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THE BRITISH COLONIST

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SEMI-WEEKLY BRITISH COLONIST.

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AGENTS:—S. D. Levi, Nanaimo, V. I.
S. D. Levi, Victoria, B. C.
S. D. Levi, Seattle, W. T.

The Canadian Pacific.

Having, to our own satisfaction at least, established the proposition that the early construction of a Canadian Pacific Railway is essential to the success, nay, to the very existence of Confederation, let us now turn to a question of equal importance: Can it be accomplished? There are not wanting in this community those faint-hearted, weak-kneed souls, who will be ready unhesitatingly to exclaim: "Impossible!" The word is one which we had supposed to have been long since eliminated from the vocabulary of Anglo-Saxon enterprises. It is at least one which ill-becomes the Anglo-Saxon tongue in this day in connection with an enterprise of the nature of the one under consideration. Impossible! It is our pride and our boast that we have the whole British nation at our back, and it is undoubtedly so as regards the nationization of British America. To a people so circumstanced all things are possible, that is when faith and works go together. Impossible! What power is it that has compassed the great engineering works of the age? Anglo-Saxon skill and pluck. What has made the American continent south of the forty-ninth parallel of latitude a complete net-work of railways, at a cost of over \$1,200,000,000? Anglo-Saxon skill and pluck, rendered effective by BRITISH CAPITAL. Is all that expenditure of skill and energy and capital to be confined to the south of the International boundary? Is there no British skill for British America? Has British capital indeed become such a wayward thing as to seek investment only in the railways of a foreign and rival country? We do not so think. The same skill and energy and capital that have thrown two railways across the continent are ready to undertake the Canadian Pacific if the Canadians, from the Atlantic to the Pacific, are only true to themselves. But of course, if they ignobly sit down and mutter a word unknown south of them, not only British capital but British population will give them a wide berth. This is not the age in which to apply the term "impossible" to such an enterprise; least of all should that word be found upon the tongue of a British Columbian.

The wisest and most sagacious difficulties are by far the most to be feared. Sloth and folly, shiver and shrink at signs of toil and hazard, and make the impossibility they fear.

But to be more reasoning and less dogmatical, let us glance at a few facts and figures in order to demonstrate that the enterprise is highly feasible. The completion of the Union Pacific enables one to approach the subject with less hesitancy and deal with results rather than ramble blindly in guess-land. Let us glance at a few of the more obvious advantages which the Canadian Pacific would possess over the Union Pacific; and in this we despair of presenting anything new upon a subject already so much discussed. The distance between New York and San Francisco by the Union Pacific is 3,395 miles. The distance between Montreal and New Westminster by the proposed Canadian Pacific railway route is 2,785. It may be objected that Montreal would be accessible as the terminus, being closed about four months in the year. Well, then, let us take a run down to Halifax, distant from Montreal, by the Intercolonial Railway, 730 miles, and we have a magnificent harbour, accessible all the year round to every vessel afloat! Taking the larger view of the subject, and having regard to the route from Asia to Europe, we find Montreal 240 and Halifax 700 miles nearer Liverpool than New York, while on the Pacific

side, vessels from Asia by the force of currents and winds invariably make Vancouver Island on their way to San Francisco, thus necessitating a coast voyage of 800 miles. There are no harbours between here and San Francisco, and so seriously it is supposed these currents and winds will affect the business of the Union Pacific, that they have proposed a branch from their line west of Salt Lake to Puget Sound, a distance exceeding considerably 700 miles. General Dodge, Engineer-in-Chief of the Union Pacific, for this reason, and to avoid the snows of Sierra Nevada, reports; "Puget Sound must be the western terminus of the route between the Atlantic and East India."

Here, then, we have a saving in water communication, between Europe and Asia of 1,000 miles in favour of Montreal, and 1,460 miles for Halifax via the Canadian line, over New York via the Union Pacific! Allowing 14 miles an hour as the rate of travel for steamers, we have a saving respectively of 70 and 104 hours; or making the addition and subtraction necessary in combining land and water between Europe and Asia, 80 hours, or 8 1/2 days from Montreal, and 94 hours or a little over 4 days for Halifax via the Canadian Pacific, over New York via the Union Pacific. Thus it is quite evident that the Canadian line has the advantage in point of distance, and that in a sufficiently marked degree to secure to Britain forever the balance of trade with Asia *carteris paribus*. But, although we might well rest content here, distance is not the sole element of advantage fairly claimed for the Canadian Pacific Railway. There are other important elements, such as speed in running and economy in operating, both largely dependent upon the grades and curvature required in crossing the continent. Comparing carefully compiled tables, we find on the Union Pacific long continuous stretches of grades where 60, 74, 84, and even 166 feet per mile are required to overcome the great altitude at which it passes the mountains, while on the Canadian line 50 feet per mile is the maximum. Nearly 5,000 feet difference in maximum elevation will account for this. According to the report of the Union Pacific engineers sharp curves are unavoidable, in many places requiring eight times the power to overcome the steep grades and sharp curves, from which the Canadian line is free. Again, we find that over 1,250 miles of the Union line, at an elevation of over 4,000 feet above the sea level, 400 miles is over 6,000 feet above the sea, 150 miles is over 7,000 feet above the sea, and the summit is only reached at an altitude of 8,262 feet above the sea level. Every body knows what such an altitude as that implies. The report tells us that, in addition to extensive tunnels, they have been obliged to build, at enormous cost, 46 miles of snow shed, of most massive structure, and roofed entirely with iron, to resist the pressure of avalanches of snow from the mountains, and it is stated that at least 100 miles of this shed will be necessary in order to keep the line open! Turning to the Canadian line, we find, from observations extending over fifteen years, that even in the mountains a depth of snow of 4 feet is rarely attained and never exceeded, while for almost the entire distance it seldom exceeds 14 inches. Thus not only will there be no tunnels or snow sheds required, but locomotion need never be impeded by snow. Then, again, look at the character of the country traversed respectively by these lines, as regards its adaptability for settlement, thus furnishing way traffic, and its capacity for supplying fuel and water. Referring to their own report, we find that 190 miles west of Omaha artificial irrigation is necessary; hence we infer a poor country and a scant supply of fuel and water. In Yonkers, for 150 miles, the line traverses the dreary Bitter Creek region. Here the alkaline water is not only unfit to drink, but cannot even be used in the engine, as it deposits a sediment, choking and clogging up the boilers. Until some means of neutralizing its noxious qualities can be discovered, a water train supplies tanks along this entire distance. In addition to these sections we know they traverse immense deserts; and we find in the report of this survey that oxen were required to accompany the party to supply them with water. No coal of any extent has yet been found, so that we are left to infer that fuel and water will be difficult to obtain. On the Canadian route nature has placed an abundant supply of both these indispensable articles. Nor must the marvelous water system possessed by the latter be lightly regarded in other respects, such, for instance, as supplying a cheap and ready means for transporting materials to convenient points. On the Union the great bulk of the material had to be conveyed from one end of the line, and at enormous

expense, the item of ties alone, we are told, having in some instances cost as high as \$3 each. It has already been seen that from the nature of much of the country over which the American line passes it is ill adapted for a grain-growing, population-sustaining country. How this contrasts with the country traversed by the Canadian line. Referring to it, Horace Greeley himself says: "We must look to the Great Northwest Basin or Valley of the Saskatchewan as the future Granary of this Continent." In summing up, then, we find that the country marked out for the Canadian Pacific has decided advantages over the American line, in giving easier grades and curves, in being nearly free from snow, in furnishing fuel and water, in capabilities for furnishing local traffic, in safety of transportation, and in furnishing facilities for construction; therefore it is fair to conclude that it can be constructed and operated with more speed, regularity, profit, safety and economy. We have already seen that between Asia and Europe it affords decidedly the shortest route. Why, then, should it not attract the necessary capital for construction? Why should it not command the traffic across the continent? Why should it not prove a remunerative investment? But, as if nature had herself designed that this route should be the highway for commerce, she has stored inexhaustible supplies of coal at either end, which, now that in transportation of merchandise steam is largely taking the place of sail, is of incalculable advantage. New York is obliged to draw her supply of coal from the hills of Pennsylvania, and San Francisco from British Columbia, while Halifax has her supply at home, and British Columbia has its exhaustless stores of both bituminous and anthracite coal within a cable's length of her shipping. In the present article, already we fear, drawn out to undue length, the political or national phase has not been touched upon; but enough has been adduced, we venture to think, to meet the contemptible cry of "Impossibility!"

Friday Sept 24
A BIRDY SOLD.—The artist who designed and executed the bronze cock for the Corporation flagstaff, appears to have approached so near Nature as it is possible to go without endowing it with life. Yesterday morning, about 11 o'clock, a fine, large American eagle was observed hovering high above the pole; evidently surveying the cock with an interested and hungry eye. Having completed the survey, his eagleship swooped swiftly down towards the earth approaching within a few feet of the supposed prey, when, apparently discovering that the object of his attention was composed of more indigestible material than eagles usually select for lunch, he wheeled about and made off rapidly towards Cedar Hill. Has this incident any political significance? Was the eagle an *avant courier* of the fulfilment of Mr Seward's prediction which points towards the Annexation of British Columbia? Or was his discomfiture a forerunner of the illness which the nation whose emblem he represents is destined to experience in its designs on this Colony?

ALLEGED CORRUPTION IN THE ADMIRALTY.—The employees in the Admiralty Department, feeling themselves aggrieved at what has been said of them, have written a letter to "My Lords," calling for a public investigation. They deny that such statements apply to them directly or indirectly, and are anxious to assist by every means in their power in any investigation which may be made into the alleged malpractices; and hope that any information on the subject which may be in the possession of their Lordships will be publicly produced. They make this representation to their Lordships in the confidence that they will be as anxious by themselves to vindicate the integrity and most experienced Ministers of the Crown have, in both House of Parliament, repeatedly given their emphatic testimony.

LECTURE.—Rev. Thos Derrick, of Cariboo, delivered a most eloquent lecture on "Total Abstinence" at the Mechanics' Library Institute last evening. The audience was largely composed of ladies, and the lecturer, who was listened to most attentively, was frequently interrupted with applause. At the close of the address a vote of thanks was moved and carried by acclamation. A collection for the benefit of the Good Templars was taken up and which yielded largely. The Chair was ably filled by Rev Mr Somersetville. Mr Derrick started for Barkerville this morning.

AMONG THE MOUNTAINS.—Mr. Robt. Burrell, manager of the Bank of British North America, yesterday received from a friend at Cariboo specimens of white and Swedish turquois, which were grown at Barkerville and Richfield, William Creek, 4227 feet above sea-level. These specimens will be on exhibition at the Agricultural and Horticultural Show, on Wednesday next.

THE GUSPIE TOLLAR.—From Portland, will be due about Saturday.

THE MUTUAL LIFE INSURANCE CO. of New York.—Col. Evans, local agent for this great company, has shown us an extract from the London *Journal of Actuaries*, of July 1868. The writer is Samuel Brown Esq., President of the Institute of Actuaries. Referring to the astonishing results of the business of the Mutual Life; Mr. Brown says the following high compliments: "The greatest care is shown in dealing with investments." "The charters of the company permit no speculation of any kind." "New business was brought together in one year double and even treble in amount the whole accumulated business of many of our oldest offices, and with but one or two notable exceptions, exceeding that of any office in the United Kingdom." "Of whatever age or standing." "One reflection is forced on us by what has proceeded. How long will it be before the Insurance tide which has so long set westward shall be rolled back on our own shores? When it comes, if it should come, how shall we be able to withstand it? We can do nothing for our Policy-holders, that will bear a moment's comparison with the results which this company has accomplished, and we cannot doubt, will continue for many years to come, to accomplish for them."

MAEONIC.—At a meeting of Columbia Royal Arch Chapter, No. 120, on the registry of the Supreme Grand Royal Arch Chapter of Scotland, held Sept. 23, A. L. 5874, the following were elected and installed as officers for the ensuing year:—M. E. Compn. R. Burnaby, [re-elected], 1st Prin. Z. J. M. E. Compn. H. H. Adams, 2nd Prin. H. J. M. E. Compn. Henry Nathan, 3rd Prin. J. E. Compn. H. F. Hesterman, Secy. E. J. Compn. W. H. Tustin, [elected 3rd time], S. N. J. E. Compn. Joseph Blackbourne, [re-elected] Treasurer; Compn. E. Harrison, 1st Sojourner; Compn. A. A. Kirk, 2nd Sojourner; Compn. William Leigh, 3rd Sojourner; Compn. J. G. Winter, Janitor.

FORM THE EAST COAST.—The steamer Sir James Douglas, Capt. Clarke, arrived at 4 o'clock yesterday afternoon. She brought 32 passengers and a good freight. Among the passengers were Messrs. DeCosmos, DeRicks, and Young. Business was quiet at Nanaimo, but two or three ships are expected up to load with coal. Much preparation was being made for the Exhibition at Victoria. The settlers on the East Coast intend to carry off as many of the prizes as they can. Rev. Mr. Derrick delivered a lecture on Wednesday at Nanaimo on "Manliness." The proceeds went towards the Mechanics' Institute. A memorial to Rev. A. G. Garrett, asking that he remain at Nanaimo, has been largely signed in the district, where the rev. gentleman is much liked.

THE FIREMEN'S ELECTION will come off next Monday week. There is one candidate for Chief Engineer and two for Assistant Engineer in the field. Mr. Kriemler, the present Chief, intends to try again for the position, and his re-election has been drawn up and signed by Frank Richards, former Chief at New Westminster, to stand for the same office here. Mr. Vogel, present incumbent, and Mr. H. E. Levy, of the Tiger Engine Company, are in the field for Assistant Engineer. The contest will be a close and interesting one.

THE PARK ASSAULT.—Yesterday, when the case of Wm. Lush, for assaulting a marine at the Park Hotel, was called on at the Police Court, Inspector Bowden stated that the medical attendant of the injured man had pronounced his condition too precarious to admit of his leaving his room at present. The hearing of the case was then postponed until Monday next, the accused to continue at liberty under bonds.

THE EXHIBITION.—The Committee have fixed the price of admission to the Show of non-subscribers at 50 cents, and to the ball at 50 cents; subscribers to the fund will be admitted free. The feeling in favor of making the 29th a holiday—for all save the printer—is general. Every effort should be put forth to make the exhibition a successful affair. Every citizen should not only go himself but should induce at least one friend to accompany him.

TAX KOOPERS PACKER whose animals and goods are reported seized by the American Customs authorities, is W. Milby. The road to Kootenay winds for some distance through American territory and then back again into British territory. It was while on the American side that the animals and goods were seized. The cause of the seizure is said to have been failure to meet a promissory note, given by Milby some time before, but to whom and for what consideration is to our informant unknown.

ETHERS SUGAR OR SALT.—A ship's crew at Burrard Inlet, the other day, struck work because it rained. They were paid off. It wouldn't be a bad idea to supply the modern sailor with umbrellas and gaiters while on duty. These comfortable adjuncts would prove quite handy—especially aloft.

ROCK CRACK.—News from this locality is to the 15th inst, brought by Mr. Price, of Kootenay. The bedrock flame company were still at work; but their success had not been great. These diggings prospect well, but, somehow or other, the result of the washing has always been small.

THE STEAMER OTTER.—Capt Lewis, will go North again on Friday of next week. On her way up she will drop some freight for the Queen Charlotte Coal Mining Company at Skidegate Bay.

ARRIVAL OF THE ZEPHYR.—The bark Zephyr, Capt. Track, arrived from San Francisco last evening, having been 13 days on the passage. The Zephyr brings a cargo valued at \$40,000, and is consigned to Millard & Beedy. Cargo will be discharged to day on the H. B. Co's wharf.

KENNEDY, the Scottish vocalist, is in Rochester, New York. He didn't like the Pacific Coast, although he created a furore at San Francisco and made money there.

GOING UP ON MONDAY.—The Sir James Douglas, to bring down the East Coast settlers and their produce to the Great Show. She will come back on Tuesday evening.

CEGAR HILL SCHOOL will be opened on Monday, the 4th October. About 30 scholars will attend.

THE NEW BOILERS for the Onward are well underweight at Spratt and Kriemler's.

Canadian Summary.

Bishop Oxenden, or "Ashton Montreal," the new Metropolitan of Canada, arrived at Montreal on the 31st August. The same day the clergy of the diocese presented an address to his lordship, to which a fitting reply was made. The gross earnings of the Great Western Railway for June amounted to \$300,601; the working expenses and renewals to \$173,405, leaving \$127,196, as the net earnings. This is an increase of \$12,080 over the net earnings during the corresponding month of last year. During the same month this year the gross earnings of the Union Pacific Railway amounted to \$876,949, and a little less for July. The condition of affairs at Quebec appears to be one of very general despondency, and of course, Confederation gets the blame. The Quebec *Chronicle* appears to be "all in the blues." As to the Government of that Province, it says, the people hope for little by way of improving the condition, and it is not surprising that at such a time the feeling of a portion of the Province should take the direction of annexation, though unable to give the movement its approval. At a meeting of the stockholders of the Grr Bank, held at Hamilton on the 31st August, it was decided to amalgamate with the Bank of Commerce. From all parts of the country the harvest news was good, the yield being much above the average. Instances of 300 bushels of wheat being taken from 50 acres are given, some fields averaging 55 bushels to the acre. The hay, oat and root crops were equally good. From United States Bureau statistics, recently published, it appears that during 1868 Canadian produce (that is Canada proper) was "shipped and Quebec) to the value of \$36,355,536 was exported to the United States, notwithstanding the abrogation of the reciprocity treaty. The total value of the exports from Nova Scotia and New Brunswick during the same period amounted to but little over ten millions. The exports of Canada to the United States consist chiefly of breadstuffs, lumber, live stock, butter, eggs and wool. These exports fall rather ten per cent below those of the previous year; but it is anticipated that the abundant crops of the present year will tell favorably upon that trade.

The Last Sensation—Across the Niagara on a Bicycle.

Jenkins, the Canadian Blondin, attracted a large crowd to Clifton yesterday, by his announcement that he would ride a velocipede over a rope stretched across the Niagara. About five thousand persons were collected in the vicinity of Clifton bridge, principally from London, Paris, Woodstock and Toronto to witness the feat. The rope was stretched across the river from cliff to cliff about one hundred yards below the bridge, the Canadian end being a little higher than on the American shore. At 3.30 P. M., the velocipede was placed on the Canadian end of the rope, and about half an hour was spent in adjusting it properly. The machine was widely different from the bicycle commonly known by the name of velocipede, and in reality was not one, being worked by the hands instead of the feet. The wheels were about two feet in diameter and nearly of a size, the hind one being the smaller of the two. Both were, of course, grooved to run on the rope and the inside of the groove of the front wheel was cogged. Fitting into and attached to this was a small cog-wheel, which was worked by cranks with the hands which propelled the bicycle. The seat was curved downwards, between the wheels, to within an inch of the rope. Beneath the rope were two heavy, immovable stirrups, on which a large iron balancing pole was placed and which the rider rested his feet. By this arrangement the whole weight was thrown beneath the rope, so that there was very little danger of the machine tipping over. At four o'clock Professor Jenkins, attired in a gay suit, such as is usually worn by riders at a circus performance, mounted his steed and after a false start set his machine in motion. A stiff northwest wind, which was blowing at the time, made the trip a little more hazardous than it otherwise would have been. The rider, however, moved steadily on till he reached the middle of the rope when he stopped, and taking off his hat, waved it three times to the crowd. He stopped four times to rest during the remainder of the trip, and in ten minutes from the time he started reached the American side amid the cheers of the spectators. Less interest was manifested in the affair that might have been expected. The general impression is that any man of ordinary nerve could have accomplished the feat, as well as Jenkins. *By the Toronto Telegraph, August 29th.*

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