

Tuesday, March 20, 1866.

A GUARDIAN OF PUBLIC INTERESTS.

"If the weakness of the head" says a philosophical writer, "were an admissible excuse for the malevolence of the heart, the one half of mankind would be occupied in aggression and the other half in forgiveness; but the interests of society pre-emptorily demand that things should not be so; for a fool is often as dangerous to deal with as a knave, and always more incorrigible." Any of our readers who have been in the habit of glancing occasionally at the columns of our morning contemporary will readily understand the application of the above. They will understand how the incorrigible fool may in some instances be a dangerous one—how a mind with just sufficient balance to save it from idiocy, allied to a heart with a malevolence that is only limited by the ability to execute, may in some cases prove inimical to public interests. We have seen the silly but mischievous boy throw a railway train off the track and risk the lives of the passengers, and we are quite prepared to see an equally mischievous nunny, at the head of a shiftless concern like the Victoria Chronicle, do an injury to the people of Vancouver Island that would seem to be altogether out of proportion to the feeble powers of both the individual and the institution. Impotent, however, for either good or evil as the paper and its wretched contributors are in this colony, they may prove themselves capable of damaging the character of the Island abroad, where their infirmities—moral as well as intellectual—may be unknown.

In every civilized community it is the duty of the press to sustain rather than injure the reputation of the country. If a newspaper disagrees with the public policy it has its legitimate sphere to bring about if it can, a change in that policy; but, under no circumstances, can it be justified in attempting to blacken the character of the country for the purpose of injuring it abroad. If through an unprincipled and ridiculous career it has rendered itself an object of general contempt; if it has ceased to have the slightest influence in the place in which it is published—that is no reason why it should libel the people, as well as the resources of the country, for the purpose of damaging, in the eyes of those who are too far distant to know its unworthiness, the general interests of the community. Our morning contemporary, however, thinks otherwise. It has raised its puny but malignant hand against every interest in the country, become the mouthpiece of every disgraceful piece of chicanery and corruption in the place, insulted the respectability of the inhabitants by filthiness and obscenity, and, because it has brought itself into well-merited and general contempt, turns round like the sentenced criminal, on the society he has outraged, and endeavors to vent its spleen by foul-mouthed slander and abuse. Its most recent and enlightened antic is the attempt to prove to the British capitalist that Vancouver Island is an unsafe country for investment—that if he loaned the Government of the colony any money for the construction of roads, he would be robbed by the people and swindled by their representatives. In its mature intellect it tells its readers that public works are not wanted; that capital is not required; that it is not desirable to afford employment to the laborer or the artisan; and that, therefore, the wisest and honestest course to pursue, when a proposition is made to borrow money in England, for the purpose of making improvements and giving employment, is to deny the country and assert that its representatives are scoundrels. All this is in keeping with its conduct from first to last. It opposes cutting down the expenses of the Government, thinking in its miserable spirit that, since it cannot command anything but the undisguised contempt of the public, it may probably sneak into executive favor. A few official crumbs to the cur and a few official pats on its subject head are in its opinion ample rewards for a scarcely less than Iscariot treachery. Unfortunate in its attempts to induce the Assembly to vote large and useless salaries and crush the people still lower under the burdens of taxation,—unfortunate in its efforts to prejudice the public mind against the right asserted by the Assembly to control the expenditure of the public money,—unfortunate, in fact, in every one of its silly schemes to thwart the public will and damage public interests,—it makes the last and final effort of a craven spirit, and rushes from the legitimate sphere of public opinion to an official Council to decide against the economizing measures of the Assembly. It asks the Upper House to prevent the representatives of the people reducing taxation, at a time when the public are striving to tide over a most trying period of reverse. Not in the whole annals of obsequious and time-serving journalism could a parallel be found to such contemptible baseness. To appeal to a number of officials whose salaries or whose "contingencies" have been reduced—to ask these men not to allow the representatives of the people to make such reductions—to imply in a word that the people of Vancouver

Island should be governed by their own public servants—that these servants should fix their own salaries, force as much taxation out of the people as the official mind determines on, and expend the public money as the official whim or caprice dictates—is about the lowest depths to which anything in the shape of a public newspaper could descend. It is a virtual abrogation of everything that is honest, that is manly, that is right, and deserves, as it receives, the undisguised loathing and contempt of the entire community.

HOUSE OF ASSEMBLY.

FRIDAY, March 16, 1866.
The Speaker took his seat at 1:15 p.m. Present—Messrs. DeCosmos, Trimble, Dickson, McClure, Carawell, Duncan.
WAYS AND MEANS.
House in Committee, Dr. Trimble in the chair.
On the bill for a Loan of \$100,000 coming up.
Dr. Helmcken enquired how it was proposed to raise the money, if the £50,000 English loan could not be obtained.
Mr. DeCosmos said the query came well from the hon. gentleman who had himself voted in favor of the loan. The House had decided in Committee of Ways and Means that the money should be so raised, and he considered the credit of the colony quite good enough to effect the object.
Dr. Helmcken said when he voted for the loan he had no idea that the real estate tax was to be repealed.
Mr. Duncan thought some other provision should be made regarding the rate of interest payable.
The enacting clause passed, Dr. Helmcken contra.
Dr. Helmcken here left, and Drs. Powell and Ash and Mr. Cochrane entered.
Mr. Duncan moved that the rate of interest payable on the debentures be reduced from 12 to 7 per cent. The motion was lost.
The remaining clauses passed with some amendments.
Schedule A—For residence of His Excellency the Governor not exceeding a sum of \$50,000, passed. School House at Nanaimo, \$1500, passed. Making Road from Cook's to Metehosin, \$300 passed. Comox Road through settlement and bridge at Green's Landing, \$1500, passed. Bridge across Nanaimo Ravine, \$1000, passed. Wagon Road 12 feet wide between Goldstream and Sayward's sawmill, Shawigan, thence to Nanaimo, \$25,000.
Dr. Helmcken said he would like to know from the hon. gentleman where he got his data about the road? Or was it intended that the House should vote the money first and find out whether it would be practicable to make it afterwards?
Dr. Ash opposed the making of the road; he considered that a trail from Shawigan to Nanaimo would be all that the exigencies of the country would require.
Mr. DeCosmos said in reply to the hon. members representing the important District of Metehosin, and especially the senior member, he had only to say that that gentleman—who was always correct, always free from misapprehension—had in fact shown there was something the matter with his visual organs. When he (Mr. DeCosmos) had first introduced the scheme into the House, he laid a map of the road before the hon. Speaker and the rest of the members, and gave the data of the Acting Surveyor General. With regard to the observations of the junior member for Metehosin he would rather take his opinion on physics and the diagnosis of a disease than on the roads.
Dr. Helmcken said the hon. gentleman was very facetious, very good natured, and that was a sign that his digestion was good (laughter) and that little mischief would be done that day; for was it not a historical fact that many of the wicked acts of kings and potentates were due to the condition of these great people's digestion (laughter). He did not, however, know what the hon. gentleman meant by diagnosis (laughter).
Mr. DeCosmos—I never used the word.
Dr. Helmcken—Well, he [Dr. H.] thought he had. He was glad, however, that the hon. gentleman's bile was in better order, for if anything was more destructive than another in the legislation of the country it was a disturbed condition of the general health (laughter).
Mr. DeCosmos—Then the hon. gentleman and his party must have suffered much from this derangement in the early administration of the colony; he produced so much evil—that made the people so discontented that the Governor was obliged to be removed.
Dr. Helmcken denied that the colony was misgoverned prior to the last few years. It went on, in fact, swimmingly. Everybody made money, and everybody was contented, and if the voice of the people was demanded now it would loudly call for the restoration of Sir James Douglas. [No, no, from Mr. DeCosmos]. He [Dr. H.] said yes. It was during the last few years that the mischief to the country was done and that mischief was principally due to the legislation that had been introduced destroying the free port [Hear, hear, and derisive laughter]. To come back to the road, however, it would pass through in some places an impracticable country, and would cost more than \$25,000 for levelling, draining, and what do you call the other thing?
Mr. Duncan—Cribbing.
Dr. Helmcken—Ay, that's the word, cribbing (laughter). Some roads could not be made because of the cribbing, but this road would be constructed by cribbing (laughter).
Mr. DeCosmos rose and said that instead of the present depressed condition of the country being attributable in any way as the hon. Speaker had intimated to the present Governor, the administration of Sir James Douglas had occasioned it, and it was most unfair to make the present Governor responsible for it. Had a wise system of Government been adopted in the earlier days and the industries and settlement of the Island encouraged, the country would not now be in so depressed a condition (hear, hear).
Dr. Helmcken denied that he had made any such assertion in regard to making the Governor responsible for the present state of the country. It was not he but the legislation of the country that had caused it by interfering with free trade and introducing miserable measures to impose a tariff before

union took place [hear, hear, from Dr. Powell and Ash; and No, no, from the other members].

Mr. McClure said he hoped that the House would confine itself to the question before it, and not utter such irrelevant absurdities as the latter speaker must be aware he was uttering. What was really the cause of the present state of affairs was the diminution in the returns from the gold mines; the depressing effect of which, however, was greatly aggravated by the mismanagement of the colony prior to the last few years. It was the hon. Speaker and his party who allowed the country to fall into the hands of unscrupulous speculators who, when immigration did come to the country, drove it away. [Hear, hear].

The item passed; Messrs. Helmcken, Ash, Duncan and Powell voted against, and Messrs. DeCosmos, Dickson, McClure, Cochrane and Carawell for it.
Completion of Road to Sooke Steam Saw Mill via the head of the harbor, including a bridge across Sooke river, \$3000.
Dr. Ash opposed the item. The bridge was an extravagant waste of money. About one person a day travelled across the river, and there was always a canoe with an Indian woman at her. As for the road on the other side of them, it would lead right into the sea. There was no country beyond.

Mr. Carawell thought as this was a matter connected with his district he ought to say something (laughter). The hon. member for Metehosin evidently did not know much about the road in question. He (Mr. Carawell) had travelled that road, and one day almost got killed (laughter). If the road led to the hon. gentleman's property it would, no doubt, have the hon. gentleman's support (laughter). As for its leading into the sea, that would just depend on whether the traveller wanted to go into the sea (laughter). If he didn't, he could go all round the Island if the road were long enough (laughter).

The item passed.
The following items, with schedules B and C, were passed:
Making Roads in Salt Spring Island, \$500
Saanich Road, in Lake District, 2500
Saanich Road, from McDonald's to Peter Lind's, 3000
Improvement of Metehosin Road, 3000
Burnside Road, 3000
Construction of Road from Cedar District to Nanaimo, 1500
Total, \$95,800

A motion of Mr. DeCosmos, seconded by Mr. McClure, to suspend the rules that the bills might be finally passed, was negatived, and the House adjourned till Monday, at one p.m.

COMMERCIAL PASSENGERS.
Per star ELIZA ANDERSON—R. H. Haynes, Leggett, W. H. Taylor, Mrs. Suffren, Pardessen and wife, Platt and wife, Carlton, Mrs. Bertram and child, S. B. Hind and wife, M. Grot, Newell, Steadwell, Draper and son, Fulton and Miller, W. G. Frazier, Buchanan, Gentile, H. Gillieson, Willey, J. Berry, S. S. Gilley, A. Herrell, Jo Wal, J. C. Clark, Drum, Spoor, five Dutch girls, Tyne, Plinney, J. Kennedy, Warne, three Klootchmen.

IMPORTS.
Per schr CROSBY, from Portland—423 bx apples, 38 kegs butter, 72 kegs lard, 134 gunnies bacon, 16 sks hams, 1890 sacks & 493 sks flour, 3 pkgs mdse, 9 bx eggs, 4 bbls beef, 1 pece casting. Value, \$9,883.
Per steamer ELIZA ANDERSON, from Puget Sound—6 bbls trees, 12 hd cattle, 75 sheep, 1 calf, 52 sks and 70 bxs onions, 10 sks scon.—Value, \$1,375.
Per schr FLYING MIST fm Port Angeles—22 tons of hay, 5 tons carrots—consigned to P. McQuade.

CONSIGNEES.
Per schr CROSBY, from Portland—Muirhead, Sporborg & Rueff, F. W. James, L. L. Hottel, Lowe Bros, Leneuve, Promis, Lohse, Miller, Myers, F. Ketchum.
Per steamer ELIZA ANDERSON, from Puget Sound—Geo. Clark, F. Reynolds, Order, Carson & Co, R. Brodick, R. Waitt, Fell & Co.

MARINE INTELLIGENCE.
ENTERED.
Mar 12—Str Alexander, Lemashefsky, Nanaimo
Str Enterprise, Swanson, New Westminster
Sch A Crosby, Ketchum, Astoria
Mar 13—Sch Industry, Ramsey, Nanaimo
Str Eliza Anderson, Finch, Port Angeles
Sch Alarm, Hollins, Nanaimo
Mar 15—Slip Mayflower, Maxwell, Salt Spring Island
Slip Emily Harris, Frain, Nanaimo
Slip Lady Franklin, Pritchard, San Juan
Sch Thorndike, Thornton, San Juan
Mar 15—Str Enterprise, Swanson, New Westminster
Sch Liscoverey, Rudlin, Burrard's Inlet
Mar 16—Black Diamond, McCulloch, Nanaimo
Mar 17—Str Alexander, Lemashefsky, Nanaimo
Str Enterprise, Swanson, New Westminster
Sch A Crosby, Ketchum, Astoria

CLEARED.
Mar 12—Str Enterprise, Swanson, New Westminster
Feb. 13—Str Eliza Anderson, Finch, Port Angeles
Slip Naylor, Drake, Saanich
Slip Alarm, Hollins, Nanaimo
Sch Alert, Francis, North West coast of Vancouver Island
Mar 14—Slip Mayflower, Maxwell, Salt Spring Island
Slip Emily Harris, Frain, Nanaimo
Slip Letitia, Adams, Port Angeles
Sch Thorndike, Thornton, San Juan
Mar 15—Sch Industry, Ramsey, Saanich
Slip Native, Stephens, Fort Simpson
Str Enterprise, Swanson, New Westminster
Sch Annie, Elvin, San Juan
Mar 16—Sch Eliza, Middleton, Saanich
Mar 17—Sch Flying Mist, Thompson, Port Angeles
Sch Alexander, Lemashefsky, Sitka

MARRIED.
At the residence of the Bride's mother, in Polk County, March 1st, by Mr. Isaac Sinats, J. P. A. Nolmer, of the "Democratic Review," to Miss Martha N. Williams, of Polk County.
At Yale, B. C., on the 9th instant, by the Rev. E. Robson, Mr. Charles Evans to Mrs. Jane Wells, both of Yale, and formerly of Canada West.

DIED.
In this city, March 11th, of croup, Joseph George, second son of Mrs. Bernhard, aged two years four months and five days.
At the Royal Naval Hospital, Esquimalt, on the 16th instant, Benjamin Davis, seaman of H.M.S. Chio, a native of Exeter, England, aged about 23 years.

BIG BEND GOLD MINES, British Columbia

The Safest, the Shortest and the Cheapest Route to these rich Pacific 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 subsidised the following powerful steamers to carry miners from San Francisco to Victoria and New Westminster direct:—

The Hudson Bay Co.'s Stmr. Labour here, Capt. Mount.

The Cal. S. N. Co.'s Stmr. 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 way-side Houses every few miles; or this road travellers 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 Ogdan City, upper end of Shuswap Lake, a distance of 111 miles. From Ogdan 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

CARIBOO

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

The Steamers running from San Francisco for the conveyance of passengers, by 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 expeditiously, 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, 473 Miles
Distance from Astoria via Portland to Big Bend, 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, 96
Thence to Savana's Ferry, by stages, 133
Thence to head of Shuswap Lake, by steamer, 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 boats, 20

From Astoria, via Portland.

To Portland, 96 Miles
Thence to the Dalles, 110
Thence to Walla Walla, 120
Thence to Colville, 210
Thence to a point where the Trail from Shuswap Lake strikes the Columbia River, 216
Thence to Gold Creek, 20

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 Travelling from VICTORIA TO BIG BEND, have been compiled by Mr. F. J. Barnard, the well known British Columbian Express Agent and Stage Proprietor:

CLASS 1—By Stage over the Wagon Road, and including Meals and Beds through.
Dist. Time. Rates. Meals
Victoria to Yale, 175, 24 hrs., \$4, 86
Yale to Kamloops, 133, 5 days, 20
Lake, 133, 5 days, 20
Over the Lakes, 120, 1 day, 10, 4
Head of Lake to Columbia River, 35, 2 days, 9
Total number of hours travelling, 81.
Total cost, \$78.

CLASS 2—On Foot from Yale to Lake Kamloops, taking Meals and Beds at Wayside Houses.
Dist. Time. Rate. Meals
Victoria to Yale, 175, 24 hrs., \$4, 86
Yale to Kamloops, 133, 5 days, 20
Over Lake, 120, 1 day, 10, 4
Head of Lake to Columbia River, 35, 2 days, 9
Total time, 9 days
Total cost, \$63.

CLASS 3—Men furnishing own Food on Steamers Travelling on Foot from Yale to Lake Kamloops, and buying their own Provisions on the way or packing it with them.
Victoria to Yale, 175, 24 hrs., \$4, 86
Yale to Kamloops, 133, 5 days, 20
Over Lake, 120, 1 day, 10, 4
Head of Lake to Columbia River, 35, 2 days, 9
Total time, 9 days
Total cost, \$63.

Published by authority of the Victoria Chamber of Commerce.

FRESH Garden & Field Seeds GUARANTEED.

JAY & CO.'S CAREFULLY SELECTED stock of the above from the best EUROPEAN and AMERICAN markets, is now ready, and they solicit the early orders of their friends in British Columbia, feeling assured that every article sent out by them will give entire satisfaction. Particular attention is called to their large stock of

Mangold, Grass, Clover and Onion Seeds, which are of very superior quality. Fruit Trees and Bushes, Evergreen and Deciduous Shrubs, Greenhouse and Garden Plants, and Standard and Dwarf Roses of every variety. Catalogues on application. ml2 3mW

Sporborg & Rueff, COMMISSION MERCHANTS, Importers and Wholesale Dealers

Groceries, Provisions, Boots and Shoes.

SAUCE—LEA AND PERRIN'S Worcestershire Sauce.

PREPARED BY JOHN BROWN & CO. TO BE HAD OF EVERY VARIETY OF DISH.

EXTRACT OF A LETTER from a MEDICAL GENTLEMAN at Madras, to his Brother at WORCESTER, May, 1854: "Tell LEA & PERRIN that their SAUCE is highly esteemed in India, and is, in my opinion, the most palatable, as well as the most wholesome Sauce that is made."

Caution. Lea & Perrin's WORCESTERSHIRE SAUCE

L. & P. having discovered that several of the Foreign Markets have been supplied with SPURIOUS SAUCES, the labels closely resemble those of the genuine Sauce, and in one or more instances the name of L. & P. is used.

L. & P. will proceed against any one who manufactures or vend such imitations and have invited their correspondents in the various parts of the world to advise them of any infringement of their rights.

Ask for Lea and Perrin's Sauce. Sole Wholesale and Export by the Proprietors, Worcester; Messrs. Crose and Blackwell, Messrs. Barclay and Sons, London; etc., etc.; and by Grocers and Oilmen universally.

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

Messrs. Culler & Parsons

SAVANA'S FERRY, A BOAT OF 20 TONS BURDEN,

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 BUE BROTHERS, Lytton.

On the Proprietors, Savana's Ferry, February 23d, 1866.