The Weekly Colonist.

Tuesday, September 27, 1864.

## AN OPPORTUNITY FOR RECIPROCITY.

The communication which has been recently received by Collector Gunn at Port Angeles from the authorities at Washington, and which we publish in another column, puts the Puget Sound Navigation question finally at rest. "Foreign vessels of all kinds," says the Secretary of the Treasury at Washington, "excepting vessels laden in the ports and with the products of Canada, New Brunswick and Nova Scotia, can load and unload at ports of entry only." "The usage of the past ten years, therefore," says Mr. Gunn, "must yield." It appears from this that our trade with Puget Sound in British bottoms has been hitherto one of especial privilege and not of legal right—if not indeed a blunder on the part of the Washington authorities. Whatever may have been the cause, however, of this liberality to foreign shipping—whether accident or design—there is one thing certain, these colonies will be ultimately the gainers by the recent restriction. We have before alluded to the matter in its prejudicial effects on our boat building, as well as its beneficial effects on our lumber trade; but another and probably the most important question, which can occupy the public mind on Vancouver Island, rises up with tenfold vigor by this hampering regulation—we mean Reciprocity.

By our free port we gave, of course, to the Americans every commercial advantage that we could give them, and when reciprocity was first mooted here we found that we had no means to force our neighbors, in a legitimate way, into any arrangement of reciprocal intercourse. We had generously thrown our trade open to the world, and had therefore no *quid pro quo* to offer for any especial benefits we might receive. The idea of relying on the generosity of the United States in a purely business matter was, however Utopian, actually entertained by many gentlemen deeply interested in the question at the time. But the American people were and are very much like the rest of mankind, and not disposed to relinquish the "bird in the hand" for the feathered bipeds in the shrubbery. So much, however, had our want of an equivalent to effect reciprocity worked on the minds of some of our legislators that they were ready almost to commit political suicide and go in for the abolition of our free port. The time, however, passed away, and beyond a debate in the House on the question nothing tangible was done until three years after, when the subject came up in the late session. The Legislature then went thoroughly into the subject, and as the Canadian Reciprocity Treaty was about to expire, with the probability of being renewed, they thought it was a fitting period to draw the attention of the Home Government to the matter and obtain, if possible, its influence in carrying out the desire of the Vancouver Island people to be included, with the other North American colonies, in the treaty with the United States.

In all these foregoing agitations and discussions, however, in connection with reciprocity, one very important element was wanting—the co-operation of the people of Washington Territory. So long as Congress knows that the demand for reciprocity is confined to the inhabitants of British territory, no representations, we feel assured, of the British Government will have much weight. Now, however, through the restrictive navigation of Puget Sound, the people across the Straits are as much interested in having the Treaty extend to the British colonies west of the Rocky Mountains, as the people of the Northern States are interested in its maintenance east. The great and rapidly extending lumber trade of the Sound will of necessity commence rapidly to decline; for we believe its foreign trade in foreign bottoms was much more lucrative than the trade with its own people. Until we are placed, then, on the same footing with Canada and the more eastern colonies, our Puget Sound neighbors will have to content themselves with their unfortunate position. We do not believe, however, they will rest long uncomplainingly in this position. All it requires to stir them up to a wholesome agitation, is energetic action on the part of our politicians and public men. In a few months Congress will meet, and this question of British navigation will, no doubt, through the influence of the owners of the sawmills of the Sound, be brought under the notice of the members. Let us, now that the Canadian Reciprocity Treaty has been extended another year, exert ourselves to the utmost in urging upon our American neighbors the desirability of extending its operations to the Pacific. With earnest representations from the people of the Sound, and equally strong recommendations from the Home Government, we sincerely believe that, when the new treaty is made, Vancouver Island and British Columbia will be included within its provisions. Never was there a better opportunity for obtaining this boon—a boon which will do more to build up Vancouver Island than all the free ports or impossible imaginations of politicians can conjure up. Let us not allow the precious time to slip away but seize the opportunity while it is yet within our grasp.

## Arrival of the Eliza Anderson.

## Later Eastern News.

Rosseau's Headquarters, Nashville and Murfreesboro railroad—no date.—The 8th Pennsylvania cavalry, numbering 250 men surprised Dibbet's brigade 2000 strong at Rodsville yesterday, killing and wounding many and capturing 120 prisoners. Our loss is only ten. To-day the railroad was torn up at the Belle Buckle; damage trifling. The bridge at Stearn's Creek, the only one injured by Wheeler is rebuilt. The railroad is in good running order from Murfreesboro to Chattanooga. Trains left this morning with the mails for Atlanta. The rebels are retreating for McMinnville.

(Signed) VANCLEAVE.

BALTIMORE, Sept. 12.—A special from Harper's Ferry to-day says there is no change in position of the military. Working parties recommenced work on the Baltimore and Ohio R. R. this morning, and expected to be in running orker on Friday.

FORTRESS MONROE, Sept. 12.—The steamer Fawn, running between New York and North Carolina was captured yesterday on the Dismal Swamp canal by rebel guerrillas.

A special despatch to the Herald, dated Washington, September 12, says no decision has yet been arrived at in regard to the proposition for a hundred million loan made by European capitalists. It may srill be under advisement until action of Congress is taken upon it, although without any apparent cause A number of biks to the Secretary for the $1,000,000 loan contained requests that if not accepted they should be applied to 7.30s.

NEW YORK, Sept. 14—The Washington *Union* of the 10th rays Greeley has again entered into correspondence with Sanders, assuring him that commissioners will be quickly sent if desired by Clay and Holcomb, to Richmond to negotiate for peace without condition.

WASHINGTON, Sept. 12—English blockade runners Advance and Elsie, with cotton, have been captured. The blockade runners have arrived at Halifax with cotton to pay interest on Confederate loan.

The Richmond *Enquirer* of the 8th, has a marked editorial it which it looks for peace—a lasting and permanent peace—founded on Calhoun's doctrine, the Executive Department of the Federal Government should be reposed in two parts instead of one.

The *Tribune's* special Washington correspondent says, Col. Dana of the 14th Pennsylvania, has just returned from under fire at Charleston. He reports Fort Sumter rapidly settling, and it is believed in a very short time water will enter the lower tier of embrasures. The fabt that this fortification was erected upon quite a thin point of land is well known to our engineers.

PORTLAND, ME, Sept. 13.—7177 Union majority in 51 towns; a gain of 684 over last year. 95 towns give a Congressional Union majority of 9,168. This vote includes little ever four-tenths of the State Congressional, total 19,000 to 20,000 Union majority. The counties are all undoubtedly republican. Senators, county officers and representatives stand about the same as last year, 124 Union to 16 opposition. The amendment to Constitution permitting soldiers to vote, will be carried almost unanimously.

NEW YORK, Sept. 12.—Gov. Andrews of Massachusetts gives in his adhesion to Lincoln without reservation.

One of Grant's staff just arrived reports the condition of the armo improving vastly. Lee cannot attack with effect until Early's return, and Sheridan holds him so closely that he cannot fall babk without great disaster.

Fremont has placed his letter of withdrawal in the hands of his friends, who will make it public soon.

Park Benjamin died in Augusta, Maine, last night, aged 54.

## LATER.

### Special Dispatches to British Colonist.

Portland, September 17th,

WASHINGTON, Sept. 14.—No important news from the army of the Potomac. The enemy's works on the left front have been strongly fortified lately. Deserters say that the rebel army is being strengthened by reinforcements from various sections.

Grant telegraphs from City Point, Sept. 13th: We ought to have all the men called for by the President in the shortest possible time for promptly filling the armies; it would have more effect on the enemy than a victory. It is generally believed by the rebels (so say deserters) that peace will be negociated after the Presidential election.

ATLANTA, Sept. 13—Glad to hear the draft will be enforced. First, because of need of men; second, new coming privates will fill old tried regiments that already have experienced officers on hand; third, enforcement to the law is manifestly resident in the power of the Government, which is equal to the occasion. Our Government though Democratic should in times of trouble and danger be able to wield full power. SHERMAN.

The draft is ordered to commence in all State districts where not filled by volunteers, on Monday the 19th.

SAN FRANCISCO, Sept. 17.—The list of killed in the Washoe disaster foots 54. Badly injured, still living, 19; slightly, 23; uninjured, 42. The lowest estimate of the number on board is 153 passengers, and 29 offisers and crew; leaving 44 unaccounted for. Capt. Kidd believes there were 200 passengers on board.

The Golden City, with New York passengers and mails of the 23rd, arrived at 11 to-day.

### MARKETS.

SAN FRANCISCO, Sept. 17.—70 tons Oregon Wheat, 340; Barley, new, 335; choice old, 350; Oats, 270, with light supply; Dry Hides in request, at 11½; Potatoes scarce, at 3¼ to 3¾; sweet do., 2½.

PORTLAND, Sept. 17.—Markets active; demand increasing; Flour, $7 75 to $8: Eggs, 33c; Butter, 28c to 37c; Lard, 16c to 18c. Bacon, 19c; Hams, 22c; Potatoes, $1 per bus; Oats, 65c; Wheat, $1 20; Wool, 20c to 22c; Hides, dry, 8c.

NEW YORK, Sept. 15.—Gold, 228. Greenbacks, San Francisco, 45c to 46c.

INDIAN TROUBLES.—Mr. W. S. Ladd received a private letter from Mr. Tilton yesterday dated at Denver, Colorado, giving some accounts of the Indian troubles on the Plains. The last coach that had arrived from the East passed 24 dead bodies of white men, numbered on the road by the driver, and all communication bad ceased. Mr. Tilton designed coming to Portland, via Salt Lake, Boise, and Walla Walla.—*Oregonian, 28th.*

THE PUGET SOUND EMBARGO—Collector Gunn has published a letter in the *Olympia Standard* explaining certain facts with reference to the embargo placed upon the navigation of Puget Sound by foreign vessels and the part he has taken in the affair. Dr. Gunn says "The practice which had obtained of allowing vessels to deposit their registers at the port of entry and proceed to the mills and elsewhere to load was regarded *constructively* as loading at the port of entry, and was not disturbed by him nor was its legality questioned, until the Alexandra commenced her trips to the Sound for cattle to export to Victoria.

Parties interested in the Eliza Anderson then raised the question, and contended that the Alexandra was violating the steamboat law. Believing that such was the case, the master was fined to the full amount allowed by the steamboat law, for every trip, which fine was paid under protest. The owner of the Eliza Anderson then obtained from his Honor the Supreme Judge, a restraining order forbidding him to clear the Alexandra when loaded with cargo obtained above the port of entry, as having violated the revenue, navigation and coasting laws. After an able argument before the Court, the injunction remains.

When the question was first raised, the following telegram was sent to the Secretary of the Treasury:

"Does section 2 of steamboat act of 1838 forbid a foreign steamer from seeking cargo at places other than the report of entry?"

[The reply is given elsewhere.]

ALEXANDRA CASE.—The following communication in relation to this case was received from the Secretary of the Treasury at Washington:

"Foreign vessels of all kinds, excepting British vessels laden in the ports and with the products of Canada, New Brunswick and Nova Scotia, can load and unload at ports of entry only."

It will be seen, therefore, that the department at Washington and the Court agree as to the law; and the usage of the past ten years in this district must yield. Congress alone is competent to change the law.

L. C. GUNN, Collector.

Port Townsend, Sept. 14, 1864.

### Confederation of the British Provinces.

CHARLOTTETOWN, PRINCE EDWARD'S ISLAND, Sept. 7.—A Conference of Delegates from the several provinces, to consider the expediency of uniting under one Government and Legislature, certain portions or the whole of British North America, has continued its sitting here since the 1st inst. The proceedings are kept entirely secret. It is rumored that after a careful consideration of the whole question the Conference unanimously concluded that the advantages to form a Confederation of all the colonies will be very great, provided that terms could be made satisfactory to the maritime delegates, who, it is said, are to resume the consideration of the details of the scheme at Halifax, unless some formidable obstacle arises. An authorised Conference of the several provinces will shortly be held at Quebec, to discuss the points of variance, and if possible to mature a proposition to be submitted to Parliament. The Conference is said to have adjourned to the 14th, to meet at Halifax.—*Alta.*

RICH STRIKE AT KOOTANAIS.—Two French Canadians recently arrived in town from the mines in the Kootanais country, where they have been working since the Spring. They have each realised the sum of $6,000, the greater part of which was taken from a small spot of ground on a tributary of the Kootenais. They report the prospects at the mines very uncertain, large sums being taken out of small holes, and the ground adjoining scarcely containing anything. It is impossible to ascertain the number of miners in the country, as they are scattered over a large district, working on the small creeks and gulches which feed the upper part of the Kootanais river.—*Vancouver Times.*

OFFICIAL SEIZURES.—According to the Olympia *Standard* a considerable turmoil was occasioned in that quiet little town last week by Collector Moore entering the various trading establishments with his attendants and seizing everything he could find not stamped in compliance with the new revenue law. The articles seized were subsequently returned, Mr. Moore being convinced that no attempt to evade the law existed.

TELEGRAPH TO VICTORIA AND POINTS ON PUGET SOUND.—We published recently a telegram direct from Olympia, Washington Territory, showing that the State Line has been extended through Oregon to that place. An advertisement in to-day's *Bulletin* states that despatches can now be transmitted to that point, and thence to Victoria and ports on Puget Sound by the steamer, which leaves Olympia every Monday morning, touching at Steilacoom, Seatle, Port Ludlow, Port Townsend and Port Angelos, reaching Victoria on Tuesday morning. Despatches left at the office in this city up to Sunday, 4 p.m., will reach Victoria by the steamer leaving Olympia on the following Monday.

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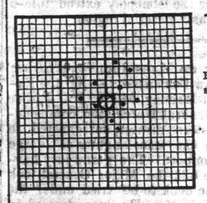

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