

The Weekly British Colonist,
AND CHRONICLE.

Saturday, August 7, 1869

The North Pacific Railway.

Everything betokens a thorough earnestness on the part of the promoters of the North Pacific Railway. Edwin T. Johnson, Chief Engineer, has made a long report to the Board of Directors of that Company. The report has been printed; and a few of its salient points may not prove altogether uninteresting to our readers. It embodies the results of General Tilton's observations and surveys, made in the Cascade Range two years ago, as well as those made by General Spaulding of the Eastern Division in the same year. And here let us remark upon the happy use to which the United States General, or some of them at least are being devoted. How much better for mankind, how much more creditable to themselves, that their talents should be devoted to the exploration of the great heritage entrusted to their care, and the planning and execution of those great achievements of engineering skill and energy so eminently calculated to conduce to the wellbeing of millions of the human race, and which are destined to place their country on the highest pinnacle of national greatness—how much better, we say, that they should be thus employed than in seeking to extend the borders and enrich the coffers of their country by carnage and spoliation. If they have not turned their swords into ploughshares they have at least turned them into the engineer's compass which may be no less beneficial to humanity. Returning to the thread of our subject and accompanying General Tilton to the great mountain system, we find Snoqualmie Pass to be 4,625 feet above tide water; Cowlitz Pass 4,210 feet, and Cady's Pass 5,117 feet. The General sums up thus:—"I consider these surveys have clearly shown that the Cascade Range of mountains can be crossed at a maximum grade of, say, 70 feet per mile on the western slope." "In Washington Territory," says the report, "the interests of the Company will be best promoted by an early location of the branch line along the Columbia. This will secure that valley from the grasp of a rival and powerful company whose efforts to possess it will not cease so long as it remains unoccupied." In regard to the eastern terminus, it is found that the only eligible points at the head of Lake Superior are at or near the mouth of the St. Louis river on Superior Bay. Twelve years observation gives seven months as the mean length of time each season when the harbors of Superior is free from ice, thus pointing to the necessity for a continuous line to the Atlantic sea-board. The value of the land grant Mr. Johnson estimates at \$17,000,000, which will, however, be greatly increased by the completion of the road. To the report a table of distances is appended which possesses much interest. From this table it appears that the distance from New York to Puget Sound by the Northern Pacific line is 3,040 miles, while the distance from New York to San Francisco by the Union Pacific line is 3,412 miles. From New York to Shanghai via Chicago and San Francisco, the distance is 10,423 miles, while the distance between the same points via Chicago and the North Pacific line is but 8,856. Distances to Japan and Northern China are relatively less by the Northern Pacific line. Who can possibly doubt that the difference between 10,423 miles and 8,856 miles imports the ultimate triumph of a more northerly line of railway? The difference is nearly one-fifth. When commercial locomotion shall have been reduced to the finest point of mileage that one-fifth must unquestionably decide the issue. But distance is not the only element of difference in favour of the northerly route. The line will traverse a country much better adapted for settlement, and the coal supply will be close at hand. In view of all these facts it is impossible to believe that the traffic of the nations will prefer the more southerly and circuitous route. But what is there in all this, the reader may ask, that concerns us? Much, very much. The Northern railway will touch the waters of the Pacific within three or four hours steam of our own door. Is it nothing to us that the world's highway shall pass under our very nose? Is it nothing to us that within a stone's throw shall spring up a centre of population and of commerce greater far than San Francisco, or even New York? It is this much to us: Victoria will take advantage of her natural position and magnificent harbours, and share in the glory—be carried onward in the wave of prosperity; or she will be absorbed like the drop before the wave. She will either throw wide open her portals and draw all nations to her, or she will be sucked into

the great whirlpool, and lose her entity. But what of our own railway? If the Northern Pacific possesses such tangible advantages over the Union Pacific, what of our own, which, in distance, in gradients, in fertility of soil, in salubrity of climate, in quality, quantity and facility of coal supply, possesses enormous advantages over all competitors? What of it? Is John Bull asleep? Has Britannia ceased to be mistress of the seas? Are Englishmen no longer to be the world's carriers? These are questions which urgently demand a practical answer.

The Hudson Bay Company.

The statement of the Company up to 31st May last exhibits upon the whole a satisfactory result. The profits for the year amounted to £71,583, as compared with £54,874 in 1866-7, and £89,464 in 1865-6. The directors look forward hopefully to the annexation of British Columbia to the Dominion of Canada and the opening of a railway as the introduction of a period of much greater prosperity. The result of the arbitration on the company's claims in Oregon had not been announced. It only remained, however, for the commissioners to make their award. The report referred to the premises in Fen-church-street, which were entered in the accounts as of the value of £18,872, stating that it was notorious that if sold they would produce a much larger sum, and that a claim was advanced on the part of the company's officers abroad that the premises in Fen-church-street should be reckoned at their true value, and that the fur trade should be credited with the amount of the advance in their value. Vice-Chancellor Giffard confirmed this claim, and directed that the premises should be considered as annually augmented in value from the first of June, 1860, until reaching a maximum value of £55,000 in June, 1865, and to be continued at that amount in the years 1866 and 1867. The final issue of the adjustments of the accounts between the company and its officers was a credit of £11,618 to accounts of the officers interested or their representatives, in respect of two-fifths of the resulting gain, and of £17,425 to the company as their share of the declared increased value, together with interest on the re-estimated capital advanced for carrying on the fur trade. The premises being as yet unsold a separate account, "gain on premises in Fen-church-street," would be kept of this transaction until such time as the property could be sold. With regard to the 2500 annuities held by the company they had been reckoned among the assets at the market price of the day on which the accounts were made up—namely, £12 10s. per share, instead of at par, as was previously done. Looking to the position and prospects of the company, the committee recommended a dividend of 8s. per share, which, added to the interim dividend of 6s. per share paid in January last, would make 14s. per share for the year, as against 12s. in 1867-8, leaving a balance of £80,739, as against £29,206 left in July, 1868. The balance sheet showed that £937,288 was invested in the fur trade and the balance of capital as at the 1st of June 1868, £1,073,193. The capital of the company was £2,000,000.

Thursday August 6
City Council.

The Council met on Tuesday night, His Worship the Mayor in the Chair. Mr. Bunker, the new Councilor for James Bay Ward, was introduced by Councillor McKay and took his seat. Action was taken with regard to certain nuisances on Johnson and Yates streets. A communication from the Colonial Secretary was read, stating that the Executive had adopted the school boundaries proposed by His Worship the Mayor, and had agreed to place \$1500 at the disposal of the Council for the payment of three teachers. Several accounts were submitted and referred to the Finance Committee. His Worship drew the attention of the Council to the state of the bridge near the White Horse, and to the fact of the firemen having frequently to do duty outside the city limits. The Council went into Committee of the Whole upon the draft of an address for presentation to His Excellency Governor Musgrave upon his arrival. The address having been disposed of the Council adjourned till Tuesday next.

BRIEF MENTION.—A telegram from Toronto, dated July 26th, says: Instructions are received from Ottawa to have gunboats on the stocks ready for immediate service. Rumors of a Fenian move are supposed to be the cause of the order. It is scarcely conceivable that, with the disastrous results of the first raid fresh in their memory, and with the words of Attorney-General Hoar still ringing in their ears, another raid is really contemplated.... The ejection of Granville Murray from his club would appear to indicate that his "affair of honor" was not an honorable affair. It will be recollected that on the 8th of last month, Lord Carrington was up before the London Police Court, charged with assault and provoking a fight with Murray to fight a duel. His Lordship was finally found guilty of assault on Murray, and was placed under bonds to keep the peace for ten months.

Mainland Items from a Correspondent.

SODA CREEK, July 27.

Good paying prospects have been found in the White Pine and the Felix, and on Saturday last a prospect of 5½ ounces to 14 buckets of dirt was struck in the McDowell. These three claims lie at the confluence of Conklin Gulch with French Creek, and positively determine a well defined, rich and extensive lead throughout a distance of 2400 feet. How much longer no one knows. This ground, lying as it does within one mile of Barkerville and having been walked over by thousands and thousands of men; anxious prospectors at that, shows conclusively that we know nothing, comparatively nothing, of the richness of Cariboo. Victorians and old merchants particularly, will be glad to learn that their old customer and friend J. S. Floyd is fortunate enough to own an interest in each of the above claims.

The steamer Victoria, Captain G. B. Wright, intended for the Soda Creek and Quesnelle trade, has made a satisfactory trial trip. Her machinery works well and is in splendid order. She handles beautifully, and is also a better-looking craft than many steamers. Her staterooms are large and well lighted, her berths are good, and better adapted to the wants of a travelling community than any of the stern-wheelers in this colony. Success to the Victoria! She is now fairly at work and her owners may well be proud of her.

A prospecting party, consisting of Messrs. Spence, Jno. McIntyre and Chas. Morse, started from Quesnelle on Monday last for Salmon River, some 400 miles up the Fraser. The Victoria took the party as far up the river as was safe and started them off with a God speed.

News from the Forks of Quesnelle says that on Tuesday July 20th (the same day on which the darkness prevailed on Williams Creek) a terrific tornado swept over and along the valley of Quesnelle River. Such was the strength of the wind that trees measuring 18 inches in diameter were taken up by the roots and carried long distances. On both sides of the river trees were blown in every direction. While this was going on the fire in the woods raged with tremendous vigour and flaming branches were carried long distances. The town of Quesnelle narrowly escaped being burned down, the building formerly used as a jail being the only one burnt. Garden spots put in by miners are completely destroyed; the root crops, such as potatoes, turnips, &c., were buried in the ground. Along the river miners only saved themselves by lowering themselves into the water by means of ropes, occasionally coming to the surface for air. Kwong Lee & Co.'s agents say that there are 60 chinamen yet to be heard from. Several white men have suffered from burns, but so far I have not heard of anything fatal.

The steamer Victoria, which left Quesnelle on the 27th, has not yet arrived, the smoke and fog being so dense she could not make the trip and is tied up at Cornish Bar. The whole country to the north and east of us is apparently on fire.

It is now definitely known that the crop of cereals this year will not average one-third of that of last year.

E. Toomey killed a 14 month old calf which weighed, dressed, 550 lbs. This is not regarded as much over the average here.

July 29th.

The particulars of the burning of the ten Chinamen miners, referred to in the Cariboo Sentinel are as nearly as possible as follows: They were working on a creek called Beaver Creek, and saw large fires in the vicinity. Shortly after noon the fire had worked round to the front of a gully, thus cutting the miners off from the river; all of a sudden (caused, doubtless, by a sudden draft up the gully) they found the fire increase in volume and making towards their claim with fearful rapidity. The whole company, amounting to 16, started up the creek for the dam, not over 50 or 60 feet from where they were at work, but 6 of the number reached the water, the others fell victims. So great was the speed of the devouring element that in most of the cases the clothing covering the bodies formed a sort of outer skin, parched, yet sticking to the flesh; in but a few cases is the flesh consumed at all, and that only on the extremities. The bodies will probably reach Quesnelle in two or three days. Those who were saved are suffering fearfully, in one case life is despaired of.

Considerable uneasiness was felt here last evening last the town and bridge at the Forks of Quesnelle had been destroyed; now, however, reached town yesterday that the fire had not extended in that direction. At this place, during Tuesday afternoon last, the air was completely darkened by ashes, twigs and leaves, brought from the various fires in the vicinity. Persons arriving from Williams Creek say that where a view can be had of the surrounding country, such as Boyd's hill on Lightning, fires are seen flaming up in every direction, and dense volumes of smoke ascend, darkening the air and making it difficult to breathe. The darkness spoken of as taking place on Beaver Pass, was not as dense there as at the creek. Herders of cattle on the mountains report the lowing and bellowing of the cattle and bleating of sheep as the great darkness came on, and something pitiable to listen to; in some cases the cattle stampeded from point to point head and tail erect, then stopping in solemn silence looked imploringly upward, as if soliciting aid from above. In cases where the herders attempted to follow they were obliged to dismount and turn their horses loose, the darkness making it dangerous to attempt to ride, and the effect on the horses was such as to render it almost impossible to hold them. Men traveling alone on the mountain trails are said to have lain down, not daring to move a step.

I trust some of your friends on the creek will give you a good description of the phenomenon as it appeared there. What I have gathered concerning this great darkness, as it is now called, is from parties who were in the vicinity of, yet not at, Barkerville at the time.

This morning Mr. Theophile Verner, a

French Canadian and an old pioneer, who has been sick for some time, was being assisted by his friends to the steamer with the intention of going below, when he suddenly dropped dead. He is a native of Chateauguay, District of Montreal, Province of Quebec. QUESNELLE.

THE H. B. CO.'S BARK LADY LAMPSON.—The Lady Lampson is 412 tons register, and has carrying room for 700 tons freight. She is a new vessel, built at Sunderland and launched on the 23rd December last. She takes her name from the lady of Sir Curtis Lampson, one of the magnates of Fen-church-street, an American by birth but naturalized in England. Sir Curtis, it will be remembered, was knighted in 1866, in consequence of the very active part he took in forwarding the interests of the Atlantic Cable Company. Excepting Lord Lyndhurst who, having been born in Boston before the colonies rebelled, never claimed to be an American citizen, Sir Curtis is the first American thus honored. The Lady Lampson is provided with all the late improved appliances, such as patent windlasses, frames, wire rigging, &c. The cabin hatchways, deck-sets and handrails are all of teak. The bark is commanded by Capt. Gaudin, well known to many of our readers as first officer of the Company's bark Prince of Wales. The Lady Lampson is a model of neatness, her condition after a long sea voyage reflecting most favourably upon the captain and officers.

THE VICTORIA SCHOOLS.—It is pleasant to know that the Government is working energetically with the Municipal Council for the promotion of the provisions of the School bill. The Central School building will be devoted to the purposes of a female and small boy school, under the management of a competent lady-teacher, and the present District School building will receive boys above nine years of age, who will be taught by Messrs. Jessop and Burr. The Trustees have decided to repair and improve both buildings. The District School building will be altered and devoted entirely to the purposes of education, and the chain-gang will be sent to put the spacious reserve in complete order for the recreative pleasures of the youth.

DEATH OF A DISTINGUISHED ENGINEER.—Mr. J. A. Roebling, designer and constructor of the first Niagara Suspension Bridge—a marvel of mechanical skill—died a few days ago in New York city, of lock-jaw, caused by injuries received by his foot being jammed while surveying ground for a great bridge projected to connect Brooklyn and New York. Mr. Roebling was a German by birth, and was regarded in the United States with the same sort of interest that Britons entertained for Stephenson and Brunel.

ROCK CREEK.—News from Rock Creek is to the 25th July. The same company's works are completed, and all they want is rain before commencing to roll out the dust. The road from Fort Hope to Rock Creek is in a very bad condition. The fires are still raging and half burned trees block the passage. Government is not to blame for these obstructions; but Government will be to blame if the road be not put in travelling order so soon as the fires abate.

RECEPTION OF GOVERNOR MUSGRAVE.—The Mayor and Council have taken matters connected with the reception of Governor Musgrave in hand in real earnest. The volunteers will assemble at tugle call and proceed to meet his Excellency's escort, and invitations will be extended to all public bodies to join in the demonstration. A welcoming address has been prepared by the Corporation, and will be presented on the arrival of the Governor.

CAPT. JOSEPH SUTTON, known to many British Columbians who have had occasion to visit the East and Europe during the past few years, as the courteous and able commander of the Panama steamer Montano, died a few days ago at San Francisco. Capt. Sutton was a splendid specimen of a British sailor, and was originally a midshipman in the East India Service.

IN THE CENTRE.—Mormondom is no longer isolated. The chief city of the Saints is not now at the "ends of the earth," but in the centre of a great Republic. How long will the peculiar institution endure the light of day? How long will one man be permitted to have more than his due share of wives, when so many have none?

GERMANIA SING VEREIN.—At a meeting of the Germania Sing Verein, held Tuesday night, the following officers were elected to serve for the ensuing term:—H. F. Heisterman, President; F. Sehl, Secretary and Treasurer; J. Lowen, Librarian.

THE PACIFIC RAILROAD has had its first accident. Near Salt Lake a freight damaged the track, and an engine, three baggage and a passenger car fell through. One passenger and the firemen were killed, and the engineer and two passengers seriously injured.

THE CABLE.—The repair of the Lopez Island cable is progressing rapidly. In a few days we hope to have renewed communication with the mainland.

The steamer Lilloet will leave Yale for New Westminster every Monday, instead of every Tuesday, as previously advertised.

Editorial Notes.

The editor of the Hamilton Spectator, having received the appointment of Emigration Commissioner for Ontario, has been doing Scotland. Mr. White has been lecturing to large and respectable audiences, and has everywhere evoked the greatest interest. Not unfrequently as many as 200 of his hearers have remained to ask questions regarding Canada, and it is generally believed that quite a large emigration of a most valuable class will set in from the country lying North of the Tweed.

The Alaska Times advocates the establishment of military posts along the coast, say, at the mouth of the Taccoc River and at Chilcat village. These posts are said to be necessary in order to protect white enterprise in pursuit both of furs and minerals, the Indians in some instances evincing a disposition to interdict both. Reports are current that gold had been found along the Taccoc, but that the Indians would not permit whites to ascend that stream.

The French have a settlement in India, Chandernagore, on the banks of the Hooghly. The only remnant of French power in the north of India lingers here more as a memento of the past than for any practical purpose. It has been in the possession of the French since 1672, and was a city of 4000 brick houses when Calcutta was a village of mud hovels. By a clause in an old treaty, the French receive 300 chests of opium annually for abstaining from trade in this monopoly. They keep a Governor at Chandernagore, at a salary of £500 per annum, and maintain an army of 50 Sepoys.

There would appear to be little doubt that the startling phenomenon witnessed on Williams Creek on the 20th ultimo was the result of a tornado. These tornadoes, although new to the people of Cariboo, are not uncommon occurrences in more southerly latitudes. Tornadoes in the Rocky Mountains have been witnessed by more than one in this community. The phenomena described on Williams Creek would lead one to the conclusion that the tornado had developed in the neighborhood, and that its results extended to that creek in the form of dense clouds of dust, ashes, smoke and such light materials as would be raised and carried to some distance. These were, by atmospheric conditions, showered down on Williams Creek, the rain turning the clouds of dust, ashes and smoke into—not Kane's condensed soap, but what had the appearance of soap-suds. This view is strengthened by the fact that a genuine tornado did occur about the same time on Quesnelle River.

The swamp or "tule" lands of California are attracting much attention at the present moment. Lands that a couple of years ago hung fire at \$7.50 an acre now go off glibly at \$25. It is found that these lands possess an almost inexhaustible fertility and that they enjoy a great advantage over uplands in time of drought. One very remarkable feature they possess is that wheat planted in the ashes left by the burning of the vegetation on the tule lands yields, without any previous plowing, eighty three and a half bushels to the acre the first season. The second season, without any planting whatever, they yield forty-five bushels. This reminds us of our own rich bottom lands on the Lower Fraser. Below New Westminster is no inconsiderable area of the very richest delta, to reclaim which would involve an expenditure of probably not more than two or three dollars an acre. Once reclaimed its value would certainly not fall below that of the swamp lands of California. Surrounded by navigable water, with a choice of markets close by, it would possess elements of value unknown to the inland of California. Passing beyond New Westminster, there is a sweep of sixty miles on either side of the river of the very richest kind of bottom land, requiring no expenditure to reclaim it from the sea, for nature hath already reclaimed it. Few persons as yet realize the great value of these bottom lands.

Mazzini is said to have passed through Paris on his way to England and to have quietly smoked his cigar in front of a well-known cafe. On embarking at Boulogne he is said to have put into the hands of a messenger a telegraphic dispatch to the Prefect of Police in Paris, informing him of the circumstance which, if true, can hardly be pleasant to the memory of that functionary.

Do not be troubled because you have no great virtues. God made a million spires of grass where he made one tree. The earth is fringed and carpeted, not with forests, but grass. Only have enough of little virtues and common fidelities, and you need not mourn because you are neither a saint nor a hero.

The Infernal Regions.

In my last letter I extraordinary phenomena, which causes the rains that approach the American gentleman, the locality, confirms the Locumba. On the Locumba, from Taona, there are termed a dry arroyo, bed of a former river, time immemorial, no known to pass. During earthquakes, which partly Taona, the greatest in the neighborhood and the Arrieros. A report that one of the arroyo split open, a dam of fetid water was the mountain into the attention was at first paid to the mortality among visited the neighborhood when the people Taona and flee from the slow fever, which was cities, to the valley of they became aware of upon their animals, at a as eight and ten miles "The stench," says "I can compare to old bilge water, of the you become painfully in twelve miles from dropped down under minutes he was dead. or four times a thick, similar in consistency to the black vomit. I walk fifteen miles to the two-thirds of which I graveyard, so thickly ad covered with them. is singular freak of nature, but it seems that the ve impregnated the atmosphere the vomit and death that inhale it. What composed of science." A commission has by the Government to extraordinary matter it.

We give Rich Milk.

Following from a German we do not see how the old produce such results, harm in proving it, should be:—fourteen cows in full milk, the butter was obtained, and the milk of each, and the bad quality was due to milk of the others yielding out of it. This establishment, mixing the milk of all milk of one spoiled the making. elaborated veterinarian who payment of the following ounces of sulphur of antimony of carlander seed mixed. This was given followed by administering a of half a pint of vinegar, and a handful of common was given to the cow in the an empty stomach, for days, and effected a complete found in a few days on of the remedy to have er, and to produce a large butter where previously of a very inferior quality ed. No apparent cause of the deficiency of the making in the milk of this animal any disease what-

LORD BROUGHAM.—EFFECT

—In the new Parliament his great speech in defense bill—which by many chef d'œuvre. It certainly performance to witness. a stupendous memory and terity in handling the weal and reason. Without a he went through all the opponents delivered during date, analyzing them sum—a little aid from pervers—all a seemingly triumphant

was partly inspired by d, port, imbued very copious conclusion of the four hours as on his legs or on his d:—

ld most dear, by all the y one of us to our common mon country, I solemnly a you, I implore you—yes, es (he kneels) I supplicate a bill."

or some time as if in prayer, alarmed for him lest he g from the effects of the d him up and placed him back.—London Times' Re- Lord Brougham.

SSION OF GIBRALTAR.—ette says, "The possible r to Spain was alluded to mith in his address at 18th of May. Is any such plan n? We own that that session was mooted of of thrown to the Duke of a misgiving on the subject, our gratitude for the civi- in offering their throne to led us to part with the d thinking it hardly ight be induced to com- of detrimental generosity at we should take warning es of our surrender of We gave away a good station and the key of the abled us to overawe the e of the Turkish coast."