

The Weekly British Colonist,
AND CHRONICLE.

Saturday, June 26, 1869

If great care be not taken, our new Governor will be exposed to the same Babel of tongues, expressing opinions diametrically opposed and enunciated with what would be under other circumstances, most commendable acuity that embittered the gubernatorial existence of our former rulers. It is of no use for those gentlemen who really represent large sections of the country to say that the views expressed by these loud-mouthed brawlers (who having acquired the gift of the gab in their infancy, have set up in life as public leaders and instructors with nothing but talk to talk for their capital) are absolute nonsense; since, if they were adopted in this Colony they would bring ruin upon thousands of our inhabitants. We have always advocated Confederation, but it is the Confederation such as would be accepted by reasonable men;—the Confederation such as the Mother Country intends for us, and such as we can obtain if we eschew talking machines. Our citizens must be careful not to allow themselves to be deceived by such people as we have described above; their prime object is to get a public opportunity of airing their fancied eloquence. In giving countenance to these men they weaken their influence with those whom it is their interest to impress with respect for their opinions. We have had plenty of stupid, senseless spouting, which has been more or less the cause of misfortune. Our present duty is to weigh materially the arguments, *pro* and *con*, for a Free Port with Confederation. We have the views of our Farmers very clearly expressed against it; it now only remains for our Merchants to meet at the Chamber of Commerce and show, by facts and figures, set forth in such a form as can be understood by the public, that the Free Port system has advantages sufficient to counterbalance all that can be advanced against it. Mere declamation will never accomplish that object; the public requires more palpable evidence, and that can alone be produced by means of facts and figures. We stated, a few days ago, that we did not believe a Free Port with Confederation attainable. We based that opinion upon the quite recent failure of Nova Scotia to obtain certain modifications in the Dominion Tariff, which bears unfavorably upon certain of the products of that province. If the angry mutterings of 400,000 people failed to cause the Ottawa Government to quake in its shoes, and concede all it was asked to concede, how could the prayers, entreaties or threats of our 10,000 Colonists avail aught in obtaining exclusive privileges for us? In this view we may be mistaken; but as a consistent supporter of Free Trade for many years, we warn the merchants of Victoria against being misled by sophistry. In former years our political horizon was obscured by the obtrusion of political quacks, and injury was inflicted upon the Colony from which it still suffers. Are the miserable results of the "delegation" to England so soon forgotten that the people of this Colony are again found meekly twiddling their thumbs while "feckless" politicians, who have failed in all they ever undertook to accomplish, and who before now have involved in common ruin themselves and the communities that harbored them, are weaving a web of sophistry in which they hope to entangle the business men of this Colony? We must be excused if we speak out plainly; but some of the pretended friends of Free Port to-day are precisely those who would for self support the most absurd Protection to-morrow. It is against this class of politicians that we again warn the merchants of Victoria. The fact that they favor Free Port is sufficient of itself to damage the cause with thinking men; hence the absolute necessity for careful consideration by the Chamber of Commerce, that gentlemen may give the subject the careful attention it deserves; and examined by our merchants, who are certainly not inferior to any similar class in the world, we shall be able to arrive at a

conclusion on such an important subject, as its paramount influence for weal or woe on this community would be likely to produce.

The Future of Halifax—A Rival to New York on the Atlantic.

The Chicago Tribune notes a project for shortening the time between San Francisco and Europe to twelve days. A few years ago that period was reckoned a swift passage for steamers from New York to Liverpool. The transit between those cities is now made on the average, in ten days—sometimes in nine. It seems the principal part of this time is occupied in the voyage from New York to Cape Race, where the winds and waves are apt to be adverse. The project referred to proposes to dispense with this part of the ocean voyage, by building a railroad through New England, Nova Scotia and Newfoundland to St. John's, 60 miles above Cape Race and 1,070 miles from New York. The latter distance is thus saved and the ocean voyage between St. John's and Queenstown, Ireland (1,600 miles), can be accomplished in four days. The railroad across Newfoundland is to be joined by a steam ferry of 45 miles with the north end of Cape Breton Island, where it connects with a trunk line which skirts the Bay of Fundy, and passes by way of St. John's, New Brunswick, and Bangor, Maine, to Portland, and thence by a very direct route through Rutland, Vermont, to Rome, on the New York Central. By this route Chicago expects to be only eight days from Liverpool—nearer than New York by two days on the average. The whole line from San Francisco comprises nearly 5,000 miles of railway. With perfect arrangements, speed may be attained which will reach Liverpool, or even London, in twelve days from San Francisco. If the project is carried out, this route will become in a short time the highway for Asiatic travel. Passengers may even go from New York to Portland to escape the five or six days extra voyage on the worst part of the ocean route. What a splendid future awaits Halifax the western terminus of the route, with New York given the "go-by."

Thursday June 24

The Total Eclipse of the Sun—The Scientific Expeditions to Alaska.

Professor Davidson and party touched here on Monday, on their way to Alaska, with chronometers, chronograph apparatus, equatorial telescope and a meridian instrument invented by Professor Davidson and constructed by the Coast Survey especially for this expedition. The object of the expedition [which is fitted out by the United States Government], is for the determination of the longitude of some point within the Territory of Alaska where the totality of the solar eclipse of August 7th will be central. At the same time every effort will be made to observe all the physical phenomena visible to the eye only upon such rare occasions. The total eclipse of last August, as observed in India, was the occasion for remarkable discoveries in cosmical phenomena, and of improvement in the means of observation in spectrum analysis. The San Francisco *Alta* of the 13th inst., speaking of the expedition, says the party will take canoes at Sitka to the Chilkat River, in latitude 59° 15', at the head of Chatham Strait. The river will be followed until a position is found on the path of central totality. The Indian tribe of the Chilkats numbers in all about two thousand souls, and some trouble may be experienced in dealing with them and penetrating their country; but General Davis has already actively interested himself with the Chief, and it is believed that his well known decision of character and honesty of purpose have prevailed.

On the Chilkat the party expects to reach some point 5,000 feet above the sea, and to be beyond the reach of the sea coast fogs. The great St. Elias Mountain range bordering the coast 100 miles west of them will give some advantages of weather. It would be cruel to suggest the possibility of bad weather.

The party is small, numbering only six persons—almost too small for such an undertaking—but the leader, Professor Davidson, was at the mouth of the Chilkat, in charge of the scientific expedition of 1857, and appears less anxious about the Indians than the weather. His assistant is S. R. Throckmorton, Jr., aid in the Coast Survey.

In addition to Professor Davidson, Asaph Hall, United States Naval Observatory, left Washington, on the 19th instant, for New York, with his instruments, and will sail from thence to San Francisco, where a Government steamer will be ready to convey him and party to Norton Sound, Alaska, for the purpose of making observations at the beginning of the line of totality of the eclipse. It is said, too, that English, German and French scientific expeditions are on the way with the same object in view.

THE BOY BROWN.—This minute specimen of neglected humanity was again brought up yesterday, the man called his father having been produced in court. This "fond" parent declared himself perfectly prepared to allow the court to make a prime minister or prime sausages of his son, as it might think meet but Mr. Pemberton objected to the parental obligations being so lightly esteemed and convinced Brown, sen., that his responsibility was in nowise reduced because the juvenile was afflicted with kleptomania. The court placed the son in custody of his father, who was bound over to produce him in one week and report on his conduct.

In a recent lecture at San Francisco Flatulent Train, Esq., stated that he could not visit Portland because of a pressing business engagement at the East. What, then, has become of George's Fenian army that he was going to lead to the conquest of Vancouver Island? It is evident that Train finds the geographical position of Portland inconveniently near British Columbia, and fears that should he visit that city his believers will push him over the boundary line and force him to make good his warlike words. Train may be mad, but there is a good deal of method in his madness—especially when he charges \$1 admission money to his lectures.

ST. JOHN'S DAY.—To-morrow the Anniversary of the birth of St. John, will be duly observed by the Masonic fraternity. The various Lodges will attend divine service at Christ Cathedral at 9 a. m., and at 12:30 o'clock will embark on the steamer Enterprise for an excursion to San Juan Island. A large number of ladies and gentlemen will join in the excursion, which is not confined to the Masonic Fraternity, but includes the friends of that ancient and honorable order.

PETITION PRESENTED.—Yesterday morning, a deputation of citizens, headed by the two City members—Messrs. Helmcken and Drake—waited on the Administrator of the Government and presented a memorial signed by upwards of 600 citizens praying for the pardon of Mr. White, the male of the Alaska. The Administrator received the deputation courteously, and promised to give the memorial his earnest attention, and return an answer in the course of a day or two.

THE NEW YORK NATION proposes to do away with the names British and American, as at present applied, and substitute Anglo-Saxon as the name for the "race" that rules Great Britain and Ireland, the American Union, India, Australia, and the Dominion of Canada, and to adopt as descriptive words, English, Anglo-Indian and American. We suspect the British race would not take kindly to such a startling innovation.

ASCENT OF MOUNT RANIER.—General McKinney, Indian Superintendent of Washington Territory, is organizing a party to attempt the ascent of Mount Ranier, the Mont Blanc of the Pacific, and has invited our townsman E. T. Coleman, Esq., who "did" Mount Baker last summer, to accompany the expedition. Mr. Coleman, we learn has accepted the invitation and will leave to-day for Olympia. En route he will deliver a lecture before the Good Templars of Port Townsend.

DRUNKARDS in Illinois are likely to have a hard time. The new law classes them as insane persons and idiots, and places them under the care of guardians or overseers of the poor, and when a man has been declared an habitual drunkard, he has no remedy from guardianship until a year has elapsed.

A FEMALE Blondin, walking a tight rope at Bolton, in England, fell sixty feet, but the fall was broken partly by another rope, and partly by the crowd which caught her, who found, with deep disgust, that she remained alive.

CREDIT SALE.—We would direct public attention to the Credit Sale of Mr. Lumley Franklin, to-day, commencing at 11 o'clock. The assortment comprises a fine lot of ale, porter, stout, brandy, champagne, sherry, groceries, &c., selected by Messrs. Sprout & Co. for this market. The credit is most liberal.

CORONATION DAY.—The only affair on the cards for Monday next is the St. John's Sunday School Pic-nic. The ladies and gentlemen who have taken the excursion in hand are making every exertion to insure pleasure and comfort to the participants, and we predict a most enjoyable day.

PANTHERS and wolves are slaughtering the innocent young stock in Metehosin district with ruthless vengeance. A number of young lambs have been missed from the folds of late, and a dozen or so of their fierce destroyers have been flushed by strychnine or the rifle bullets of the settlers.

CASE OF ASSAULT.—A young man was charged before Mr. Pemberton yesterday by a native of the Celestial Empire with an wicked assault. After a very patient hearing of a number of witnesses, whose evidence was at variance, the magistrate discharged the accused. Mr. Bishop defended.

A NITMAT INDIAN, who could not give a very clear account of his transactions in this city, was discharged with a recommendation to apply his talents to the useful art, if he concluded to honor this vicinity with his presence.

THE ROYAL CANADIAN bills are selling in Toronto at 90c and over. Many different opinions are expressed as to the probability of resuming business, but there is scarcely any doubt that the resumption is earnestly desired. It is said that exertions are being made to effect it.

THE WILL of Governor Seymour was admitted to probate to-day, the personality in this Colony being set down at \$50,000. The tenor of the will was published in these columns some days ago.

THE GRAND JURY have been summoned to meet to-day at 1 o'clock, to take into consideration the indictment of George Williams, a supposed lunatic, who has been committed to stand his trial for larceny.

THE DRY SPELL.—The Oregon farmers are suffering severely from the drought, and the papers predict very short crops. Over the Sound the strawberries have given out entirely, and crops will be short.

DEATH.—At the Royal Hospital, yesterday, John Hall, aged 34 years, native of Athens, State of Maine, died of dysentery.

Look on this Picture and on That.

EDITOR BRITISH COLONIST.—That the mercantile class may not be misled by the dishonest attempt of your morning cotemporary to entrap them into Confederation negotiations under the pretence that they will obtain thereby a Free Port I beg your permission to publish in juxtaposition the following two paragraphs. After reading them I fancy the people of Victoria will be ready to exclaim of the *Columbian*, as the jilted girl in the ballad exclaims of her heartless lover—"Trust him not, he's fooling thee."

ANTI-HUMBUG.

From the BRITISH COLONIAN (From the BRITISH COLONIAN of Feb. 19, 1868.) We believe it to be the make head-quarters for very first importance that buoys, which could be used in the harbor, or at all treat with their small craft events, Victoria should be a through the industry and free port. As the free port dangerous charged firing on the Dominion on the Pacific is to be the only place as the COMING FORTRESS SUCH AN ONE AS MEXICAL PORT FOR THE BRITISH WOULD GIVE WEIGHT AND INFLUENCE TO BRITISH INTERESTS OF THE GREAT BRITAIN IN THE NORTH PACIFIC. IN A WORD, SHALL VICTORIA WASHINGTON IN ATTEMPTING TO MAKE THE GREAT CENTRE OF COMMERCE AND POWER ON THE MOUTH OF OCEANIC COMMUNICATION NORTH PACIFIC?

The Rosalia Case—Card from the Foreman of the Jury.

EDITOR BRITISH COLONIST.—My attention having been drawn to a paragraph in your paper of this morning, reflecting on me as foreman in the case of Dussol, B. O. & V. I. Spar, Lumber and Sawmill Company, in not giving the verdict of six of the Jury, I beg to inform you that when the Jurors entered the box at 9 o'clock p. m., I stated that the verdict was for the defendants, and in addition read from my note book, "that the captain of the Isabel was not guilty of negligence, and did not cause the loss of the Rosalia." The object of the Jury in bringing the captain of the Isabel into the verdict was to make the case for the defendants more marked.

I would also make one further remark, that the Jury paid every attention to the case, and believe themselves as capable as the Chief Justice himself in deciding a case where it is one of facts, and whatever opinion may be held to the contrary, our own consciences will acquit us, and I am certain that the country will sustain us, being well aware that we were actuated by honest and upright principles.

JOHN RUSSELL.

SPRINGFIELD, Esquimalt Road, June 22nd, 1869.

Free Port.

EDITOR BRITISH COLONIST.—Your cotemporary, I see, claims to be the original champion of Free Port! As such, I wish to address him a simple question: Is the Free Port to be restricted to Victoria City alone; if not, what are to be its limits? I put this question because, having read his articles upon the subject attentively, he has at last led me into such a muddle of ideas that I am at a loss to know what he is driving at.

Yours, in doubt,

INQUIREE.

Canadian Mail Summary.

[DATES TO JUNE 5TH.]

OTTAWA, May 26.—The resolutions respecting the acquisition of the Hudson's Bay Territory, &c., to be proposed on Friday, were distributed this evening. They are a recital of the negotiations as already published and conclude by resolving,—"That it is expedient to address Her Majesty that she will be graciously pleased, by and with the advice of Her Most Honorable Privy Council, under the 146th clause of the provisions of the Imperial Acts 31 and 32 Vic. cap. 105, to unite Rupert's Land on the terms and conditions expressed in the foregoing resolutions, and also to unite the Northwest Territory with the Dominion of Canada as prayed for by and on the terms and conditions contained in the joint address of the Senate and House of Commons of Canada adopted during the first session of the first Parliament of Canada, and herein before referred to." That upon the transference of the territory in question to the Canadian Government it will be the duty of the Government to make adequate provision for the protection of the Indian tribes whose interests and well being are involved in the transfer.

—That the Governor in Council be authorized and empowered to arrange any details that may be necessary to carry out the terms and conditions of above agreement.

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The opposition Canadian papers profess to see in Mr. Rose's banking scheme a huge fraud, a plan to take possession of \$10,000,000 or \$12,000,000 of banking capital; and to spend this money to meet the necessities of his Government, on the plea that he does it for the security of the people. The friends of the Government, on the other hand, warmly favor the scheme.

OTTAWA, May 26.—Delegates from Newfoundland are to-day arranging details of admission of that Colony into the Dominion. Financial portion of arrangement in hands of Messrs. Tilley and Rose. It is not expected that much discussion will take place in Parliament on this question, on or the North West Session will likely close by 20th of June. Mayor to succeed late Mr. Friel will be elected from among aldermen to-morrow; J. Rochester is likely to be the man.

OTTAWA, 25th.—American Consul-General Dart, and U. S. Consul at Hamilton had seats on the floor of the House this p. m. It is expected that arrangements will be arrived at, before direct communication with England, to permit those gentlemen to assume their respective duties.

The Newfoundland delegates will meet the members of the Government of Canada. Mr. Dawson's report of the line of route between Lake Superior and the Red River settlement was distributed to-day. Accompanying the report is a map of the North-west territory.

It is understood that Mr. Burrows has been recommended by the Minister of Justice to the office of County Judge at Frontenac, and that Mr. Wilkinson is spoken of for the Judgeship of Lennox and Addington.

TORONTO, 25th.—A sad accident occurred yesterday, which passed almost unnoticed amongst the day's amusements. Three ladies were out boating when the boat capsized, and all were thrown into the Lake and two drowned. The third was saved by clinging to the boat. The bodies have not yet been recovered.

The Algoma left Collingwood to-day on her second trip for Lake Superior. She has on board a number of explorers for Fort William accompanied by Professor Bell of the Montreal Geological Survey, and a party of ten.

The *Globe* comes out strongly against Mr. King, of the Bank of Montreal, and the Government. Mr. King and the Government have set themselves to strike down all other banks. He hopes to create an institution which would control the money market of the Dominion. Such an institution would be dangerous to liberty and prosperity. Notwithstanding these assaults, hostility to Mr. Rose's scheme seems to be diminishing, and much less dislike to the change is expressed than before the measure was proposed.

Great excitement was created in Toronto by the stoppage of the Royal Canadian Bank—for though it has been very well known in the city that the Bank has been sorely pressed for some weeks past, few entertained fears that it would be compelled to succumb under its difficulties. It is not to be denied that the troubles of the Bank are originally traceable to the incapacity of its officers and Directors, and the hostile feelings that have constantly existed between parties having seats at the Board of Directors. This, however, might have been easily overcome, and would almost certainly have been overcome, at the approaching annual meeting of the Stockholders, by a radical change in the management, and the election of competent parties in the room of the present men.

Notwithstanding the errors of its management, the Bank had, on the 1st March last available cash items on hand to the amount of \$1,273,593, and 3,208,105 of bills under discount—to meet a total liability of 3,146,068. The process of depletion has been going on slowly but steadily for two months past—and it is instructive to notice how it operated on the position of the bank.

Judge John Wilson, of London, Canada West died on the 1st of June.

It is reported that Mr. O'Reilly, Q. C., has received \$10,000 from the Dominion Government for his services in connection with the prosecution of Whelan.

QUEBEC, June 1st.—A ship with Germans is detained at quarantine, having small-pox and measles on board. Passengers refused to land, and police had to be sent to force them.

Intelligence from Rimouski reports the turning of the first sod of section No. 5, Intercolonial railway.

The Ship Anne Mary.

OTTAWA, June 20th, 1869.

EDITOR BRITISH COLONIST.—In one of your late issues, it was stated that the ship Anne Mary, Captain McPhun, bound from Burrard Inlet to Sydney had to go to San Francisco for seamen, not having been able to procure any here. I beg to inform you that the vessel received her full complement of able seamen at this port and proceeded on her voyage direct for Sydney, N. S. Wales. The editor of the *Columbian* made the same mistake as yourself, J. N.