCausland we may state that the miners exonerate him from blame, inasmuch as he had not himself been up Bear river, and felt such confidence in the reported discoveries that he paid for the outfit of two friends to enable them to proceed there and try their luck.

The Special Correspondent of the Evening Post furnishes that journal with the following graphic and elaborate account of the proceedings of the prospectors, and the exposure of the fraud practiced upon them.

The channel averages about one mile wide; there are hills from 3000 to 4000 feet high surrounding the harbor, and the scenery is very grand. From the harbor branch Tofina Inlet, Warm Bay, Bedwell Sound, Herbert Arm, North Arm, and Shelter Arm. We went up Bedwell Sound, at the head of which, (about 20 miles from the entrance of Broken Channel) is Bear River, coming in at the narrow heads of the Sound, between high trap rock hills covered at the base with pine, gradually getting bare upward, till their tops were covered with snow; in one or two places, even where exposed to the heat of the sun all day, the snow is as low as 300 feet above the sea. We arrived about 11 a.m., and anchored in twenty fathoms close in to the shore. We fully expected to find a man; your readers will therefore not be able to realize our feelings, when we found all the men, except four, had returned and were waiting for us and quite disgusted. Some had been up nearly twenty miles and said the aggregate prospects of one hundred men would not amount to one dollar. Others said they could get better prospects at Cadboro Bay. Several men got to, and tried the actual holes made by the Exploring party without seeing a color. All were in great excitement, and on their first return were loud in their threats against McCausland and party if they could catch them. Others represent the country so bad that \$1500 worth of grub and tools were abandoned by the men, all having had such confidence that they packed up all they could, and paid all their ready money to Indians to assist them, putting their grub in canoes and wading up to their middles in the stream and rapids, dragging the canoes after them; and, as owing to the freshets, the trees they felled to cross by on their upward journey, were carried away, they were delayed on their return journey and abandoned their provisions rather than go to more trouble. Several parties found the very spot indicated by a broom and handspikes of the Explorers, and the hole said to be six feet deep, but which was only four, and in which the report said 6 cents to the pan had been got; yet from forty pans they could only obtain a "bare" color. They report no slate, all trap and granite, and only one small trace of quartz was found in the granite. They all say Buttle's party appear to have done little but wander about and pitch camps. Several miners say they have not in all done 6 hours work prospecting. They report no cement, but in one or two places four or five inches of a stiff hard clay, containing occasional colors, but not more. There is nothing but loose ground with occasional specks of flour gold in it, and nothing what ever on the bed rock; on several attempts to sink in loose gravel they were quite stopped by the water. There are hardly any, properly so called, bars, and very little dirt. The creek is steep trap rocks clear down to the water, pine covered at the bottom and getting quite bare above. All the men were unanimous in their reports, and were as you may suppose, intensely disgusted.

Capt. Torrens, at the request of the miners, wrote a letter to McCausland to ask him to return and point out where the right place was, as the discrepancy was so glaring they could not believe, in spite of the strong corroborative evidences of the camps, etc., but that they must have made some error. Two volunteers immediately offered, and an Indian guide, "Seossum," the chief's son, said he could take them in half a day or by sundown. They started at once, and Capt. Swanson most kindly consented to wait till 3 p.m. on Monday. All the men were good miners, some of whom I know personally to be experienced hands, and from the good will and unanimity with which they have gone to work, there is no chance of their having missed good diggings had they existed. They report the river pretty good, and easy for about six miles, then it is a succession of impassable canons for about five miles, the rocky banks rising clear out of the water 300 feet high on both sides; and in some places the channel is so narrow, worn through the solid rock, that could they have got down to it they could have stepped across. Much work has been done, men climbing up the hills to get round, and going down to the water wherever they saw even a speck of dirt likely to yield a color. They describe the journey through this succession of canons as beyond all they have ever seen for difficulty, being all but impassable, and the scenery wild and grand in the extreme. They felled trees to get across, or on to an island or rock ever, rather than miss any chance, and no place capable of containing a prospect has been overlooked or left untried, yet all to no good, and every one came back abandoning everything and all hope as well. Others told me the camps of the explorers are so close that they could go to the fourth one in 6 or 8 hours, yet the indications show that the party appear to have been 3 or 4 days at each.

Great indignation is felt that Buttle did not go himself and see for himself before he sent in such a report, or at least have sent his report in by those who made the discovery, and not employ as his messengers those who, like himself, had not seen the ground.

About 3 p.m. on Sunday, Capt. Torrens, another tourist, and myself, took a canoe, and being most kindly assisted by Messrs. Malloy and Mitchell, went up the river. We sat in the canoe while our guides and the Indian got out and waded the rapids. We went up to the forks—say three miles; I could observe no quartz, all being hard granite, trap rocks, and loose grey sand, the pebbles being granite and hard blue silicious limestone and igneous rock—so much so that a majority of the pebbles were angular. We went on about a mile above the forks and saw no indication whatever of stratification, nor anything like auriferous dirt. The banks were covered with red and white pine, hemlock and cottonwood, and the woods easy to walk through wherever we landed. We ran the riffles down in the canoe, which was a most exciting and pleasant trip, coming back in 35 minutes, and arriving at 6 45 p.m.

Malloy and Mitchell told us they had been up farther than any one, and beyond the exploring party, having stripped and gone through the swamp (about five miles long) and three miles above it without finding the color. Thirty dollars was offered for an ounce of gold dust, and I need not tell you, with great severity, many saying 100 men could not get an ounce on the river in 6 months.

The canoe and 5 men, who left Victoria on Friday week, came in about 4 p.m. and the men were quite dumfounded by the news.

Malloy and Mitchell, left in a large boat for Nootka, on Monday, to prospect the reported gold diggings there. They left us at about three p.m., in good spirits, and you may rely that if there is anything they will find it, as they have provisions for a month and are determined to give the place a thorough trial. They were promised to be sent for in three weeks, if nothing were heard of them. A canoe and eight more men had at first arranged to go also, but at the last they backed out, which is a pity. Just before Captain Torrens and party left us, we took on board Messrs. Wilcox and Mackintosh, who had been round to Herbert Arm after the explorers, and found McCausland's previous night's camp and mark, but found none of the party, and fearing we might have left they could not attempt a further search. They, however, found a letter McCausland had left for Buttle, which said he had been to Bear river and had with him the provisions and despatches, and though he had sent up that river he could not find him (Buttle). Our party supposed McCausland had gone on up the coast, and left the note for Buttle, in case he had missed him up the river running into Herbert Arm. We have had a fine run down, but it is a sad pity to see so many good men on board after so severe a trial and disappointment, which certainly they have borne in a most exemplary manner. All are much indebted to our excellent captain, whose patience and uniform and universal kindness to all hands are deserving of every praise.

Thus ends my expedition, and I regret to say in so widely different a manner from what we all looked for. It is to be hoped whoever again goes out will be cautious how they lead people on a fool's errand, and cause such loss and disappointment to the hard-working miner.

GOLD COMMISSIONER'S REPORT.

Bedwell Sound, Clayoquot, August 21st, 1865.

The Hon. the Colonial Secretary: Sir—I have the honor to state that in compliance with instructions contained in your letter of the 18th August, I started on the 19th August per steamer "Otter" for Clayoquot Sound, which port we reached after a pleasant run of 21 hours.

On landing at Otterville I found that out of 125 men who had ascended Bear river 120 had returned, and of these many had ascended to its very source.

A great deal of indignation, I regret to say, exists, and an unanimous opinion that there is nothing within the length and breadth of the river to justify the report of paying diggings being discoverable thereupon.

Captain Swanson has agreed to wait for 24 hours to enable the few men who are on the trail returning to take passage with him to Victoria. I therefore communicate to you all the information I have been able to derive from conversation with the miners; the stay of the Otter having been too short to admit of my sending in a report resulting from my personal practical experience.

At a distance of about 2 miles from the point at which Bear river debouches into Bedwell Sound, the river bifurcates—the miners for the most part ascending the west

erly fork, upon which paying diggings were reported to exist. Two miles above the forks the river is precipitated through a distance of 7 miles. In this cañon, Mr. King and his party prospected a hole that had been prospected previously by the exploring party, where they had left a handspike and broom, and where it had been alleged that six cent dirt had been struck, finding the color only; they in fact washed some 40 pans of dirt, out of which they obtained in all 3 cents.

Above the cañons flats and bars exist, which have been thoroughly prospected, yielding a mere color and nothing more. North of that again the river flows, in many channels for 5 miles through a swamp. Here not a trace of gold is to be found, nor hence to the source of the river is even a color obtainable. Great dissatisfaction is expressed at the report of the exploring expedition.

The men down here are for the most part Cariboo men, and men who have had long experience in mining in California. They came down here provisioned for months, determined to give the country a thorough prospecting. They were full of hope, as they are now full of disgust and disappointment, for they are all of opinion that there is nothing here to induce them to remain.

On this side the cañon (about four miles up the river), and within the cañon, colors of gold were obtainable, but nothing more. A company of twenty men worked in the cañon one entire day, and got about \$3 worth of gold. Others have not fared even so well.

The largest piece of gold found was valued at ten cents.

Five camps of the exploring party have been discovered, and their prospecting holes have been prospected again, with a result which has not justified the supposition that a paying gold-field exists in the vicinity.

Last night I ascended the river four miles in a canoe, and found no geological indications of gold whatever; the boulders in the river are of granite and felspar, and of a blue (vastard) granite. I saw also boulders of ironstone. The rock in situ is everywhere an igneous (trap) rock. I picked up one small piece of crystallized quartz, and one small piece of slate in a distance of 4 miles. The miners also say that there is neither rock nor slate along the whole length of the river. From the character of the miners whom I myself know here, and from their report of the others who comprise the party, I am persuaded that ample justice has been done to the river, and that had gold existed in anything like paying quantities it would have been discovered and turned to practical account.

I proceed this day to Nootka Sound with a party of practical miners to prospect the river debouching therein. The party is provisioned for three weeks, and should you not receive news from us within ten or twelve days, I would earnestly suggest that a gunboat be sent down for us. The service on which we are entering is not one unattended with danger, and may we hope result in practical benefit to the community at large. I have, &c., R. W. TORRENS.

FROM ONE OF THE PARTY.

BEAR RIVER, Aug. 18th, 1865.

TO THE EDITOR OF THE BRITISH COLONIST, Sir.—This has been the most deliberate and premeditated swindle that has ever been perpetrated on the citizens of Victoria. We are up this river about 18 or 20 miles, and have never seen a bench or bar that would prospect two colors to the pan, much less four or six cents. We have not met one bench a quarter of a mile long, much less six miles as was reported; neither could we find a place where the Exploration Company have done anything but camped and made little holes such as a cayote would have made.

Some six or seven of us are going up to the headwaters of the stream to prospect, and will be back in a few weeks I expect, for I think there are very few chances of finding anything here. You will have heard also the news before this, as all the party have returned but ourselves.

WILLIAM V. BROWN.

GOVERNMENT GAZETTE NOTICES.—Robert

William Torrens, Esquire, to be a Justice of the Peace and Stipendiary Magistrate in and for the district including Clayoquot Sound and 30 miles around. The Treasurer gives notice that the Trade Assessment Roll for the half year ending 31st December, 1865, was finally passed by the Court of Revisors on the 17th instant, and that the amounts so assessed are payable at the Treasury on or before the 28th instant.

HOW TO KEEP COOL.—A well-known Caribooite of Fort street, who formed one of the prospecting party at Bear river, while making his way down that stream two or three days ago in a canoe with an Indian, found the weather somewhat oppressive, and with a view to relieving himself of the heat, divested himself of his upper garments. The Sioux proceeded to effect the same object, but chose a different way of accomplishing it, and removed his nether covering.

THE ADVANTAGES OF LIFE INSURANCE.—It

is noticed by the San Francisco Bulletin that Mr. Joseph Lord, the Express Messenger of Wells, Fargo & Co. who was lost in the Brother Jonathan, had insured his life in the Mutual Life Insurance Company of New York for the sum of \$4,000. He had taken his policy in January last, and had paid two quarterly payments. Mr. Richards' life was also insured in this Company for \$5,000.

BURIED.—It will afford much satisfaction

to the friends of those whose bodies have been recovered from the wreck of the Brother Jonathan, to know that the whole of the thirty-two bodies whose names and descriptions have been already furnished, were buried under the directions of the Coroner, Mr. Bridger, in the Crescent City burial ground.

BRITISH COLUMBIA.

LATER FROM CARIBOO.

The steamer Koterprise arrived yesterday from New Westminster, bringing 70 passengers and a Cariboo express, with the Sentinel of August 12th, which does not contain much of interest.

The steamers Onward and Lillooet arrived down river from Hope and Yale on Friday, with a number of passengers and \$115,000 in treasure, belonging to the Bank of British Columbia, in charge of Mr. Howlett.

MINING INTELLIGENCE.

From the Sentinel.

THE NEW CREEK.

Some miners returned from the newly discovered creek, alluded to in our last, during the week. They report that they obtained good prospects, but that the diggings are deep like those of Williams Creek, and they had not sufficient provisions with them to remain till they could get down to the bed-rock.

ANOTHER NEW CREEK.

Two parties of men returned this week from a new creek, about 12 miles from Canon Creek. They prospected on it for over a week, but could not find anything to pay.

LAND ANOTHER.

One of the parties of miners alluded to as having returned from the creek beyond Canon Creek, started for a newly discovered creek east of Lightning, a few days since, which it is rumored has prospected favorably.

CUNNINGHAM CREEK.

Since our elaborate notice of operations on this creek last week, the Sing Co. have struck good pay in the creek. On Saturday last they took out about 15 ounces, and they have been doing well since. The Mayor of Lewiston and some of the residents waited upon the Colonial Secretary at Richfield yesterday morning to request him to have something done to the trail between Antler and the creek. Mr. Birch promised to attend to it. It is only right that something should be done towards improving the present trail so promising a gold-field as Cunningham creek.

LAST CHANCE CREEK.

The Australian Tunnel Co. are drifting, and expect to get into the channel shortly. They found prospects of coarse gold, and feel confident the claim will yield largely. They have erected a shaft house and made preparations to work all next winter.

LIGHTNING CREEK.

The Ayrshire Lass Co. have resumed operations, and purpose continuing them through next winter. The Discovery Co. have been doing well during the season.

WILLIAMS CREEK.

Mining operations were much impeded during the early part of the week for want of water, but the rain yesterday and early this morning has set all the wheels again in motion and work goes on as usual. A great deal of prospecting has been going on of late in the hills on both sides of the creek, and with great satisfaction to those engaged. There are three new companies between Barkerville and Cameronton, on the west side, all of whom are nearly down to bed-rock. The company behind the Bank of British Columbia are down 70 feet, and have got into nice wash gravel. The hill side below this claim for a considerable distance has been staked off. On the east side a new tunnel company have commenced operations, opposite the Bank of British Columbia, and are in about 30 feet. The Nevada Tunnel company are engaged in running drifts into the channel. The California Tunnel company, in which excellent prospects were lately got, have been engaged in getting up machinery, and will be washing doubtless by Monday; they have had a cave at their incline, by the earth underneath giving way, the ground having been worked below it by the Last Chance company; it has been skillfully repaired, however, and will not impede the work in the least; Mr. William Stewart, formerly foreman in the Caledonia company, has assumed the place of foreman of this company. The Last Chance company are doing very well. The Beauregard and Confederate company are taking out on an average 60 ounces per day—six shareholders—to two shifts; the claim has been paying large dividends, as much as \$1000 per week to the share, of late.

The Forest Rose company has taken the lead of all other companies on the creek, in erecting steam power on their claim; they have got up an engine of eight horse power, made by Spratt & Kriemler of Victoria, and in a few days it will be at full work. The boiler and engine were brought up here some time since by Mr. Hard Curry, and we should not be surprised if its success led many other claim owners to import such improved machinery for their claims before another season. For bill claims steam engines would be invaluable, as the scarcity of water would not then be felt. Although both engine and boiler have been lying here for over a year and a half yet the trial last evening proves that they have not deteriorated in the least. This speaks well for the manufacturers. The machinery has been erected by Mr. Caulder.

LAND MONOPOLY.—It will be seen by a letter in another part of this day's issue that an attempt is being made by certain parties to monopolise an immense tract of land on Hat Creek Valley, and that the attempt is encouraged by the Government. Bad as the state of affairs in this country is at the present time, only let the pasture lands be taken up by speculators and the permanent ruin of the country must be the inevitable result. Surely a man of the vast experience of the present Commissioner of Lands in this country cannot lend his sanction to a monopoly like that asked for by the Messrs. Cornwall—Sentinel.

NEW ZEALAND WAR AT AN END.—According to the news from New Zealand which we publish elsewhere, the late war with the natives has been happily drawn to a close, and peaceable measures were being adopted by the Government.

He is a clever man, but he is an Governor Kennedy, and the almost supernatural got the valuable faculty and inspiring deputat confidence in himself amount of faith in him "under the sun." went yesterday to lay body before the Govern redress, and they returned satisfied manner almost went. They told the His Excellency could (which of course they through the legitimate Hippi); that he could of their number short period the boat to take them to that he would recall withhold their pay, and Forgie return a spot from which they lars' worth of gold. This was about the money's answer to the not satisfactory the nation which burst gently from that bo But the greatest cau perhaps the cool w lency treated the genuine sympathy of the Government removed much of the cent misfortunes h miners' breasts.

We have no disp His Excellency or on this or any other would indeed much support that lies in overlook some of the yesterday to the dep denied the statement Government had, by port without modific mitted a serious fa not, under any circum ment's duty to cau a heedless rush. No the duty of the au the report, to have the fact that Buttle seeing the diggings men's of his subord the assertions of Ha be taken with ev words to this effect, but what was impl have saved much of rush has caused. T oversight and that v ing party to leave miners had reached pining. It is possi have saved Hancock rough treated, but Government's duty ers on the ground rived. With rega dissatisfaction at th onist we have not however, charged being other than the mischief, and impugn His Exce appointment of the of the details of quite ready, and credit ready to give credit for the ene endeavoring to have if we impute want in the present inste sive to throw blame show that the mine some kind of con nate deception. I implied yesterday, public money to co enterprise voluntar manual but contr government. Ther to even this rule, a one of them. On man who risked the money on this fruit be left to bear the Their gain, as we have been the co should undoubtedly stances of its bein official report, be however, the ques tion of expediting dollars and cents. policy of the coun dustrous and en "all" in an advan substantial benefit may want such n expeditions, and better afford to lo dollars than one b With regard to Excellency yester



LOCAL INTELLIGENCE

Tuesday, August 23.

**SPRIOUS OFFENCE**—Yesterday morning a Sergeant of Marines belonging to the U. S. steamer Saranac was shot through the thigh by a sentry belonging to the ship under the following circumstances: It appears that sentries had been posted round the wharf and the offender, who was stationed near the gate, having lost the use of his senses from drink, left his post and went into the street where he commenced jumping about and brandishing his loaded rifle in the air, using at the same time insulting language towards the service to which he belonged. He was spoken to by two of the officers but gave no heed to their remonstrances, and a Sergeant was thereupon sent to arrest him. The culprit however presented his bayonet at the Sergeant and refused to allow him to approach. The upshot of the affair was that the marine became incensed and rushed with his weapon at the Sergeant; the latter turned round to allude him when the marine fired wounding the Sergeant in the thigh. The injured man was at once conveyed on board his ship where his wound was dressed and the marine was arrested by officer Farrell. The U. S. Consul applied to the Governor to allow the man to be handed over to his own authorities, but we did not learn whether the request has yet been complied with or not.

**LEACH RIVER**—A miner named Sadler, who came to town on Saturday night, was yesterday exhibiting a fine nugget worth \$21 taken out at Leach river. He has been at work about two months, and we understand has about \$1,500 to the good. The Mountain Rose, two miles above the Forks, are reported to have washed out 36 ounces of gold to six hands last week with every prospect of doing much better.

**A REFRATORY SEAMAN**—William Smith appeared in the Police Court yesterday, charged by Capt. Archer, of the Philomela, with using threatening language towards him. A second charge of broaching cargo was also preferred against the sailor, and the accused was remanded for one day.

**VAGRANTS**—Andrew Hunter was charged before the Police Magistrate yesterday by acting Inspector Blake with being a vagrant, and Tom Sullivan, by special officer Barnett, with being a suspicious character. Both were remanded for one day.

**DEBERTERS**—Several seamen belonging to the U. S. S. Saranac have deserted since the arrival of that steamer in Esquimalt. Some of the number are represented by the officers of the ship to be worthless fellows.

**THE U. S. S. SARANAC** will proceed this morning in search of the Shenandoah. We hope she will succeed in putting an end to the depredations of this noted cruiser.

**WEDNESDAY, August 22.**  
**THE INJUNCTION CASE**—The Chief Justice was engaged all day yesterday in hearing the affidavits and arguments of counsel on the injunction sought to be obtained by A. D. Bell against the proprietors and publishers of the Vancouver Times. The case was not concluded, and will be re-opened to-day.

**SALT SPRING ISLAND**—We learn from Mr. Begg, who has just returned from the above settlement, that the crops on the island are looking splendid—at least 50 per cent. better in quantity and quality than they were last year. Mr. Begg saw on one farm some wheat yielding 52 bushels to the acre.

**BANK IMPROVEMENTS**—The Bank of British Columbia now occupy the new and spacious premises erected in rear of the old office; the entrance being as formerly from Government street, corner of Bastion.

**GIVEN UP**—The man Collins, who shot the Sergeant of Marines, was yesterday handed over by our Government to the officers of the U. S. steamer Saranac.

**THURSDAY, August 24.**  
**BRITISH COLUMBIA GRAIN**—We were yesterday shown by Mr. B. Griffin a splendid sample of wheat in the ear brought to this city yesterday by Mr. Patch of British Columbia. The grain was raised on Barrs' Ranch, two miles below Lillooet, from Salt Lake City seed. There are about 75 acres of wheat and a large quantity of barley growing on the farm in the finest order. Mr. Patch estimates that the immediate neighborhood of Lillooet will yield this season about 12,000 bushels, averaging probably as high as 35 bushels to the acre.

**REAL ESTATE TAX**—We understand that an opposition is being organized to the payment of the one-half of one per cent tax which Mr. W. J. McDonald has been authorized to collect, and money is being raised to defray whatever expenses may be incurred in resisting it.

**PUNISHED**—The seaman named James Smith, belonging to the Philomela, charged with refusing duty, was yesterday sentenced by the police magistrate to four weeks' imprisonment and to forfeit two days' pay.

**THE TELEGRAPH**—Communication has been opened between New Westminster and Hope, and in the course of another week it is expected that the connexion will extend to the regions of Soda Creek and Quenellemouth.

**DISPATCH**—The arrival of the Sierra Nevada at San Francisco yesterday morning was telegraphed to New Westminster and reached us by the Enterprise in the afternoon.

**SEVERAL parties** have been summoned for contravention of the act for the protection of the bridges.

**Friday, August 25.**  
**THE U. S. S. SUWANEE**, Commander Paul Shirley, arrived in Esquimalt harbor yesterday afternoon, in the short space of three days and 12 hours from San Francisco, in search of the Shenandoah. She saluted the Admiral's flag, the compliment being acknowledged by the Sutlej and Clio. The Suwanee is a double-ender iron vessel, made to sail either way, 1030 tons burthen, 1000 horse power and carries 12 heavy guns. The following is her list of officers: Commander, Paul Shirley; Lieutenant, Louis Kempff; Asst. Paymaster, J. Appleton Berry; 1st Asst. Engineer, W. G. Buehler; Asst. Surgeon, D. Mack, Jr.; Acting Master, H. Lapham; Acting Ensigns, Jeremiah Potts, W. B. Atrants, R. B. Crapo, W. J. Herring; Gunner, C. W. Horner; 2nd Asst. Engineers, Thos. LaBlanc, D. W. Grafty, C. M. Van Tine; Acting 3d Asst. Engineers, W. H. Wingate, August Asbjornson; Commander's Clerk, F. Klapp; Paymaster's Clerk, J. J. Gilroy; Mates, S. H. Johnson, D. Ward, C. J. Murphy, R. H. Collins.

**RIFLE SHOOTING**—The following is a list of the members of the Rifle Corps who, after firing 20 rounds each at the butts, have been selected from the whole corps as the ten best shots to meet ten members of the Fleet: Messrs. Pearce, Vinter, Homfray, Thompson, Wrigglesworth, Newberry, Bowden, Wilson, Peele, Long and Alsopp. (The two latter being ties to shoot off.)

**FROM NANAIMO**—The steamer Diana arrived yesterday afternoon from Nanaimo by way of San Juan Island. She brought down Mr. Nicol, Manager of the V. I. Coal Co., Mr. C. W. Wallace, Capt. Bazalgette, and others. The Carlotta arrived from San Francisco on Thursday and was discharging ballast. The Isaac Jeans was loading.

**FOR SKENA RIVER**—The stern-wheel steamer Union, Captain Coffin, has been chartered by the Collins Telegraph Company to proceed with Mr. Burrage and others to Skena river, with a view of opening a trail for the conveyance of provisions and stores to Fort Babine.

**FOR NANAIMO**—The schooner Goldstream, Hewitt, sailed last evening for Nanaimo. Sergeant Blake went by her, having been detailed to act as police officer for that place.

**FROM COWICHAN**—The schooner Thornton arrived yesterday with twenty tons of hay from the farm of Mr. H. Mariner of Cowichan.

**SAILED**—The brig Brewster sailed yesterday morning for Bellingham Bay to load coal for San Francisco.

**Saturday, August 26.**  
**THE ALEXANDRA CASE**—Mr. John Gastineau, Civil Engineer, desires us to correct the report of the Alexandra and Fidelity Admiralty suit published in yesterday's Colonist, in so far as it relates to his testimony. He says I am made to state that the plan made by me and produced in Court "was infinitely more correct than the Admiralty chart." What I stated was that the plan which was of only a small part of the coast was more correct than a plan on such a large scale (about eighteen times the size) would be, that it was from actual surveys, and all prominent parts were checked by observation on the ground. I much regret that this error has occurred as I consider it an insult to Captain Richards and other officers of the Surveying Department, the accuracy of whose work is unquestioned.

**DEPARTURE OF OLD FRIENDS**—The stmr. Orizaba yesterday took away Mr. and Mrs. G. M. Sproat, Mr. C. W. Wallace, Mr. E. G. Alston and the Misses Penrice, Mr. and Mrs. Cruickshank, Mr. A. Welsh, Capt. Henderson and others. A large number of friends were present to bid them adieu.

**THE ORIZABA** arrived yesterday morning at 6:30 a.m., and left Esquimalt harbor in the evening shortly before 7 o'clock for San Francisco direct.

**EARTHQUAKE**—At a quarter past nine o'clock last night two distinct shocks were felt oscillating from North to South. A few seconds intervened between the first and second shock.

**Monday, August 28.**  
**ARRIVAL OF THE ANN ADAMSON**—MORTALITY AMONGST THE CREW.—News was received in town last evening from Mr. M. Muir, of Sooke, of the arrival of this long expected vessel from England. The Ann Adamson sailed on the 4th January, and has been nearly eight months on the passage. Her crew have suffered fearfully from scurvy, four of them having died within the last week, and the rest so much reduced that Captain Sutton was unable to navigate his vessel, and consequently anchored off Sooke Harbor, sending word to his agents, Messrs. Dickson, Campbell & Co., of this city, of his helpless condition and requesting the aid of a steamer. The Diana started last night for Sooke to tow her to port, taking the pilot boat with her. According to the account received the vessel was in such a helpless condition that the services of the female passengers on board were required to enable the master to reach anchorage. The ship's manifest is published under the proper head.

CALIFORNIA NEWS

(From the Columbian.)

**SAN FRANCISCO, August 23, 3 p. m.**—Eastern line is down between here and Julesburg. It will probably be in working order to Omaha this evening or to-morrow morning. The Collector of Customs has received a communication from the Assistant Secretary of State, covering dispatch from U. S. Consul at Port Mahon, dated May 31st, in which he says that he has learned from various sources that the Russian plague is extending westward more extensively than is generally supposed. The Consul suggests that all vessels arriving in the United States from Russian and Turkish ports be subjected to a rigid scrutiny before landing, especially all articles of clothing, &c. The disease is said to be the same as that which visited London over a century ago. Major Coon has taken the necessary precautions to guard against the introduction of the Russian plague, and all other infectious diseases in this city; though so far as the plague is concerned little precaution is necessary, as further investigations have shown that the first reports regarding this disease were greatly exaggerated. The health officer has instructed the pilots to keep close watch for all diseases of an infectious character in vessels which they board, and as for vessels from Russia, there is not on the average more than one arrival in six months to this port.

**William Millan**, while driving from the Mission last evening, was thrown out of his wagon and very seriously injured. His thigh bone was fractured in several places, and protruded through the flesh.

**John McCarthy** has been arrested for falsely personating a police officer, and for assault and battery.

The deposits at the mint amount to 673 deposits, making 19,000 ounces, all in dust, equal to about \$285,000. A large portion of it came from the northern mines by the Sierra Nevada.

**SAN FRANCISCO, August 24.**—Thos. G. Loehrs, late clerk of State Prison, was arrested yesterday p. m., at Gautier House, where he has been concealed since his flight, when he first confessed his guilt to Gov. Machin. He pretended to make a clean breast of everything, and with tears and protestations declared the statement then made was full and correct in every particular. From circumstances which have come to light it seems that Loehrs must be one of the most confirmed hypocritical villains that ever lived.

Many of the friends and relatives of Captain DeWolf, of the Brother Jonathan, have recognized the man described in last night's Bulletin as having been found by Indians and buried by Lieut. Tuttle, 4 or 5 miles off Trinidad, as Captain DeWolf's body, beyond a reasonable doubt.—A man named Fitzpatrick, belonging to S. F. and Alameda R. R., fell from the platform of a car and was killed. Thos. Nesbit, brother of the late Jas. Nesbit, who was lost on the Jonathan, has received a letter from a gentleman at Crescent City, notifying him that among papers found upon the body of Jas. Nesbit was a will, written in lead pencil, and evidently written after the ship had struck. The will makes his brother sole executor. This is an unusual instance of self-possession and thoughtfulness in the hour of deadly peril.

A complimentary benefit has been tendered to Thomas Maguire by leading citizens. Mr. Maguire has lost about \$20,000 on the Italian Opera season, which will close to-morrow evening.

**MARKETS.**  
Legal Tenders, 74 @ 74 1/2.  
Candles, Knapps, 20c.

There has been a speculative movement in chemical materials used for mining purposes, and they have advanced within the last few days. 100 tons of blue vitriol have been sold, and the price has risen from 12 1/2c to 16c. It is supposed that the Nevada and Reese river quartz mills will require 500 tons this fall, which will take about all that is in the market, and what is on the way here.

**Coal Oil**—Sales to arrive, \$1 25.  
**Rum**—New England, about \$1 50.  
**Sugar**—Brisk, at full prices.  
**Flour** continues dull; \$5 50 @ \$5 75 for extra; \$5 25 @ \$5 50, superfine.  
**Wheat**—Receipts light, \$1 65 @ \$1 70.  
**Barley**—\$1 @ \$1 02.  
**Oats**—Dull, \$1 50 @ \$1 55. Sales, 530 sacks.  
**Hay**—\$15 per ton.  
**Wool**—12c @ 13c.  
**Sailed, August 24**—Bark Vidette, for Puget Sound.

**JACKSONVILLE, August 24.**—The following is an extract from a letter to the Oregon Sentinel: Found near Crescent City, from August 17th to 20th: No. 42, a white woman about 45 years old, 5 ft. 8 in., rather fleshy, light brown hair, long, mixed with grey; dark woolen dress, bottom embroidered with red, black buttons, gold ring, mended with a piece of silver. No. 43, a white man, 35 to 40 years old, 5 ft. 4 in.; hair on face black, good teeth; had on purple pants, pegged boots, half-soled, one gold hunting watch with vest chain attached, 1 ladies' gold watch, with guard chain, 1 silver watch, 4 trunk checks, Nos. 5, 34, 81 and 84. Coin in pocket amounting to \$20-75c.; had on also a black vest and white overshirt.

**FOUND FOUR MILES BELOW TRINIDAD.**—The body of Isaac Weil, brother of David Weil, Portland. Also a young lady, supposed to be Miss N. Shiryser. Found at Gold Bluffs, a white man 6 ft. 2 in., weight about 180.—The supposed killing of a man near Klamath River, who came ashore on a piece of the Brother Jonathan, is untrue.

CRESCENT CITY, August 20.

I was witness to the finding of a body of one of the passengers of the Brother Jonathan on the 15th inst., near Chetkoe Creek, Oregon, a few miles above the boundary line. He was a full-sized athletic man, dark red hair, goatee and whiskers under chin, features large, round and rather heavy; wore only a knut pair of drawers and pants and a life-preserver. In his pockets we found a comb, a ten collar piece and two small papers, much worn and torn; we also took from his finger a gold ring, with the device of a double heart, and inside engraved the name S. Irwin. One of the papers was an invoice of mens' and womens' clothing on board the steamer Golden Rule, with the price of each article. The other paper contained the following: "John B. Ferguson, N. E. corner of Howard and Thompson streets, Philadelphia, to John Irwin"—the item for which Ferguson was indebted to Irwin did not appear—were torn off. (Signed) SHERMAN DAY, 57, Montgomery Block, San Francisco.

CHINA AND BOMBAY.

By the arrival of the bark Mermaid, 31 days from Shanghai, we have files of papers from that city to July 20th and Bombay advices to May 23d.

Chinese news presents no features of interest. The papers were calling attention to the necessity of preparing for the expected advent of the Russian plague by cleansing the city.

The Bombay Bazaar says losses in that city, consequent upon collapse of cotton bubble, amounts to not less than one hundred and fifty million dollars, and ruin is wide-spread and overwhelming.

Advices from Shanghai state that the American steamer Fox-Skin went ashore at the mouth of the river on the night of the 13th July, and was a total loss. Officers and crew saved.

MEXICO.

(Special Dispatches to the Columbian.)  
**NEW YORK, Aug. 6.**—The Times' London correspondent says, the news from America is likely to make some stir across the channel. It is believed here that some thousands of Southern soldiers are already in the army of Maximilian, and that the Emperor Napoleon finding such a body of recruits at hand, will not be under the necessity of sending reinforcements across the Atlantic.

John C. Breckinridge was expected in London, July 25th, on his way to Paris, accompanied by several Confederate officers, whom it is supposed will volunteer for Mexico, sure of being joined by numbers of their late comrades.

**DIVORCES**—Frances Wysham was divorced from her husband, George W. Wysham, on Friday, 4th August, by Judge Dinwelle, of the Fifteenth District Court, San Francisco. Cause—desertion.

COMMERCIAL

**SAN FRANCISCO FRUIT MARKET.**—The following schedule furnished by Messrs. Addison, Martin & Co., of the Pacific Fruit Market, will serve to show the ruling rates for fruit in our city market, at the present time: Apples, 3@10c @ 10c; Apricots, 3@8c @ 8c; Peaches, 3@10c @ 10c; Nectarines, 4@10c @ 10c; California Grapes, 4 @ 8c; white do, 6@12c @ 12c; Figs, 8@15c @ 15c; Strawberries, 15@25c @ 25c; Blackberries, 15@25c @ 25c; Oranges, 3@50 @ 100.—Call, 12th.

**FOR VALPARAISO**—The bark Janina B. .... Captain Prato, left Port Angeles on the 24th inst. with a cargo of lumber and spars for the above port.

**AT VALPARAISO**—The ship Frigate Bird, Capt. Weeks, arrived at Valparaiso from this port on the 19th June after a fine passage.

VICTORIA MARKETS.

**SAURDAY, Aug. 26.**  
About the usual amount of business has been done during the past week. Orders though not large come more freely. Flour has advanced about \$2 per bbl., and should there be no arrival within a few days it will no doubt advance to as high a rate as formerly. Wheat is still scarce but all other produce is abundant.  
Jobbing rates as under:  
**FLOUR**—Extra, \$10 @ 11 00 @ 11 00; Superfine \$8 00 @ 9 50 do.  
**CATMEAL**—\$9 00 @ \$9 50 @ 10 00; COAL—\$2 25 @ 2 75 @ 3 00; BUCKWHEAT FLOUR—\$8 do.  
**RYE**—\$3 do.  
**RICE**—\$7 25 @ \$9 do.  
**BEANS**—White, 4c; Bayos, Pinks, and Red, 3 1/2 @ 4c do.  
**SUGAR**—Raw, 9 1/2 @ 10 1/2 @ 10 1/2; Refined, 14c @ 16c do.  
**COFFEE**—22c @ 25c @ 25c @ 25c; TEA—37c @ 42c @ 42c @ 42c; CHEESE—25c @ 27c @ 27c @ 27c; CANDLES—25c @ 27c @ 27c @ 27c; BUTTER—Island 40c @ 50c @ 50c @ 50c; fresh, 40c @ 42c @ 42c @ 42c; SYRUP—Boston, 85 @ 90 @ 90 @ 90; BACON—Best, 30c @ 30c @ 30c @ 30c; Ordinary, 25c @ 30c do.  
**EGGS**—22c @ 27c do.  
**WHEAT**—\$1 do.  
**OATS**—2 1/2 @ 3 do.  
**BARLEY**—2 1/2 @ 2 1/2 @ 2 1/2 @ 2 1/2; GROUND DO—3c do.  
**MIDDINGS**—3 1/2 @ 4 do.  
**HAY**—1 1/2 @ 2 1/2 @ 2 1/2 @ 2 1/2.

GOODS ON THE WAY.

Per brig ADVANCE, from San Francisco—62 bgs barley and wheat, 10 bbls bags, 10 dozen brooms, 1 cask brushes, 100 bxs candles, 4 pgs carriage materials, 10 c ciders, 3 c cigars, 18 c cordage, 4 c drugs, 4 c dry goods, 1 pks dry goods, 700 hf sks Chile flour, 410 hf sks California flour, 1804 qrs sks California flour, 4 c furniture, 1 c glue, 25 c groceries, 50 bbls iron, 25 c malt liquors, 95 pgs Chinese merchandise, 22 kgs nails, 35 c coal oil, 310 bgs oats, 2 bgs pants, 20 bbls pitch, 100 bbls beef, 29 frks butter, 28 pbs blank, 2 bbls rattans, 328 bgs rice, 1 c sewing machines, 1 c ship chandlery, 100 boxes soap, 5 c spices, 5 c spirits turpentine, 8 qrs cks brandy, 10 bbls brandy, 42 1/2 csk brandy, 70 cks

IMPORTS.

Per ANN ADAMSON, Sutton, cleared from Liverpool 24 January, 1865—20 bxs cigars, 34 c raisins, 100 bbls currants, 3 cases tobacco, 50 hds cks British spirits, 112 c 5 octaves 99 c cask red wine, 665 c 82 hds 290 cks beer, 420 c 29 c bbls oakum, 13 bbls sailcloth, 9 pgs hardware, 1 c plush hats, 12 doz felt hats, 71 pgs hardware, 1 c boots and shoes, 1 corking machine, 1 c bottling glass, 2 pgs hops, 49 do apothecary's ware, 3 bles printing paper, 5 bgs corks, 1 do patent dryers, 5 cks litharge, 1 csk lampblack, 1 do patent chrys, 25 do vinegar, 414 c oilman's tins, fruits, etc., 28 cks iron nails, 775 bbls 70 pians, 1 c tinware, 21 pgs, etc., drugs, 7 c boxes, 1 c music, 1 c soap, 90 bxs do, 2 c 1 hhd brushware, 38 cks iron bolts, 6 cks iron nuts, 1 do corks, 1 c leather, 5 do personal effects, 37 do apparel and dachery, 200 h looking glasses, 1 c cabinet ware, 1 c musical instruments, 10 do cut glass, 1 csk ink, 1 c show cards, 500 c kegs paints, 1 c tinware, 1 bl twine, 1 c agricultural implements, 17 cases assaying instruments, 1 do cutlery, 7 do printed books, 1 c 50 cks cigars, 3 do chocolate, 1 do plated ware, 2 cks frying pans, 1 do iron screws, 1 c iron hinges, 1 c brassware, 1 c artificial flowers, 2 do cloth caps, 22 cks mace, 30 gallons lime, 1 csk califiniks, 1 c Buty's antimony, 12 bles seed oil, 10 q cks oilman's stores, 3 cks 5 hds linseed oil, 700 bxs composition candles, 6 c provisions, 4 pgs twine, 1 c hds habsdeshery, 12 c sardines.

Per stmr ELIZA ANDERSON, from Puget Sound—1 bull, 127 hd sheep, 12 hd cattle and calves, 5 horses, 12 lambs, 29 bxs fruit, 8 bgs do, 1 coop chickens, Value, \$2,767.

Per stmr NORTH STAR, from Northwest Coast of British Columbia—40 pgs. Value \$4,500.

Per stmr ORIZABA, from Portland—4 c silks, 1 pgs castings, 1 do effects, 1 do tobacco, 2 do dry goods, 10 do rubber boots, 60 c butter, 1 do cigars, 2 do flannel shirts, instruments, etc., 1 c clothing, 2 do hops, 5 do China mdze. Value \$16,358 70.

Per stmr ORIZABA, from Portland—36 boxes fruit, 193 gunnies bacon and hams, 317 boxes fruit, 5 c butter, 3 cks do, 12 bxs peaches, 1 bx mdze. Value \$6,737 35.

Per A J WESTER, from Port Angeles—400 bus barley, 10 tons hay. Value \$300.

MARINE INTELLIGENCE.

**ENTERED.**  
August 19—Schr Black Diamond, Sabiston, Schr Sweepstakes, Keffier, Nanaimo  
Schr Matilda, Gilbert, Sooke  
Schr Enterprise, Mount, New Westminster  
August 21—Brig Brewster, Carleton, San Francisco  
Schr Fashion, Bagley, Port Angeles  
Schr North Star, Smith, Northwest Coast of B. C.  
Schr Goldstream, Hewitt, Nanaimo  
Schr Gazelle, Collier, San Juan  
Schr Enterprise, Mount, New Westminster  
August 22—Schr W B Naylor, Mercer, San Juan  
Schr Ringleader, Harper, Nanaimo  
Schr Emily Harris, Chambers, Nanaimo  
Schr Eliza Anderson, Finch, Port Angeles  
Schr Otter, Swanson, Clayoquot  
August 23—Schr J R Thorndike, Thornton, San Juan  
Schr John Bull, Oakes, San Juan  
Schr Enterprise, Mount, New Westminster  
August 24—Schr Alarm, Hollins, Nanaimo  
Schr Thornton, Warren, Cowichan  
Schr Enterprise, Mount, New Westminster  
Schr Industry, Carleton, Nanaimo  
August 25—Schr Orizaba, Burns, Astoria  
Schr A J Wester, Mills, Port Angeles  
Schr Eliza, Middleton, Saanich  
August 26—Schr Winged Racer, Peterson, Pt Angeles  
Schr Northern Light, Montfort, Port Angeles  
Schr Otter, Swanson, Port Angeles

CLARED.

August 19—Schr Sweepstakes, Keffier, Nanaimo  
Schr Sierra Nevada, Connor, San Francisco  
Schr Emily Harris, Chambers, Nanaimo  
August 21—Schr Fashion, Bagley, Port Angeles  
Schr Schlegeloff, Archibald, Sooke  
Schr Black Diamond, Sabiston, Nanaimo  
Schr Enterprise, Mount, New Westminster  
Schr Diana, Nanaimo  
August 22—Schr W B Naylor, Mercer, San Juan  
Schr Ringleader, Harper, Nanaimo  
Schr Eliza Anderson, Finch, Port Angeles  
Schr Otter, Swanson, Clayoquot  
Schr Carolina, Ruddland, New Westminster  
August 24—Schr Goldstream, Hewitt, Nanaimo  
Schr Thornton, Warren, Salt Spring Island  
Schr Enterprise, Mount, New Westminster  
August 25—Schr Alarm, Hollins, Nanaimo  
Schr Orizaba, Burns, San Francisco  
Schr Emily Harris, Chambers, Nanaimo  
Schr Onward, McKay, New Westminster  
Schr Gazelle, Collier, San Juan  
August 26—Schr Matilda, Gilbert, Sooke  
Schr Northern Light, Montfort, Port Angeles  
Schr Eliza, Middleton, New Westminster  
Schr Otter, Swanson, Nanaimo

BIRTHS.

On the 25th inst., the wife of Francis V. Lee, of a son, still born.

**HOLLOWAY'S PILLS AND OINTMENT**—Stomach and Kidneys. Between these two organs there exists a close and intimate relation which is demonstrated by the wasting which occurs in all diseases affecting the kidneys. The disordered stomach is often the first index of renal irregularity. Holloway's remedies tend at that juncture would cut short many a serious and fatal attack. They act with wonderful efficacy on every organ of secretion, but especially do they regulate the stomach, liver and kidneys, in removing their healthy functions, and causing out any obstructions or impurities. It is necessary for the ointment to be well rubbed into the small of the back twice daily, when it is absorbed, and greatly augments the purifying and salutary influence of the Pills.

The City of Glasgow LIFE ASSURANCE Company.

Established 1838. Incorporated by Special Act of Parliament.

Subscribed Capital, \$3,000,000  
Annual Revenue, 560,000  
Subsisting Assurances, 14,415,000

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**A TOOLEY STR**  
"The three tailors never-failing application of a few argotting to their opinions of the people last number of the find a document the Tooley street character a public meeting to minister to draw up a Seymour on his behalf that at such meeting chairman. Whether men assembled to do Columbian does not at the bottom of the His Excellency the signature of "John public meeting for people." Mr. Rob modest man enough, assuming honors to and we must there find as well as the able possent that the people of British gentlemen who assent Excellency have not ass and the lion, and tuncate beate of burc but leonine character tend of course to se comparison or rather New Westminster a William's Creek, better than the Ho that nothing can be opinions of the two to the present and of Columbia. A num Westminster—we w capital the injustice rather novel idea int is weakness, that jo and that two Govern to feed and clothe the Caribboe think the o the old-fashioned strength, they see their mining operati of capital and labor extravagance, and th of a posteriori reas and their retinue a than one. The post Robson" signing a "for and on behalf of least, a little presump sumptuous had New her present populatio be in a minority of but when we know what has become a most fractional astu actually bear the r assumption of the "Tooley street" more.  
When men becom thing is subordinate aberration, and so anti-union fanatics their colony by mak plimentary address statements and pol only this that ma worthy presentation there is the childish to the population by rather ridiculous fa with the Home an the colonies. The a "salted invoice"