Semi Weekly British Colonist

Saturday, September 25, 1869 The Capadian Pacific.

That the Canadian Pacific Railway is a national necessity is, we believe, very generally admitted. That it is an immediate necessity few deep thinkers will be inclined to doubt. There are the North West Territory, our contemmany, we are quite aware, who, admitting the necessity of such a railway, yet regard it as far away in the misty future, a thing utterly unattainable for many years to come. Such persons are as destitute of enterprise as they are deficient in prescience. Such feckless, faithless do-nothing persons are to be found in every community; but t is, perhaps, the glory of the present go-a-head age that the negative element to which we allude predominates in few communities. To such doubting souls every great undertaking is beset with insuperable and innumerable difficulties, and to enlarge upon these appears to afford them a sort of morbid er disfaction. Let 't ever be remembered. bowever, that

"No great deed is done
By falterers who ask for certainty.
No good is certain, but the steadfast mind.
The undivided Will to seek the good;
This that compels the elements, and wrings, A human music from the indifferent airs."

To say that such a work is not a tainable at once is tantamount to saying that it is not attainable at all ! Without it there will be no British America, no Canadian Dominion twenty years bence. The man who projects a Canan dian Pacific Railway to be constructed sometime within the remaining quarter of the present century will simply illustrate the folly of shutting the stable door after he has helped to steal the horse. Such laggard dreams will only live to hear the "Kanuka" exclaim as the Irishman did who, on swallowing an egg, heard a chirp, "Ah, you should have spoken sooner." It is gratifying, reassuring to find that Canada is waking up to the necessity for the immediate construction of such a work. In a series of very able letters to the Montreal Gazette Thomas C. Keefer, an eminent Civil Engineer of Canada, deals with the whole subject in a manner that proves his acquaintance with it. Mr. Keefer takes the position boldly that continuous railway communication is indispensable, "I believe it is established," he says, "that the route of the water portages is not one which would be proper for a Pacific Railway, but it is probable that the latter would connect with the more important, at least, the inland waters between Superior and Winnipeg, and extract all their value as feeders." Referring to the more political and national view, Mr. Keefer says. "There is a great principle involved in our dealing with even the most insignificant of the portages west of Lake Superior. It is a proclas mation of Canadian nationality :- that Canada is no longer to be confided to the valley of the St. Lawrence; that we are about, notwithstanding the Monroe doctrine, to go up and possess unfulfilled, and she may survive that procers of disintegration which has already commenced in the great republic to the south of u. Moreover as there is less danger in running a rapid, or in sliding on thin ice, if we have no good steerageway, or headway, so we are less likely to come to grief, nationally, while in motion than if standing still. Lastly, it is clearly our interest and duty to make the most of our country and position, while we have time and opportunity, as the best preparation for whate ever destiny may await us. And as no probable condition of future political existence will give us greater territorial control than we now hold, we should rise to the dignity of the position and fling aside all 'one horse' projects for the truly national one of a Canadian Atlantic and Pacific Railroad." Mr. Keefer unquestionably has a correct realization of the situation. Canada has, so to speak, crossed the rubicon, and cannot retreat; she must make a bold dash for nationality or miserably perish—she must, to employ a homely illustration common north of the Tweed, "make a spoon or spoil a horn," To recur to Mr. Keefer's very forcible and truly Canadian simile, the Dominion Government has entered upon thin ice, and the faster it slides westward the

safer it will be for it, the less danger there will be of its breaking through? The Ottawa Times, a paper which may fairly be regarded as the organ-inchief of the Dominion Government, has a leading article upon the same subject, which is of a very unequivocal and pronounced character. Referring to the rapid progress of the Northern Pacific road, and its probable influence upon pory says, "We have the legal title no doubt (to the North West Territory), and there is enterprise enough among us to reduce it to practical possession, but the necessity of immediate steps on the part of the Government to open up at once a direct line of transit for the colonization of the Red River territory, is plainly apparent. The country will never be successfully colonized by means of common gravel roads, no matter how well constructed; railway communication within our own territory must be established sooner or later, and if we wish to retain permaneatly our political connection with that magnificent stretch of fertile territory which only needs the development of its resources by a wise scheme of colonization, to establish the claim of the Dominion as a first rate power supon this continent, we must take heed that our neighbors, who have shown them-

selves not a little grasping of the acquisition of new territory do not snatch the best fruits of our purchase out of our hands, by colonizing it with an ins flux of immigration, indifferent, not to say hostile to the continuance of that form of government which we have chosen, wisely, as events will certainly prove, and with our eyes open to its advantages and disadvantages." After alluding to the probable effects of an influx of American settlers in the absence of railway communication through Canadian territory, as illustrated in the case of Texas, our contemporary continues. " This is no bugbear, but a reality which the completion of Railroad, without corresponding progress on our side, brings closer to our doors. The projection and completion with all practicable speed of a line of railroad within our own territory, around the northern shore of Lake Superior to Fort Garry is a military and political, as well as a commercial necessity. \* \* \* \* And if we are content to go on trusting to the chapter of sults his Council. accidents and dependent upon the goodwill of our neighbors, for the next year and next five years, who is to say when the danger may menace us and find us unprepared." Now, these extracts, which we have given at the risk of fatiguing the reader, tend to show that the Canadian mind is beginning to next at 7 p.m. realize the necessity for the immediate establishment of continuous railway communication, and although the subject is as yet dealt with, for the most part from a standpoint which does not extend the view west of the Rocky Mountains, still that is no reason why we should sit down and tweedle our thumbs, but just the reverse. Let British Columbia enter her plea at once. If the consequence of the progress of the Nothern Pacific road would prove to be serious in the case of the Red River settlement what would the consequences be to us of the early completion of sit down and "croak" about the " lions

Thursday, Sept 23 From New Westminster .- The steamer Enterprise arrived from New Westminster at 51, 0 cloc. yesterday afternoon. She brought 40 passengers, among whom we obpenhiem, Watson, Jamieson, Mrs. Pemberamount is owned by Chinamen .... An inventory is being made of the property . The Governor and his party left Lytton on stored at the Camp, possibly with a view to sale ..... Government has paid to the W. U. Telegraph Co. one half the subsidy-\$2250 .....The Guardian says that last week. Mr. supposed for the purpose of robbing him.

in the way" of a Canadian Pacific

Railroad is little better than treason.

AGROUND .- The schooner Discovery, on the way down from Nanaimo, is reported

TUESDAY, Sept 21. Present-His Worship the Mayor in the Chair, Councillors McKay, Russell and Bun-An account from Willis Bond of \$4 deepening a drain on Courtney street. Referred to the Finance Committee for pay-

A communication from the Queen Charlotte Coal Mining Company, asking permission to hold their meeting in the Council Chambers. Leave granted.

An account from T. Dunlop, for \$2 50, for horse hire. Deferred.

A communication from the Spring Ridge Water Company, asking permission to make excavations on Bastion street for the purpose of laying water pipes. Leave granted.

A report was read from the Street Committee stating that they had examined the new bridge at the head of James Bay, and that it was completed to their entire satisfaction, and recommending payment. Also an account of \$7 50, for extra work done on said bridge. Ordered paid.

The Mayor instructed the Clerk to call the Council together to-morrow at 12 o'clock for the appointment of a poundkeeper. The Council then adjourned.

WEDNESDAY, Sept. 22, 1869. The Council met at 121/2 o'clock to elect pound-keeper- His Worship the Mayor in the Chair, and Councillors Bunster, McKay, Allsop, Gerow and Russell present.

The Mayor stated the object of the meet-Councillor Bunster suggested that as there

was one Councillor [Allatt] absent, there ought to be an adjournment till Tuesday. This suggestion meeting with no favor,

The Clerk read the applications of A W Davie, H Richardson, Alex. Young, J O Scott, S Bakes and O Wren, to be appoint- mountains which they suppose are gold beared poundkeeper.

Before balloting for the poundkeeper, Councillor Bunster said there seemed to be a majority against it. One of these applicants was in prison-Mr Scott; and others might be there soon. There was no doubt if the Corporation wanted a hangman it could get one, and he looked on a pound keeper as no better than a hangman.

Councillor Gerow said this vote seemed like a force-put to him. He thought the whole question ought to come before the every further mile of the Nothern Pacific people. This seemed a secret way of doing

> Councillor Bunster said he wouldn't vote for poundkeeper.

The Mayor-The question before the Council is, who shall be poundkeeper? Councillor Russell would leave the whole

matter in the hands of the Mayor. Councillor McKay-By what authority do you want this course taken? The Mayor don't want to act like an autocrat-he con. The Nip-and-Tuck company, on the opposite

in favor of the Pound Law.

Councillors Bunster, Russell and Gerow declined to vote. The result of the vote was : Young, I; Wren, 1. The Mayor voted for Wren who was declared duly elected The Council then adjourned till Tuesday

The Governor at Lytton.

His Excellency and party arrived at Lytton on Monday, 13th inst., a deputation o and presented the following ADDRESS :

To His Excellency Anthony Musgrave. Esq, Governor of British Columbia and its De-pendencies, Commander in Chief and Vice Admiral of the same, &c., &c.

May it please your Excellency,
We, the undersigned, on behalf of the
people of this district, have much pleasure welcoming your Excellency to Lytton. We have every confidence that your Excellency will do all in your power to further that road to Puget Sound? For us to the general interests of this colony, your early visit through the country being sufficient proof that the public requirements will

be speedily attended to

R. Smith, T. Seward, T. R. Buie, W.

McWha, L. Hautier, His Excellency made the following

REPLY. Gentlemen-I thank you for the welcome which you give me to Lytton, and 1 am gratified at the confidence which you express served Messra. Lamb, Good, Bushby, Oppenhiem, Watson, Jamieson, Mrs. Pemberthy and Mrs. Robert and family. About \$90,000 in dust and bars came down for the banks and in private hands; \$20,000 of the tunity for making myself acquainted with the requirements of the Colony for this pur-

THE POUND ORDINANCE has gone into opflower and vegetable gardens. Righteous.

DEPARTURES .- The steamers Eliza Anderaground at the Rapids. She is laden with son and Wilson G. Hunt sailed for Puget yesterday. They report many more on the Sound yesterday, carrying many passenger.

From Cariboo. Great preparations were being made at Barkerville for the reception of the Governor. An address has been prepared for presentation to His Excellency, and the miners, headed by a band, intended forming a procession, meeting the Governor some distance out of town and escorting him to the hotel ... . The excitement with reference to the discoveries on Lightning and Vanwinkle Creeks was increasing. diggings are now known to be very rich and a great many claims have been staked off borhood of Sugar ceeek grouse are so plentiful that miners can at any time knock down a few with a stick or with stones, and the birds are remarkably fat ....: On William creek the Dutch Bill co cleaned up 40 cz. In the Ballarat tunnel, at the lower part of the creek, prospects have been obtained. On Conklin guich the McDowell co washed up 39 oz on Wednesday. The Gourock co are still getting encouraging prospects. The Cosmopolitan co, French creek, got down wi h their shaft about 90 feet on Tuesday and struck gravel, wiich gives small prospects in every panful. On Keithley creek, last week, the Stonewall co washed up 62 cz. On Stout guich, the Taffvale co, on Thursday, had washed up 102 oz for four days' work, and the Coombs co, on Friday, for five days' work, washed up 90 oz. The dian tunnel has been extended nearly 100ft beyond the Miller co's shaft, making the tunnel altogether over 1700 feet in length. The face looks encouraging, good looking gravel with fine gold in it has been reached. An exploring party returned from the eastern side of the limestone range of mountains, that have hitherto marked the boundaries, of the gold-bearing They proceeded up region of Cariboo. the Cariboo lake, and following up Swamp river, they went a few miles above Swan Lake in boats. Leaving their boats they started up the south fork of Swamp river and crossed the limestone range. Beyond this range they came to a range of granite ng. Ascending nearly to the summit they

observed a low pass which seemed to run from the south fork of the Swamp river toward and into the Fraser. They prospected occasionally as far as they went and found gold, but not being supplied with provisions for more than three weeks, they did not accomplish much in the way of gold discovery.

From Kootenay.

The result of their efforts is so far satisfactory that they intend to reorganize for another expedition.

Mr Henry Price left Kootenay (Wild Horse

Creek, on the 7th inst and met Johnson the Expressman on the other side of Rock Creek, going towards Shepherd. The Indians at Kootenay were quiet and friendly. The Blackfeet Indians have returned east of the mountains. On Wild Horse, the claims owned by our informant paid from an ounce to \$20 to the hand per day. They are hydraulic claims and will last many years. side of the creek, are making from \$10 to an Councillor Bunster thought, such being ounce per day. While at Perry Creek, Mr. Price visited the Hugh claim, which was the Montgomery claim, an ounce a day. These are the three best claims. The claim known as the Jeweler's shop is worked out. Below these claims the Cameron company had sunk a shaft 75 feet deep and were getting 25 cents to the bucket. They had not struck bedrock, but were in high spirits. Crowds of men were awaiting the result of the Cameron shaft when it shall reach bedrock. On the Mojea river there were 15 claims being worked that paid from \$5 to \$6 a day. George Weaver had struck diggings on a tributary of the Mojea, which promised the citizens waited upon His Excellency well. The gold was heavy and coarse. The weather at Kootenay had been wet and disagreeable for some days. A little rain fell on Shepherd and Hope Mountains, as Wr. Price crossed. Two Chinemen died at Wild Horse creek quite recently. It was reported at Fost Shepherd that a pack-train loaded with goods from Victoria had been seized by the American Customs officers and the packer, animals and goods taken to Fort Colville. Particulars unknown.

> COMMERCIAL AND FRENCH ACADEMY .- Mr LeLievre will open his Academy on Monday, the 4th October. A thorough course of tuin tion in reading, writing, arithmetic, grammra; geography, history and book-keeping is guaranteed. A French class for adults on Tuesday and Friday evenings, and an evening Commercial Class on Monday, Wednesday and Friday will be instructed. Children from 4 to 7 years will be under the immediate superintendence of Mrs. LeLievre.

TACOMA, it would seem, is to be the terminus of the North Pacific Railroad. Tacoma is situated 20 miles further up Sound than Seattle and the harbor is good, but the anchorage is deep. A town with the highsounding title of ' Commencement City,' has heir way to Cariboo early on the following already been laid out on the shores of the

THE SCHOOL MONEY .- The News contra-J. Alway of Yale, while on his way to Alli- eration, and Charles Wren has been appoint- dicts our statement relative to the money asson Ranch, was shot in the shoulder by an ted poundkeeper. Hereafter people have got serted to have been paid by the Government Indian, whom he had shipped as a pilot. to keep their cows, pigs, goats and other to the Council on account of the School They had camped for the night; and it was stock at home or without the city limits, or Fund. Our information was derived from a while asleep that the Indian shot him; it is pay for the privilege of having them defile high official, and if the money has not yet the sidewalks or prey on the 'poor widow's ' reached the hands of the teachers it is not the fault of the Government.

VERY large flocks of geese started South wing. An early winter.

Yesterday afternoon, a terrible and fatal ragedy took place at the slaughter house of Mesers Metzger & Co., on the corner of Ninth and Brannan treets. The particulars, as detailed to us by an eye-witness, are as follows: The butchers were engaged in killing cattle for the market, and had already slaughtered several, when the rope was thrown over the horns of a large and power. ful ox. One of the butchers-Jean Mathia by name-was standing near the ring with the sledge-hammer in hand, ready to strike the fatal blow. The ox, as if endowed with reason, and aware that he hed but a few mofor work in the spring ... We have the ments longer to live, was mad. His eyes Sentinel of the 8th and 11th. In the neighe glared with a savage fury, he roared with an angry growl, and put forth all his strength to escape the doom that was settling upon him. He braced himself back, and struggled in rage, but each moment, as the windless turned, he was drawn nearer and nearer the ring, where the fatal blow would be given. When within a few feet of the shamble, he put forth all his strength for one more struggle for life, the rope snapped asunder, and he reeled backward several steps, but regaining his feet, he threw down his head and plunged upon Mathia, and before he could get out of is way, pierced him to the wall, one of the animal's long, slender horns penetrating the unfortunate man's breast, and piercing his heart. The last act of the tragedy was enacted in less time than it takes to tell it, and Mathia fell dead at the fact of the wild unovernable animal. In a moment the animal dashed out of the slaughter house into the yard, and those who witnessed the tragedy an to the assistance of Mathia, but found that he was in the daeth agony. He died in a moment more, and without speaking a word. The deceased was a native of France. aged thirty-four years, and leaves a wife and family to mourn his untimely death .- S. F.

THE SELF-IMMOLATION OF SEVENTEEN HUNDRED RUSSIANS .- All the extraordinary proceedings of the many fanatical sects, whose rapid increase has excited so much anxiety in Russia, are fairly thrown into the shade by a terrible act or self-immolation which is reported from the Government of Sasatov. A few months ago, the prophets of a new religion made their appearance in that part of the Empire, preaching selfdestruction by fire as the only sure road to salvation; and so readily was their dreadful doctrine received by the ignorant and superstitious peasantry, that in one large village no less than seventeen hundred persons assembled in some wooden houses, and. having barricaded the doors and windows, set the buildings on fire, and perished in the flames. The authorities are doing all they can to stay the progress of this new madness, but their task is obviously a difficult one. The punishments which the law can inflict must have little terror for enthusiasts who deliberately choose a death so horrible as the true road to Heaven .-Pall Mall Gazette.

BERLIN, Prussia, according to recent staistics, contains 13 001 private houses, and 655 buildings for other purposes. The private houses are built in 'flats,' as in Scotland, and are divided into 152,611 dwellings, including 14,292 cellars (more than one to each house) in which the poorer families live and generally carry on some trade or business. An inquiry is in progress as to the relative number of children in families of the higher and lower classes; and though all the data have not yet been collected, it seems certain that at least more children grow up the case, that there should be no election, as paying from \$30 to \$40 a day to the band; in the middle and upper classes than among a majority of the Council was assuredly not the Dove claim, from an ounce to \$20 a day; the working population. The greatest number of living children in any Berlin family is

PRINCE NAPOLEON is much bothered by a man who looks wonderfully like him, and claims to be a son of King Jerome. The Prince denounces him for an imposter, but is careful not to have him arrested. The Emperor refuses the fellow audience, but the Empress has taken quite a fancy to him, and in clines to believe his claims not fictitious.

A REPORT prevails at Halifax that the Penusylvania coal monopolists intend to obtain possession of the coal lands of Nova Scotia, in order to regulate the price of coal and drive the miners into Pennsylvania. A Halifax dispatch says agents of the mozopolists now hold many of the best coal lands, which are unworked, except at one or two points.

THE LATE CZAR NICHOLAS -A Russian Prince has written a biography of the late Czar Nicholas, in which he relates a curious and touching anecdote. The Emperor ordered a review, and in spite of the entreaties of his doctor, insisted on riding forth in the cold. Even when he was in the courtyard of his palace, Dr. Maudt renewed his supplicas tions, and begged his Majesty to throw a cloak over him. The Czar remained deaf to every warning. 'Sire, you are ill; it will be your death;' and at last, 'Sire, it is suicide you are about to commit.' At this expostu-lation Nicholas turned sharply, asked his physician by what nuthority he ventured to scrutinize his thoughts. He held his review. got a chill and expired after a short illness. A Paris correspondent of the Brussels Etoile-Belge says: "The Prince Imperial bids fair to become a very tall man. He is even now taller than his mother, and in a year or two will tower above his father. Unfortunately, his mental capacities do not keep up with his physical growth. His teachers give more doleful reports than ever pefore of his progress in all branches o learning, except mathematics, in which he is said to take some slight delight and to be moderately proficient. As regards his character, it is no longer as peevish and irassible as it used to be. The imperial boy is, on the contrary, getting quite sweet tempered, to the great delight of young Conneau and the rest of his playmates, all of whom detested him heretofore on account of his ill-

Hunting after fame is like hunting after fleas, hard to ketch, and sure to make you oneasy if you do or den't ketch him.

Saturday, Sept Hidebound a The commerce of been 'hidebound,' and sealed.' It i

drew the attention injury being done t cent Customs regul United States G goods coming up o or Portland steame to be 'wired and steamer bringing th to touch here previ Paget Sound, The this, as is known, i call at the ports on taking our mail freight round with tually doubling the Colony and San Fr as the case may be sealing 'has to us as a literal signif baneful operations packages bound wi under the official s er, but in a far br the commerce of under disabilities b figured by the iron the packages. Suc possibly be deemed essary by the Unite but one can, with d suspecting that Well, what is to b reprisals we canno at which we are with any hope of remedy, an effective which we cannot within the scope of people only possess reliance to apply it be found in the en steam communicat under the control interest of the C trade ought to be steamer, provided combine to give exclusive patronag tween here and Sa bly too small at pr direct steamer, uns subsidy, A moder place the up-freigh tons, and the down. sand tons a year. \$6 a ton would pr It would be a mo imagine, to averag 40 cabin and 10 ste trip. The present lieve, \$45 for cabin age; but as one view is to so reduce immigration, we wi \$20 and the steer present purpose. \$1,800 for each trip, every three weeks, t able from this source or from both sources without professing to the expense of runni here and San Francis posed to think that hundred dollars wou short of a paying figt added a liberal subs mails, it is beyond re steamer adapted to the from the very first. told that it is a simple calculations on paper scheme comes to be v culties present thems mate is based upon th steamer would comm

and passenger trade

the Customs regulatio luded would certainly

That regulation might the trade might assure

to attract opposition

would have no cau

would, indeed, be str

people of the Colony situated as we are no

ted effort to obtain a stranger still if a Gov paying a mail subsidy lats a trip to steamer

the interest of the Col

willing to pay an incr sary, in order to the

of communication of a to the country. The

calculations are present the earnest hope that perhaps more direct

selves may be direction to a subject that think there are few of

at the present junctu