

Another Tornado.

New Westminster is excited. The commerce of the place is threatened. A blow has been aimed at the integrity and the standing of the City of Stumps. The reputation of the Sandheads is in danger. The Pilot Board—composed of a number of wicked, senseless old salts, who, we are told, in the days when they went to sea, refused to "lay-to" of a Sunday—have dared to affirm that the pilot who safely steers a ship to New Westminster shall be paid a higher rate than the pilot who directs the same class of vessel into the harbors of Victoria, Esquimalt, Nanaimo and Burrard Inlet. And this is not the whole of the story. The Governor who wrote so forcibly and eloquently in favor of the commercial advantages of New Westminster over any other port in the Colony—the Governor who grounded in Victoria harbor in the Leviathan—the Governor who immolated upon the altar of New Westminster the great hydrographer Capt. Richards, the Victoria Chamber of Commerce, and H. M. S. Tribune and Malacca—the Governor, in whom unbounded confidence was placed, has actually approved of the scale of pilot fees recommended by the Board, and the same have become law! O tempora! O mores! Thus have the liberties of New Westminster been strangled in the house of their friend, and the fair "city" bound hand and foot, and delivered over to the tender mercies of the Goths and Vandals of the "greedy town" of Victoria. Phew! there is a regular West Indian tornado prevailing at the Capital. All the "blowers" are blowing their fiercest to upset the Pilot Board and the Governor, because they have had the presumption, the impudence, the villainy to assert that for piloting a ship over the Sandheads and up the Fraser to Westminster a man ought to receive from \$5 to \$7 per foot, while for taking a vessel into either of the other harbors, he will only be entitled to charge from \$3 to \$5. Who ever heard of a man being paid more for a week's work than for a few hours' work? Who ever knew of a pilot being authorized to charge more for intricate river navigation than for open harbor pilotage? New Westminster is justly proud of its beautiful, snug, well-sheltered, anfractuons harbor—as proud of it as any Londoner is of the Serpentine. Challenge the capacity and usefulness of either and you strike directly at the honor of the place. Consequently the Pilot Board and his Excellency have "put their feet into it" (the Fraser). They have got themselves into a "mud." The "Capitalists" have risen as "one man" to repel the insidious attack upon the stability of the place. Their "rials of wrath" are filled to overflowing, and their contents will be poured out at the meeting summoned for to-night. The Pilot Board are doomed. Every person, every interest must bend before the fierce blast of indignation from an outraged people. Even the Governor must go if he resist the will of the public. Vox populi, vox Dei, and all that sort of thing, you know. Need we say that we are with the Westminsterians heart and soul—that we deeply sympathize with them in their trouble—that we tender them our sincere condolence. They are objects of pity. For no fault of their own an attempt is made to isolate them from the rest of the world. The bark that once every eighteen months loads with lumber at the front of the embryo city is to be driven away by the vile exactions of the pilots, and the wharf that once knew it will soon know it no more forever. It will be forced to the dire necessity of entering such nasty harbors as Victoria and Burrard Inlet for a cargo and supplies. What has the ship done to deserve such treatment? What have the people of New Westminster done to merit such an outrage? Nothing! It is not the fault of either that the channel is intricate, that the sandheads are shifting, that it takes a

sailer as long to go from the lightship to the Capital as it does for her to sail from San Francisco to the lightship. Nature alone is responsible, and Nature—not the people of the "Capital"—ought to be punished.

Wednesday, Nov 20  
THEATRE ROYAL.—The performances last evening were under the patronage of General Rousseau, U. S. A.; Capt. Emmott, and Officers of the U. S. ship Osage, who were present. The theatre was well filled. The first piece presented, "A Roland for an Oliver," was a lamentable failure. Miss Yeomans, Mr. R. G. Marsh, George Marsh, Mrs. Marsh and Mr. Clarke knew their parts well, but the remainder of the actors were deficient and stupid. Mr. Wareham threw his "h's" all over the stage and mangled his numerous stage-words, and the voice of the prompter was audible in every part of the house. The last scene was the only effective one rendered. The comedy deserved better treatment than it received last evening. Mr. George Edwards, in the interlude, by his capital singing, atoned somewhat for the blunders of the actors in the comedy, and Mr. O'Neill's American jig was old but very good. The farce of "The Elton Boy" concluded the entertainment. In this piece we noticed a marked improvement in Miss Yeomans' acting. She was more vivacious than on the occasion of her first appearance, and gives great promise of a successful future. The acting of Mr. Clarke, Mr. O'Neill and Mr. George Marsh reached their customary standard of excellence. We congratulate the manager upon the splendid success that attended the second rendition of the "Elton Boy," but recommend a careful revision of the cast for the comedy before it is again placed on the stage.

Mrs. Stowe.—We would call the attention of the public to the advertisement of Mrs. C. M. Stowe, which appears in another column, announcing a Lecture on the "Phenomena and Philosophy of Spiritualism." The press of California and Oregon speak in the highest terms of the lady's talent, both as a lecturer and a writer. We trust, therefore, notwithstanding whatever prejudices may exist in regard to the subject proposed, that Mrs. Stowe may meet with that patronage which is deserving her noteworthy attainments.

The steamer Sir James, left for Nanaimo at 8 o'clock yesterday morning. There are rumors about the steamer, being heavily in debt, will be drawn off. The idea of keeping her sunburnt piece and parcel with the extravagant policy of Governor from the first, and we entertain hope of a change until the public decline to credit the Government with a single dollar for work or supplies. A "dead lock" must then result. The speaker the better.

FROM PORTLAND.—The schooner A. Crosby, Perkins, arrived yesterday morning from Portland. The Crosby was 13 days on the way, being detained by the thick fog. For the last three days she was at anchor near Race Point, afraid to move. She brings a full cargo and three passengers. The Crosby will load with coal at Nanaimo for Portland.

ON DR.—That a requisition will shortly be circulated for signature asking the Mayor to call a public meeting to consider the capital question and strengthen the hands of Donald Fraser, Mr. Spratt and others, in London, in their praiseworthy efforts to have an act of tardy justice performed.

THE CAPITAL MEMORIAL.—The WEEKLY Colonist of yesterday contains the memorial presented to His Grace the Duke of Buckingham in regard to the location of the seat of Government for this Colony. Extra copies have been struck off for those who wish to procure them for mailing.

H.M.S. SCOUT will sail from Esquimalt for the Southern coast at 4 o'clock this morning. A number of "friends of the officers" were hospitably entertained on board at lunch yesterday.

CRUCUS COMING.—Bartholomew's circus is coming across the Sound from Oregon. Since 1860 there has been no establishment of the kind at Victoria. It will be a grand sight.

Tax steamer New World arrived at 7, yesterday morning, from the Sound. By some oversight, we were not supplied with a list of her passengers.

Ma. Geo. Barnett, formerly of the Press of this city, has just been promoted to the position of editor-in-chief of the Colorado Times.

ADMIRAL HASTINGS yesterday paid a visit to the prison and inspected the condition of H. M. seamen confined therein for various offences.

An Ottawa despatch says Hon. John Rose is to be Speaker of the House of Commons, and Hon. J. Hillyard Cameron, President of the Senate.

It is rumored that the Hon. A. G. Archibald, at present Secretary of State for the Province, will be appointed Lieutenant Governor of New Brunswick.—Telegraph.

REMOVAL.—Mr. Welcker, agent for the Mail Steamship Company, has removed his office to Brodie's wharf.

COUNCIL MEETING.—Hon. W. A. G. Young left in the Enterprise yesterday to attend a Council meeting at New Westminster.

The Osage, will sail for San Francisco this morning. She will carry an express for Wells, Fargo & Co.

The New World.—We learn that the negotiations for the transfer of this vessel have resulted in nothing.

The Enterprise, with a few passengers and 50 tons of freight, sailed yesterday morning for New Westminster.

Condition of Vancouver Island.

Vancouver Island papers and private letters give a very melancholy picture of state of that colony. It appears that a short time before the departure of the late Governor the Colonial Office sent out a Mr. Birch, to be Colonial Secretary, and in the interregnum between the departure of one Governor and the arrival of the next he became the acting Governor. Not only the usual evils that have always followed the advent to power of a man utterly ignorant of the country he has the misfortune to rule, fell upon this "unlucky colony," but also those evils were continued, and increased, on the arrival of the new Governor, by the influence Mr. Birch retained, as chief adviser of the new reign. Contrary to the general wishes of the country, the Government, on the union of the Island with British Columbia, removed the seat of Government to the mainland. But on finding, by experience the evil results of that step, which it ought to have been able to anticipate by the wisdom of "competent" advisers, if it had "possessed them," or had listened to them, it was compelled to return and re-establish itself in Victoria. This in itself indicated no slight want of foresight in a government, but it would if it had, stood alone, been a comparatively small ground of complaint. Unfortunately, it does not stand alone. The chief and most just complaint of the people is the great expensiveness of the government, the large number of officials employed, great enough for a kingdom, at the cost of a by no means wealthy people, and the neglect of sound advice (offered by those who have a real interest in the country,) by the Governor and his Secretary, thrust upon the colony. The colony, who, by distance, as well as by want of money, were naturally inclined to hold supreme control. To govern 5,000 white people, with a revenue of \$500,000 (an enormous revenue it seems to us), a distance, they have a Governor with a salary exceeding \$15,000, and so large a staff of hungry officials pressing on the community, that the income will fall short of the expenditure by one half. It will require \$200,000 to meet the extravagant demands of the government for 8,000 people, being \$25.00 per head for the cost of ruling this official-ridden community—a cost greater than that of Great Britain, with all its fleets and armies, and burdened with the obligations of centuries. There is some doubt expressed whether, in this wretched state of affairs, the Governor will consent to a reduction of his salary to \$12,500 per annum, which, at that amount, is twice as large as the people of California find it necessary to pay their Governor for superintending the interests of nearly 400,000 people. The colonial papers and people seem to think that most of these evils are to be attributed to the baneful presence and advice of Mr. Birch, and they are just now singing psalms at his departure, and hoping they will never see him again. Having seen him safely on shipboard, they seem to imagine all their evils are going with him, and that golden times will return, simply because one they believe to be the Governor's worst adviser has departed. This would not be the opinion of calmer lookers on at a distance. The truth is that the evils of the colony are inseparable from Colonial Office administration, and nothing short of full power placed in the hands of the people themselves to appoint their own officials, governors excepted, and power to pay all the officials, governor included, such sums as the revenue will afford to give for the most efficient services the colony can command, will improve their condition. It is not to be wondered at, if these evils and others of which the papers are full, have produced great discontent. Two parties seem to have arisen, one in favor of annexation to the States, and the other in favor of British connexion, either through Confederation with the Eastern Provinces, or by an improved local administration, with full control by the people. This party naturally wishes to elicit expressions of sympathy and good feeling from the inhabitants of this Dominion, and such sympathy should be freely given, together with all the assistance the Dominion can give to help them to attain their most laudable object. It is for them to devise a plan to carry out their wishes, and for the people of Canada to give every facility for carrying out that plan, that our government may find it possible to render. The people of the neighboring State or Territory of Oregon have the wisdom to see that facility of intercommunication is by far the most certain

method of attracting a population to their State and of making it great and powerful. They therefore give to the railway necessary to their neighbors, and to afford an outlet to their produce and an inlet to their immigrants, 11,000 acres to each mile of length of railway, and for the first hundred miles a State aid of \$10,000 per mile. This seems an enormous grant for a new and poor State to give at the very outset of its existence, but it is no doubt true wisdom on one of those practical points in which the American mind so far exceeds the British. It is an example that ought to have its effect not only on the Colony of Columbia, but also on the Dominion. 10,000 acres for each mile of railway would be giving the country for eight miles on each side of the railway to the promoters of the railway. If proper energy were shown to see that the company made all due efforts to induce the settlement of a population along the line, no more economical mode of building communications could be adopted. But that it has its great advantages must be apparent, when we consider that it is the general plan adopted throughout the States, where a railway through an unsettled country is thought to be essential for the development of its resources. Would the Intercolonial, through New Brunswick, have been cheaper if this plan had been adopted? It is practicable through British Columbia? If not, why not? Why can the great rising State of Oregon do this with advantage, if Columbia cannot? It is certain that some such effort must be made by Columbia to communicate by railway with the great fertile Valley of the Saskatchewan, if that country is ever to be effectually confederated with these Provinces. It is equally certain that that portion of the line will have to be their own—made by their own resources and influence. Canada may undertake the line to the Red River Settlement. The Valley of the Saskatchewan, if one-half so fertile as travellers have represented, may be left to its own development. It will assuredly be made, and be made to pay, for if Oregon, with its mountainous territory, can afford to give, and induce a company to accept, the land condition it offers for a Railway, the Saskatchewan Valley on a similar offer will find many speculators, American and British, to accept the prospects it can hold forth. Time will accomplish all these things, and the efforts of the people of Vancouver Island, accompanied with serious determination, will compel those now interested in extravagance and bad administration to give way. It must surely depend on the people themselves to have economical and wise rulers. If they show that they are determined to do this, the authorities must give way; obnoxious individuals must depart, and incompetent administrations must vanish. They shall not ask in vain for the sympathies of Canadians, who have gone through all those phases of bad government, and by their own energy and determination have overthrown all opposition and obstacles that stood in their way of self-government. May British Columbia do the same; the people have the hearty sympathy and wishes of Canadians, and whenever a practicable plan of Confederation with the Dominion is devised, this people will give their energetic assistance to bring it into operation. It would be an evil day for this Dominion when Newfoundland on the one flank and Columbia on the other, fell into the rapacious maw of the great Republic.

New Brunswick.

We have papers from this province to the 6th of October. The Government of New Brunswick is now composed as follows: Hon. A. B. Wetmore, Attorney General; Hon. C. N. Skinner, Solicitor General; Hon. Richard Sutton, Surveyor General; Hon. John A. Beckwith, Provincial Secretary; Hon. John McAdam, Chief Commissioner of Public Works; Hon. A. C. Des Brisay, Hon. B. Beveridge, and Hon. W. P. Flewelling, members without office. It is reported that Lieut. General Charles Windham will succeed Sir John Michel as Commander-in-chief of the British forces in the Dominion. General Windham has been in the army over forty years, and has done the State distinguished service, in Canada, the Crimea and India. He took part in the operations connected with the rebellion in Canada in 1838, residing there until 1842. He was in all the great engagements in the Crimea, and led the last assault on the Redan, September 8, 1855, and was the hero of the day. He saw extensive service in India, and took a prominent part under Lord Clive in extinguishing the rebellion. He was, we remember, criticised sharply, and the glory he had gained in India was dimmed for a moment, but he soon emerged. Sir Charles Windham became Lieut. General in 1863. In 1861 he was appointed Colonel of the 46th (South Devonshire) Foot.

The Smuggling Plot at Detroit.

An extensive smuggling operation was brought to light at Detroit, Sept. 17th, and fully developed on Monday. Persons living over the border, in connection with several employees of the Great Western Railway, have been conveying fugitives from Ontario to the United States in about the following manner:—They would mix trunks with whisky, brandy, &c., at Windsor, and bring it to this city as unclaimed American baggage. Check men on the ferry boat, paid agents of the smugglers, would change the checks on the boat, and then, after the trunks had remained here a day or two, would be forwarded to Rochester, New York, or other places East, while the corresponding check was forwarded to the place of destination, or given to the owner himself, who was sometimes at the elbow of the baggage man to see the affair properly managed. Adam Arzedoff and George Stotts, both baggage men on the railway ferry, steamer Union, have been arrested, and will probably let the whole secret out. It is believed that parties holding high positions on the Great Western are interested in these smuggling operations. The officers of the road, are, of course, wholly innocent, and have offered to lend every assistance to arrest the offenders.

A Lady's Encounter with a Highwayman.

The neighborhood of Swansea has been the scene of a daring highway robbery. The perpetrator is a man named Daniel Matthews, and the precise charge on which he has been committed for trial is for having assaulted a lady named Harries on the Queen's highway, and stealing from her sundry articles. Miss Harries, being in want of some trifling articles, mounted her horse, and rode to Swansea for the purpose of procuring them. At night she was riding back again to the farm, having on her arm a small reticule or basket, in which were the things she had purchased, and she was about to turn off the highway through a gate, when a man stepped out from the hedge and said, "I will open the gate for you." She thanked him for his civility, and urged her horse towards the gate, when she observed that, as he opened the fastening with one hand, he with his other made tight grasp of her bridle. He said, "Leave me everything you have got, or I will kill you at once." She was terrified, and said, "I have nothing, my good man, except this basket." He replied that that would not do, and said, with an oath, "You have money, and if you do not give it to me I will kill you." On her saying, "I have no money," he aimed a blow at her, but she made her horse swerve, and, raising her arm, caught the blow on a photographic likeness, the glass of which was shattered to atoms. He then jumped on to the horse behind her, seized her, and tore her jacket open to the bottom, still retaining his hold of the horse's bridle. She resisted and screamed. He told her to desist, or he would kill her in two minutes. He then dismounted, went round her horse, seized hold of her basket, and tore it off her arm. Seizing the opportunity, she struck her horse, which sprang forward and dragged him (for he had still hold of the bridle) for some distance. He then made a grasp at the skirt of her habit, but she urged her horse forward, and, having got away from him, leaped from the animal's back, and ran by a short cut, traversable by foot passengers only, to her father's house. Mr. Harries's servants afterwards made a search on the spot where the robbery took place, and found a hatchet and some other articles.—Sunday Times.

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We publish to-day an extract from the London Morning Post, of September, upon affairs in Columbia, being a communication "a correspondent," and partly be dated from New Westminster 31st July last. The therein conveyed to the British concerning this Colony will those living in the Colony of novel character that we feel readers will peruse the narrative with as much wonder, and will admire effrontery of the writer. That the question of the has already been settled by perial Government in favor Westminster; that New We is admirably situated for as well as defence, that its is ferable to Victoria; and t "its own immediate port" ar immediately adjacent land-lock basin of Burrard Inlet, it prior as a harbor to Equ vividly depict the mental eracies of the writer that the ing here and acquainted true condition of things wi perouse the animus and obj Morning Post's correspond those at home not having t stage of local knowledge expected to distinguish tr falsehood in these matters. eral reader, possibly ignoran British Columbia is in Aus America, would naturally reliaible the information pu a journal of such standing since as the Morning Post. However, so much on accou posing the species misrepres of the Post's correspondent notice his communication at the fact that it bears in itse evidence of its official or serve to open the eyes of the to the possible character of communications that are n Majesty's Government, on the We have searched and onqu in visit, for any document in this Colony from which th array of figures and statist the writer quotes could have tained. They may exist, bu do they are jealously guar the general public, in the sam as the last Blue Book on the the Colonies, which almost ately after receipt was sent to the Library at New Wes but which still—whether fro from a better feeling of wh know not—is carefully kept people of Victoria. To retu statistics. If, as we really these figures have never be public, it is plain either that must have been written by s qual in high position or that rials must have been desig pared and supplied from Gov sources for the purposes t they have been applied. Wi circumstances clearly in vie most remarkable that this let have been published—more in the Morning Post—withi two of Mr Birch's arrival in and further that prior to hi ture from here, that "tola continual condole with ab General of the Colony. The co is palpable. How weak must be that requires such chie support it. But the writer his weakness. He says the change of Capital, although of to Victoria, would be of great New Westminster. Stran after so carefully enume imaginary natural advanta latter and the supposed pecu ishes of the former, yet th drawal of a name and the no of a few officials should be dire consequence to what is s be the naturally favored sp those advantages, added to th Victoria, would nevertheless of any benefit. Surely the ch of the New Westminster chan illogical and absurd. Her