British Columbia Tribune.

Vol. I. YALE, TUESDAY, APRIL 10, 1866. No. 1

VICTORIA CORRESPONDENCE OF THE "TRIBUNE."

VICTORIA, 6th April, 1866.

BUSINESS.

Business in this city has not been so dull at this time of year since 1858 as it is at present, however every one seems inspired with hope in the future. Only let Big Bend turn out half as good as reported and there will be a revival in the trade of this place that will raise the drooping spirits of property holders and stop the grumbling of merchants and traders. There is no doubt that the terrible financial crisis from which the mercantile community here are now emerging will have a salutary effect in the future in preventing reckless trading and placing on a firmer and more satisfactory basis the business of both colonies. Had trading in the mining districts in these colonies been carried on upon the principle adopted in Idaho and the other mining territories in the neighboring republic there would have been no depression now in business circles amongst us. The principle to which I refer is that of short credits. I am informed by a member of one of the leading wholesale firms in Idaho that credit in the mines there and in Montana is never given for a longer period than a week. If the miner cannot foot up his bill on Sunday—the settling day—his account is closed and no more credit is given him. If the same system had been carried out in the mines of British Columbia, neither the merchants of that colony, nor of this, would now be in difficulties. Men get wisdom by experience; and I am confident the lesson that has been learned by our merchants will not be without a good effect in the future. A great many blame the bank for much of the trouble that has come upon us. There is, no doubt, much truth in this; for the facilities which traders had of getting advances on goods they had not paid for, led to reckless trading in the mines; but the great evil, in my opinion, was the unlimited and indiscriminate credit given by merchants in the various mining districts. Instead of the miner being the prospector of a claim, the merchant was the party who ran all the risk, without having the chance of winning the prize when it did turn up. Unless such a system be abandoned in future, and "specie payments" take the place of "promises to pay," there can be no progress or prosperity in these colonies.

POLITICS.

The House of Assembly has not had much to do lately, and the only noteworthy incident in connection with that body is the defection of several members of the "Club" from the McClure ranks, by which the radical junior member for the city is now in the minority—being only able to count DeCosmos and Dr. Dickson among his disciples. The "little brief authority" with which the "Head Centre" was clothed made him arrogant and presumptuous to his followers, which led to the disruption that has occurred. I cannot help thinking it is a fortunate circumstance for Victoria that McClureism is to be ignored, for if Union is to be made acceptable to the people of British Columbia, the less such politicians as the junior member have to do with the affairs of the country the better. There is no question that the return of McClure for the city was one of those accidents which will occur in any country at a time of intense political excitement. That the citizens of Victoria would have returned a man of his political antecedents in a moment of calmness and reason is utterly impossible. His conduct in attempting to palm himself off in London as the delegate of Vancouver Island and his labors there to have the colonies placed under separate Governors, as well as his infamous calumnies against the administration of the late Governor to get him removed, were not, and never will be, forgotten by the electors of Victoria. But the cry for protection, and the difficulty at the time to get a proper colleague for DeCosmos left no alternative but to accept the bogus delegate as the representative of protectionism. It was a bitter pill to swallow for many who espoused the cause of protection at the time; but I am persuaded that there are few who voted for him who do not now bitterly lament their having done so. It has been a matter of sincere regret to nearly every one to see such men as DeCosmos, Trimble, Dickson and others following the lead of McClure in the present session, by which he had a majority to carry every radical whim which he laid before them. It is, however, a sign of returning consciousness to find his followers falling off by degrees until he can only count upon DeCosmos and Dickson to answer to his "whip." That these men will long respond to his call I do not believe. If they have any respect for themselves, or feel any real interest in the country, they will soon leave their "leader" to lead himself into the obscurity from which he was never fitted to emerge. DeCosmos and Dickson have not much real sympathy with the radical views of the so-called delegate, and one can scarcely reconcile the position which the latter—who is the author of the petition to the Home Government, on the retirement of Governor Douglas, not two years ago—now holds in the House to the junior member for the city. I have been told by several influential men from British Columbia that one of their greatest objections to a union of the colonies is the fear that such politicians as McClure would have control over public affairs when union would be consummated. I would hope that when the people of British Columbia find how fast power is falling from the hands of the politicians, and the unlikelihood of McClure ever again receiving the suffrage of a majority of the electors of any constituency in Vancouver Island they will cease to have any apprehensions of having the infliction of his presence as a representative amongst them.

DIRECT STEAM COMMUNICATION.

Nothing can be worse than the arrangements respecting the sailing of the direct steamers between San Francisco and these colonies. The fact is, we are worse off now than before the subsidy was granted by the respective colonies. In six weeks we will only have two steamers, and that in the season of the year when there should be one steamer a week. It was an unfortunate circumstance that both the steam companies were not bound to time; and no break in the trips should have been allowed. It would have been an easy matter to have put on another steamer while the Labouchere was laid up for repairs. Had this been done, by this time we would have had a large immigration. The bad arrangements made will seriously injure our prospects, more especially as there is such a keen opposition to Portland and such cheap fares to that place. We are always behind. Pity that it is so now when everything had begun to look bright for us.

EUROPEAN NEWS.

[From the British Columbian.]

NEW YORK, April 2.—The steamer City of Paris from Liverpool, March 21st, via Queenstown 22d, arrived this morning.

In the House of Commons, Earl Grosvenor gave notice that on the second reading of the Reform Bill he would make an amendment declaring it inexpedient to discuss the bill until the House has before it the entire reform scheme contemplated by the Government. Sir Hight also gave notice of an amendment to prevent the Bill taking effect till provision shall be made for a redistribution of seats. The Times says Lord Stanley will second Grosvenor's amendment. He predicts that it will receive independent support, and hopes it is not too late for the Government to bring forward a better Bill. The Morning Post believes an amendment to the Bill will prove a death blow to the ministry. The News and Star regard it as an insidious movement, nothing but opposition to reform, and say the Conservatives dare not move a direct negative to the measure.

The Corps Legislatif, after rejoining another proposed amendment relative to the press laws, finally adopted the entire address.

NEW YORK, April 2.—German advices continue to represent the relations of Austria and Prussia as very threatening. It is even asserted that Austria had ordered the assembling of 100,000 troops on the Bohemian frontier, and that she has sent a circular note to European Powers disclaiming any responsibility for the consequences of any conflict which may arise.

The London Times directs attention to the critical state of affairs in Germany, and says Bismarck has drawn off his mask and the Duchies are to be annexed to Paussia.

Preparations for war are progressing on both sides. In both capitals military councils have been held, and plans of the campaign discussed.

The funds were depressed in various European towns by these disquieting rumors.

The Russian Ambassador has quit Rome.

British Columbia Tribune.

WEEKLY PAPER.

OFFICE—YALE.

GEORGE WALLACE, Proprietor & Editor.

URIAH NELSON & CO.,

Wholesale, Forwarding,

AND

COMMISSION MERCHANTS,

YALE, BRITISH COLUMBIA,

AT THE

HEAD OF NAVIGATION ON FRASER RIVER.

URIAH NELSON & Co. have on hand an immense Stock of Goods, imported direct from San Francisco and Victoria, comprising:

Groceries, Provisions,

Liquors, Cigars, Tobacco,

DRY GOODS, CLOTHING,

BOOTS, SHOES, HARDWARE, MINING

TOOLS, ETC., ETC.,

Which will be sold to Traders and Packers

ON THE MOST REASONABLE TERMS.

We are forwarding well equipped Trains almost daily to

BIG BEND!

AND CARIBOO MINES.

Freight consigned to us will be forwarded at the Lowest Rates and with the utmost expedition.

URIAH NELSON & CO.

Yale, April, 1866.

WESTERN UNION TELEGRAPH.

REDUCED RATES.

ON and after the First of April the following rates will be charged for transmission of messages:

New Westminster to Quesnel	10 words	....	$5 00
" to Soda Creek	"	....	5 00
" to Clinton	"	....	3 00
" to Cook's Ferry	"	....	2 50
" to Yale	"	....	1 50
" to Hope	"	....	1 00
" to Matsqui	"	....	50

One half the above rates will be charged on every additional five words.

ED. CONWAY,
Assist. Engineer.

1

Western Union Telegraph Co'y.

MEN WANTED AT QUESNELMOUTH.

THE Telegraph Company will commence work at Quesnel on the 1st of May. Conditions can be ascertained at any of the Company's offices in British Columbia.

EDWARD CONWAY,
Assistant Engineer.

March 27, 1866. 1

OPPENHEIMER & CO.,

FORWARDING AND COMMSSION

MERCHANTS,

Yale, British Columbia,

AT THE

Head of Steam Navigation

ON

FRASER RIVER.

OPPENHEIMER & CO. beg to intimate that they are prepared to receive, store and forward to any part of British Columbia every description of merchandise, on the lowest possible terms.

A Fire-Proof Brick Warehouse

For STORING GOODS, has been erected, and Consignors may rely upon the safe and expeditious transportation of goods to their destination.

ALWAYS ON HAND

A LARGE STOCK OF

Groceries, Provisions,

LIQUORS, CIGARS, TOBACCO,

DRY GOODS, CLOTHING,

BOOTS AND SHOES, HARDWARE, MINING TOOLS, Etc., Etc.

Which we are receiving by every arrival from San Francisco and Victoria, and which we offer for sale at reasonable rates,

WHOLESALE AND RETAIL.

OPPENHEIMER & CO.

Yale, B. C., April, 1866.

EXPRESS LINE STAGES!

THE COACHES of this line will now run regularly, leaving Yale, B. C., on

MONDAYS,

WEDNESDAYS

AND FRIDAYS,

AT 7 O'CLOCK, A. M.,

FOR CACHE CREEK,

(Big Bend Route), until the completion of the road, when they will go to Savana's Ferry.

The Coach for CARIBOO will leave Yale on Monday.

1 F. J. BARNARD.

LIVERY STABLES!

The Stables formerly known as

JIM BLACK'S,

AT YALE, B. C.,

Have recently been purchased by me, thoroughly renovated and placed in the hands of a first-class Groom.

The Stables will be so conducted as to allow of Horses being left on Livery, or parties may take charge of their own.

Ample corrall room for Trains of Animals is provided.

Hay, Grain, and Feed of all kinds and of the best quality only, will be kept on hand.

1 F. J. BARNARD.

Agents for he British Columbia Tribune.

Savana's Ferry	Barnard's Express
Seymour City	do
French Creek, Big Bend	do
Junction	do
Soda Creek	do
Quesnelmouth	do
Van Winkle	do
Williams Creek	do
New Westminster	Clarkson & Co.
Lillooet	F. W. Foster.
Victoria	Henry Lyne.
San Francisco	W. Fisher.

BRITISH COLUMBIA TRIBUNE.

YALE, TUESDAY, APRIL 10, 1866.

THE "TRIBUNE."

In presenting the first number of this journal to the public, it will be unnecessary for us to enter into any elaborate exposition of our views regarding the many important questions which agitate men's minds in this country. It is now twelve months since we first became connected with the press of this colony, and during that time we have taken part in the discussion of every political topic interesting to the people or that had any bearing upon the material interests of the community. When launching our first newspaper enterprise in the colony we laid down in unmistakable language the principles which we were determined to support. Since then we have not changed one single article of our political creed. It is with unalloyed satisfaction that we find nearly every measure of public policy which we advocated in the first number of the Cariboo Sentinel either adopted by the country, or in immediate prospect of being carried into effect by the Imperial Government. Union of these colonies, of which we have been a strenuous advocate, has now been decided upon by the home authorities, and probably before another year will elapse a law will be passed by the Imperial Parliament to effect this object. Until the principles of the measure with which Her Majesty's Government is charged are made known to us, it would be premature on our part to offer any observations as to its details, but we may state in passing, that unless some real power over the finances of the country is placed in the hands of the people through representatives elected on a proper franchise, there will be neither satisfaction nor contentment in this portion of the British empire. The repeal of the Gold Export Tax was a wise and proper concession to "the well understood wishes of the community," and will tend to promote the development of the resources of the country by restoring among the mining class that confidence in the justice and equity of the Government of this colony, which had been forfeited by the imposition of a tax that pressed so heavily upon the "bone and sinew" of the country. The measure passed in the late session of the Legislative Council to tax all classes of miners alike will compel the Chinese throughout the colony to bear their fair portion of the burdens of the country. With respect to the abolition of the road tolls, another of the measures which we advocated, we hope that the present year is the last they will be permitted to act as a barrier to the progress of the colony. In the meantime we highly approve of the course which the Executive has adopted in easing the trade to our new mines by removing the toll-gate from Lytton City to the Junction. Retrenchment in the public service we do not look for until Union is effected and the people have power placed in their own hands to deal with the question in a satisfactory manner. We hope the time is not far distant when the taxation of this country will not be one half what it is at present, and when the burdens that now weigh down the commerce and industries of the land will be removed, that there may be no obstacles in the way of the country's development and progress. The discovery of the new mining region of Big Bend will undoubtedly again induce a large population to come amongst us. It will be the bounden duty of the Government to do all in its power to retain those who come, as it is only by the presence of a vast population that the riches of so extensive a country as this is can be developed. It is our opinion, based on information derived from experienced miners who have traversed in pursuit of mineral wealth over all the territories of the United States on the Pacific coast, that British Columbia equals, if not surpasses, any of them as a mineral country. We confidently anticipate that the result of this year's prospecting will prove the soundness of our opinion, and that instead of there being only two or three thousand men in the country, like last year—with the Gold Tax in operation—there will be more than ten thousand active miners spread over the country before the fall. It is our determination to devote all our energies this season to the collection of accurate mining intelligence in the new mines for publication in the TRIBUNE, believing that it is only by means of the diffusion of correct information concerning them that we may hope to succeed in attracting population to our borders and thereby insuring the prosperity of the country. In furtherance of this purpose it is our intention to proceed at an early date to Big Bend, from which place we will communicate regularly with the TRIBUNE, making use, when necessary, of the telegraph, which is completed to Cache Creek, the nearest point to the mines. We need scarcely say that our present enterprise will involve heavy expense upon us. Considering the objects we have in view, and the signal advantage that must accrue to the country by our undertaking properly carried out, do we ask too much from the business people of both these colonies, when we say: strengthen our hands by giving to the TRIBUNE a cordial and substantial support?

OFFICIAL CHANGES.—We learn on good authority that P. O'Reilly, Esq., has resigned the office of High Sheriff of the colony. This will afford the Government the opportunity of dividing the colony into counties and appointing a responsible man resident in each district to the office of High Sheriff. Heretofore the public have suffered great inconvenience, and in many cases considerable loss, by there being only one High Sheriff for the Colony. Cariboo the whole of last summer was without a Sheriff in consequence of the difficulty of communicating with Mr. O'Reilly at Kootenay. The practice of appointing Deputy Sheriffs to do the duty *on half fees* is open to the greatest objection. The amount which the deputies make out of the office is so small that respectable men will not give their time and attention to the proper performance of the duties. Besides, it is unjust to require a man to perform duties often disagreeable and hazardous, and when he has done so to have to hand over half his legiti- [illegible] living at some distant part of the colony who is paid besides a salary for doing nothing. The time has come when retrenchment must be the order of the day and sinecures must be abolished. The duties of High Sheriff could be performed in each district by the Chief Constable of Police and the full fees should be given him for his remuneration. The $1000 voted by the Legislature could therefore be saved to the colony and the duties of Sheriff more efficiently performed than heretofore. We hope the Officer administering the Government will show by his acts in reference to this matter that his profession of economy in the public service is no empty boast. The tax-payers of the colony will watch with keen interest the course the Government will take in reference to the filling up of the vacancy made by Mr. O'Reilly's resignation. We sincerely hope that the action taken will be such as to inspire the community with confidence in the intentions of the Government to act for the benefit of the country, regardless of any claims which their political followers may have upon their consideration.

THE LAKES.—It will be seen by an article which we copy from the Victoria Chronicle that Mr. Jerome Harper is endeavoring to get a trail cut by the Government, at an expense of several thousand dollars, along Shuswap Lake for the purpose of taking in his cattle from Kamloops to Big Bend. We do not believe that the Government will consent to expend the public money for any such purpose. If a trail is made for Mr. Harper's accommodation, every speculator in the country will be applying to the Executive to have a road made for his especial use. The Government have already encouraged, in fact induced, the building of a steamer on the lakes to meet the traffic to the mines. If a road were built for Mr. Harper at the cost of the public, the Government would be acting in bad faith with those who have expended a large sum in an enterprise that was undertaken to benefit the country. The Chronicle has been misled as to the time the steamer Marten will be running. If the work be only carried out with the vigor with which it has been pursued up to the present time—and we have no doubt it will—the Marten will be making trips early in May. In the meantime there are plenty of barges on the lakes to take Mr. Harper's cattle across if he is anxious to get them in early.

Latest Telegraphic Dispatches.

[SPECIAL DISPATCHES TO THE TRIBUNE.]

ENGLISH NEWS.

In the House of Commons, on the 21st March, the Bill abolishing certain restrictions on dissenters at Oxford University was debated, and carried to a second reading by a large majority. The Daily News regards this discussion as the best criterion yet presented of the strength of parties in the new Parliament. The chances of the Reform Bill continued to be canvassed by the journals; some opposed, contending that the Earl Grosvenor's amendment will seal the doom of the Bill, while the other side anticipate little or no danger from it unless there is a severe defection in the ranks of the liberals. A London letter says Earl Grosvenor's amendment was drawn up by Disraeli. If it should obtain a majority, it will be followed immediately by the resignation of the Government or a dissolution of the House, but most probably by a dissolution.

Steamer Cuba arrived at New York from Liverpool, via Queenstown 25th ult., has arrived. Fenian affairs had received some attention in Parliament. The Attorney General of Ireland said with respect to parties under arrest who had come from America, he was ready to give favorable consideration to their applications for pardon, provided they leave Ireland.

Gladstone announced that the Government intended to proceed with the Reform Bill, regardless of suggestions and proposed amendments; they would resist Grosvenor's amendment, as it implied a want of confidence in the Government. The House adjourned to the 9th of April for the Easter holidays.

The stock of the Anglo American Telegraph Company (£600,000) is all subscribed and the books closed. Cable progressed at the rate of nineteen nautical miles per day.

FRANCE.

Napoleon received the address of the Corps Legislatiff, and made a speech respecting the vote of the great majority as a continued endorsement of his policy. He also spoke in favor of an extension of liberty calculated to strengthen the Government, not such liberty as may become an arm to undermine and subvert.

The Ex-Queen of the French, widow of Louis Phillipe, died at Claremont on the 23d.

AUSTRIA AND PRUSSIA.

The statements in regard to Austria and Prussia are conflicting. The German firms in London have uniformly ridiculed the idea of hostilities, and the latest telegrams are of an assuring character. But still the German press continues dealing in warlike rumors.

Recruiting of Austrian volunteers for Mexico was about to commence.

CHINA.

Shanghai advices of Feb. 21st, represent that the Nienfe rebels were threatning the northern parts, where they had occasioned great alarm. Vigorous preparation had been made for resisting them. The French consul at Shanghai had been imprisoned for refusing to give up certain documents.

Telegraphic News from the Interior of British Columbia.

[SPECIAL DISPATCHES TO THE TRIBUNE.]

LATER FROM CARIBOO.

QUESNELMOUTH, April 10th.—Mr. Shaw, who has just arrived from Williams Creek, states that there is some excitement there on account of a rich strike lately made on Grouse Creek. It appears Mr. Peter McArthur, a well known Cariboocite, in company with some others, have been engaged during the winter in prospecting an abandoned claim on the above creek, and for some time past have been taking out pay. They lately took out three thousand five hundred dollars in three days. They have been keeping the thing quiet to give their friends time to arrive from below, but one of the parties getting dissatisfied, gave information concerning their prospects, and numbers have consequently gone over from Williams Creek and staked off claims for some distance. Other parties from the creek confirm this report. The snow has almost disappeared entirely from the roads, which are now very bad in some places.

The ice commenced breaking up here this afternoon and made quite an opening in the middle of the river.

HOPE, April 7th.—An Indian arrived yesterday from Similkameen with an Express. He reports traveling over the mountains very good. In the valley the snow had all disappeared; everything bore the appearance of spring. Stock had wintered well on the Similkameen; horses and cattle are in good condition. He brings no news from Big Bend or Kootenay.

OPERATOR.

W. H. SUTTON,

WHOLESALE AND RETAIL

DEALER IN

WINES, LIQUORS

AND CIGARS,

Coal Oil and Coal Oil Lamps, &c.

SOLE AGENT FOR

LYON & CO.'S CELEBRATED

CALIFORNIA ALE!

IN BBLS. AND HALF BBLS.

Yale, April, 1866. 1

In the matter of the Estate of Seligman Elsasser, who has made an assignment for the benefit of his Creditors.

NOTICE is hereby given that all persons having claims against the above Estate, are requested to forward a statement of the same (duly verified) to the undersigned on or before the 20th day of May next, or they may be deprived of the first dividend.

Dated at Victoria, the 5th of April, 1866.

JOHN WILKIE,
F. WEISSENBURGER,
Assignees.

1

T. DE NOUVION,

WHOLESALE MERCHANT

IN

GROCERIES AND PROVISIONS,

LIQUORS,

Dry Goods. Clothing, &c.,

LYTTON, B. C. 1

DR. J. E. BROUSE,

PHYSICIAN, SURGEON, &c.,

CANADIAN LICENTIATE,

GRADUATE OF McGILL UNIVERSITY,

MONTREAL, C. E.,

Can be consulted daily at his office in Yale, next to Oppenheimer & Co.'s store.

DRUGS AND PATENT MEDICINES

FOR SALE. 1

COLONIAL BAKERY,

FRONT STREET,

YALE, B. C.

Bread, Pies and Cakes,

CONSTANTLY OF HAND.

1 A. McLARDY.

THE FINE

STEAMER "LILLOOET,"

WILL LEAVE

NEW WESTMINSTER FOR YALE

—ON—

Wednesdays and Saturdays,

RETURNING FROM

YALE TO NEW WESTMINSTER

—ON—

Mondays and Fridays.

BRITISH COLUMBIA TRIBUNE.

YALE, TUESDAY, APRIL 10, 1866.

YALE.

Situated at the head of navigation of the Fraser, and at the terminus of the grand trunk road of the Colony, this place is destined to become one of the most prosperous and busy cities in British Columbia. If the Big Bend mines are as extensive and rich as they are generally believed to be, the trade that will be done with Yale will soon assume a magnitude and proportion that will force the town into an importance it did not even attain in the early days of the Fraser River excitement. Here miners going to the mines of the interior must stop at least one night, and on their return journey they are required to do the same. All the goods intended for the interior must pass into the stores of our merchants, and to this point all the pack trains and teams employed in their transportation inland must take up their freights. A kind of central depot for the whole colony, Yale possesses advantages which are unequalled and that can never be wrested from her so long as the great natural barrier of the canons impede the navigation of the Fraser above the city. The time will no doubt come when goods shipped at Victoria will not be transhipped until they are landed at Yale. The direct communication by telegraph with San Francisco and the interior of British Columbia affords merchants great facilities for carrying on their business. The completion of the telegraph line to Victoria will also prove highly advantageous to our mercantile community. Yale possesses at present a branch of the Bank of British Columbia, has two good hotels, several handsome saloons, and the merchants' stores are substantial buildings. It has a public library, a public school, well attended and efficiently conducted, and a large number of newspapers are circulated in the town. Improvements have been going on steadily in building. Mr. M. Oppenheimer and Mr. Barlow have lately completed handsome dwellings, and Mr. Sutton and other residents contemplate building fine houses the ensuing summer. With the crowds of miners passing through every day to Big Bend, and the constant dispatching of merchandise by teams and pack trains to the same destination, everything looks cheerful in Yale, and we are not going too far when we say that there is not another town in either colony that has such a business appearance at present. We cannot but look upon the future of this city with the most sanguine anticipations of its future greatness.

THE COUNTY COURTS.—We confess we are at a loss to fully comprehend the opposition—except on the part of the lawyers—that has been raised to the extension of the jurisdiction of the County Courts. It has heretofore been almost out of the power of creditors in the interior to recover sums exceeding $250, from the infrequency of the holding of the Supreme Court. Besides, the heavy costs which are required to be paid to lawyers in the Superior Courts have almost acted as a barrier to persons going into them for the purpose of recovering debts up to $500. It has often been the case with persons in this colony that rather than take proceedings in the Supreme Court for sums between $250 and $500, the amount above the former sum was dropped and action taken in the County Court for the full extent of its jurisdiction only. Instead of so much vilification being cast upon the magistrates for promoting the ordinance lately passed, we think—and so far as we have heard opinions expressed on the subject the public agrees with us—that the authors of the Act are entitled to credit for their exertions in getting it passed. It is no argument whatever against the measure that the County Court judges are not lawyers. In England very few of the judges of the County Courts are barristers, and yet there is no outcry made against them. If we are not misinformed, the experienced and learned judge of the colony is not opposed to the extention of the powers lately granted to the magistrates of the country in civil suits. It must not be forgotten—although it has been concealed by the opponents of the Act—that suitors in the County Courts are entitled to have a jury to try their cases if either plaintiff or defendant makes application for it.

Ho! for Big Bend Mines!

RICH BANK DIGGINGS STRUCK!

From a reliable miner who arrived here last night from Lytton City we learn that rich Bank Diggings have been struck on Carne's Creek, Big Bend. The prospects obtained were so rich as to create great excitement. The discoverer of the diggings immediately proceeded to Lytton City where he recorded eighteen claims, and he sold *Sixteen Ounces* of coarse gold, which he had taken out, to Messrs. Buie Bros., merchants. Some prospecting was done in the bed of Carne's Creek last fall by a company of old Cariboo-ites, of which Bob Nobles was a member. They found the diggings were deep and that they could not get down to bed rock before the winter set in, and being short of provisisons, they were obliged to leave until spring. The bank diggings were unknown last fall, and their discovery cannot fail to be a valuable addition to the previous discoveries made in the Big Bend country. Lakes Kamloops and Shuswap were not open one week since, but it is the opinion of those who have returned from Savana's Ferry that they will be navigable by this time. A great number of men have already proceeded to the mines from all quarters, and there is but one opinion regarding their great richness and extent. During the present week six pack trains with goods have left Yale for the new mines, and Barnard's stages are running three times a week with passengers. Great progress has been made with the building of the Hudson's Bay Company's steamer. The machinery left here to-day, and it is anticipated that about the first of May the Marten will be in running order.

FURTHER.

We learn from the resident magistrate here that he has received a letter from the Recording Officer at Lytton City confirming the news of a miner having come there to record eighteen bank claims on Carne's Creek, Big Bend, and also that he had a considerable quantity of gold dust in his possession.

Latest from Big Bend.

From Mr. Thomas Spence, who has just arrived from Cornwall's Ranch on the waggon road, we learn that Jim May, an old and well known Cariboo miner, had struck a very rich claim on French Creek, four or five miles further up the stream than any prospecting had been done last fall. The lucky Jim immediately communicated with his old Cariboo chums and a number, including Jim Sellers, forthwith rushed off to join their former companion and share in his good luck. They have since recorded nine full claims, and the interest excited amongst the miners is very great. Jim May is one of the pioneer prospectors of Cariboo, and he has traversed as much of that mountain region in pursuit of gold as any man who has ever ventured into the upper country. He left Soda Creek about the 1st November last year for the Big Bend and has wintered there..

The waggon road to the lakes has been completed, and nearly all Wright's men have been discharged. Waggons have passed over the new road already. The ice on the lakes has broken up and the navigation is now open.

INCONVENIENT.—The merchants and traders of Yale complain of the short time the river steamers stop here in the beginning of the week. On Sunday evening last the Cariboo express arrived almost simultaneously with the Reliance from the capital. With letters coming in from both quarters at the same time merchants and business people generally were obliged to be up nearly all night to have their correspondence ready for the mails the following morning. As the Enterprise does not leave New Westminster before Wednesday the steamers from this would have ample time to make the connection by leaving Yale on Tuesday morning. We feel sure the captains of the steamers only require to be made aware of the incovenience their supporters labour under to accede to their wishes by stopping over Monday at this place.

STEAMER MARTEN.—The work on this vessel is described by parties who have returned from the lakes as in a very forward state. The utmost dispatch is exercised to have her ready for the machinery when it arrives. A number of waggons left Yale to-day with the boilers and machinery, and as the roads are in excellent order at present, no delay is anticipated to take place in getting these necessary adjuncts of the vessel to their destination.

POPULATION OF BIG BEND.—According to the latest and most reliable intelligence which we could collect, from fifteen hundred to two thousand men have already proceeded to the Big Bend mines.

NEW ROAD.—The road to Savana's Ferry, undertaken by Mr. G. B. Wright, has been completed by him within the time allowed by Government. Waggons have already passed over it, and teamsters declare that the work is creditable to the contractor. The Chief Commissioner of Works will proceed immediately to inspect the road, and if it meets with his approval, it will be taken over by the Government.

TRAIL TO BIG BEND MINES.—Mr. Moberly, Assistant Surveyor General, and a party of men passed through Yale about a week since on their way to the head of Shuswap Lake, where they will be employed for some time in improving the existing trail to the Columbia River. They are also directed to construct a trail to the centre of the mining districts.

THANKS.—We have to tender our thanks to Capt. Fleming of the steamer Lillooet for his generous kindness in bringing all the material of the TRIBUNE office free of expense from New Westminster to this place, as well as for other courtesies extended to ourselves and staff. To Mr. Sutton we are deeply indebted for many kind offices since our arrival.

PACK TRAINS FOR BIG BEND.—During the past week a large number of pack trains and teams have been dispatched to Big Bend with goods. Messrs. Uriah Nelson & Co., Oppenheimer & Co., and the Hudson's Bay Company were the chief forwarders.

THE FRASER RIVER.—The water in the river is higher at present than it is remembered to have been at the same season for several years past. The Lillooet and Reliance have no difficulty in making their regular trips with heavy freights on board.

ECCLESIASTICAL.—The Rev. Mr. Robson, (Wesleyan minister of New Westminster) and Rev. Father Harris, (Roman Catholic) conducted Divine Service in their respective places of worship in Yale last Sunday.

FORWARDING—Messrs. Oppenheimer's teams arrived to-day. The animals wintered well, and are in splendid condition. The firm is prepared to forward any quantity of goods to the interior with promptness and dispatch.

TO ADVERTISERS.—Our friends in Victoria, New Westminster and elsewhere will oblige us by forwarding their advertisements without delay. Terms moderate.

FREIGHT TO BIG BEND.—Goods are being freighted from Yale to Savana's Ferry at from 6½ to 8 cents per lb.

TO SUBSCRIBERS.—The weekly subscription to the TRIBUNE is 25 cents, payable to the carrier.

BORN.

At Yale, on the 2d inst., the wife of Mr. Godfrey Oppenheimer of a son.

MARRIED.

At Yale, on the 10th inst., by the Rev. Father Harris, Mr. Edward Haley to Miss B. Gilbride.

NOTICE.

CHERRY CREEK GOLD AND SILVER MINING COMPANY.

A GENERAL MEETING of the Stockholders of the Cherry Creek Gold and Silver Mining Company will be held at Yale, where the office has been removed to, on Thursday, April 12th.

By order of the Trustees,
GEO. DIETZ,
Secretary, C. C. G. & S. M. Co.

STORAGE AND FORWARDING.

FIRE-PROOF WAREHOUSE!

PARTIES Desirous of Shipping Freight WITH DISPATCH will find it to their advantage by giving us a call before engaging elsewhere.

☞ Having our own Teams, we are prepared to Contract to carry from 1000 to 200,000 lbs. for BIG BEND or Cariboo.

ALWAY & BAILEY.

Yale, April 10th, 1866.

FOR BIG BEND AND CARIBOO!

A. BARLOW,

Merchant and Forwarding Agent,

Is now prepared to

SHIP GOODS TO BIG BEND & CARIBOO

ON THE MOST REASONABLE TERMS.

Yale, B. C., April 10th, 1866. 1

THE

HUDSON'S BAY

COMPANY

Invite attention to their large and well assorted Stock of

NEW GOODS!!

AT YALE, B. C.,

JUST RECEIVED PER "PRINCESS ROYAL" FROM LONDON,

And consisting in part of the following, viz.:

Dry Goods,

Clothing,

Provisions,

Hardware,

MINING TOOLS,

WINES AND SPIRITS

IN WOOD AND BOTTLE, Etc., Etc.

These Goods are offered to the

MERCHANTS, TRADERS AND PACKERS

OF BRITISH COLUMBIA

IN LOTS TO SUIT,

And on the most reasonable terms.

☞ Every description of Country Produce Bought, or taken in Exchange for Goods.

Yale, B. C., April, 1866. 1

Livery and Sale Stables.

W. H. SUTTON,

YALE, B. C.,

HAVING THE BEST AND MOST CONvenient Stables in Yale, is prepared to accommodate the Traveling Public, Teamsters and Packers, with Stabling or Corrall room. HAY and GRAIN of all kinds in quantities to suit.

Buggy and Saddle Horses at a moment's notice.

Horses Bought and Sold on Commission.

Yale, April 10, 1866.

FORT YALE HOTEL

AND RESTAURANT,

FRONT STREET, YALE, B. C.

THIS HOUSE affords Excellent Accommodation for travelers.

GOOD BEDS, EXCELLENT FARE,

—AND—

CHOICE LIQUORS AT THE BAR.

STABLING FOR ANIMALS. HAY AND OATS AT THE LOWEST RATES.

1 KELLEY & LANE, Proprietors.

J. F. BARRY'S SALOON,

FRONT STREET,

YALE, B. C.

ALES, WINES AND LIQUORS,

Of the best description that can be imported

CIGARS!

OF THE CHOICEST BRANDS.

The Proprietor will be happy to have his friends give him a call on their way to Big Bend. 1

BRITISH COLUMBIA TRIBUNE.

YALE, TUESDAY, APRIL 10, 1866.

CORRESPONDENCE FROM SAN FRANCISCO.

A quieter time for business has never been experienced in the Bay City than the past winter, but the spring trade has now set in and bids fair to equal that of any former season. The vast rush of miners to Montana has stimulated the merchants here to forward immense quantities of goods, and every steamer leaving for Portland is filled to repletion with freight. It is an extraordinary sight to witness the approaches to the wharf the day before the steamers sail—for a mile and a half from the steamboat landing the street is lined with drays bearing freight, and it often happens that many have to return to the warehouses with the goods after remaining on the street a day and night, unable to get the freight on board. Considerable rivalry exists regarding the best route to Montana from San Francisco. Some maintain that via Portland is less expensive and shorter than that by Sacramento and then overland. I am inclined to believe, from information I have received from miners who have been over both routes, that Portland is the best and cheapest way at present to forward goods. Whether San Francisco will be able to compete with St. Louis is problematical at present; however, the question will be settled this season. I regret to say that your colonies do not occupy so much of men's thoughts here as I think they are entitled to. Much of this is, no doubt, owing to the bad reports circulated by skedaddlers and others of that ilk who arrive in our midst, and who never cease to speak disparagingly of the country. Notwithstanding such influences, however, Big Bend will draw a fair emigration, the opinions formed regarding the new mines being extremely favorable. With cheap fares to Portland and bad arrangements in the sailing of the steamers to Victoria, you will not reap all the advantages that you should do from the emigration. Direct steam communication is a step in the right direction, and if continued cannot fail to benefit both colonies immensely. If fares are kept low on the steamers during the summer, a great many will be induced to visit Victoria and British Columbia who have never been in the colonies before, and much good will result from such intercourse. There is a vast amount of capital lying idle in San Francisco, some of which might be profitably invested in opening up and developing the copper, coal, and quartz mines in the colonies. Politics occupy all the leisure unemployed by stocks, feet, ladies and dissipation. And this craving for political food is administered to by something like a dozen journals, of every shade and denomination, from the pure white Democrat, through the dingy Copperhead, down to the unmistakable downright black friends of the "gentlemen of neutral tint," or Freedmen, as the "man and brother" is indifferently styled. But throughout the press of this flourishing and beautiful State there exist certain peculiarities which are not to be found in the analagous institutions of older countries. No matter what the party war-cry may be, whether for the abolition of Jeff. Davis, or the *reconstruction* or *redestruction* of the South, or the deposition of Andrew Johnson, or any of the thousand and one howls which are daily raised throughout every city, village and mining camp from San Francisco to the Rocky Mountains—the object, meaning, intent and aim of all may be expressed in one word, and that word is—Office! Let the Union go—let Jeff. Davis go—abuse the noble Johnson—make the Freedmen's Bureau Bill the basis of a new Constitution—give the five million negroes the franchise—do anything or everything in short—but give our party office, and we will laud the administration to the skies. If a stranger were to visit the shores of the Pacific with the idea of gaining from the press a knowledge of the opinions of the community, he would either go to Stockton a hopeless lunatic, at the end of his first week's researches, or he must possess a brain considerably over the average weight. It may perhaps interest some of your readers if I attempt a synopsis of the style in which some of the San Francisco papers fulfil their mission of public instructions. In the first rank, pre-eminent by the head and shoulders, rise the Evening Bulletin and the Alta California. These papers are called "independent" in their politics. And the meaning of this term appears to be, that they never espouse any side until they are quite sure that it is the strongest. At the commencement of the Civil War they both came out slightly in favor of the South, but seeing that they had made a mistake, put their helms down simultaneously, and flew round to the Federal side. The Bulletin in reality is the leading paper, and the Alta watches its course, and invariably follows close in its wake. The Bulletin keeps an editor at Washington most of the time, and his business is to watch the weathercock on the Capitol, and telegraph the state of the wind to San Francisco. Just now both these papers are backing and filling, and for want of sailing orders from the East, scarcely know what course to steer. The consequence is that they are placed in the anomalous position of belonging to no party, at a time when the national mind is more excited upon vital questions than it has been for years; and naturally enough these journals which HAVE hoisted their colors are beginning to blaze away from all sides upon the hesitating flagships. Speaking of "flags" reminds me of the paper so named, the editor of which, McCarthy, has got himself into what our American cousins call "a tight place," through charging the State Legislature with bribery when he was not in a position to prove the truth of his allegations. He is now in prison at Sacramento and favors his readers daily with a "Howl from the Dungeon," compared to which the plaints of your contemporary at New Westminster, under similar circumstances, were but as the wailings of an infant to the bellowing of a sick whale. Mr. McCarthy played a bold stroke for popularity, but it was more bold than prudent. He is now enduring the martyrdom of St. Laurence—and certainly no martyr was ever better *roasted*. Of papers which do *not* call themselves independent, the Examiner, a Democrat paper, is perhaps the best conducted of any, and there can be no doubt that the Democratic party is rapidly gaining strength in California. Opinions are freely uttered now which twelve months ago would have brought on an attack of "hempen bronchitis," and there is a growing desire to repress the "irrepressible nigger." There are periodicals published in this city of San Francisco which would have been a disgrace to Holywell street in its worst times. Papers which flaunt before the eyes of the public the most disgusting representations of a taste vitiated beyond all hope of recovery. Papers which, without one spark of wit to atone for their revolting ribaldry, appeal to all that is earthly, sensual and devilish in human nature—appeal openly, undisguisedly and plainly—and yet sell.

CAUSTIC.

BILLS PASSED DURING THE LATE SESSION.

The following is the list of the measures passed during the session of the Legislature of British Columbia just closed:

Confirmatory Ordinance,
Trustee's Relief do,
Union Telegraph Extension do,
Trades Licenses do,
Joint Stock Co.'s do,
Ferry Regulation do,
Intestate Estates do,
Supply Bill do,
Williams Creek Bed-rock Flume do,
Pilotage do,
Sinking Fund do,
County Courts Amendment do,
Gold Tax Repeal do,
Supplemental Supply do,
Currency Adjustment do,
Pre-emption Amendment do,
County Courts Jurisdiction do.

THE FOLLOWING MEASURES WERE THROWN OUT.

Homestead Bill,
Cattle Import Bill.

THE LAKES—NECESSITY FOR A TRAIL.—In the winter season the waters of the two Shuswap lakes are very low and a good trail exists along the shores of each sheet of water to a point or rocky bluff some twenty miles this side of the head of the largest lake. This bluff, from the obstacles which it interposes to travel, is called Cape Horn. There is also two large creeks which run into Shuswap Lake, and in the spring and summer are unfordable. In the summer season the waters of the lakes flood the surrounding country for miles, and for several months travel on the low lands is impossible. It is proposed by the packers and drovers who have stock in the Kamloops country that the government of the colony shall cut a trail along the table-land and bridge the two creeks, in order to insure the supply of the Big Bend miners with beef and goods at as early a day as possible. It is conceded that the steamboat Marten will not be ready to run until the end of May, and a good trail might be cut in one week and at an expense of a few thousand dollars. Mr. Jerome Harper, who has one thousand head of cattle in the country, has subscribed $500 to effect the purpose, and other firms will give proportionate sums. It is therefore hoped that no time will be lost in commencing the work, as a scarcity of provisions at the mines at this time would result most disastrously to the interests of the two colonies.—[Victoria Chronicle.

The Legislative Council of this colony was prorogued on Friday last.

Messrs. Culler & Parsons

Have now ready at

SAVANA'S FERRY,

A BOAT OF

TWENTY TONS BURDEN,

And are prepared to

CONVEY FREIGHT OR PASSENGERS

To the head of

SHUSWAP LAKE.

Storage and a person to take charge at Savana's.
For freight or passage apply to

BUIE BROTHERS, Lytton.
Or the Proprietors.
Savana's Ferry, Feb. 23d, 1866. 1

THE BANK OF

BRITISH COLUMBIA.

Incorporated by Royal Charter.

Capital, ... $1,250,000

IN 12,500 SHARES, OF $100 EACH,
With Power to Increase.

BRANCHES AND AGENTS:

IN VANCOUVER ISLAND,

VICTORIA—Bank of British Columbia.
NANAIMO—Bank of British Columbia.

IN BRITISH COLUMBIA.

NEW WESTMINSTER—Bank of British Columbia.
YALE—Bank of British Columbia.
MOUTH QUESNEL—Bank of British Columbia.
CARIBOO—Bank of British Columbia.

IN THE UNITED STATES,

SAN FRANCISCO—Bank of British Columbia.
PORTLAND, OREGON—Bank of British Columbia.

IN CANADA,

BANK OF MONTREAL,
BRANCHES & AGENCIES:

Montreal, Toronto, Quebec, Hamilton, London, Kingston, Cobourg, Belleville, Brantford, Brockville, Whitby, Peterboro, Ottawa, Guelph, Goderich, Stratford, Picton, Perth, Simcoe, St. Catherines.

IN ENGLAND,

LONDON—Bank of British Columbia—80 Lombard St.

CURRENT ACCOUNTS opened for any amount not less than One Hundred Dollars.

Bills Discounted and Collected; and Bills of Exchange on Great Britain, San Francisco, and New York purchased.

Drafts issued on all the Branches and Agencies.

Government and other Securities received for safe custody; Interests and Dividends collected.

Gold Dust and Bars Purchased,

Received on Deposit, or Advances made upon them.

ASSAY OFFICE.

Gold Dust Melted and Assayed, and returns made within 24 hours.

Ores of every description carefully Assayed. 1
Yale, April, 1866.

THE BANK OF

BRITISH NORTH AMERICA.

ESTABLISHED IN 1856. INCORPORATED BY ROYAL CHARTER.

Paid up Capital, - - - - $5,000,000
Undivided Net Profits, - - - - 600,000

HEAD OFFICE: 7, ST. HELEN'S PLACE, LONDON.

ESTABLISHMENTS:

SAN FRANCISCO—F. H. Grain & W. S. Sutherland, Agents.
NEW YORK—Walter Watson & James Smith, Agents.
Montreal, Quebec, Toronto, Hamilton, Kingston, London, C.W., Brantford, Halifax, N.S, St. Johns, N. B., Victoria, V. I. Cariboo, B.C.

AGENTS:

SCOTLAND—National Bank of Scotland.
IRELAND—Provincial Bank of Ireland.
FRANCE—Marcuard, Andre & Cio, Paris.
AUSTRALIA—Union Bank of Australia.
INDIA, CHINA & JAPAN—Chartered Mercantile Bank of India, London & China.

DRAFTS ISSUED on London, New York, San Francisco, Canada, New Brunswick, Nova Scotia, and on all the Branches of the National Bank of Scotland and Provincial Bank of Ireland.

Bills of Exchange and Gold Purchased.

Interest on Special Deposits of Money allowed at the rate of a quarter of one per cent. per month.

☞ The Bank receives Gold Dust and Bars for safe keeping without charge; undertakes the purchase and sale of Stock; the Collection of Bills and other money business in the United States and British Provinces.

ASSAY OFFICE.

Gold Dust Melted and Assayed, and returns made within 24 hours in Coin or Bars.

Ores of every description carefully Assayed.

N. B.—Any instructions as to the disposal of the proceeds of Gold Dust forwarded to the office in Victoria for Assay will be carefully attended to.

J. G. SHEPHERD, Manager.
Victoria, V. I. 1

BIG BEND GOLD MINES,

BRITISH COLUMBIA.

THE Safest, the Shortest, and the Cheapest route to these extraordinary Placer Mines is by way of

VICTORIA, VANCOUVER ISLAND.

Passengers going this way have not to cross the dangerous Columbia River Bar, and the distance is over ONE THIRD (or 279 miles) SHORTER by way of Victoria, than by way of Portland.

The Governments of Vancouver Island and British Columbia have subsidized the following powerful steamers to carry miners from San Francisco to Victoria and New Westminster direct:

The H. B. Co.'s steamer Labouchere, Capt. Mouat;
The C. S. N. Co.'s steamer Active, Capt. Thorn.

These, or other first-class steamers, will run on this route regularly, and will connect at Victoria with swift River steamers carrying passengers to Yale, a distance of 175 miles. From Yale to Savana Ferry, a distance of 133 miles, there is a splendid Government Wagon Road and Comfortable Wayside Houses every few miles; over this road travelers can easily walk, or they can ride in Barnard's Fast Four-Horse Stages. From Savana Ferry, the Hudson Bay Co.'s new and swift STEAMER MARTEN will run to Ogden City, upper end of Shuswap Lake, a distance of 111 miles. From Ogden City to the Columbia River, a distance of 34 miles, there is an excellent Government Pack Trail.

MINERS GOING TO THE RICH MINES OF

Bridge River or Cariboo!!

Can do so by the Government Wagon Road from Yale, over which it is easy to walk, or travelers can ride in Fast Stages.

The steamers running from San Francisco for the conveyance of passengers, by the way of Victoria and the Fraser River, being under contract to the British Colonial Governments, the Rates of Fare charged are very low, and passengers are expediciously, comfortably and cheaply conveyed from Victoria to the mines.

Miners going from San Francisco to the British Columbia Gold Mines will derive another great advantage by visiting the

FREE PORT OF VICTORIA.

In Victoria, Miners can supply themselves with every article they require, free of duty, and 25 to 50 per cent. cheaper than they can buy similar goods in California or Oregon.

Distance from Victoria, Vancouver Island, to Big Bend Mines..... 473 Miles.
Distance from Astoria, via Portland to Big Bend Mines..... 752 Miles.

TABULAR STATEMENT OF DISTANCES, COMPILED FROM OFFICIAL AUTHORITIES.

FROM VICTORIA, VANCOUVER ISLAND.

To New Westminster, by steamer	80	Miles.
Thence to Yale, by steamer	95	"
Thence to Savana's Ferry, by stage	133	"
Thence to Head of Shuswap Lake, by stm'r	111	"
Thence to Columbia River, at a point 30 miles above the supposed head of navigation, by Government trail	34	"
Thence to Gold Creek, by boat	30	"
	473	Miles.

FROM ASTORIA, VIA PORTLAND.

To Portland	96	Miles.
Thence to the Dalles	110	"
Thence to Walla Walla	100	"
Thence to Colville	210	"
Thence to a point where the trail from Shuswap Lake strikes the Columbia River	216	"
Thence to Gold Creek	20	"
	752	Miles.

Showing that the distance to the Big Bend Mines is 279 Miles less by way of Victoria than by way of Portland.

The following statistics, respecting the probable TIME and EXPENSE of TRAVELING from

VICTORIA TO BIG BEND

Have been compiled by Mr. F. J. Barnard, the well-known British Columbia Express Agent and Stage Proprietor:

CLASS 1—BY STAGE OVER THE WAGON ROAD, AND INCLUDING MEALS AND BED THROUGH.

	Distance.	Time.	Rate.	Meals, etc
Victoria to Yale	175	24 hrs	$4	$6 00
Yale to Kamloops Lake	133	24 hrs	40	5 00
Over the Lakes	120	15 hrs	10	4 00
Head of Lake to Columbia River	35	18 hrs	—	9 00

Total number of hours traveling, 81.
Total cost, $78.

CLASS 2—ON FOOT FROM YALE TO KAMLOOPS, TAKING MEALS AND BEDS AT WAYSIDE HOUSES.

	Distance.	Time.	Rate.	Meals, etc
Vicioria to Yale	175	24 hrs	$4	$6 00
Yale to Kamloops Lake	133	5 dys	—	20 00
Over Lake	129	1 day	10	4 00
Head of Lake to Columbia River	35	2 dys	—	9 00

Total time, 9 days.
Total cost, $53.

CLASS 3—MEN FURNISHING OWN FOOD ON STEAMERS, TRAVELING ON FOOT FROM YALE TO LAKE KAMLOOPS AND BUYING THEIR OWN PROVISIONS ON THE WAY, OR PACKING IT WITH THEM.

	Distance.	Time.	Rate.	Meals, etc
Victoria to Yale	175	24 hrs	$4	$1 00
Yale to Kamloops Lake	133	5 dys	—	5 00
Over Lake	120	1 day	10	1 50
Head of Lake to Columbia River	35	2 dys	—	5 00

Total time, 9 days.
Total cost, $26 50.

Published by authority of the
VICTORIA, V. I., CHAMBER OF COMMERCE.
Victoria, Vancouver Island, 1866. 1