

Semi Weekly British Colonist.

Saturday, September 18, 1869

Wrongs to be Righted.

The steamer Sir James Douglas is maintained, not without expense to the Colony, for the express purpose of accommodating the settlers along the East coast of this Island. There are two of three circumstances to which we feel it our duty to refer, as calculated to mar somewhat the virtue of that accommodation. In doing so it is just possible that we may tread upon the corns of individual interest; but that cannot always be avoided, however desirous we might be of doing so. To illustrate one class of difficulties with which the settlers have to contend, let us state a case that has been brought to our notice: Mrs. A, residing at Cowichan, had occasion to send here for a couple of tin cups, the price of which was 37 cents each. For the liberty of carrying these across the wharf on board the steamer in this port 25 cents had to be paid. For freight up to Maple Bay 50 cents had to be paid. For the privilege of carrying them across the wharf at Maple Bay 25 cents had to be paid. Thus it will be observed that by the time these two interesting little cups reached the hands of Mrs. A, they represented an outlay of one dollar and seventy-five cents, being just one dollar more than they cost in Victoria! This is neither an extreme case nor an isolated one, but merely a representative one; and when it is borne in mind how frequently the settlers have to send for little things it will readily be perceived that the experience of Mrs. A's dear little cups form the small end of a tolerably big grievance. How is this to be remedied? In this way: If there be no government landing for a government steamer, let a general arrangement be entered into with the proprietors of the wharves at both ends of the route by which the wharfage will be equalized and fall lightly upon little things; and let there be a parcel-box for each town or settlement placed on the steamer, into which these parcels can be thrown, and let a reasonable and discriminating tariff of charges be established, such as would encourage rather than prohibit settlers sending for little needed articles. The boat is run for the accommodation of the settlers. Let it be accommodating. Again: The boat leaves here every Tuesday morning at 7 o'clock sharp; and we understand it leaves with equal punctuality at the other end of the route. That's right. Punctuality is a good thing, especially in steamboating. It would be unreasonable to expect that the boat could arrive at the various wharves at the minutes. Winds and tides are great enemies to punctuality in steamboating. There is, however, an hour at which it is understood the boat will arrive at and leave the several landings. It is not to be expected she should always reach the landing a minute; but she shouldn't leave before the time fixed. The evil complained of is, that the boat, sometimes gets to the landing before the regular time and leaves prematurely. The result is clear: Mr. B, of Cowichan, has occasion to come down to Victoria on important business. The regular time for the boat to leave Maple Bay is 1 o'clock. Mr. B. hurries to the landing, which he reaches half an hour before the time, only to learn, however, that the boat, having got along an hour earlier, left an hour before the appointed time; and thus Mr. B. is left behind. Just as he has finished—blessing the boat, along comes Mrs. C, with a fortnight's boardings of butter and eggs, together with perishable fruit and vegetables, designed for the Victoria market, and with the proceeds of which she hoped to take home frocks for the girls, and little comforts for the family. But, alas! the boat has gone, and Mrs. C. must retrace her steps home with a heavy heart, her butter melting with the heat, her vegetables withered, and her eggs—scarcely in a condition to keep for the next trip of the steamer. We are aware of the difficulty of wholly avoiding such disagreeable occurrences; but we cannot help thinking that if the boat happens to arrive at the landing, say, an hour before her usual time, that forms no good reason why she should leave the landing a single

minute before the understood time. Inasmuch as she is run for the accommodation of the settlers, it is not too much to expect that she will wait till the hour fixed for sailing to accommodate them. Then, again, the rates charged for passage and freight, although not exorbitant, considered in the abstract, are such as to deter very many kinds of produce from finding a market here, for which good money is going out of the colony by every steamer. The steamer is run for the accommodation of the settlers, and it would cost no more to run her if she carried three times what she does now. If rates were reduced say, one-half, would she not carry three times as much, and with increased receipts to place to her credit? We believe in making the accommodation more a reality than it is at present, and we commend these crude thoughts to the consideration of those whose duty it is to look after such matters. In all this we do not wish to be understood as casting any reflections upon the commander of the steamer. It is at the root of the matter these remarks are aimed.

The China Trade.

With all their flatter and boasting about universal commerce, it appears from reliable statistics recently published that the trade between the United States and China is less than one-third of that carried on quietly and unostentatiously between Great Britain and China, and the profitability of it bears a much lower proportion still. During last year the trade between the United States and China amounted to 7,418,069 taels (a tael is about \$1.48), while that between Great Britain and China amounted to 66,519,679. What is equally remarkable, the former has experienced a slight diminution since 1864 while the latter has increased during the same period 18,541,365 taels. The two great articles of export from the Flowery Kingdom are silk and tea, while its staple imports are opium, cotton goods, and woolen goods. In all three articles, especially in the first, Great Britain possesses a decided advantage over the United States or, indeed, any other country. Thus we find that, while Great Britain took from China to the amount of 24,478,483 taels, she sold her goods to the amount of 42,040,836 taels, whereas, on the other hand, the United States took from China to the value of 6,582,676 taels and only sold to her the value of 833,398 taels, showing a fearful disproportion. There can be no doubt that with the completion of her great railway system the United States will pick up a little; and should the British people not provide themselves with similar means of communication it is not unlikely that they may be overtaken in the race for the trade of the East; for, whatever advantages the sea may possess over the land as a highway for the carriage of bulky articles, it must be conceded that the shorter and infinitely more speedy railway communication across the American continent will be preferred to a sea voyage round that continent; in so far as teas and silks are concerned, one cannot imagine that the British people will be so indifferent to the importance of a rapidly increasing trade which already touches one hundred millions of dollars a year, as to permit it to be jeopardized for want of railway communication across the continent, especially, when such communication is essential to the maintenance of British power on the continent.

Thursday Sept 16

CANBERRA.—The intelligence from Cariboo continues favorable. Five or six inches of snow lay on Bald Mountain, and the companies were generally well supplied with water. There had been a slight freshet. On William Creek the Barker, Foster-Campbell and Cariboo lead off. The last-named improving weekly. Stout Gulch gave 109 on to the Coombs, 135 on to the Traffals, and 50 on to the Floyds, in one week besides holding out big hopes to other companies to persevere. On Lightning Creek the Ross Company have struck rich pay. The returns of other creeks are average. Three quartz claims have been located in a ledge cropping out at the rear of the Sentinel office. \$362 were collected on William Creek by Messrs. G. B. Wright and John Adair for the benefit of Franklin Roberts' widow. Roberts' body has been found.

THE PACIFIC SQUADRON.—There are nine British men-of-war in the Pacific, of which number five are now at this station; viz:—The Satellite, Charybdis, Cameleon, Sparrowhawk and Boxer. On the Southern Station there are the Zealous, Ringdove, Reindeer, and Chasticeer. As stated yesterday, the Satellite sails for South on Saturday, and the Cameleon, in about four weeks' time, for the Sandwich Islands and Tahiti.

MR. ARTHUR FELLOWS, late of Fellows, Roscoe & Co., of this city, left for San Francisco yesterday to open an office for the purchase of goods intended for the North Pacific markets. We can cordially recommend Mr. Fellows to the business public.

Governor Musgrave at Yale.

Governor Musgrave and party reached Yale on Sunday morning and were received by the people with every manifestation of satisfaction. The party attended morning service at the Episcopal Church, and on Monday Messrs. J. W. McKay, Charles Oppenheimer, F. J. Barnard, A. McLardy, W. R. McDonald, A. Barlow and R. Killip, on behalf of the citizens, presented the following ADDRESS:

To His Excellency ANTHONY MUSGRAVE, ESQUIRE, GOVERNOR OF BRITISH COLUMBIA AND ITS DEPENDENCIES, AND VICE ADMIRAL OF THE SAME:

May it please your Excellency, We, the inhabitants of Yale, desire to extend to your Excellency a loyal and hearty welcome to our mountain home, and to offer our sincere congratulations upon your appointment to, and arrival in, British Columbia.

We are much encouraged at the marked interest your Excellency appears to take in the mining and agricultural operations of this country, as evinced by your present journey, undertaken so shortly after your arrival in the colony; and we sincerely trust that the information your Excellency will gather respecting our interior resources will be productive of beneficial results.

Animated by an earnest desire to see British interests and institutions consolidated and perpetuated on this continent, it has afforded us much satisfaction and inspired fresh hope to learn that your Excellency is a believer in the great scheme so successfully inaugurated on the Atlantic side, and we earnestly hope that the opening act of your Excellency's administration may be to place this colony in the Dominion of Canada on equitable terms.

Eagerly hoping that your Excellency's administration of the affairs of this colony may result in its advancement, prosperity and progress.

And that Providence may bless your Excellency with health and happiness is the prayer of your Excellency's most humble and obedient servants.

His Excellency made the following REPLY.

GENTLEMEN, I thank you heartily for your cordial welcome, and I assure you that it is a true pleasure to me to meet you in your romantic mountain home.

You do not err in attributing to me deep interest in all that concerns the welfare of the country, and not least in the mining and agricultural operations which are of so great importance to its prosperity and progress.

I have been anxious to see as much as possible, and gather as much information for myself as early as I could, and with this object in view I have lost no time in visiting the Upper Country, believing that from personal observation I shall best obtain the knowledge that I seek.

I have always felt assured of your attachment to British institutions, and your desire to consolidate British interests on this continent.

I readily acknowledge that I am a firm believer in the benefit of the great scheme of Union applied to the Atlantic Provinces; and, if it should prove on examination that the measure can be extended to British Columbia with like advantage, it would give me pleasure to aid in our union with the Dominion of Canada on equitable terms.

I humbly join with you in the hope that in the discharge of my duties during the term of my administration, I may be able to assist in promoting the advancement of the colony, and I pray you to accept my thanks for your good wishes to myself.

At 8 a. m. the same morning his Excellency started for Cariboo in Barnard's stage.

ANOTHER FIRE ON THE SAANICH ROAD.—On Tuesday about dusk, as the family of Mr. John Heal, farmer, on the Saanich road, five miles from town, were seated at tea, a bright light shinning through the window attracted attention to the barnyard, when it was discovered that one of the two large barns was on fire. With considerable effort the horses were blindfolded and driven out of danger, but the two barns, with 20 tons of hay, and other produce, and a quantity of farming utensils, were consumed in a brief space of time. The fire did not reach the house which is insured, while the property consumed was uninsured. No person connected with the farm entered the barnyard on Tuesday afternoon, and the sufferers are of opinion that the fire was the act of an incendiary. A few weeks ago the barn of Bailey, a farmer near Heal's, was similarly destroyed, and the crime has not been traced. It behoves the people residing on the road to look sharp after suspicious characters who may be observed hovering about their neighborhood.

ARRIVAL OF THE "BOXER"—H. M. S. Gunboat Boxer, Commander Frederick W. Egerton, arrived in Esquimalt harbor yesterday morning. The Boxer sailed from Gallao, Peru, on the 20th July, and came up partly under sail. She is a new twin-screw with double engines, 120 horse-power, 465 tons, carries 71 hands and 4 guns. The following is the officer list:—Commander—Frederick W. Egerton; Sub-Lieutenant, Wadhwan N. Digge; Navigating Sub-Lieutenant, Henry W. Davidson; Assistant Surgeon, Robert Potter, M.D.; Assistant Paymaster, Robert M. Colwell; Navigating Midshipman, E. H. H. Mosson; Chief Engineer, Andrew Watt; 2nd Engineer, Thomas Willmott; 3rd Engineer, Richard Irwin; Gunner, Mathew Brown.

FOR SHANGHAI.—The ship Windward, laden with lumber from Moody's Mills for Shanghai, is in the outer harbor.

THE BOOR ON THE OTHER LEG.—Yesterday a diminutive Chinaman, who was defended by Mr. Bishop, was brought before Mr. Pemberton charged with assaulting a six-foot sailor. John pleaded that the sailor came into his house to raise a row and that he was forced to knock him down to save the inmates from injury. The Magistrate told John that he should not have taken the law into his own hands, and fined him \$20. It is not often we hear of a Chinaman assaulting a white man. The case is generally reversed. What if John were to become the aggressor in the future, and the white man the meek, enduring lamb the Chinaman is now?

NATURE'S TARGET.—A late number of the Engineering and Mining Journal has a very interesting paper upon the mines of the Pacific Slope. In the description of Treasure Hill, Nevada, an interesting phenomenon is thus alluded to:—"A large lode of magnetic iron, or loadstones, exists in this district, and draws down upon it the lightnings of every thunder-storm. The surface of the ledge lies in waves of solidified slag, blackened and glazed like the cinders of a blacksmith's forge, doubtless from the effects of lightning, which for ages has made this spot its target."

FROM NEW WESTMINSTER.—The steamer Enterprise with 30 passengers—among whom were the Colonial Secretary, Capt. Delacombe, Dr. Hanbury, Dr. Tolmie, W. A. Fraser, O. Evans, H. Nelson, O. Parsons, and R. Woods and daughter—arrived from New Westminster at 5 o'clock last evening. To land cranberries for exportation the steamer came alongside Brodrick's wharf where the passengers debarked. There is no news from New Westminster.

DEATH.—Mr. George J. Mercer, of San Juan Island, a native of England, died yesterday morning. Mr. Mercer, leaves a wife and child. His life was insured for \$5000.

GOING.—The Circus Troupe have engaged passage on the Brig Byzantium for the Sandwich Islands, and will sail to-morrow.

THE MEXICAN will be dispatched to San Francisco direct from Puget Sound.

The Sound steamer sailed yesterday, carrying a number of passengers.

General English Summary.

From the European Times, August 16.

Parliament was prorogued on August 11, and the weary members were dismissed to their country amusements and duties.

The excitement of the session told seriously upon the health of Mr. Gladstone, and a severe attack of illness compelled him to retire from London, and to discharge himself as much as possible from the onerous duties of his position. He afterwards returned to his duties, and left town on the 11th of August, on a visit to Walmers.

The general result of the session seems to be that the House of Commons has gained, while the House of Lords has lost—seriously lost—in prestige and influence. If the Lords had acted throughout with the temper, dignity, and wisdom they displayed in the debate and vote upon the second reading of the Irish Church Bill, their house would have acquired increased weight in the estimation of the country. There was a great divergence, however, between the proper significance of that vote and the course pursued by the Opposition in committee. The vote accepted the principle of the Bill, as a matter of policy and necessity; in Committee the Opposition seemed to think of nothing but how to secure as large a share of the "spoils" for the Church as possible, without paying any regard to consistency in the Bill, which was unaided, and not very creditable. But the last vote completely destroyed public confidence in the discretion of a House apparently wanting in the instinct of self-preservation. It will be long remembered that on a most serious occasion the Lords showed no regard for consequences, and allowed themselves to be carried by mere petulance into a position they were not prepared to maintain, but were glad at once to abandon; and that the country was spared a convulsion through the forbearance and a statesman-like consideration—not of the peers—but of Mr. Gladstone and his colleagues, with whom the final honors of the occasion undoubtedly rest.

Not content with his triumph over the Directors of the Bank in the mode of paying the dividends, Mr. Lowe has started a paradox for the consideration and amusement of the country during the recess. He proposes to reduce the amount of gold in the sovereign without diminishing its value. At present the expenses of coining, &c., fall upon the Treasury, and are very heavy. Mr. Lowe thinks he may cover these by taking one grain from every sovereign as a set-off, making 123,274, instead of only 122,274 grains, instead of 123-174. Anyone taking bullion to the mint would still have to leave 123,274 for each sovereign, but would receive back coins weighing only 122,274, and the Chancellor supposes that the power of the sovereignty would still be 123,274, because on one could get it for less. The

fallacy of this seems very obvious. The sovereign does not owe its value to any Act of Parliament; its stamp certifies that it contains so much gold, of a certain fineness, and upon that it purporting power depends. The value of the coin would be sure to give way in proportion as it was reduced in weight, and all fixed incomes would be diminished in a corresponding ratio. In short, the coinage would be debased; and the usual consequences of debasing the coinage must follow, as a matter of course. The reduced sovereign would be one step toward the chimera of an international coinage—which Mr. Lowe looks upon as an additional argument in favor of the change. The scheme is radically unsound in principle, however, and there is little chance, we should imagine, of its ever being tried.

The Esmonde will case has at last been decided at Carlow. It is stated that Lady Esmonde, being greatly hurt at the perversion of her daughter, the Countess of Granard, to the Roman Catholic religion, left all her property to found a college in Wexford, to educate young men for the Protestant ministry. The validity of this will was disputed, and it was urged that at the time the will was made Lady Esmonde was of unsound mind, and was subject to undue influence. The jury decided in favor of the will, and an income of over £9,000 a year will go to the Wexford College.

Beyond the Irish Church Bill, there is not much to show as the net result of the session. A new Bankruptcy Bill has been passed, which certainly does not err on the side of leniency to the debtor; and a bill, nominally for the abolition of imprisonment for debt, has been added to it. The time honoured writ of *ca. sa.* is to be done away with and imprisonment will be awarded only by a judge's order, after proof that the debtor has, or has had, the means of discharging the claim against him. This assimilates the practice of the superior courts to that of the county courts, the powers of which are not interfered with.

A Bill for abolishing sisters-in-law, or in other words, for legalizing marriage with a deceased wife's sister, was carried to a forward stage in the House of Commons, but was pertinaciously opposed, and at last had to be dropped for the session. It will be brought up again next year, and as both Mr. Gladstone and Mr. Bright spoke in its favour, there are more unlikely things than its being carried through the House of Commons. The Lords will not pass it, however, as strong prejudices against it exist, and there is no chance of any great pressure being exerted on a subject about which few people care very much.

The Habitual Criminals Bill has passed. Henceforth, when a person has been twice convicted of felony, the Court may make it a part of the sentence on the second conviction, that after the expiration of his term of imprisonment, the convict shall be called upon to clear himself, if he is found in circumstances leading to the presumption that he is living dishonestly. On a third conviction he is to be sentenced for life. This will clear the air of the professional criminal.

The rioters at Mold, who some months ago attacked the police and the military, till the latter was forced to fire, have been made a severe example of. Six out of seven were found guilty, and were sentenced by the judge to ten years' penal servitude; an apparently severe, but really a well-deserved punishment.

A great sensation has been created by the terrible death of Mr. Cornelius Grinnell. The unfortunate gentleman was staying at Ryde, and stepped out of the window of his lodging at night under the belief that there was a balcony in front of it. He fell headlong into the street, and sustained such severe injuries in the head that death was instantaneous. A verdict of "Accidental death" was returned by the coroner's jury, of which Sir John Burgoyne was chairman. Mr. Grinnell had been dining at the Royal Victoria Yacht Club, and had been in conversation, a few minutes before he fell, with Sir John Burgoyne, who stated that the unfortunate gentleman was perfectly sober when he fell. Every mark of respect was shown by the Yacht Club and the authorities, and Mr. Grinnell's body having been embalmed, was conveyed in his own yacht to Southampton, and will be carried back to America in the mail-steamer from that port. The Cotton Market has again shown great firmness, and prices for American have increased about 3/4 per lb.

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