

Saturday, July 3, 1869

THE debate which we publish this morning, so far as it bears on this Colony, is one of the most important ever had in Parliament. Mr. Monsell, the Under-Secretary for the Colonies, spoke highly of the capabilities of British Columbia and its prospects. Lord Bury's prophecy that, in the time of men yet living ships from and for Liverpool would take in and discharge cargoes at the foot of the Rocky Mountains, is a startling one. The noble lord pictured a bright future for British Columbia as the future highway to Japan and India. Some of the speakers threw cold water on this proposition, but they appeared to have been as much at sea as Mr. Adderley when he said that 98 per cent. of British Columbians were from the United States, which accounted for their Annexation tendencies. The debate, on the whole, was highly favorable to our interests. The policy of the Imperial Government of Confederating us is announced, but only with the consent of the people. Whether the "consent of the people" means by a vote of a packed Legislature, or by the direct "aye" or "no" of the inhabitants has yet to be found out.

Wednesday June 30  
Collegiate School—Distribution of Prizes.

The distribution of prizes at the Boy's Collegiate School took place yesterday, and attracted many lady and gentlemen visitors. The chief Justice occupied the chair and previous to commencing the distribution congratulated the Principal, Rev. Frank Gribbell, upon the very marked improvement that had taken place in the school during the past year, both as regarded the number of pupils in regular attendance and in the general tone of the school.

Mr. Gribbell in reply stated, that he took charge of the school on the 3d of August last when there were only 26 scholars; now, he felt proud to say, there were 77 on the roll, the average attendance being about 60. The institution was entirely self supporting. [Hear, hear.] His efforts were ably seconded by two gentlemen teachers, and by Mr. Vinter, who instructed the boys twice a week in military exercises. [Hear.] The boys were also encouraged in base ball, cricket, and other athletic sports. The prizes, Mr. Gribbell said, were given by Mr. Hankin and the Standing Committee, who acted in the absence of the Lord Bishop.

The Chief Justice then proceeded to award the prizes, accompanying each gift with a few felicitous remarks. The list is as follows:—

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|--------------------------------|--------------|
| 1st Prize, "Desert World,"     | G Cohen      |
| 2nd do "Mysteries of Ocean,"   | A Fisher     |
| 3rd do "Birds,"                | E Marvin     |
| 4th do "Boys Annual,"          | G Rhodes     |
| 5th do "Wonderful Invention,"  | O Harvey     |
| 6th do "Fire Stories,"         | Chadwick     |
| 7th do "Scotch Cavaliers,"     | R Tolmie     |
| 8th do "Play Book,"            |              |
| 9th do "Metals,"               | R & H Tolmie |
| 10th do "Tanglewood Tales,"    | Fleming      |
| 11th do "Scott's Works,"       | Fisher       |
| 12th do "Round the World,"     | Richards     |
| 13th do "Footsteps,"           | F Levin      |
| 14th do "Wonderful Invention," | McKenzie     |
| 15th do "Wonder Book,"         | Hellocken    |

Nos. 1 and 2 in the above list are the 1st and 2nd prizes for general improvement in all the branches in the senior division; Nos. 3 and 4 the same for the middle division, and 5 and 6 for the junior division. Nos. 7, 8, 9 and 10 are the writing prizes. No. 11 is the prize for book-keeping and French, senior division. Nos. 12 and 13, French prizes for the two divisions of the middle class, and 14 and 15 for general application.

After the prizes, remarks were made by the Very Rev. Dean Office, Hon. Dr. Hellocken, Dr. Tolmie, W. Fisher, Esq. Dr. Hayman and Mr. Gribbell. The thanks of the scholars and their friends were tendered to the Principal, the assistant teachers and Mr. Vinter. Mr. Young and Mr. Vinter acknowledged the compliment briefly. A vote of thanks was tendered the Chairman; and the school broke up for the holidays with three rousing cheers for the Bishop of Columbia. The school will reopen early in August.

NAVAL.—The following flag promotions were made at the Admiralty in consequence of the death of Sir Charles Fremantle, to date from May the 26, 1869:—Vice-Admiral Sir George Rodney Mundy, K. C. B., to be Admiral; Rear-Admiral Hastings Reginald Yelverton, C. B., to be Vice-Admiral; and Captain Edward Augustus Inglefield to be Rear-Admiral on the Active List; Rear-Admiral Andrew Drew and Rear-Admiral James Vashon Baker to be Vice-Admirals on the Reserved List.

BANK OF BRITISH NORTH AMERICA.—The thirty-third yearly general meeting was held at the London Tavern, June 1st. Mr. W. B. Hume in the Chair. The report, which simply testifies to the accuracy of the accounts, and declares a dividend at the rate of 6 per cent. per annum, with a bonus of 1 per cent. payable on the 5th July, free of income tax, was taken as read. The Chairman in moving that the report of the accounts be adopted, endorsed the scheme of Mr. Rose, Finance Minister of the Dominion. If the scheme was carried, he believed they would hear very little more of that over-trading and reckless speculation to which Mr. Rose attributed the commercial difficulties and distress which had of late been experienced in Canada, and which to some extent had unquestionably affected the profits of the bank. The general manager was now at Ottawa, and he hoped that by this time the secretary, Mr. McNab, who had completed the examination of the several branches, had joined him, and would be able to cooperate with Mr. Paton for the advantage of the bank. In answer to a shareholder the Chairman added that the treasury laws in Canada had been so far altered that they could now charge 7 per cent. interest, also commissions and other charges. The motion adopting the report and accounts was then put and carried unanimously. The directors retiring by rotation—Messrs. H. Boggs, J. Ranking, and R. H. Glyn—were re-elected, and a vote of thanks to the Chairman and his colleagues concluded the proceedings.

CENTRAL [FREE] SCHOOL.—The examination of the pupils of this school took place yesterday. The number of visitors present was large, among whom we observed Revs. Somerville and Ross, Councillor McKay, Town Clerk Leigh, and Dr. Trimble. The scholars were examined in Reading, History, Grammar, Geography, Arithmetic, Mensuration and Euclid, and in the opinion of the visitors exhibited considerable progress, and a record to that effect was made on the Visitors' Book. The principal, Mr. Jessop, made a few remarks, in the course of which he regretted that the average attendance was not so large as it should have been when he considered the number of names on the record. He hoped, however, that under the new system, a greater degree of regularity and punctuality would be observed. Remarks were made by Revs. Somerville and Ross, and Messrs. McKay, Leigh and Bury, commendatory of the discipline and proficiency of the school. Some of the speakers alluded to the carelessness of the officials, evinced by the non-attendance of any member of the Government. The principal then announced the last session of the institution under the Free School system to be at an end, and added that it reopened it would be under the auspices of the City Council.

DEATH OF W. H. SUTTON.—The Yale Examiner records with a feeling of deep regret "the death of W. H. Sutton, Esq., one of our earliest pioneers, who died in San Francisco on Saturday at one o'clock. He leaves many warm friends both here and in other localities where he was known, and his loss to this community where he will long be remembered as a kind and genial friend, is a severe one."

THE PRISONER WHITE.—A communication from the authorities, addressed yesterday to a gentleman in this city, in reply to the application for permission to the prisoner Henry White to ship with Captain Hornsby, regrets that the Administrator of the Government does not yet feel called upon to interfere with the course of law, and hence cannot grant the prayer of the applicants.

DOMINION DAY.—This is the anniversary of the birth of the Canadian Dominion. Throughout the interior there will be a general observance of the day; but here there will be no celebration. Perhaps "a change will come over the spirit" of our people before the 1st of July, 1870.

ADMIRALTY COURT.—Arguments by Counsel in the Bysantium case was going on before the Court yesterday. The question arising is, whether the Captain's claim for wages takes priority to the claim for repairs done to the vessel in this port by the late J. W. Trahey. The arguments were proceeding when the Court rose.

MUNICIPAL NOTICES.—The Corporation give notice that parties in arrears for Road Tax at the expiration of ten days will be proceeded against. All male citizens are required to pay \$2 per head per annum. Fees males are exempt. An important notice with reference to sidewalks also appears this morning.

THE N. P. R. R.—Major Tilton, engineer, a Commission from the U. S. Senate, and three directors of the North Pacific Railroad Company have arrived at Portland, Oregon, with a view to passing over the proposed line for a railway from Lake Superior to Puget Sound. This looks like business.

The steamship G. S. Wright arrived from Portland via the Sound yesterday morning. She brought a number of passengers and considerable freight. We are indebted to Mr. Tarbell, purser, for the usual favors.

COAL-CUTTING MACHINE.—An improved machine for cutting coal has been patented by Messrs. Gillott & Copley, of Chappeltown York, the leading feature in which appears, according to the English Mining Journal, to be the making of the cut outwards instead of inwards, as usual. The cutters commence to operate at the bottom of the groove. The inventors state that they propose to employ a horizontal revolving wheel or disc, having a series of cutters mounted on the periphery thereof, such cutters being made to cut outwards or from the bottom of the groove, or undercut to the face of the working, whilst the body of the machine itself takes its bearing against the face in order to resist the strain of the cut. In some cases one or more guide-rails may be employed in addition. The whole is mounted on a suitable carriage, made sufficiently low to admit of the cutters getting well down to the bottom of the face, for the purpose of "holing in" the bottom when required. The cutter-wheel is rotated slowly but powerfully by the aid of spur, bevel, and worm gearing carried on the main framing. The Nanaimo readers of the Colonist will be glad to learn the success attending the practical working of the machine.

The fortnightly report of the Superintendent of Castle Garden, for presentation to the Commissioners of Emigration, showed that the arrivals of emigrants at New York since 1st of January, of the present year, had been 106,748, against 81,778, during the same period last year. The largest number arrived from Liverpool; the next largest from Bremen; the third from Hamburg, and the fourth from Glasgow. Copenhagen, Havre and Antwerp also sent a large number.

CALIFORNIA FRUIT.—Specimens of apricots, pears and apples have been received in New York, eight days from California, in excellent preservation. Labelled and exhibited in the show windows of the principal restaurants, they excite the wondering admiration of the large crowds that gather in front.

How strange that while crops on the Pacific Coast are perishing for want of rain, crops in the East should fail for want of dry weather. From present appearances there will be a scarcity all over the world.

FROM NEW WESTMINSTER.—The Enterprise, Captain Swanson, arrived yesterday from the Fraser, bringing about a dozen passengers and a small mail. Among the passengers we observed the Hon. P. O'Reilly and Mr. U. Nelson. There was no news of importance.

FROM SAN JUAN.—The Fly, Capt. Frazer, arrived yesterday from the American Camp, bringing a mail and a few passengers. No news of importance.

The Proposed Union of British Columbia with Canada—Interesting Debate in the British House of Commons.

JUNE 2d, 1869.

Mr. Verney, in rising to move for all papers relating to the union of British Columbia with Canada, said British Columbia contained a great amount of mineral wealth, but in the mining part sufficient food could not be grown for those who arrived there. On the one side of the Rocky Mountains, however, there were millions of acres which might be cultivated, and which would afford food to those who worked the mines to the west. He trusted the Government of Canada would take up this question in the way it ought to be viewed, and that the right hon. gentleman the Under-Secretary for the Colonies would be able to inform the House that the Parliament and Government of Canada, as well as the authorities of British Columbia and the Hudson Bay Company, had come to some agreement, so that those vast territories might be utilized. He begged to move for any papers on the union of British Columbia with the Dominion of Canada.

Mr. R. Fowler seconded the motion, and Mr. Sinclair Aytoun asked whether the government had any intention to ask a guarantee of money to be raised by Canada for the purpose of purchasing the rights of the Hudson Bay Company? If so, he should oppose.

Mr. Kinnaird said the shortest route to China lay through North America; and we ought to remember what the United States were doing in that matter. They had now completed the new route from New York to San Francisco, and the journey could be performed in seven days and seven nights in the most comfortable manner, sleeping cars, restaurants, &c., being provided for passengers. He should like to know how we should have stood in regard to railways in India without guarantees. He hoped the Government to develop the route referred to by the hon. baronet the member for Buckingham, and that they would not be deterred from doing so by the alarm of the hon. member who had spoken last.

Colonel Sykes was afraid the views of the hon. gentleman respecting a route from Ohio and India through British North America, were a little visionary.

Mr. Samuelson hoped the Imperial Government would withdraw as much as possible from all connexion or interference with the affairs of Canada.

Mr. Monsell, Under-Secretary for the Colonies, replied that it was the policy of Her Majesty's Government to throw on the colonies as far as was possible the cost of their own self-defence. They had already taken steps in that direction, which had saved a considerable amount of public expenditure. They also meant to extend that course still further in the ensuing year, and to make arrangements that where it was absolutely necessary that Imperial troops should be kept in any self-governing colony,

the colony should pay the whole cost of the troops. It was not a mere question, as the hon. gentleman who last spoke seemed to suppose, some few hundred thousand acres of land; it was a question of opening a great and fertile territory, from which civilization and civilization had been entirely excluded by a fur trading company; of opening the way to civilization, and of satisfying the just and legitimate ambition of the Canadian Government to extend their Dominion from the Atlantic to the Pacific, and, in addition, to remove a source of considerable inconvenience from the Imperial Government, which had to be responsible for the acts of Her Majesty's subjects in a district where there was no sufficient guarantee for law or order, and where, as he should show in the course of his remarks, serious difficulties arose within the last four or five years with the neighboring American Government on account of the absence of any proper control within the Hudson Bay Territory. His hon. friend had asked him a question with respect to British Columbia. There had been several indications of means of public meetings and otherwise, of a great desire on the part of the inhabitants of British Columbia to become connected with the Dominion of Canada. The most recent information was to the effect that they had undergone a change in that respect, but whether they had changed their minds or not, he was quite sure that they would change them back again, for it was perfectly obvious that it was to the advantage of British Columbia to be connected with Canada, and that the rich valley of the Saskatchewan was almost a necessary complement to her territory. There was in British Columbia vast mineral wealth, and also in Vancouver Island the finding of coal was going on very rapidly. Of that fact there could be no better proof than that the dividends of the Vancouver Coal Company had risen from 2 or 3 to 20 per cent., at which price they stood at present. In Vancouver Island, too, and in Queen Charlotte Island, the best bed of coal was to be found which could be found in that part of the Pacific—a matter of great importance in the development of the resources of a country. The proposal which had been made by his noble friend [Lord Granville], and which had been accepted by the Hudson Bay Company, and which he hoped and believed would be accepted by the Canadian Government, would, of course, in no way touch British Columbia. This question, so far as it affected them, the inhabitants of British Columbia would have to decide for themselves, but the Government would afford them every facility should they wish to join the Dominion of Canada, and he entertained very little doubt that they would very soon adopt that course.

The subject to which his hon. friend had called attention was one which had now been under the notice of the Government for many years. Ever since the committee of 1857 successive Governments had endeavored to arrange terms between the Canadian Government and the Hudson Bay Company. Sir Stafford Northcote defended the Hudson Bay Company in responding to some remarks that had fallen from Mr. Monsell. Viscount Bury approved of the mode provided for the transfer of the North West Territory. He hoped that by and by we should through this territory have an excellent route to our possessions in the East, and he believed that within the life time of many now living there would be established, by ship, canal, railroad and telegraph, direct communication between the Atlantic and Pacific. [Hear, hear.] The navigation required improvement he believed only in three places to admit of their taking a ship straight from England to the foot of the Rocky Mountains without discharging cargo. The land, too, could be easily adapted to the laying of railways, as the gradients to be overcome were very few and very slight. Against the doubt which had been suggested as to the loyalty of Canada in certain events he felt it right to raise his voice. On the lowest ground, that of self-interest, it would not be for the advantage of Canada to join the United States. Why should Canada, which now had a complete autonomy, throw itself into the hands of a neighboring Republic? The yoke of the Queen did not press heavily upon the Canadians, and they escaped from finding themselves every four years involved in the throes of what resembled the sublimated essence of a general election—the election of a President—which was no sooner decided than they were thrown afresh into the turmoil of canvassing for his successor. Canada, moreover, in place of diminishing her taxation by joining the United States, would have to take over a share of the existing debt. On the other hand, by remaining as she was, with one half of the continent of America in her hands, her future prospects were not inferior to those of the United States. The Canadians, he insisted, were attached from sentiment and from conviction to the form of government under which they lived at present, and had no wish to abandon the monarchical form of government for any other. (Cheers.)

Sir C. Dilke said that the communication made by the United States between the Atlantic and Pacific was not mainly commercial in its object, but political—namely, to unite one portion of the country to another. If a similar communication were desirable through British territory as a political question, it concerned Canada, and not the Imperial Government. If it were advocated as a commercial question, it should be remembered that America had got the start, and that delicate goods like tea and silk, which would be more likely to come by water than by land carriage across the United States. Of course, when civilization was extended, when homesteads were founded, when crops were grown, railways would be required to give a market to the farmers; but that would not be till a settlement had been made, and therefore the notion of our spending money or guaranteeing any expenditure by Canada at our risk was out of the question. No scheme of that kind was necessary, either on account of its commercial advantage or of any aid it could give to emigration.

Mr. Adderley was glad attention had been called to this subject, because what had been stated by the Under-Secretary for the Colonies, by the noble lord the member for Berwick-on-Tweed, and the discords on which had followed, would spread abroad in the country a knowledge of the great resources which the great Fertile Belt in the Hudson's Bay territory would open up to colonization. It was a great misfortune to this country that so much ignorance should prevail among the people with reference to the colonies which belonged to us. (Hear, hear.) It had often struck him that even in private schools every geography was taught, but that of our colonies. Americans who visited this country were astonished that so little attention was given to this subject in the primary education of the great mass of the people. Our colonies ought to be as well available to the pent-up wealth of this insular kingdom as the Far West was to America; and should be the great resource for our increasing population, and almost a guarantee against the poverty of any class in the community. England had a great interest in making this arrangement as perfect as possible. We were removing that barrier we had ourselves created, and, having done so, we undertook no more than to unite with our fellow countrymen in Canada in opening up the prosperity of this vast tract of fertile country and rendering it as available to those who emigrate hence as to those who live on the spot. And when it was said that some expressions had been used in British Columbia indicating an inclination to annexation with the United States, it should be recollected that the greater part—98 per cent.—of the population came from the United States and therefore it was natural that their inclination should be stronger for their own country than towards Great Britain, but when once this territory was opened up the tide of population going from this country would be greatly increased, the English population would spread over it, and a territorial provision would become available for every family in England that chose to go there.

Mr. Gladstone said that with regard to the principal topic of debate, he must say it was a question of the greatest interest to consider what would be the course of events with respect to the future settlement of the great valley of Saskatchewan. Undoubtedly the testimony on the subject was conflicting. Sir G. Simpson, in his interesting work of a voyage round the world, certainly spoke in sanguine terms of that tract of territory, though subsequently when he appeared before a Select Committee, he qualified to a considerable degree his previous statements. He would now proceed to say one word with respect to colonial guarantees. In private life when a man was not ready to undertake an engagement on behalf of somebody else, he ought to leave on the mind of the person a belief that he was not to be applied to again, instead of leaving the impression that he was an accommodating fellow, and that repeated applications might induce him to extend the process. (A laugh.) He hoped that our excellent fellow-subjects in Canada were not under such an impression. (Hear, hear.) Of course, no absolute rule could be laid down upon the subject of colonial guarantees. But whenever a Government had proposed a colonial guarantee, this House had always expected it to show that the proposal was made with a view of escaping from the kind of relations under which our colonial fellow-subjects would bear their own burdens and leave us to bear ours. In conclusion, he thanked the hon. member (Sir C. W. Dilke) for having given the House the benefit of his experience with regard to the difficulties with which this portion of the subject was beset. (Hear, hear.)

PACKING EGGS.—A writer in the Rural New Yorker gives the following as his mode of packing eggs for hatching that have to be sent any distance: "I use, as a general thing, cigar boxes, but any box will do that will hold bran and is made of wood. I kiln-dry the bran so that it is perfectly free from moisture, then I cover the bottom of the box an inch or so with bran, put in a layer of eggs, taking great care to place the little ends down, and then put on bran again in alternate layers. The eggs should also be well protected with bran from the sides of the boxes. When the box is within an inch of being full, I fill this space with bran as tight as I can pack it. The eggs if properly packed, will stand almost any amount of pressure without the least fear of breaking. I have experimented several times with this mode of packing, opening the boxes after putting a pressure of at least a hundred pounds on them, and in not a single instance did I find an egg broken. By this mode there is no chance of injury from jarring or jolting of the cars, for all the available space is filled with bran."

DORKING FOWLS.—For the farmer there is no breed of fowls that will prove so generally acceptable and profitable as the grey Dorkings. They are hardy, fair layers of large eggs, set early and assiduously, prove good mothers, mature early, fatten easily, and give meat of the best quality for the table, white, plump and tender. They are not inclined to wander from home or scratch up the soil in the grain fields. No variety is held in such general estimation in England by those who aim at utility rather than beauty in breeding poultry.

VALUE OF POULTRY.—At a recent meeting of the Royal Dublin Society, His Excellency the Lord Lieutenant stated that the number of poultry in Ireland had increased considerably during the last ten years, and now amounted in value to over ten millions of pounds—a fact which shows its importance as a source of wealth. The authorities in Canada should consider this subject, and admit poultry from England and other countries free of duty. The present duty on market birds is a serious item when added to the original price of good stock, the transit across the ocean, and other expenses.

THE W. G. Hunt will carry over a large number of passengers. Every room is engaged. It is good to find Britons and Americans meeting upon one common footing and celebrating the same national holidays. It looks as if the barriers of prejudice which have so long kept the two peoples apart are about to be broken down.

at Saturday, July

THERE once lived a crooked-legged publican, who counteracted the public deformity, he boldly means of heralds and the public streets, handsomest leg in him people scoffed at him with unsavory asse appeared. Nothing appeared, proclaiming time the people said surely have some reason; and really, now such an ugly one after third time he appeared down and worshipped crooked leg is not yet but who can tell what perseverance may do convinced that any his in relation to capt Island would not be who might follow him raid on this Colony; ways a sufficiency of who would take advantage Mr. Train might down and worship might induce some to ceive is quite within the sibility, when we take tion the highly excited this class, who are even a man so much after as G. F. Train. His ings have so much about them, as to eas bustible material, and are not usually very the logic of a man the them an opportunity number of such follow grievances at heart, we be very large, but the cient to afford an exou bonds to follow with Mr. Train has reach whether with the ot his lectures more prof therance of his craz not appear; but we l Guards are drilling. above we do not exp of G. F. T. running hi on our shores, nor do that any number of duced to offer them for our marksmen glory or plunder ob Colony; we only offer a suggestion to keep on the alert, so as t all contingencies. Ca matters may bring ab asters that a little judicious foresight v prevent. It is well stances, that these pe we are quite prepared

OUR merchants ap their duty in relation to in our revenue laws, a Free Port in connecti tion will be thoroughly early meeting of the merce. In previous looked at the subject of the point of view that able thing, but that, cumstances do not ma probable. In this vie taken, but the mere up any set of doctrine ple, and is the ordina of men who make a great deal of enth that they know or car Their sophistry ha attractive surface, and the honest part of a to prevent the unthink ingenious fabrication our desire to place the case before our reader popular ground, we a thought that were fa our duty. A Free P was long the great o efforts, and cost us n and years of consieat federation, which thre was only a remotely p now assumes the mag imate conclusion. T