

The Weekly British Colonist, Wednesday March 15th 1871

Canadian Pacific Railway. British Columbia owes much to the Toronto Globe for the force and ability with which it has all along pressed upon the Dominion of Canada the necessity for adopting a broad, vigorous, and truly national policy with respect to throwing open the great Northwest and pressing onward to the Pacific. Our big contemporary is doubtless not altogether free from faults and failings; but his own virtue ought to cover a multitude of sins, to the eye of British Columbia at least. In a recent number of the Globe we find a very able leading article upon the subject of the Canadian Pacific Railway. Our contemporary alludes to the argument so commonly put forward by our American neighbors, viz. that the American Northern Pacific Railway, running, as it does, near the boundary line, and draining, as it will, the British possessions lying to the north of the forty-ninth parallel, must forever forbid the idea of a Canadian Pacific line proving a success, if, indeed, it does not forbid the idea of such a line ever being built. To this our contemporary the Globe well replies:

The main line of the North Pacific at no point of its route approaches within a hundred and fifty miles of British territory, while in general it is at a much greater distance from the boundary line. Supposing our great lakes bottled out, and a wilderness of a hundred and fifty miles stretching along the whole border line of Ontario, would any one argue that a railway far to the west of Pennsylvania and New York would be quite sufficient to develop the resources of this country, and that all Canadian lines would be really so much money thrown away? Yet such an argument would not be so foolish and inconclusive as what is urged against the construction of a great Canadian Trans-Continental Railway.

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Our readers will agree with the foregoing, while they will most heartily endorse and enthusiastically applaud the following paragraph with which the Globe's article concludes: "Our neighbors know the value of the prize involved and are making gigantic efforts to secure it exclusively for themselves. Our rulers will be traitors to their country and to British connection if they lose a single season in making it practicable and convenient for settlers to go to Fort Carleton through our territory and in paying things their fair way for the Canadian Pacific Railway. It is a question not merely of convenience but of national existence. It must be pushed through at whatever expense. We believe it can be pushed through, not only without being burdened pecuniarily upon Canada, but with an absolute profit in every point of view. Without such a line a great British North America would turn out an unprofitable dream, with all its ordinary prudence and wisdom on the part of her statesmen, it will be a great and glorious and inevitable reality."

The Joint High Commission.

An interesting debate upon a most important motion took place in the Canadian House of Commons on the night of the 24th February. Sir A. T. Galt moved a series of resolutions respecting the fishery question and the terms of the proposed treaty. Sir John A. Macdonald, in his reply, stated his opinion on the part of Canada as to what she conceived to be her joint rights in respect of the matters to be dealt with by the Joint High Commission. Sir Alexander Galt supported his resolutions in an able and temperate speech, in the course of which he expressed fear that the Imperial Government might be too yielding and too ready to compromise points directly interesting Canada. He regarded Earl Kimberley's dispatches with some degree of distrust. The claims of the Dominion Government on account of fishing rights he considered were altogether those of the United States. Government on account of the Alabama question. He considered that, in their negotiations, Canada should not be placed in a position of inferiority to the United States. Sir John A. Macdonald complimented Sir A. T. Galt upon the spirit and ability with which he had brought forward his resolutions, but at the same time he feared that, if passed, they would tend to weaken and embarrass

rather than to strengthen his hands upon the Commission. He referred to the pledge made to the Canadian Representatives—one of whom was Sir Alexander himself—some years ago, to the effect that the whole strength of the Empire would be put forth to protect Canada, if necessary. We could not suppose that Great Britain would be false to her pledge for fear of war. The Canadian Government had made concessions at the instance of the Imperial Government at a time when the latter was engaged in negotiations involving peace or war. Would it have been right for the Dominion to have thrust obstacles in the way of peace by driving off every American fisherman, Canada had abandoned no rights. He believed that she vigorously excluded American fishermen from the three-mile line, she would so protect her rights, and practically exclude foreign fishermen by making their fishing unprofitable. Great as might be the desire of Canada to defend her fishery rights, and important to her as these rights undoubtedly were, war between Great Britain and the United States would inflict infinitely greater loss upon Canada than the loss of her fisheries could possibly do. Therefore, he rejoiced that the basis of the Commission had been so enlarged as to include the Alabama claims, because these claims once settled, Canada as well as Great Britain might expect to enjoy a long term of peace with the United States. So far as the fishery question was concerned, he believed that three miles of sea from shore belonged as much to Canada as did three miles of sea on each side of her belong to Great Britain. He would never consent to give up the three miles without the consent of Canada. The suggestions of the Commission must be ratified by the Parliament of Canada before they could have any force. He hoped that Sir Alexander, having attained the object of the discussion, would consent to withdraw the resolutions. Mr. McKenzie, leader of the Opposition, said he did not regret the debate, though he would oppose anything having a tendency to weaken or endanger the connection with the mother country. Mr. Blake thought nothing should be done to hamper the Government in bringing the matter to a satisfactory conclusion. Sir A. T. Galt withdrew his resolutions, and so the matter terminated.

Thursday, March 9th.

A VICTORIAN ABROAD.—Several of our Canadian exchanges contain notices of the arrival amongst his friends in Ontario of Mr. William Dalby, of this city, and it is evident from these notices that Mr. Dalby does not miss the opportunity of slipping in a good word for his adopted country. We are glad to see that he appears to have met with a right hearty reception at his native town, and that he may have a safe and pleasant journey back. He will purchase Canadian goods at Montreal and ship them around the Horn for Victoria.

DISPATCH LINE.—Mr. J. W. Harrison, late of Pickett & Harrison, and now of Coghill & Harrison, arrived by the Pacific yesterday for the purpose of perfecting arrangements for a new line of packets between San Francisco and Victoria. The first bark, the Arcturion, will sail probably on the 21st inst. Freight will be taken at reduced rates. Mr. C. T. Millard, Victoria agent, Mr. Coghill, of the new firm, is a California business man of twenty years' standing. Messrs. Coghill & Harrison will transact a general commission business as buyers and for the disposal of all consignments entrusted to their care.

ARRIVAL OF THE PACIFIC.—The N. P. T. Company's steamship Pacific, Capt. Sibbard, reached her wharf at 3 o'clock yesterday afternoon, having sailed from San Francisco on Saturday morning. She brought a fair freight and 107 passengers. Sooty gulls of unprecedented severity during the entire passage, are reported, hence the trip was rendered very unpleasant. Among the British Columbian back are Capt. Raymer, Mr. L. Boscawen, Mr. J. W. Williams, Mr. H. M. Cohen, Mr. B. L. Jones, Mr. Jas. Pollock and wife, Mr. G. Sprenger, and wife, Mr. W. Sterling, Mr. G. Sprosser, and P. C. Parsons.

New Goods.—A B Gray has received Pacific large additions to his stock of Dry Goods, comprising Silk, Mable Velvets, Velveteen, Black Silks, Colored Satins, Dees Goods, Laines, Cottons, Jackets, Kid Gloves, Skirted Umbrellas, &c., &c., together with a varied assortment of Family Small Wares.—Government street, March, 1871.

A MARINE ON GUAY.—H. M. S. Sepia departed in one of the boats on Tuesday night and towed ashore. At 2 o'clock she was overhauled by officers McMillan and McCarty in Victoria, and two hours afterwards was returned to the Seylla.

PRACE.—The German-speaking portion of our population will meet to-morrow evening at the Bank Exchange Saloon, to devise means to celebrate the 42d inst. in a becoming manner.

Two more of Beedy & Bernard's road steamers arrived on the Pacific yesterday. Six engineers are expected to arrive from Scotland in the course of ten days, when no time will be lost in putting these steamers on the road.

STEALING FROM AN INDIAN WOMAN.—An elderly white man was yesterday charged before the Police Magistrate with having stolen a knife, valued at 25 cents, from an Indian woman. He was allowed three days in which to plead.

Suspicious Character.—Thos Brown was yesterday brought up before the Police Court on a charge of being a suspicious character. He was remanded for 3 days.

Lenora Sellina.—Philip Reede was yesterday convicted of the offence of selling liquor to Indians and fined \$100 to be levied by distress and in default of payment to suffer 30 days imprisonment.

WHAT NEXT?—Electro-chemical lithography has got the length of transmitting fac-similes of handwriting, drawings, and portraits. What will science accomplish next? Nay, what will it not accomplish?

THE CRUADER.—The loss of this steamship, chronicled yesterday, is quite a serious affair. She had a valuable cargo, part of which was for Victoria consignees. Some of the goods were not insured to their full value.

FOOTPATH BY-LAW.—This measure has received the sanction of the Governor. It is very strict and the Municipality intend enforcing its provisions without fear, favor or affection.

WHO WAS HE?—The following dispatch appears in a San Francisco paper of March 3d. "SACRAMENTO, March 2d.—The inquest on the body of Charles Mite, an Irishman, from Victoria, who committed suicide last night, is not closed yet."

MAP OF OMINCECA.—Messrs. Hibbs & Co. have placed on our table a new map of Ominceca, copies of which can be had at their Book store, Government street.

The cargo of the Lulu was sold to the Pacific Rolling Mills Co at \$13 per ton and the company like it so well that they will take 5000 tons per annum at the same rate.

The high wind yesterday prevented the schooner Lovel Peacock from reaching her wharf. She will probably run in this morning.

The Olympia sailed for Puget Sound at 4 o'clock yesterday afternoon. She carried about 40 passengers, some of whom strived on the Pacific.

The bark Columbia, 995 tons, has been chartered to carry lumber from Burrard Inlet (Hastings Mills) to Australia.

The Pacific will sail for San Francisco at 4 o'clock Saturday afternoon.

ANTHRACITE COAL is selling at San Francisco for \$13 per ton.

Popular Representatives.

(BY A CARIBOO MINER). A representative without property of any kind is a purchasable article. It is not so easy to purchase a man who happens to be the owner of property. The role of either may be purchased; but the poor man's vote is first on the list for sale amongst speculators; therefore it is always present to affect the owner of property if in possession of the other necessary qualifications. In selecting a representative the people are never directed by the wisdom that guides them in managing a farm or a household. The popular representatives of the present day, in a large proportion of this continent, are men without property, and full of hope that their vote will provide them with good places. In the bar room any one of these men appears to be a great man; there his enthusiastic nonsense passes for good sense, and conveys to the audience an idea of the disinterested patriotism that never finds his service time. Without talent of superior order, he fails to provide himself with a place or the people with good useful laws. In the Council room he sells his vote, or absents himself at the proper moment, and by either course secures a bribe and sacrifices the true interests of the country. And then this glibly man, covered with brass and full of a pseudo piety, proceeds without a blush to his darling people and treats them to a new discourse on liberty. In America he says "The President loves bull pups and whisky punch" in British Columbia he says "Government is a sham." And this is eloquence! Look at the faces of the men who are pleased by this vulgarity, and you are amazed. Their vulgar, fish intelligence, kept traders, frigate business men, quick to perceive and prompt to act. Observe their firm, elastic step, the martial look, and immediately you acknowledge yourself in the presence of freedom. But you remember their idiot, the popular representative, and you begin to feel that the outward signs of superiority in man are very deceptive. You know that the idiot can utter nothing but nonsense. You hear the man with martial air and eyes bright with intelligence about bravo, and say "He is a splendid fellow, didn't he give the big-bugs his?" A fish woman can scold but she is not rewarded with applause. Why do we applaud the popular representative? Because we are little, and scolding in the Senate is regarded as a sign of courage. This is all true, and I regret it, but it is to be hoped that a great change is fast approaching, that the day is not far distant when our popular representatives will be men remarkable for common sense and prudence, men who have proved by industry and ability on the farm, in the store, in our law courts, anywhere, that they are entitled to the confidence of the people. Such representatives and full reports in a free press are the best guarantees of liberty.

While we are satisfied to applaud representatives who do nothing more than give the big-bugs their, we must accept such laws as we can get. If they happen to be bad laws, sensible men will say "You deserve no better. This is plain truth."

Grow Your Own Governors.

Mr. DeCosmos, one of the newly elected Legislative Councilors of British Columbia, is both a very considerate and an exceedingly modest man. Participating thus there may be some doubt as to his being the right man for the position of Lieutenant Governor of the Pacific Provinces, he very thoughtfully proposes to relieve the Dominion Government of all responsibility in the matter. In the Victoria Standard, of which journal he is both editor and proprietor, he contends that there is not the slightest necessity for sending a man all the way from Ottawa to govern the colony. A better and more suitable man, he alleges, can be found on the Pacific slope than Canada could possibly produce. And the best of it is, the

very considerate Mr. DeCosmos does not leave us in doubt and perplexity as to who the native genius may be, who is ready made to head for the position. It is no less nor greater a person than his humble self. This is one of the most striking instances of modesty in a public man we have seen lately. Some people might think it was unbecomingly and egotistical to put himself and his claim so boldly forward; but it can hardly be expected that in that far away region the ordinary etiquette of public life will be observed. Mr. DeCosmos is evidently determined not to "blush unseemly" and has made a timely public profession of his strong faith in himself. If his great claims, which the Standard boldly alleges he possesses, to be made the first Lieutenant Governor of the Province are overlooked by the Government-making power, it will certainly not be himself that is to blame.

Dominion Mail Summary.

The Sir John A. Macdonald testimonial movement progresses favorably. Mr. Alexander Mackenzie with a \$10,000 homestead as a testimonial from his party in recognition of his services as leader of the Ontario Opposition. There is a proposition to locate the homestead at Toronto, which is extremely unacceptable to the people of Sarvia, where Mackenzie's belongs.

The Globe (Toronto) is strongly urging upon the Dominion Government the necessity for haste in establishing communication with Manitoba and pushing on to the Pacific. It justly regards the speedy construction of the Canadian Pacific Railway in the light of a Dominion necessity.

The scheme submitted by the Ontario Government for the disposition of the large provincial surplus in aid of railways is attracting a good deal of controversy, both in the Legislature and in the Press. On the 7th Mr. Blake moved an amendment to the Government scheme to the effect that the surplus should be distributed among the various municipalities of Ontario, according to population. This amendment was negatived, and the Government plan sustained by a vote of 51 to 25, being a little more than two to one.

A woman named Mrs. Cowan died at Montreal from alleged malpractice on the part of one Dr. McDonald. An inquest was held and the investigation resulted in a verdict censuring the treatment of the case.

It was authoritatively stated at Ottawa that the British Minister at Washington has received instructions from the Imperial Government to do nothing in regard to the fishery or any other questions in which Canada may be directly interested without first consulting the Dominion authorities.

An amendment was introduced in Kingston to the Rev. W. Moley Patten, to reside there. It is said that one hundred subscriptions of \$50 each, yearly, are spoken of as a stipend to be offered for his services in connection with the city churches.

The Rev. Mr. McVievers, Professor in the Presbyterian College, Montreal, has been offered a salary of \$8,000 by a United States congregation.

FOURTEEN DAYS LATER.

The full text of the speech with which the Dominion Parliament was opened is before us. The Pacific raid is alluded to and the Canadian Volunteers are complimented for their gallantry in repelling the same. The restoration of harmony and the successful establishment of constitutional Government in Red River is touched upon. With reference to British Columbia the speech says: "The Ministry of British Columbia has passed an address to Her Majesty, praying the admission into the Union on the terms and conditions therein stated. All the papers on this important subject will be submitted, and your earnest attention is invited to them. I hope you will think that the terms are so fair as to justify you in passing a similar address, so that the boundaries of Canada may at an early day be extended from the shores of the Atlantic Ocean on the one side to the shores of the Pacific on the other. Should such an address be adopted, it will be necessary for you to take steps to secure the early construction of a route for an interoceanic railway, with a view to its construction according to the terms of union. The acquisition of this Northwest territory throws upon the Government and Parliament of the Dominion the duty of providing the early settlement of the new territories by the encouragement of immigration through a liberal land policy, the means proposed for the accomplishment of which would be submitted for the consideration of Parliament. The appointment of a Joint Commission to settle the fishery and other questions in dispute between Canada and the United States is referred to as likely to lead to important results."

In the House of Commons returns of correspondence and copies of all papers bearing upon the subject of the admission of British Columbia were asked for. Sir John A. Macdonald assured the House that all papers and correspondence bearing upon the subject would shortly be sent down along with the terms upon which it was proposed to admit British Columbia. In the course of the debate upon the address in reply to the speech several members took occasion to comment upon the Government and

the country upon the political progress of Confederation and the immediate prospect of its extension to the shores of the Pacific.

The correspondence between Earl Kimberley and the Hon. Mr. Campbell, who recently visited England in connection with Dominion interests, is published. The following passage occurs in an Order-in-Council (Canadian) contained among the papers: "The Committee of the Council are fully alive to the importance of taking action at an early period to build the Pacific Railroad through Canadian territory; but think it better to postpone the consideration of the subject until after the departure of the delegates from British Columbia, when the Postmaster General—Mr. Campbell—will receive the instructions upon the subject." The Order in Council is dated 9th June.

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