

THE BRITISH COLONIST PUBLISHED DAILY BY DAVID W. HIGGINS

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Colonization

Reverting to the "Emigrant and Colonist's Aid Corporation" we now proceed to give a brief outline of the mode proposed to be pursued by the Association. It proposes to effect its commercial-philanthropic object in the following manner: By obtaining concessions of land, by purchase or otherwise, on terms which will enable the corporation to subdivide it and make grants of intermediate portions thereof to settlers, either gratuitously or on easy terms; to provide passages for approved persons and advancing money for that purpose; by procuring for the settlers a suitable reception in the colony they may select, forwarding them from the point of debarkation to the best mode of procedure, giving them such aid towards social organization as shall be the best calculated to secure to them a successful career in their new home, and assisting them in money and kind towards erecting their dwellings and cultivating their land; by assisting emigrant colonists of vocations other than agricultural to obtain employment suitable to their respective capacities; by making arrangements between colonial employers and mechanics and labourers, for their mutual advantage. In apportioning the land, it is proposed to adopt a plan of temporarily reserving, as nearly as possible, intermediate allotments between the localities of the different settlers, which, in course of time, must become valuable, from the mere fact of the adjoining land being settled; opportunities will thus be afforded to the prosperous settler of extending his borders, and to the Corporation of realizing profit. A strong inducement will thus be presented to capitalists to settle on the unoccupied land of the Corporation, since families with capital desiring to settle thereon can calculate on agricultural assistance in its immediate vicinity, among the emigrants sent out by the means of the Corporation itself. The Corporation proposes to repay its shareholders in the following manner:—By the repayment by the settler, with interest, of money advanced to him on security of his allotment; by the allotment to the shareholders of parcels of land to be specifically reserved for them as after-mentioned; and by the sale, at advanced prices, of reserved lots, townships, villages, and business sites, rendered valuable by the settlement of adjoining lots. The Corporation proposes to insure the life of every head of a family emigrating for the amount of advances made to him, the premium on the policy to be included in such advances. By these means the widows and children of settlers will have their heritage free from the debt created by the head of the family, while, on the other hand, the Corporation will recover its advances without injuring those whom it desires to protect. The Corporation will also undertake to contract with Colonial Governments for the management of emigration. It is assumed that the respective Colonial Governments will afford liberal assistance to the Corporation, and it is believed that several of them will undertake the collection and guarantee the repayment of the advances made to emigrants settling in their colonies. An example is given in the published prospectus, of the method in which an estate of 40,000 acres would be dealt with under the scheme laid down. Outlay: Passage-money for 200 families, averaging 5 statute adults per family, at £10 per adult, £10,000; advances of £50 to each family, on account of stock, dwellings, subsistence, insurance, &c., £10,000; purchase of land, of which 10,000 acres will be given to the above 200 families, free, and which will cost, at 5s. per acre £2,500; cost of remaining 30,000 acres retained by the Corporation £7,500. Total, £30,000. Reimbursement: Repayment of advances to emigrants, £20,000; sale and disposal of 30,000 acres of land as follows:—4000 acres for roads, schools, &c.; 25,000 acres at 15s. per acre, £3,750; 1000 acres for town sites, villages, and business sites at £10 per acre, £10,000. Total, £48,750. Thus leaving a balance for working expenses and profit of £18,750. The foregoing may be accepted as a sort of rough and ready outline of the scheme now being put in active operation in England, and although doubtless far from perfect, we are disposed to regard it as, in the main, one which will commend itself to the practical mind. The details of the scheme evince considerable familiarity with practical colonization, and we have no doubt that a little experience will enable the Directors of the "Emigrant and Colonist's Aid Corporation" to adjust any imperfections which may possibly present themselves in the actual working of the machinery. The really practical question for us to consider is whether we can, as a Colony, avail ourselves of the advantages offered by such an organization. That the greatest want is just such an addition to our population as would be attained through the agency of this Corporation, will be admitted on all hands; and it may be taken for granted that it is only necessary to meet the projectors of the scheme in a spirit of becoming liberality in order to realize our highest wish. We have no money, but we have abundance of the very best of land; consequently, British Columbia is just such a customer as will meet the views of the Corporation. They want land cheaply granted for their purposes. We want emigrants of the class they propose sending, and under the circumstances with which they propose surrounding the subjects of their operations. As was stated in a previous article, we have reason to know that the Governor is in communication with the association, and has the matter under his consideration. But His Excellency, in common with the Directors of the association, is naturally desirous to see some interest manifested in the movement on the part of the people. Immediate steps should, therefore, be taken for having the question properly discussed, with a view to eliciting a definite expression of public sentiment as to the desirability of co-operating with the Corporation referred to, and upon what terms, what land grants should be made, and where the first "Colony" should be located.

The people of Puges Sound warmly welcomed their new Governor, Salomon. At all the ports he was received with salutes and manifestations of rejoicing. At Seattle the California laid over one day and the Governor attended a ball given in his honor. At Stialoom the steamer was detained four hours by the state of the tide and the citizens drove Gov. Salomon and staff to the lake and other points of interest in the county. At Olympia the Governor held a levee at the house of Colonel Ross, Indian Agent and was visited by hundreds. His Excellency is a German, and promises to promote the immigration of 300 families from Germany to Puges Sound.

The ball to be given on Friday evening for the benefit of M and Mrs. Sandrie, promises to be a large, respectable and pleasant affair. All classes appear anxious to assist the worthy couple, who have grown old here and of late have become incapacitated by reason of their infirmities, from earning a livelihood. The case is one that appeals directly to the tender sympathy of all, and if we know Victorians, as well as we think we do, the appeal will not be in vain. Tickets have been fixed at the low price of \$2 50, and may be had of Hibben & Co., or any member of the Committee. The sidewheel steamer California will not come beyond Portland this trip. So says a special telegram to this office received on Sunday. The first dispatch, then, was a mistake.

The band of H. M. S. Zealous will play on Colonel Foster's pier, Esquimalt, at 3 p.m. every Wednesday evening, weather permitting.

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From Kootenay. Mr. Johnston, the Kootenay expressman, arrived in this city yesterday, having left Perry Creek on the 18th of April and returned via Spokane and Colville. The season at the several camps was late, and snow still lay on Perry Creek, consequently but few claims were working. The few that had started were paying satisfactorily. On Wild Horse Creek the Ditch Company were making extensive preparations to increase their supply of water, as the miners are confident that the greater part of the Creek will pay for Hydraulic washing. The miners were employed in water drifting, tunneling, &c., and made wages on an average. The weather had begun to be more favorable, and work was resumed for the season. The winter season was mild until the March storm, which extended all over that section of the country, regarding the working of the mines considerably. The means of access to these outlying camps are very difficult, and travelling must be done on snow shoes at this season of the year. On the return trip the weather suddenly changed to a mild and warm temperature and the creeks and small streams are all high and difficult to cross, in most instances the bridges being washed away. A mid-night stampede occurred on the 15th April to a creek supposed to be down the Kootenay river. Nothing definite was heard from there previous to leaving Cedar creek, in Montana Territory, was attracting considerable attention and numbers was going to add from there. These new diggings have got a great name, but it is estimated there are one hundred men on this creek for every claim located. The old residents still come back to Kootenay, having that confidence they formerly had. Met, about twenty between the Camp and the Spokane, on the way in, and others from Colville. Met Mr. Johnston and Mr. McDonald and party, on the morning of the 24th April, 200 miles from Kootenay, all well. The Price party was about two days behind the H. S. party, but did not see them.

The miners are well supplied with provisions and cheap. Flour has been selling as low as \$12 per 100 lbs. There were two pack trains on the way loaded with produce—Decker from Walla and Oppenheimer from Colville. As soon as the roads are made passable there will be considerable packing done. A Walla Walla packer enquired the state of the roads to Hope, as he has a contract to pack for the Chinese. He was informed of the appropriations made at the sitting of the Council, and made no doubt as to the Government using every means to open the roads early and speedily. The road from Semikameen to Hope, independent of snow, is in a very bad state, owing to a large amount of fallen timber. If this section is properly looked after packing has been done by the late June next. The snow is about four feet on the summit at present. The inhabitants of the Kootenay district enjoyed good health during the winter there was neither sickness nor death. Mr. Phillips' store was burned in the beginning of April. There were at the time of the fire a large quantity of fur, goods, &c., on the premises totally consumed, loss estimated at \$8000. The people are well pleased to learn they are to have a resident magistrate and a regular mail. A bonded warehouse is also much required.

On Hook creek the Elms Company had got into rich ground, prospecting from one to three bits to the pan. Eighteen men were employed and a large wash-up was anticipated on the 15th inst. The steamer Fortynine was expected every day down at Colville. The road to Kootenay via Colville affords every convenience to travelers, plenty of good grass for animals, and on the Columbia a good ferry-boat and an attentive ferryman. The Shepherd route will be open for trains about the 15th July. Reports reached Colville of a strike being made on the Canoe river, but it looked suspicious. Diggins are certainly known to exist, and when the water subsides, much more will be known about them.

A floral fête will be held on the 2d day of June, the proceeds of which will be devoted to the worthy object of discharging the debt on St. John's Church. The fête will be held in the grounds adjacent to Angela College. A band will be in attendance and refreshments may be had on the ground. The fête will be under the patronage of the Mission, and the Parkers will appear to-morrow.

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How are the mighty fallen! A while ago everybody that was anybody must have a velocipede. Now there are none so poor as to do the crazy things reverence. A while ago velocipede-halls were opened to all directions. Ladies and gentlemen had to learn to mount and manage the unstable (and unstable) horse on wheels. In Europe and America velocipede journeys, races and so on, became 'all the rage.' Now a velocipede-hall is unheard of. Even in gymnasia the 'bicycle' is no longer seen. As for a sight of one on the sidewalks of streets or the country roads it is not to be had. The bicycle has been snuffed out like a tallow candle. At a public sale, the other day, a few of these velocipedes were put for the competition of purchasers. They cost \$150 each and yet not a bid could be had at over \$10 or \$12, and these bids were made by retained and retained to quit the things away as curiosities for the inspection of the next generation. Riding a velocipede is hard work. When you ride a horse the animal does the work and you enjoy your self. Mounted on a bicycle the toil and exertion is all the rider's; the machine takes it easy. Good-by bicycle.

Down by the Active.—The following passengers were booked up to last night at Broderick & Co's office:—Hon J W. Frysh and wife, Hon J S. Helmsken, Hon R W Carrall, Dr. Coe, R. N. Rev A. Brown, wife and four children, Miss S H Todd, C. F. Todd, The Colonist, J. P. Smith, R. S. S. and three children, F. V. Lee and wife, A. G. Richardson, Miss E. Watkins, Mrs T. Pritchard, Mrs J. Englehart, Mrs J. M. Thain, G. Williams, J. R. Smith, F. Lake, G. Rigo, A. Griffith, J. J. Horlington, Dr B. G. Lacy. (The names of the passengers are not given.)

Well Done, Ontario.—The confirmation of the news of Scott's murder at Fort Garry appears to have thrilled the heart of Ontario. People of tens of thousands flocked to "Inquisition meetings," and the feeling of the old Canadian men was revived. It is estimated that forty thousand Canadian men shall know the reason why.

Change of Name.—The name of the "Swedish" Postoffice has been changed by the Department to that of "La Conner," the name of the postmaster's wife, Mrs J. S. Conner. This sounds a little more like civilization.

Aid for Our Commerce. The report of the Treasury Department in regard to our shipping shows very clearly that its decline is less due to the war than to causes previously existing. In short, steam and iron have wrought the same revolution on sea as on land; and we might as well expect to restore stages and ox-carts in competition with railroads, as to renew the reign of wooden ships and slow freights. The indispensable requirements of transportation now are speed, economy of stowage and cheapness of rates. Iron steamers combine these desiderata now, as our fast clippers did twenty years ago; and consequently England, by excelling in the construction and operations of iron steam vessels; as much as we in 1850 eclipsed the world in fast wooden sailing ships, has taken from us the carrying trade.

The reasons of our failure in the competition are therefore obvious. The British steamers are built for war, which carry 13 per cent. more cargo than wooden vessels of the same tonnage, and last 30 years, while wooden ships last only fourteen. It is also estimated that 18 tons of steam tonnage equal 32 tons of sailing tonnage in carrying capacity; so that our increase in sailing vessels is not relatively what it seems to be. Furthermore, although the first cost of an iron vessel is 25 per cent. greater, it saves its whole extra cost in a little over three years, and then lasts twice as long as the wooden vessels.

We find, also by reason of lower wages, etc., an English sailing ship can be offered and manned for \$7,000 a year, while an American costs \$10,140, and the total operating cost of an English iron sailing vessel is \$19,974 per year, and that of an American wooden ship of the same tonnage is \$31,312. Besides this, the duties on materials used in ship building amount to 10 per cent. of the cost of construction.

This is a bad showing for us; but it is indistinct where the difficulty lies. Whether it is necessary to improve much of the material used in our ships, we know not. Certainly we ought to supply all the chains, cables, anchors, copper, zinc, tin, paints, glass, felt, canvas, cordage, etc., said to comprise the principal articles needed, together with 20 per cent. of the timber (backstake). As for the material for iron vessels, it is found by careful experiment that our American plate iron is stronger and better by nine per cent. than the English. But the opinion of those especially interested is that all materials used in ship building should be allowed entry free of duty. Conceding this, at least for a time, we may further aid our shipping by reducing the tariff on other articles which brought in American vessels, and thus discriminate in their favor enough to cancel the advantage of cheap foreign labor. This will give a spur to our iron and wooden vessels both, and enable us to establish lines of steamers without subsidies. It will also be a sort of compromise between the tariff and anti-tariff men. It is not free trade; but neither is the monopoly which our vessels have of the coasting trade. Let us have lower duties on foreign goods brought in American ships.