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The Weekly British Colonist.

Wednesday January 12, 1870

Make Ready.

The time which must elapse before the Legislature meets is now measured by days. There is no longer doubt that upon the Legislature, at the approaching session, will devolve the duty of deciding whether this colony shall enter the Dominion now, and upon what terms. It is scarcely less certain that there will be a majority vote cast for union. Yet, notwithstanding the imminence of the greatest political event in the history of the colony, an event which, whether for good or for ill, cannot fail to project its influences very far into futurity, is it not wonderful to mark the degree of unreadiness which pervades the public mind? It may safely be affirmed that upon the question of union itself public opinion is sufficiently matured; but, in so far as the extremely important matter of conditions is concerned, there has really been no expression of opinion on the part of the public beyond what may have been evolved in the course of newspaper discussion. When one reflects that Confederation is not necessarily good *per se*—that it must in a very great measure rest with the conditions to render the change beneficial or otherwise, this apathy regarding the most vital part of the whole matter is really unaccountable. Were public sentiment indifferent about the question itself, and solicitous about the conditions of that union, there would really be more reason in the paradox; for it is plain that, while union is our inevitable destiny, the conditions may, to a great extent, be good or bad, according as the people make them. We confess that we are at a loss to account for this fatal indifferance about a matter of such profound importance. It has been said that public opinion on political matters is dead—that a long series of misgovernment and disappointments have completely crushed out public opinion. This is doubtless true to a certain extent. It is one of the evils of our illiberal and unrepresentative system of government that it has a tendency to produce political indifference,—political death. Yet we were not quite prepared to find that public opinion in this colony had become so utterly dead as not to rally in an emergency like the present—when the people are not only called upon to accept political manumission, but invited to state their terms. To no part of the United Colony does the question of terms involve such serious consequences as to Victoria. There are so many things she wants, and which she cannot well do without, yet which must be asked for in order to be obtained. So far as the Mainland is concerned, the conditions are few, and most of them will naturally suggest themselves—will, in fact, almost come as a matter of course. For responsible government there will, in all probability, have to be a hard struggle; but the construction of the railway, forming, as it does, an essential part of Confederation, must of necessity be pushed forward with all possible speed, whether it be made a stipulated condition or not. With Victoria the case is, however, very different. The whole colony is interested in direct steam communication; but Victoria more. The whole colony is interested in such fiscal changes as will enable it to become the commercial and maritime centre for the North Pacific; but Victoria more. The whole colony is interested in having the British naval force in the Pacific stationed here; but Victoria more. The whole colony is interested in having its chief city placed in possession of those conveniences and appliances essential to enable it to take a position at once creditable to itself and to the Dominion; but Victoria more. Now, while Victoria is the most interested it is the most unready. It is represented in the Legislative Council by two gentlemen who still appear to conceive it to be their mission to offer Confederation an unconditional opposition,—and who will not even condescend to talk about terms. While it is true that these gentlemen were, to some extent, elected because they were opposed to Confederation, yet it should be remembered that there was opposed to them a very large British minority; nor should the fact be lost sight of that the position of the whole question has undergone a very great change since that election. It is extremely questionable whether even a large minority would now vote for unconditional opponents of the measure. But, whatever difference of opinion may still exist in this community as to the desirability of Confederation, it may safely be asserted that there are few indeed who do not regard the change as inevitable. It is, therefore, clearly the interest and the duty, and it ought to be the desire of all to diligently consider the terms which would render the approaching change conducive in the highest degree to the prosperity of the colony. It will hardly be necessary for us to point out what everyone must be aware of—that the usual course for gentlemen situated as the city members are, is to adopt means for ascertaining the views and wishes of their constituents under the altered condition of matters—in fact, to ask for fresh instructions. It is just possible that these gentlemen may conceive it to be the duty of the people to take the initiative; but it must be remembered that any such movement on the part of the people might be considered to savor somewhat of want of confidence, and that the members themselves are in a far more favorable position to move. Besides, it is the universal custom, under such conditions, and in view of such an emergency to invite a fresh expression of opinion from the people. Without this it is difficult to understand how the city members can consistently meet the Council and deal with the great question of the session. But, whatever course these gentlemen may see fit to pursue, the people of Victoria ought not to neglect the subject of the terms to be sought from the Canadian Government. There are too many interests at stake to admit of that.

The New Peace River Mines—Letter from Barkerville.

BARKERVILLE, Dec 24th, 1869.

EDITOR BRITISH COLONIST:—The Peace River fever is increasing rapidly. All the reports which have yet been received, although very reserved in their tone, indicate that the diggings there are extensive and rich. The evident attempt of the government party to conceal the truth had the opposite effect from that intended, and make the few who started up only the more eager. Dennis Cain and Sylvester arrived at the diggings first, and staked off ground for several companies—all of which have been laid over till June 20th. This will enable parties to wait in the spring, until they can get supplies on the ground, and will probably prevent a rush of people until something more definite is known.

It is now certain that all the floating population of Cariboo will emigrate next year to the new El Dorado, so little does it take to get up an excitement. Only a few thousand dollars are positively known to have been extracted, and yet every idle man on William Creek is ready to rush up there as soon as spring opens.

The owners of the steamer Enterprise intend to take her above the Cottonwood canyon as soon as the ice leaves the Fraser River. She will then be able to run within fifteen miles of Fort George. Several boats are now being constructed at Quesnelmouth to take freight from the head of steamboat navigation to Lake Tatla. The distance from Fort George by water is about 250 miles, but mostly in dead water, and it is thought that eventually the cost of transporting freight from Soda Creek to a point within 30 or 40 miles of the diggings, will not exceed 8cts per lb. This is far different from the former rates to Cariboo in 1862.

Among the boat-builders at Quesnelle is Capt Wm Moore, former owner of the steamers Alexandra and Dutchman. He is constructing a barge capable of taking 15 or 20 tons.

Cain made the trip from Vital Creek to Quesnelle in 17 days. Under favorable circumstances, he thinks he could improve on this a few days. In the summer season, of course, the journey by water would take much less time.

If the reports continue to be favorable during the winter so as to induce a population from below, I think it would be advisable to make a late start. The Fraser river generally begins to rise during the month of April, and it is usually clear of ice about May 1st. It is impossible to get provisions to Lake Tatla before that time. Persons would then easily get upon the ground by June 1st, which would allow a reasonable time to locate claims. The Hudson Bay Company had no provisions to sell at Stuart's Lake, and even at Quesnelle the stocks are very small.

Some have spoken of the coast route being shorter. The Skeena river is navigable about 80 miles by steamer and perhaps half that distance farther by small boats. There is then a distance of probably 250 or 300 miles to be traversed to reach the mines. Until roads are made through there no transportation can compete with the present route. The Indians on the Lower Skeena are said to be very bitterly opposed to the influx of the whites, and would probably give the first parties much trouble. They now have the exclusive trade of the Babine and other tribes, and will not readily consent to part with it. Of course the advent of the Bostons' would destroy the monopoly.

Other parties are expected from Vital Creek during the winter. Probably the next arrival will bring us some news of the new creek which Byrnes is said to have found. It is thought that he had a good prospect on this as he refused to record any claims on Vital Creek, and said that he had a better thing.

PEACE.

[From the Cariboo Sentinel, Dec 25.]

Mr Dennis Kane returned to Barkerville per express from Quesnelmouth on Thursday, having just arrived from the new mines. The country in which the mines are situated is known as the Omineca country. Mr. K. left Quesnelmouth on the 30th October, together with Mr. B. Sylvester, for the new diggings. They took with them seven horses laden with provisions and started on the Telegraph trail opposite Quesnelmouth, and arrived at Stuart's Lake on November 11th. The trail was very good all the way to Fort Fraser on Fraser Lake, a distance of about 160 miles from Quesnelmouth. From Fort Fraser to Stuart's Lake, or Fort St James, a distance of about 40 miles, the trail is obstructed in many places by burned timber, and a guide is necessary. The only guide this party had was a Hudson Bay horse, which knew the road and led them safely to their destination. At Nicharco river, before arriving at Fraser Lake, they were detained a half-day in crossing. Mr P S Ogden kindly furnished them with a canoe and two men, and the animals were got over by swimming. From Quesnelmouth to Fraser Lake they found an abundance of grass on the trail, and for the distance in a mountainous country they thought it the best trail they had ever passed over.

Black and McMillan arrived at Stuart's Lake on the 12th November, where Kane and Sylvester left them on the 14th. The latter proceeded in a boat up Stuart's Lake, taking with them an Indian and provisions. After passing up Stuart's Lake about 37 miles they came to Tromley river. Thence they followed up Tromley river, about 27½ miles, which brought them to Tromley Lake. This lake is from 4 to 5 miles wide and apparently of great length. It is walled in by very high mountains, and a strong breeze generally blows up and down, and it is therefore dangerous to cross. In order to reach the narrowest point for crossing to Tatlah river they had to coast along the left side of the lake for about nine miles. From Tromley Lake to Lake Tatlah, up Tatlah river, the distance is about 22½ miles, still water all the way. On reaching Lake Tatlah they proceeded to a point on the northeast side, up the lake a distance of 60 miles, to the place known as The Landing, which is the end of boat navigation. The whole distance by boat from Stuart Lake, or Fort St James, without a portage, to the Landing is about one hundred and sixty miles, and was made in six days. The worst and most dangerous navigation is in crossing Lake Tromley—all the rest is good. The shores of the lakes are generally abrupt. The weather from Quesnelmouth to the Landing was very changeable. After leaving the landing then commenced their greatest difficulty, it requiring five days to travel a distance of fifty miles to Vital creek. A few miles from the Landing they found snow from two to three feet deep, and were compelled to use snow-shoes, over a country similar to that from Quesnel to Cottonwood, until reaching the creek. On arriving at the creek they found Vital La Force—after whom the creek is named—and Pat Kelly, who had been mining and prospecting until obliged to cease from extreme cold weather.

On Vital creek, Mr. Kane saw that work had been done in spots for four or five hundred feet, but no stakes had been put down. On the 29th November, Hawkins and Grant, of the discovery party, arrived at the creek and immediately selected ground, leaving the ground claimed by Chapman and company. Kane and Sylvester located ground above. The first work on the creek is about 1½ miles from the mouth. The diggings, where worked, are from two to four feet deep, growing deeper further up stream. The creek is about the same in appearance along a distance of 1½ to 2 miles above where it has been worked, and then it divides into two branches and becomes steeper.

On returning, Mr. Kane met Burns and others at the landing. At this point, Sylvester, the Discovery company, Chapman and company and Black and company had decided to remain during the winter, and when Mr. Kane left them they had commenced building cabins. Davis started out to return with Kane, but after travelling about sixty-five miles, and meeting the first block of ice on Lake Tatlah, he turned back to the Landing. The parties above named determined to winter at the Landing because it was to late in the season to get to Vital creek with provisions, to pack which the Indians demanded ten cents per pound and the weather was too cold to admit of working.

As to the richness of the diggings Mr Kane says that from what he has heard he is inclined to believe they are good.

Kane and Sylvester were sent out to the new mines to report for a Barkerville company. Mr John Adair and others, who seem to be perfectly satisfied with the results of their enterprise and with the speed displayed by Kane and Sylvester in the accomplishment of the arduous task assigned them. We are promised more particulars shortly.

ROAD TAX.—Several cases were disposed of this morning at the Police Court. The first was Robert Weir, sued as administrator of W Weir, deceased. The assessment, notice, &c, admitted—but Mr Bishop for the defence argued that it rested with the prosecution to prove that Robt Weir was administrator for W Weir. Postponed for one week. Adam Weir was next called and a discrepancy was proved between the assessment roll as posted and the demand made; the former was $3 08 corrected from $2 08—the demand was for $2 and the summons $3 08. Mr Mallandaine proved that the correction was made before the assessment roll left his hands. The case was dismissed. Hugh Jas Weir, $11, failed to appear, proper service of the summons was not proved, the defendent being now across the Sound. Case dismissed. Adam Weir being called, was represented by Mr Bishop. A correction was again proved in the assessment roll posted, the amount standing last at $9 04 and the summons calling for $9 04. Mr Mallandaine proved that the correction was made before the assessment roll left his hands on August 30th, and $9 04 was right. Order made for payment of $9 04 and costs. Geo. Pearkes $2. Mr Green said that Mr Pearkes would pay. An order made for $2 and costs of summons. Robt Creary, of Lake district, did not appear to answer. The service was proved and the case proved as usual. Order made for $27 60 and costs. W Millington, Esquimalt, did not appear. Service of summons was proved and the case proceeded with. Order made for $7 60 and costs. Four other cases, amounting to $15 70 cash, paid into Court with expenses of summonses. Mr Green acted for the prosecution in all these cases.

MASONIC INSTALLATION.—Yesterday at Masonic Hall, the following named gentlemen were installed as officers of Victoria Lodge, 783, E. R. F. & A. M, by R. W. D. G. M. Robert Burnaby: Henry Nathan, W. M; Cornelius Thorne, S. W; A. Rocke Robertson, J. W; Thomas Alsop, T; W. Leigh, secr, S; Fredk. Dally, S. D; David W. Higgins, J. D.; John G McKay, D. of C; Wm. Leigh, jun., organist; Robert Foster, J. G; H. L. Jones and A. W. Barnett, Stewards; Wm. H. Twain, Tyler. In the evening the Brethren, to the number of eighty, sat down to a sumptuous repast, prepared by Bro. A. Astrico, of the Pacific Telegraph Hotel, and "song and sentiment" ruled till a late hour.

FROM NANAIMO.—The steamer Sir James Douglas, Capt Clarke, arrived from Nanaimo and way ports last evening. Among her passengers were Rev Mr Somerville, Rev Mr Atkin, Father Rondeau, and Messrs Webb, Sabiston, Warner, and Mr and Mrs Phelps. The freight consisted of sixteen carcasses hogs and 2 head cattle, game and produce ...A tea meeting of the Presbyterian Church was held at Nanaimo on Wednesday evening, at which addresses were delivered by Rev Messrs Somerville, Atkins and White. About 100 persons attended....The bark Atlanta will be ready for sea on Tuesday next.....The directors of the Literary Institute have presented it with 130 bound volumes....Steamer Emma left Nanaimo for Barrard Inlet on Monday last....The officers of Nanaimo and Caledonia Lodges, F & A M, have been duly installed.

THEATRE ROYAL.—Last evening 'Ingomar, the Barbarian,' was presented with unqualified success. Mr Pauncefort took the grand role of Ingomar, and added to his already well-won laurels by his careful rendition of the character. Miss Carter's Parthenia was beautifully played. The characters of Ingomar and Parthenia, when played as they were last evening, call into active force the finer impulses of one's nature and stir the heart by the depth of their pathos. The principal characters were well supported by the company. The amusing farce of the 'Spectre Bridegroom,' in which Mr Barry, Mr Ellerton, Mr Morrison and Miss Cummings sustained the principal parts, came last.... This evening the performance will be under the patronage of His Excellency the Governor, when Charles Matthews' great play of 'Used Up,' and the farce of 'Rough Diamond,' will be given.

CARIBOO NEWS.—We have the *Sentinel* to the 25th Dec. But little washing is being done on the creeks and gulches owing to the frost. Some prospecting is going on with various results.....The *Sentinel* denounces the system of laying over claims... The quartz-mill is ready for work, but no quartz is offering to feed it....Fraser River is frozen at Quesnellemouth....Mr John M Wark fell from a sleigh and dislocated his shoulder.

THE FLYING SQUADRON sailed from the Cape of Good Hope [Cape Town] on the 16th October. The Liverpool is the flagship of Admiral Hornby and is commanded by Capt John C Hope. The Bacchante, by Commander Henry Hand. The Endymion, by Capt Edward Lacy. The Liffey, by Capt Robert Gibson. The Phœbe, by Capt Bythesea, V C. The Scylla, by Capt Fred A Herbert. The men were rigorously drilled on the passage from England, and several lives were lost through falling from the yards. The officers and men also complain of the shortness of the water supply, by order of the Admiralty, who seek to save fuel by limiting the distillation.

THE WEST COAST OF AFRICA—DEPARTURE OF SIR A E KENNEDY.—On Wednesday the royal mail steamer Biafra, Captain Mercer, left the Mersey with the mails, passengers and a cargo for Maderia, Teneriffe, and the West Coast of Africa. Amongst the passengers on board the Biafra were Sir A E Kennedy, governor of the British possessions on the West Coast of Africa, Lady and Miss Kennedy and suite, who go to Sierra Leone, and Lady Coat, who only goes as far as Maderia for the winter.—*Liverpool Mercury, Nov 27.*

FROM THE MAINLAND.—The steamer Enterprise arrived at 4 o'clock last evening from New Westminster, bringing a few passengers, Barnard's Cariboo Express and the upper country mail. The Peace River and other news will be found under the proper headings....A man named McQueneen, who jumped a Chilliwack land claim, has been ousted by due process of law.... A Swede was hurt badly while in the hold of the ship Nation's Hope by a piece of timber falling on his legs.....There are eight patients in the New Westminster Hospital.

PEACE!—The Chinamen at Cariboo are preparing to move to Peace River, or, rather, Vital Creek, where the principal diggings lie.—The Cariboo *Sentinel* says the locality in which the new diggings were found in the Omineca (oh-my-neck-ah) country.....Pearson Bros. the well known tinsmiths have started a branch shop at Quesnellmouth where Peaceites may outfit, and be spared the trouble and expense of packing their picks and pans through the lower country.

A FLAG has been adopted for the Red River Republic, which is composed of a white ground, upon which are displayed three crosses—the centre one large and scarlet colored, the side ones smaller and gold colored. A gold fringe binds the white ground.

HIS EXCELLENCY'S PATRONAGE.—The public will be gratified to learn that the patronage of His Excellency the Governor has been extended to the excellent company now performing at our theatre. We hope that a support commensurate with the ability of the actors will be extended the troupe.

ARNOLD COLLEGE.—This institution will be reopened on the 17th inst. under the superintendence of Mrs Sabright Green, who has been appointed Lady Principal pro tem.

THE Cariboo *Sentinel* say a child, two feet four inches long (with not stated) and weighing 20 pounds, has been born to an Indian woman at Williams Lake. The story as well as the child is hard to swallow.

SNOW.—Much snow is reported on the wagon-road from Quesnelmouth to the Junction.

LICENSING COURT.—W Henly was yesterday licensed to sell liquor at Clover Point.

St. John's Church and the Rector's Strictures.

VICTORIA, B. C., Jan. 5th, 1869.

EDITOR BRITISH COLONIST.—I notice in this morning's paper a letter from one of the congregation of the above church, respecting the sermon preached by Mr. Jenns on Sunday evening last, on the deportment of divers ladies in Victoria. Your correspondent in criticizing Mr. Jenns' sermon alludes first to his saying 'that the appearance of married ladies in Victoria is indecent,' and secondly to his comparing the appearance of some of the young ladies of his congregation to that of disreputable women.

With regard to the first no mortal man will doubt that for married women to gad and flirt about with men other than their husbands and to appear to enjoy their society to that of their husbands, is disreputable, and that this is the case with some in Victoria is public and notorious.

I would beg to bring to the mind of your correspondent the words of St. Paul, wherein wives are told to submit themselves to and reverence their husbands (see Eph 5, 22 and 33) and also the marriage service wherein a woman binds herself to cleave to her husband and forsake all others, and then I would ask him if it is reverencing her husband for a woman to forsake his company and enter that of other men in preference, or whether it is keeping her marriage vow to do the like; and yet this is what we find some of our married ladies doing.

Then by the scriptures the way the ladies' act is sinful.

With regard to the 2nd allusion, I am sure that no one will deny that the dress of some ladies in church is most outrageous, perhaps not quite so bad as that of disreputable women and perhaps much worse; for disreputable women only dress themselves in order to attract attention, and it is evident that the dress of some at one of our churches is for that self-same purpose and quite as loud as that of any disreputable woman now in town, and it makes it much worse when they come in such a guise to the place that is none other than the house of God and the gate of heaven; at any rate, this is disrespectful to God and disrespect to God is a sin.

In conclusion, as what Mr. Jenns spoke about on Sunday night was in respect of two evils and the only remaining question is, whether it is Mr. Jenns' duty to reprove sin; and of course we all know that the duty of the minister of God is to attend the services of God in his church and to dispense and give forth wisely the word of God,—and for so doing your correspondent of this morning would have Mr. Jenns make a public apology.

ANOTHER OF THE CONGREGATION.

The New Mining Pump.

ALEXANDRA BRIDGE, Dec. 18, 1869.

EDITOR BRITISH COLONIST.—The only way in which I can furnish Mr Landale with the information he asks for is by quotations from the catalogue mentioned in my former letter, for I make no pretensions to personal experience in these matters—only am interested with new mechanical contrivances.

The pumps are centrifugal. For draining mines not exceeding 25 to 30 feet in depth they can be placed on the surface, in other cases on proper timbering in the shaft near the bottom. As they work without vibration or concussion and deliver a constant and rapid stream of water, lighter timbering and smaller discharge pipes are needed than in ordinary cases. For example; to deliver from 160 to 350 gallons of water per minute a pipe of 4 inches diameter is required—from 500 to 1000 gallons one of 6 inches diameter. Cast iron pipes of the former size the manufacturers quote at 6 bits per foot, to sustain a pressure of 90 feet, and 6s. 6d. per foot to sustain a pressure of 200 feet. For the second size 8s. 6d. and 9s. Wrought iron flanged pipes—much lighter and altogether preferable—costing, for the smaller size nearly twice the sum, and for the larger but little more than that of cast iron pipes. The pumps are driven by steel wire gearing. One to lift 150 gallons water per minute 100 feet high with foot valve strainer—not needed in all cases—adjustable top framing, pulleys and 400 feet best steel wire rope, costs in London £98. One to lift 500 gallons per minute, 200 feet same fittings but with 1200 feet steel wire rope, £176, exclusive, it will be seen, of piping.

It is quite immaterial what the motive power is. Turbines were suggested for the reasons given, and I am at a loss to know what are their drawbacks: for, if testimony be at all worthy of credit they have been put to all kinds of work, from silk spinning to driving powerful force pumps. The manufacturers give a sketch of one of 200 horse power erected in Ceylon, which, by driving a treble action force pump, forces over a hill 460 feet high and through 2 miles of pipe, the water required to irrigate some large coffee estates. They quote prices for all sizes from 1 to 200 horse power and for all falls from 500 to 6 feet. They say they yield a better effect than the best over-shot wheel, becoming more and less powerful in exact proportion to the changes in the water supply. For example, one of 10 horse power becoming one of 20 if the supply of water be doubled, and falling to 5 if diminished one-half—so that the last can be secured by means of a certain adjusting apparatus.

The same firm offer vertical steam engines with boiler and everything complete—that require no masonry for foundation—said constructed to burn wood at £225 for one of 10, and £345 for one of 20 horse power.

Yours respectfully,

JOHN PEACE.

Melancholy in its various forms, has filled the earth with shattered wrecks of humanity. The pernicious and destructive drug has been the specific and main reliance of empirics and quacks of past generations, and the pretext for the cure of multitudes of chronic and constitutional diseases. Dr. Walker's Vinegar Bitters, a purely vegetable preparation, is not only a safe and harmless remedy, but a more certain cure for these diseases, and will effectually eradicate mercury and other pernicious minerals from the system. 23

CHEAP SHAVING—Fred. Payne, Tonsorial Artist, Johnson Street above Miner's Saloon. Shaving 12½ cents; Hair Cutting, 25 cents.

BUY IT AND TRY IT.—Russell's celebrated coffee. The best on the Coast. Warranted a pure and healthful beverage. *