

# THE WEEKLY BRITISH COLONIST

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**WEEKLY BRITISH COLONIST**  
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Nearly eight years ago, when the excitement caused by the commencement of hostilities between the Northern and Southern States was at its height, and when both sections were arming and sending great bodies of men forth to engage in fratricidal strife, there appeared one day at the office of the Governor of the loyal State of Illinois an unassuming little man, poorly clad in a suit of homespun, who solicited from the State an appointment as adjutant of one of the many regiments then forming. The little man's business was that of a tanner. He was unknown to anyone about the Governor's office and he had to sit some days in the ante-room among a crowd of applicants before an audience could be obtained; and when, after several days of anxious waiting a negative answer was returned to his application, he was on the point of returning to his home and avocations, when

who was a friend of the Executive of the State. This gentleman conversed with the stranger and found him intelligent, and learned that notwithstanding his then humble pursuit he was a graduate of the National Military College at West Point, that he had "done the State some service" in Mexico and Oregon; and that seven years before the outbreak of the Southern rebellion he had retired from the army under a cloud of censure from his superior officer. All the influence the tanner's new found friend could bring to bear in favor of his protégé was exerted, the coveted commission was handed him, and he was assigned the task of drilling raw recruits. A few weeks spent in drilling convinced the officers with whom he was constantly brought in contact that the little adjutant possessed a knowledge of military affairs that eclipsed their own attainments, and soon an order came assigning him to the command of a regiment. From that period his career was a series of brilliant successes over an enemy against whom the most experienced officers of the Republic had in vain been sent. The first great victories of the North were gained where he commanded. Wherever the little tanner went a defeat for the Southerners was sure to ensue. Forts and cities capitulated, and great armies in open field were overthrown and routed. Everywhere opposition was overcome, and finally the hero, called to the command of all the forces of the United States, crushed the rebellion with a few well-timed blows and the war was ended. Grateful for his eminent services in restoring peace to a distracted land, his fellow countrymen have raised him to the highest position within their gift, and to-day the man who eight years ago was refused an appointment as adjutant takes his seat as First Citizen of the Republic. The rise of Napoleon I. was not more remarkable or rapid than that of Gen. Grant. Neither man owed anything to birth or family. Utterly unknown before great national exigencies demanded a leader, by the sheer weight of intellect and ability they reached at a bound an eminence that ordinary men under the most favorable concatenation of circumstances would have required a lifetime to attain. Like Bonaparte, Grant is ambitious; but his ambition appears to be of a more laudable

character than that which impelled his great compeer to strangle the liberties of a nation and place her bound and bleeding at his feet. Grant's avowed purpose in accepting the office of President is to tranquillize the country and harmonize the conflicting elements of its population, and as far as his acts speak for him, the world is bound to accept this avowal. There is just one danger, however, that thoughtful Americans profess to see in elevating a military chieftain to be the political head of the nation: They fear that, carried away by the lust of power—which all military men experience to a greater or lesser degree—he may be reluctant to relinquish the reins of office to a successor, and, relying upon his immense popularity, and the support of the army, he will attempt to establish a military despotism upon the ruins of the Republic. These fears appear to us chimerical. In our opinion there is much greater reason to fear that he will attempt to inaugurate a vigorous foreign policy which would involve the United States in an expensive contest with a country from which it has received some real or fancied injury. The Alabama claims would furnish a good pretext for a "little unpleasantness" with Great Britain, and the people, drawn from the consideration of their internal affairs by the greater danger threatening them from without, might again unite, not only in name, but in fact. The only obstacle that really exists to a foreign war is the immense debt with which the Americans are saddled, and which is increasing at the rate of \$11,000,000 per month; but even were there no deficit to warn the Americans against incurring increased expenditure, in the event of a war with a nation so powerful and compact as Great Britain, the fall of the little tanner would be as rapid as his rise has been brilliant.

**LEGISLATIVE COUNCIL YESTERDAY.**—Dr Helmecken gave notice that he would present a petition signed by Messrs. Hayward & Co. that the duty be taken off glass; also that he would move that the report of the Committee appointed on the Drawbacks Bill be sent to the Governor in order that its provisions may be carried out. The Supplemental Supply Bill, 1856-7, the St. Andrew's Church Incorporation Bill, and the Companies Bill were each read a third time and passed. Dr. Helmecken moved, That the interest of the Colony demands, and it would be wise on the part of the Government to ordain, that the Customs Duties upon articles in which a trade can be carried on with foreign parts, should be very materially reduced at the earliest possible period. A lengthy debate ensued, resulting in the resolution being carried, 9 to 3. The Attorney General introduced a Bill to amend certain portions of the County Court Ordinance, 1857; the Bill was read a first time. Dr. Helmecken introduced a Bill to regulate the custody and disposition of fees paid into the Courts of the Colony; after some little discussion of the subject the Attorney General and Colonial Secretary explained the position, and the Bill was withdrawn. Dr. Helmecken moved, That in the opinion of this Council it would be advantageous to transfer by a proper Deed of Trust, Beacon Hill Park to the Municipal Corporation of the city of Victoria for the use of the Public. The question was debated for some time, and on a vote being taken the resolution was lost; ayes 3, noes 9. The Council then adjourned till 1 p. m. to-day.

**THE GOOD TEMPLAR'S SOIREE.**—In our hurried notice of the Good Templars' Soiree, on Tuesday evening, several omissions occurred. During the evening a very able and impressive address upon the beauties and benefits of temperance was delivered by Rev. Mr. Ross. A trio, by Mr. J. E. McMillan of the News, and his accomplished young daughters, was beautifully and effectively rendered and received an enthusiastic encore. A song by Mr. D. McFadden was admirably done, and was honored with an encore. Mr. A. F. Keyser sang a sweet ballad in good taste, and when called out gave "Over the Hills, Mary." A duet on the flute by the Messrs. Leigh, was also encored. The remainder of the evening was occupied with recitations, songs and dialogues, most of which possessed merit. During the intermission, a P. W. C. T. jewel was presented to D. McFadden, L. D., who is about to take his departure from the Colony.

**AGAIN REMANDED.**—Allred Waterhouse has been again remanded for three days at the Police Court. All efforts of the Police to ascertain the antecedents of this mysterious man have failed.

**THE WHALING ADVENTURERS' EXPEDITION.**—The steamer Emma, with Capt. Hoy's party of whale fishers, left yesterday afternoon for Barclay Sound, there to commence operations. The expedition is provided with two whale-boats, six guns, and a plentiful supply of bombs and hooks of the most approved style. A rendezvous will be established at the West Coast, reports several schocky of whales spouting in the vicinity, and we expect soon to learn that Capt. Hoy's party has succeeded in striking oil worth 50 cents per gallon.

**SANITARY.**—We would direct the attention of the Municipal authorities to the filthy condition of several cabins on the line of the ravine, and to the festering masses of corruption that underlie their floors. These places have not been cleaned since their late occupants were carried off by the pestilence last fall, and regard for the public health demands that the greatest care should be taken to prevent its return by purifying the breeding-places of the disease in the locality we have named.

**BEACON HILL PARK.**—The Mayor and Council, accompanied by Messrs. Macdonald, Brodric, Burnaby, Bishop and Green, of the Citizens' Committee, proceeded to Government House yesterday, as per appointment, where they were pleased to learn that his Excellency the Governor was too indisposed to receive them. The interview was postponed until to-day at 12, m. Governor Seymour's indisposition is not, we are glad to learn, of a serious character.

It is reported that Mr. Gladstone, by way of reprisal, for the appointment of Fenian Head Centre, Savage, as American consul at Leeds, has appointed Judah P. Benjamin, Ex-Secretary of War to the Confederate States, to some sort of diplomatic agency at Washington. The United States would have no reason to complain if such an appointment were made; but we do not think that Mr. Gladstone will follow the bad example of Mr. Seward in this respect.

**COUNTERFEIT GREENBACKS.**—Greenbacks of the denomination of fifty dollars have been imitated by skillful forgeries in such a successful manner that the U. S. Government have called them all in. Persons having fifty dollar greenbacks in their possession can obtain the value of them in smaller bills by applying at the sub-Treasurer's office in San Francisco.

**EXECUTIONS.**—His Excellency the Governor has declined to interfere in the case of Kakoo and Harry, convicted of murder at the last Assizes, and the law will be allowed to take its course. Warrants have been issued for the execution of both men. Kakoo will be hanged at Nanaimo next Friday, and Harry at Victoria to-morrow at 7 a. m.

**THE POST SOUND STEAMER.**—The Eliza Anderson got off at 12 o'clock yesterday with 44 passengers and of moderate freight. The Wilson G. Hunt sailed two hours later, having on board 65 passengers and a small freight. The rates of passage were low, almost any sum in coin securing accommodations on either boat.

**THE ACTIVE** returned from the Sound and Nanaimo yesterday afternoon at 4 1/2 o'clock, bringing two passengers and 553 tons of coal from Nanaimo. She will await the arrival of the Gussie Telfair from San Francisco before taking her departure for San Francisco.

**NAVAL.**—H. M. S. Sparrowhawk, with Admiral Hastings on board, sailed for Bute Inlet on Tuesday. H. M. S. Chanticleer, sailed at 10 o'clock yesterday morning for the Coast of Mexico.

**A SQUAW** dropped dead on Johnson street yesterday morning. That she was tripped and fell and then lay until she was suffocated. The old, old story—whiskey.

**THREE** or four ships are expected to arrive here hourly from San Francisco, to load with lumber at Barrard Inlet.

**FULLY DUE.**—The fine British bark Ocerops, from Liverpool.

**A FRENCH** lady, Mlle. Marie de Gentilles, having recently published a book containing the history of women and the extravagance of their dress, has been rewarded by a letter from the Pope highly approving of the work, wishing the author the utmost success in the mission she has undertaken, and bestowing upon her his paternal blessing as a gauge of that success. In his 11th Pius IX. recalls the fact that in October last he felt compelled to say a few words on the same subject to the people of Rome. The substance of his present remarks is that women who spend too much thought upon dress have none left for religion or family duties. In conclusion he says that if wives wish to gain the esteem and affection of their husbands they do not need costly and splendid toilettes, but have only to cultivate their hearts and minds.

**Proposed Bridge over the Channel.** Many vast engineering feats have occupied attention during the last fifteen years; one of the most daring is that now projected for the purpose of overcoming the obstacles that nature has placed in the way of direct railway communication between the two most important cities of Western Europe, viz., London and San Francisco. The proposed route is 36 times greater than the maximum force of tempestuous winds, which would therefore be powerless to shake its ponderous mass. M. Boute estimates the cost of the undertaking at less than eight millions sterling, and expects that it would be finished in three years. A company has been formed in France (half the capital of which is being subscribed in Holland) for the purpose of

constructing a bridge over the Channel, the principal cities of the Continent may be enabled to arrive at their destinations in the same straggle in which they started from England, and be saved the inconvenience and delay of embarkation and disembarkation involved in the present system, as well as that misery of all miseries, sea sickness. The Emperor of the French, to whom, by his Majesty's express desire, the plans of the proposed bridge were submitted, gave his projector, M. Ch. Boute, considerable encouragement. From a pamphlet, recently published in England with a view to explain the details of the undertaking, it appears that the proposed viaduct will spring from a point on the English coast, near to the Shakespeare Cliff, Dover, at an altitude of 360 feet above the sea, and will terminate on the French coast at an equally lofty hill, known as Cap Blanc Nez, at a short distance from Calais. M. Boute avoids the enormous expense and artificial islets in the middle of the Channel, by carrying his bridge across nine piers of cast iron of unusual dimensions, the bases of which are put together and bolted on the shore, and floated to the positions they are intended to occupy by means of large sheet iron buoys, one of which, situated directly in the centre of the structure, is to be acted upon by a powerful screw, by means of which the huge base can be gradually lowered until the screw pier, upon which it is to stand, touch the bottom or bed of the sea, which has been ascertained to consist of solid chalk, into which the pier-screws are then turned. This method of binding the pier firmly to the bottom so serves as a means of rectifying the levels if necessary.

The soundings in line of the proposed bridge show a maximum depth of 157 feet. The top of the base will be just above the level of the sea when the feet are screwed to the bottom, and upon this the upper portions are to be erected, above water, piece by piece, in the usual manner. Except the centre pier, all the piers at their foundations measure 130 yards in width and 57 in length, diminishing upwards, and forming at the summit a square of 66 yards on each side. The centre pier will be half as large again as the others. In addition to their own weight of 2500 tons each, these piers will have to support an arch of 3,282 yards in length, weighing about 14,000 tons. To guard against the destructive action of the sea water, the submerged parts and those likely to be affected will be covered with a solution of gutta-percha or some other covering, suitable for their protection. Between the abutment on the shore and the first large pier, five temporary piers are placed at equal distances in six lengths, of 550 yards each. This done, there are stretched in parallel lines 31 wire cables, two metres (i. e. two yards six inches) apart. They are connected and bound together by ties made of smaller cables which interlace the large ones, and hold each in its place. The whole fabric of steel is 63 yards in width. The truss thus made is covered by a wooden flooring, a guard is fixed on each side, and there at once obtained a service bridge, upon which scaffolding is erected to support the beams of the bridge during their construction, the scaffolding being always of sufficient height above the sea to allow the largest vessel to pass under it. The beam of the bridge itself (in which the originality of the project mainly consists) is composed of a series of 120 cables of iron wire two inches in diameter, of which the number gradually diminishes to the middle, where there are but thirty stretched horizontally along the line of the bridge at a distance of 20 inches, one above the other, connected every 22 yards, first by perpendicular cables fixed vertically, and then by strong iron trusses also placed vertically. Each truss seen laterally presents the appearance of a vast net, the rectangular meshes of which are 20 inches square.

Upon the vertical transoms rise small metal arches intended to support the planking or roadway of the bridge. Thus, M. Boute obtains rigidity, making the meshes of the truss a complete web. The interlacing longitudinal cables by others less bulky, woven in the form of a jessing, and the use of vertical transoms, augment the rigidity of each, and consequently that of the beam itself. On the other hand, this divides indefinitely the effect of weight upon it, and weakens, to a certain extent, its effect before the lower parts of the beam are bent under the influence of a passing pressure. Five trusses of this sort, each 3,282 yards in length, fixed at a distance of 11 yards apart transversely to the bridge, are upon propped strongly against each other, and constituting together the body of the work. The width of the roadway is thus brought to 57 yards. At the piers the longitudinal trusses measure 66 yards in height, but 17 yards only in the middle of the length, without reckoning the height of the parapet, which would be 14 feet. The beams thus have the form of an elliptical arch of 3,282 yards in span; but, to augment the stability of the work, the author raises the central point of each truss by giving an inclination of 6 in 1,000 to the two sides. The beams or open trusses of M. Boute are stated to offer a considerable resistance, possess a perfect rigidity, and are of very light weight as compared with their enormous length and bearing power. It is stated that they are estimated to support 24 trains fully loaded, meeting together in the middle between any two piers, and that the weight of the erection

is 36 times greater than the maximum force of tempestuous winds, which would therefore be powerless to shake its ponderous mass. M. Boute estimates the cost of the undertaking at less than eight millions sterling, and expects that it would be finished in three years. A company has been formed in France (half the capital of which is being subscribed in Holland) for the purpose of

**Low Wages and Cheap Living in Germany.** (Berlin Correspondence of the Springfield Republican.)  
One problem in the state of things here puzzles me completely. It is this: How do the working classes live at all on the wages they get? Take, into account the German talent for economy, and the undoubted fact that the foreigners pay more for the same articles than the natives do, and it still remains a great mystery. Look at the wages they get. There is the chambermaid who takes care of my room; she is hard at work in this house, from early to late; gets, with food and room, but not with washing, a sum equal to \$1.70 in gold a month! Up and down these long flights of stone stairs she goes continually; she says "I keep all the time one pair of shoes on my feet and at the shoemakers'." Every pith of water must be brought from a pump on the other side of the square. She has the afternoon of every third Sunday for a holiday. And clothes, shoes, and every necessity of life beyond mere food and shelter, must come out of twenty-one dollars a year! And she dresses tidily, wears a cheerful face, and has as merry a laugh as ever I heard. Or take this case of a waiter at a good restaurant; his wages are his meals at the saloon and \$4.20 (in gold) a month, two-thirds of which he must pay for lodgings. Seventeen dollars a year to keep a man in clothing and all personal expenses! As for gratuities from customers, they are a mere trifle, and most probably go into a common stock with those of the other waiter, so that special acquiescence avoids him almost nothing. Leaving all results aside, is it likely he can afford the luxury of a family? You ask, how does he live himself? That is just the problem I cannot solve. But he does live and stands ready to serve you, civil, baddy, week days and Sunday, month after month.

Take the case of musicians. I go often to a concert given every evening at a restaurant. These concerts are well worthy of a full description, and I hope sometime to describe them, for to an American they are unique. But, for the present, as to the musician's pay, there is a band of more than twenty pieces, and their music, to describe it no further, is equal to the best orchestral music one hears from the best large band of Boston and New York at a first-class concert. The performers receive all the admission fees, and the proprietor of the saloon makes his profit from his own sales. The average attendance during a whole evening is perhaps sixty; the admission fee about seven cents. Perhaps twenty cents a night at the outside, are the wages of a first-class musician! The orchestra at the theatre and opera here (they form one establishment) is a very large and very fine one. This theatre-opera, by the way, has a reputation throughout Europe; it is maintained by the Government, which pays it an annual subsidy, in addition to the receipts from entrance fees at a high rate, of 150,000 thalers—about equal to as many dollars in our paper currency. The leader of the orchestra in this grand establishment gets about six hundred thalers a year. Evidently the rank and file of the performers under him receive at most but small wages. Yet among them are men who perform for nothing, and regularly all the time for nothing, year after year, that they may at last succeed to a starling place when their turn comes and a vacancy occurs.

**THE BOURBONS.**—All the living members of this family are descended from Louis XIII. of France, who had two sons—Louis XIV. and Philip, Duke of Orleans (the latter is now represented by Louis Philippe, Count of Paris, who claims the crown of France.) Louis XIV. married the eldest sister and heiress of Charles II. of Spain, and had an only son, who died before him, leaving three sons—the first was Louis, Duke of Burgundy, who was the father of Louis XV., and is now represented by Count de Chambord, who claims the crown of France as Henry V.; the second, Philip V. of Spain, in right of his grandmother, married twice; his second wife being heiress to the Duchy of Parma, and left five sons—the three eldest, Louis, Ferdinand VI. and Charles III., were successively Kings of Spain, and the fourth was, in right of his mother, Duke of Parma, and is now represented by Robert of Parma. Charles III. left five sons, viz.: Charles IV. of Spain, Ferdinand I. of Naples, Gabriel, Anthony, and Francis. Ferdinand of Naples is now represented by Francis II. Charles IV. of Spain married Louise of Parma, his cousin, and left three sons, viz.: Ferdinand VII., the father of Isabella II.; Don Carlos, who claimed the throne as heir male of his brother Ferdinand, and Francisco, Don Carlos left three sons—1st, Carlos, Count of Montemolín, who died three or four years ago without issue; 2nd, Don John, the father of the present claimant, and two other sons; and 3rd, Don Ferdinand. The third son of Charles IV., Don Francisco, left a large family, and his eldest son is the husband of Isabella II. It will be thus seen that the eldest, or French branch, is represented by the Counts de Chambord; the second, or Spanish, by the Count de Montemolín; the third, or Neapolitan, by Francis II.; the fourth, or Parmesan, by Robert, Duke of Parma; and the fifth, or junior French, by the Count of Paris.