The Weekly British Colonist,

Wednesday, June 15, 1870

Duty and Destiny.

While our Delegates are at Ottawa negotiating a political union with the Dominion of Canada, and while our Governor is at San Francisco for the purpose of concluding another kind of union, it behooves the people to remember that they, too, have duties and responsibilities peculiar to the hour—that they are not by any means disinterested spectators. In so far as the latter union is concerned, the duty of the colonists will probably not go beyond extending to the immediate subjects of it those expressions of hearty goodwill and loyal welcome befitting such interesting occasions. But their relations to the former and larger union are of a very different character. In it they will be a contracting party—the party most interested, in fact. Such being the case, surely it becomes the people to employ the few weeks or months that may intervene in serious consideration of the weighty matters involved. This duty must be the more apparent in view of the fact that, after the terms of union shall have been negotiated and all the marriage settlements, so to speak, arranged, British Columbia will be led to the altar (the polls) and asked the momentous question, 'Wilt thou, &c,' and it will devolve upon her to say, Yes or No. How important, then, that the people should well consider the whole subject. It may be thought by some that it will be time enough to consider the subject when it is definitely known what terms Canada is prepared to grant. This is doubtless to a great extent true. Yet it is not wholly true. When the terms come back and are formally submitted to the people, then will doubtless be the time for full consideration and decisive action. But there is much which the people would do well to employ the present calm in thinking about; for it must be remembered that the promulgation of the mutual conditions will be the signal for an exciting electioneering campaign, when men's minds will, in all probability, be in a condition much less favorable to calm and unbiased thought. There is another reason why all the thinking should not be left till election times. The people will not be invited to cast a direct vote, aye or no, upon the terms submitted. That vote is to be given by the representatives they may send to the new Council. The people are to say aye or no to the question 'Do you want Confederation upon the terms now submitted to you?' But they are to say it through their representatives. If a majority of these representatives should be elected to promote Confederation then will the people have answered aye. But should a majority be elected to oppose Confederation, the answer of the people will have been no. Thus it will readily be seen how important it is that the people should exercise intelligent and discreet caution and judgment in the selection of those to whom they delegate the right to say aye or no upon a subject so intimately connected with the fate and prosperity of the colony. The first duty would appear to be the selection of men of tried political integrity — men who have approved themselves capable of adhering to those principles, whether basking in official sunshine or shivering in the cold shades of the opposition. It will probably be desirable also to avoid two classes of politicians: Those who are unconditionally and unreasoningly opposed to Confederation on the one hand, and those who are unconditionally and unreasoningly in favor of Confederation on the other. Should the people be called upon to choose between these two extremists, these two evils, it is probable that they would find the latter to be the lesser, inasmuch as the colony would fare better at Ottawa than it could hope to do at Downing street. But it is to be presumed that no such choice will be necessary, that the electors will have no difficulty in securing as their representatives at such an important political juncture those who will only seek to promote union with Canada upon terms clearly and unmistakably beneficial to British Columbia — men who would scorn alike to sell their country to Canada or to a foreign power. Seeing that such grave responsibilities and consequences must turn upon the next election, it is surely fitting that the people should endeavor to realize their true position and responsibility, and not allow themselves to drift with listless indifference into this election, as it is to be feared they have done on some former occasions. Another matter of very great impertance, and which may perhaps be regarded as contingent upon or ancillary to the main question of Confederation, will also present itself to the people at the polls, either directly or through their representatives. We allude to the question of self-government. And in what more practical or convincing way can the people assert their fitness for the full exercise of those powers of self-government accorded to the other Provinces of the Dominion, aye, even to the new Province of Manitoba, than by making a discreet and intelligent use of their franchise at the next election? Let the colonists remember that it is by the character and abilities of the men they send to the next Council they may be judged as to their fitness for self-government. Verily, the vote the people will shortly be called upon to cast will be a momentous one. Let them make timely and fitting preparation for the wise and conscientious discharge of a duty upon which may hinge the fate of empire—upon which must without doubt in great part depend the prosperity of this our adopted country—our 'Western Home.' Is it too much, then, to expect that the people will rise to the great duty of the hour? Burying the dry bones of dead political issues, and burying along with them mere self-seeking and unscrupulous political tricksters, let the colonists seek to rise above local and party considerations, and, acting in the name and on behalf of their country, unite in one common cause.

ARRIVAL OF FEMALE IMMIGRANTS. — The gentlemen composing the Female Immigration Board had the satisfaction yesterday of receiving and 'placing' the first shipment of female servants. There were twenty-two of them, including the Matron, and it is gratifying to know that, although the passage was not a quick one, it was remarkably free from any disagreeable features. Not an accident; not a storm; not a case of sickness. The immigrants were all cleanly, healthy and well behaved, and are unanimous in their praise of Captain Nielson. But ah! how delighted they were to get on shore. And it was indeed a touching sight, the parting of these girls after a five months' association at sea. It seemed as though not till then did the full realization of their position come home to the mind. Far, far from dear old fatherland, they must now part from each other and repair to the new homes prepared for them. Need we ask those in this community to whose charge these girls have been confided to think of their lonely and trying position, and, as far as circumstances may permit, act a maternal part towards them? Do not quite lose sight of the sister in the servant. Remember that they are human beings, in many respects with like passions and aspirations, and think, oh! think that the very loneliness and utter dependence of their situation only augments the responsibility of those to whose charge they have been committed. It may be proper for us to state that in consequence of certain idle rumors which had obtained circulation the gentlemen composing the Board conceived it to be their duty to institute the most rigid investigation, which they did immediately upon boarding the ship. And it is due to all parties, and it affords us great pleasure to announce, that the result was most gratifying to the Board. The conduct of these girls during the entire passage was in perfect accord with the written characters they received in England,—wholly unexceptionable.

ARRIVAL OF THE ALPHA.—The Norwegian bark Alpha, Capt N A Nielson, arrived at 3 o'clock yesterday morning in Royal Roads and fired three guns to attract a pilot, who soon after went on board and took the bark into Esquimalt harbor. The Alpha sailed from Liverpool on the 10th of January, and meeting with head winds in the channel put into Belfast Bay, whence she sailed on the 18th of the same month. On the 23d of January pilot left the bark off Tuskar. On the 18th of February she crossed the Equator; from Rio to Cape Horn she had thick weather; lay becalmed off the Cape two days; afterwards had variable weather in rounding the Cape; crossed the Equator in the Pacific on the 10th of May. Thence had variable weather until arriving at Cape Flattery when a strong S W wind led the bark to Esquimalt harbor. The Alpha brings 22 passengers, all female, 21 of whom were engaged in England as servants in this colony. The captain speaks well of the passengers, who all appear to be very respectable young women. The health of all on board is excellent, and the bark presents a cleanly appearance. The Alpha has 1001 tons of freight, about 300 tons of which are consigned to Victoria houses and the balance will be sent to Portland, Oregon, in the Alpha. The Victoria freight will be discharged at Esquimalt and brought around to Victoria. Messrs Janion, Rhodes & Co are the ship's consignees. The consignee and freight-list will appear to-morrow.

THE CHICORA CASE.—It is already known that the United States authorities refused permission to the British steamer Chicora to pass through Sault Ste. Marie Canal. It appears that the ridiculous and undignified position assumed in this matter was subsequently receded from, and that the British steamers employed in connection with the Red River expedition have since been permitted free passage through the canal. Doubtless the United States authorities have been brought in some measure to realize the absurdity and untenableness of their position in this matter. Possibly the fear that Canada might mete out the same measure to them with compound interest, as she could well do, had its share in bringing about this sudden change of policy. Referring to the Chicora affair, the New York *Herald*, a paper chiefly remarkable for the bitterness of its anti-British tendencies, says: 'It strikes us that Mr Secretary Fish is getting slightly muddled in this business. In the refusal to let the British Canadian troopship pass through our canal does he not recognize Riel and his Red River insurgents as belligerents? And does not such a recognition spoil, to some extent, our case against England's belligerent rights conceded to Jeff Davis? Officially, has Mr Fish any right to know that Riel and his men are belligerents one way or the other? We ask for information?'

MURDER OF AN INDIAN.—Yesterday Mr Harmon, of Esquimalt, while passing the old road leading to Skinner's farm, had his attention directed by an Indian to the dead body of another Indian lying in a secluded spot near the Bush Tavern. The body was shockingly mutilated and the throat cut from ear to ear. Every vestige of clothing, save one of the wristbands of deceased's shirt, had been stripped from the remains. The body presented a frightful appearance. Sergt McMillan took charge of the body and arrested the Indian who directed Harmon's attention to it. The dead man is said to have been a Boston Indian. He was doubtless murdered by King George Indians for his clothing. An inquest will be held.

COUNTY COURT.—In this Court yesterday Mr Davie (Peakes & Davie) applied for a new trial of the suit of Lyons *vs* Nagle, basing the application upon the fact that a receipt in full for the amount claimed by the plaintiff had been discovered by defendant since the verdict was delivered in the first trial. Mr Bishop opposed, claiming that defendant had sworn that he paid the money but took no receipt. The application was granted on condition that the plaintiff pays the costs of the first trial.....Bailey *vs* Mills Order for the payment of $98 and costs by defendant....Several minor cases were settled out of Court.

SINGULAR ACCIDENT.—A man came down on the Enterprise last trip for surgical treatment, having lost three fingers of one hand in a rather singular manner. He and his partner were erecting a house at some point on the wagonroad—his partner standing outside and using a broad-axe to square one of the beams, whilst the injured man stood inside and endeavored to fit the beam in its place. Whilst thus engaged the hand of the man inside slipped outside and three fingers were immediately chopped off by the partner.

THE REGATTA.—The crews are in training for the Regatta. Outriggers and racing-gigs may be seen darting over the smooth surface of the harbor every evening, and numerous boating-parties are formed daily for the purpose of practice. There is likely to be a lively competition for the prizes.

THE gunboat Boxer, with Admiral Farquhar, Flag-Lieut Rickman, R Williams, Esq, Admiral's Secretary, Midshipman Farquhar, Mr Tweedie, Paymaster and Chaplain Alexander, sailed yesterday for San Juan Island and Cowichan, and will return on Friday.

THE gunboat Boxer will come into this harbor in the course of a few days and her boiler will undergo a thorough overhauling at the hands of Dr Spratt of the Albion Foundry. She will be laid up for about two months.

DEPARTURES.—The colonial steamers Enterprise and Emma sailed yesterday morning—the first for New Westminster and the last for the East Coast.

THE HIGH WIND of yesterday morning prevented the departure of the California. She will sail for Portland at 3 o'clock this morning.

THE steamer Olympia sailed at 12 o'clock yesterday morning for ports on Puget Sound, carrying twenty passengers.

TREASURE SHIPMENT.—Wells, Fargo & Co shipped by the California to Portland, $30,000 in gold.

THE PELICAN.—We are without advice as to the sailing of this steamship yesterday.

Two ships are on the way from San Francisco to load with coal at Nanaimo.

All About an Eyebrow.

Madame X. is the anonymous title given a fashionable lady who has recently left Roman society for a curious cause. This is the story: She was at concert; she had gone through the entire first part with the constancy of a maryter: *par parenthese*, she hates music, and if life was at stake, could not turn a tune. but she was as handsome as — paint, to use the vulgar comparison; all the world had admired her forest of fair hair artistically grouped in curls upon the top of the head; A necklace of priceless pearls surrounded her swan-like neck; a brilliant diamond algrette was proudly glittering over her left ear, and her delicate arched eyebrows gave an inexpressible charm to her classically shaped face. There was a slight intermission in the performances, for refreshments, during which Madame X. left her seat to say a few words to her hostess, Princess, C——, and then, as the second part of the concert was about to begin, she hastened to resume her place, opened her fan, and immediately obtained what the French call *un succes de surprise* so universal that for five minutes the voice of the artist was lost in the general titter. There is no knowing how long this sort of thing would have gone on had not Madame X. who began to feel a little embarrassed by this excess of admiration, dropped her eyes modestly, and saw—alas! it was a beautifully shapped eyebrow—one of the great Auguste's triumphs—which lay upon her lap. There was but one of two things to do, faint or leave the room. Madame X. did both.

THE FLYING SQUADRON.—A series of large size photographs of the Flying Squadron lying in Esquimalt Harbor and most beautifully taken, may be seen at F Dally's Photographic Gallery, Fort street, Victoria. *

En Route to Ottawa.

[FROM OUR SPECIAL DELEGATE.]

CHICAGO, May 25th, 1870.

After a continuous ride of four days and six hours in a rail car, one feels like anything else than writing an inteligible letter. With nerves unstrung and brain so dazed by the whirr and buzz of such a ride, it is almost impossible to guide the pen or form the mass of confused thoughts into anything like order. The grand panorama of mountains, valleys, cañons, deserts, lakes, plains, rivers, Indians, grizzlies, antelopes and a thousand other objects takes such complete possession of the mind that a letter written under such circumstances would much resemble one of A Ward's lectures—it would be about everything but the subject proposed. I will not attempt, therefore, to give even an outline of a journey which has been over and again graphically described already. Suffice it to say that mine was the good luck to pass over the Atlantic and Pacific railway under auspices exceedingly favorable and rare. The weather throughout was delightful, and showers of rain seemed to precede us just sufficient to keep out of our way, and also sufficient to lay every particle of dust.

The road from San Francisco to Omaha, for a new road, may be called good. Many places, it is true, require more time to settle, to make the road solid, but the great wonder is that, being built in such unprecedented haste, and under circumstances of such intense excitement, it deserves public confidence. The road is a huge success. Every stockholder is made rich by it. The facilities to the owners granted by the Government, in the way of land grants and loans, were equal to an out-and-out present of the road to the company, and many now complain of the monopoly, although, when first projected, those who are now the most envious were the loudest to proclaim the scheme a fallacy. The travel on the road is great—more Westward than Eastward. The fares are high and will no doubt be reduced from Omaha to Chicago. There are three rival routes:—The Rock Island, Burlington and the Northwest. The first-named is decidedly the best—it being the shortest, best constructed and furnished, and passes through the finest country, giving travellers an opportunity of seeing the arsenal and great military works being carried on at Rock Island under the supervision of Gen Rodman, o big gun notoriety.

Your delegate is one day ahead of the Government Delegates, and as I intend to leave here to-morrw I shall probably not see them until they arrive at Ottawa. Chicago is a great city, full of life and activity and seemingly is going to profit largely by the opening of the Pacific and Atlantic railroad, very much to the chagrin of the San Francisco merchants.

You will no doubt have received very recently telegraphic news respecting the Fenian designs on Canada. During my 20-hours' stay in this city I have made the Fenian raid a matter of special enquiry by calling on the editors of the leading papers and the agent of the Associated Press, and they assure me there is no sympathy for the Fenian movement whatever, and that the accounts are greatly exaggerated. There is but one feeling among intelligent men in Chicago in regard to the matter, and that is one of contempt. The general hope is that the leaders will be well punished.

I called on the agent of the Associated Press with a view to obtaining for the Pacific more general Dominion news in his compilation of telegraphic dispatches, and you will be gratified to learn that he has assured me he will give the most careful attention to our wants, seeming fully to appreciate the support given by British Columbians to the American telegraphs.

The question of union between Canada and British Columbia seems but little known here; and, so far as I can judge, annexation would not be entertained. Leading men here think a road opened from Canada to British Columbia would do infinitely more good to the U S Pacific than it would harm, as it would increase the trade and commerce of the Pacific, to the good of all.

You will next hear from me at the Mecca of my pilgrimage—Ottawa. S.

Dominion Mail Summary.

We have Canadian exchanges to the 24th May. There was a general impression at Ottawa that as soon as the Hon Mr Kenny retires from the position of Administrator of the Government of Nova Scotia, the Hon Joseph Howe will be appointed to the post of Lieutenant Governor of that Province. It is expected that this will take place in a very few months. It was understood that Mr R Chamberlain, M P, would receive the appointment of Queen's Printer for the Dominion. It was rumored that the Hon Mr Dunkin is to go upon the Bench, and the Hon Mr Cauchon is to take a seat in the Dominion Cabinet. On the 20th Sir John A Macdonald was very much improved, he took food and was well enough to sit up a little. On the 21st and 22d he was scarcely as well and was unable to sit up. On the 23d he was reported as being much in the same state. In the Newfoundland contested election embroglio the Confederates had gained a victory. It will be remembered that the anti-Confederates sought to get over an error in adjourning for a week by altering the records of the Legislature. The question having been appealed to the Supreme Court, judgment was given on the 20th in favor of Messrs Carter and Evans, the Confederates it was sought to unseat, and a writ of prohibition was granted to restrain the election committee from further action. Three Judges were unanimous in declaring the journals of the House to have been proved false as they stand, since the adjournment of February 24th was for the week, and the after proceedings of the House were pronounced null and void. The Chief Justice was very severe in remarking on the extraordinary and unsatisfactory character of the Speaker's affidavit. This decision gives great satisfaction to the Confederates and confirms Carter and Evans in their seats. According to accounts Newfoundland fishermen have had an excellent season. The fish were striking in plentifully on the southern coast. Very great activity was manifested in the codfisheries. The Custom House returns from January 1st till April 28th exhibited an increase of $68,000 over the same period of last year. It was stated that Judge Black, formerly of Red River, would receive an appointment in the new Province of Manitoba. Thomas Jenkins, a clerk in a commercial establishment of Halifax, (NS) who wrote to the London *Times* that the steamer City of Boston was overloaded, has been prosecuted for libel by the Inman Company, damages being placed at £20,000. It was said that Reil had a commissioner negotiating with the Chicago Fenians, who, however, received the propositions coldly, manifesting no disposition to interfere with the Red River expedition. According to latest accounts the Red River expedition was making satisfactory progress. The American Government had receded from the stand taken with regard to the passage of the steamer Chicora through the Sault Ste. Marie Canal, and the British vessels were permitted to pass without further molestation. Reil had appointed McKay as Commissioner of Indian Affairs and Superintendent of Public Works. He asked the expression of the House on these appointments, saying that with the advance of another Government to power the Legislature might not have such an opportunity. The *New Nation* announced a grand concert to take place on the Queen's Birthday in the Court House, under the patronage of Bishop Tache.

A Hard Random Hit.

(From the Galaxy.)

'Many a shaft at random sent' hits something or other which 'the archer little meant' to touch. We have heard an anecdote illustrative of this truth, which has probably not appeared in print before, and which has been told us as a piece of genuine history. It happened in a large city—never mind what city. There were two pretty sisters who had married, one an eminent lawyer, and the other a distinguished literary man. Literary man dies and leaves younger sister a widow. Some years roll away, and the widow lays aside her weeds. Now, then, it happens that a certain author and critic has occasion on a broiling day in summer to call on the eminent lawyer and find's him pleading and sweltering in a crowded court, sees that the lawyer is suffering dreadfully from the heat, pities him, rejoices that he himself is not a lawyer, and goes for a cool saunter under the sheltering trees of a fashionable park and garden. Among the ice-eating, fanning crowd there he meets the younger of the two sisters, and for a moment he thinks he is speaking to the elder. Oh, Mr.——,'exclaimed the lady, 'how dreadfully hot it is here!' 'Yes, madam,' replies our luckless critic, 'it is hot here: but I can assure you the heat of this place isn't a circumstance, when compared with the heat of the place where your poor dead husband is suffering to-day!' A horror stricken expression comes over the face of the lady; she rises from the chair and flounces indignantly away. And 'Me miserable,' soliloquizes our wretched critic, 'I have been mistaking the one sister for the othe other, and she thinks I meant to say that her husband is—not in heaven!'

UTILIZING THE POLECAT.—It was recently stated in the New York *Medical Gazette* that the odor of the skunk or polecat is a powerful anti-spasmodic and sure cure for asthma. Upon which the Brownsille *Sentinel* observes;

Erasmus Smith, better known to old Texans as Deaf Smith, was firmly convinced that he was cured of the consumption by eating the meat of the polecat. He was advised to use it by Indians. He travelled with them for some time, and returned to the settlement free from cough,

The meat of this animal makes a savery dish. It is tender and has a delicious taste. The sac containing the musk must be removed immediately after the animal has been killed. The musk will color a knife green, and it can be removed only after long use: Polecats are very numerous in Texas. They are very pretty—of various colors, easily tamed, make fine ratters, and all that, but as a general rule the perfume they distribute with such generous liberality is not considered superior to Cologne water

F. DALLY

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