

The Weekly British Colonist AND CHRONICLE.

Saturday, July 17, 1869

THE Lords, not daring to throw out the Irish Church Disestablishment Bill, are endeavoring to render the measure inoperative, or, at any rate, a very slight advance on the previous position of the question. It is perfectly needless to make abortive efforts to bolster up a falling house; the establishment in Ireland is doomed, and the Lords are only preparing for themselves a much more galling ordeal than that they have just passed through. There is no escape; the bitter draft must be swallowed, and it will be well for the Peers if they do it gracefully, and do not attract the attention of the people to the fact that they are merely the fringe on the garment of Constitutional Government, the covering to which all reasonable members of the House of Commons are sent when any government desires to show its strength. Such an institution is very well so long as it does not interfere with the business of the other House; but if it becomes antagonistic, then it must follow the Irish Church. Talk of President Grant: Mr. Gladstone is much more a President than he is, and far more powerful; he has a well drilled majority under his command and can just dispose of the British Empire as he pleases; he has more at his command than the Autocrat of all the Russias. It would seem that Archbishop Cullen begins to fear that the Lords may mutilate the bill, and so prevent the churches falling that they are waiting open mouthed to catch. The Archbishop does not understand the motive that prompts the Bill, or he would not be so eager to have it passed; it is the last attempt at conciliation in Ireland; and having given the Irish every constitutional freedom that could be granted, they will be made to understand that they must behave themselves like any other decent people. Irish grievances have begun to disgust the people of the Sister Isles; they have had Irish grievances dinned into their ears for half a century, and they are now thoroughly tired of the name. The establishment was all that could possibly be called an injustice, and when that is given them, as it will be, Fenianism will be confined to the United States.

MR. ADDEBLEY, late Under-Secretary for the Colonies, has published the first part of a review of "the Colonial Policy of Lord John Russell's administration," by Earl Grey, 1858; and of subsequent Colonial history. The first Colony he deals with is Canada, whose political conflicts during the last few years he rapidly epitomises. In writing of Sir Edmund Head's Administration he mentions "as a remarkable proof of the rapid cessation, at that time, of 'imperial interference with Colonial affairs' that scarcely any information could then be obtained, even in the library of the House of Commons, of legislative proceedings in Canada. 'The blue books,' he says, 'give no details. The communications of official correspondence are meagre.' Sir Edmund Head he describes as 'one of the most accomplished and sensible of our public men.' He mentions the return to office of the Cartier Ministry after the defeat of Mr. Brown; but he says nothing, either of the conduct of the Governor or his Ministers in permitting them to resume office without appealing to their constituents. He gives an expression to his well-known views in regard to the duty of Colonial self-defence. He considers it of the first importance that Englishmen should assist their North American fellow-countrymen to establish dockyards and to build ships of war for themselves. The Richelieu river exit, and Missequi Bay, at the head of Lake Champlain are ours, and, though the naval defeat we suffered on that lake in 1813 is a bad omen, it would be wiser to have the means of building gunboats or placing stores there than to have to ask leave of the United States to send them there if wanted. Kingston might be made a place of safety for naval stores or for coaling, or for harboring such vessels as we may have on the lake." He describes the successive steps which culminated in the Act

of Confederation, and remarks that "the three Provinces already united seem, in their several interests, almost naturally complementary to each other. The wheat-bearing West, the manufacturing Centre, and the Eastern contribution of mines, fisheries, and outlet to the world, make up together a nationality capable of assuming self-sustained action, and less tempting to the aggression of those who might not scruple to take advantage of improper equipment." Mr. Adderley writes hopefully with regard to the prospects of free trade in the 'British Provinces. He remarks that "the gradual Confederation of our Provinces will at once extinguish all inter-provincial tariffs, and the indirectly protective policy by which Canada raises its revenue must eventually give way to the generally free-trade interests of the Maritime Provinces now associated with her, while the probable revival of reciprocity with the United States will first balance, and ultimately set free, the commerce of that quarter of the world, forcing even the last barrier maintained by the model republic—the 'citadel of protection.' There are somewhat curious notes of Nova Scotia, New Brunswick, Newfoundland, the Hudson's Bay Territory, and British Columbia. His object appears rather to give information than to express opinions; but it is probable that the second part will contain more controversial matter. Mr. Adderley's writing, like his speaking, is occasionally vitiated by a sneer at American institutions, and by rude allusions to his political antagonists.

Monday July 12
FROM QUEEN CHARLOTTE ISLAND, ETC.—By the arrival of the S. S. Otter, Capt. Lewis, on Saturday, from Queen Charlotte Island and intermediate ports, we are placed in possession of gratifying intelligence of the operations of the anthracite coal miners, which will be found detailed elsewhere by a correspondent. Mr. Smith, purser of the Otter, has favored us with the following memorandum:—Arrived at the coal mine, Queen Charlotte Island, on the 21st June. Good progress was being made on the tramway. Mr. Robinson was ready in a few days to take out coal; he was engaged in completing the air shaft. Three men returned to Nanaimo on the Otter sick; the rest were all well. The weather had been fine, and the work was going on rapidly. Arrived at Massat Harbor on the 24th June, and at Port Simpson on the 26th. The Emma arrived there that morning, and the Newberth the same evening. They both left next morning for Sitka. Left Port Simpson, June 30th, called at Metlakahla, Bella Bella, Kemsquit, Bella Ooola, Port Rupert, Saquash coal mine, the Roman Catholic Mission (where she took on board 30 cords of bark for Webster's tannery), Omoax and Nanaimo. The sloop Alarm left Bella Ooola on the 4th July, bound down. Saw the U. S. S. Mohican off Lasqueti Island. The ship Shooting Star arrived at Nanaimo on Friday afternoon.

THE RAILROAD PARTY.—The presence on Puget Sound of a large number of gentlemen interested in the construction of the Northern Pacific Railroad, which will have its western terminus on Puget Sound, evinces the interest now being taken in minded circles throughout the East in the development of the vast resources of the country through which it is proposed the road shall run. The mission of the party is to examine the various passes through the Cascade Range and Rocky Mountains with a view of selecting a practicable route, by following which, it is believed, a road may be built from the Pacific to the Atlantic that will be several hundred miles shorter than the one just opened from San Francisco to New York. The gentlemen of the party with whom we conversed expressed themselves much pleased with the appearance of the Sound and its position for commercial purposes. The party will travel eastward from Puget Sound and expect to meet about midway an exploring party from Lake Superior.

FROM PORTLAND.—The steamship G. S. Wright, Capt. Rogers, arrived at half past six o'clock yesterday morning from Portland Oregon, via Port Townsend. She brought a number of passengers, among whom were, Hon. F. Dodge, Capt. Myrick, Mr. W. W. Francis, Mr. Peacock, Mr. J. R. Stewart and Mr. E. H. Jackson. Mr. Tarbell, purser, has our thanks for usual favors. The steamer Gussie Tellair arrived at 3 o'clock yesterday afternoon from Portland via Port Townsend and San Juan Island. She brought 16 passengers, a few tons of freight and eight mail bags, having connected at Portland with the steamship Pacific from San Francisco. The Tellair is commanded by Capt. Wm. Jones, who succeeds Captain Sholl ordered to San Francisco. Purser Goodhue has our thanks for the usual favors.

COURT OF APPEAL.—We understand that in consequence of the pressure created by the existing state of matters relating to our Courts, a meeting of the legal profession of this city was held on Saturday last, when an address to be presented to Governor McGowan on his arrival was drafted and unanimously agreed to. The action of the legal fraternity deserves the public approbation and support.

GEORGE FRANCIS TRAIN.—This eccentric genius arrived at one o'clock Saturday morning per steamer Wilson G. Hunt, but did not come ashore until 5 o'clock, at which hour finding the stores still closed he remarked to a newspaper carrier, "No wonder the country don't prosper—the people get up too late." About 8 o'clock Mr. Train took up his quarters at the American Hotel, and soon a stream of curious visitors poured in to take a look at the strange animal. To all visitors Train was exceedingly affable, expressing himself as highly delighted at meeting so many sturdy representatives of John Bull. He talked incessantly of himself, strove to impress upon all who came near the important "fact" that he will be President of the United States in 1872. In person Train is comely, but he has an egotistical swagger, and a self-conceited smirk which are anything but pleasant. Train remained until 9 o'clock when the Hunt took her departure for Puget Sound, bearing the great tongue-warrior forever from our shores. Train left the following note addressed to us to be delivered after his departure:—

On board st. W. G. Hunt, Victoria, July 10, 1869.
EDITOR COLONIST.—Of for Seattle, Olympia and DuBull, I have to express thanks for press hospitalities. A yacht, a plate, a carriage and a room await you at my summer villa at Newport this summer. Regret that cannot meet your people at the theatre or lecture hall to-day.
GEORGE FRANCIS TRAIN.
To which we returned the following telegram:—
COLONIST OFFICE, Victoria, July 10, 1869.
GEO. FRANCIS TRAIN, Seattle.—Invitation accepted. Especially the plate, if heavy.
THE EDITOR.

BOUNDARY OF CEDAR HILL SCHOOL DISTRICT.—Commencing where the boundary line of section III, Victoria District, meets the salt water in Rock Bay; thence W and N along salt water to a point where the NW boundary line of section I, Victoria District; thence along the N boundary line of said section and in a direct line to the Saquich road; thence along said road to the boundary line between Lake and Victoria Districts; thence along a boundary line to salt water at Cordova Bay; thence S and E along the coast to the boundary line of the Victoria School District, at Oak Bay; thence in a direct line West to Rock Bay. The residents of the district will hold a meeting at Cedar Hill Church on the 24th inst, at 2 p. m.

LOCAL BREVITIES.—The 'Astree' was inspected by Admiral Clouse on Sunday. French ships, it seems, are inspected once a year. General George H. Thomas, U. S. A. and Staff will arrive here on the Fideliter in a day or two. The party are bound for Alaska. The wire went down again on Saturday. The Enterprise, on Saturday evening, brought a few passengers from New Westminster, but no later news.

THE Active will sail to day from San Francisco for Victoria. She will have on board Hon. W. H. Seward, late Secretary of State for the United States, his son, and several lady and gentlemen passengers. The distinguished party are bound for Alaska, where Mr. Seward proposes to inspect his real-estate purchase. The party will remain North about six weeks.

THE funeral sermon of the late J. J. Brown was preached at the Wesleyan Church yesterday, by the Rev. Mr. Rosa. The text was taken from the 55th verse of the 16th chapter of 1st Corinthians, and a very impressive discourse was delivered. The church was crowded by the friends of the deceased.

BANK OF BRITISH COLUMBIA.—Among the passengers from Portland yesterday was Mr. W. W. Francis, who will assume the duties of Manager of the Bank of British Columbia in this city.

LARGE COUCUMBER.—A splendid cucumber, grown by Mr. F. Bushell, was exhibited at the Colonial Hotel yesterday. It measured 15 inches in length, 7 1/2 inches in girth, and attracted much attention.

THE U. S. Government has issued its last bonds to the Union and Central Pacific railroad companies, making a grand total of over \$60,000,000.
AT TREASURY CITY.—Mr. John Henderson, late agent to the Western Union Telegraph Company in this city, is now manager of an office for the same company at Treasury City, White Pine.

LAST NEWS.—A large number of visitors visited the French flag ship yesterday, and were received with marked courtesy by the officers. Mass was said at 10 o'clock, after which Admiral Clouse inspected the ship.

Tax Gussie Tellair will sail to-morrow morning at daylight for Portland. She will connect with the Oriflamme, for San Francisco, at Astoria. About 20 passengers are booked.

CROQUET MATCH.—A match will be played to-day at Beacon Hill by the Fleet and Esquimaux Victoria Club. Wickets pitched at 11 o'clock.

THE Duke of Edinburgh sailed for Sydney, Australia, on the 25th April for Wellington, New Zealand.

Mail Summary

There is unquestionable evidence that the Irish people have mistaken the motives of English Statesmen in desiring the disestablishment of the Irish Church. They seem to think that it is merely an acknowledgement on the part of England that she has no business in Ireland and the result is a sort of rivalry in sedition; each trying to outdo his neighbor in cursing the Saxon, &c. Such absurdity has had its day, and we feel quite convinced that a stop will be put to all such folly of a very decided character. The large new turret ship built by Messrs. Palmer & Co., Jarrow-on-the-Tyne, for the Admiralty, made a trial trip off the Northumberland coast on Saturday, and her performance was deemed satisfactory. She left for Woolwich on Tuesday, and thence she will be dispatched to Melbourne, Australia, where she will be kept for the defence of the harbor. An English gentleman has bought between 3000 and 4000 acres of land in Nelson county, Virginia, on which he intends to settle 800 English families. The Sultan has conferred the title of Pasha on Sir Samuel Baker in order to prove the interest he takes in the success of Sir Samuel's expedition to the sources of the Nile. Mr. Motley paid a visit to Chatham garrison on Wednesday, accompanied by Mr. Dickens and Mr. Wilkie Collins; and after inspecting the various departments took luncheon with General Murray, the Commandant, at his official residence within barracks. The irrepressible Mr. Rigby Watson appeared in person and applied for a rule calling upon Mr. Tyrwhitt, one of the Metropolitan police magistrates, to show cause why a mandamus should not issue against him to compel him to take Mr. Watson's recognisances to prosecute a charge of conspiracy against Earl Russell, Lord Chelmsford and the Lord Chief Baron, relative to the charge of falsehood preferred by Mr. Watson against the Lord Chief Baron in connection with the Ipswich election, which took place about thirty-five years ago, and that by what Lord Russell and Lord Chelmsford stated in the House of Lords upon Mr. Watson's petition the course of justice was prevented. The conspiracy was that the above persons had agreed what should be said and done on the presentation of the petition. Mr. Watson read a document setting forth minutely all the circumstances in connection with his charge against the Lord Chief Baron, and what had been done in reference to it. The rule was refused by the Magistrate. Watson has become a nuisance to the Courts. A youth named Edward Norton went to the Eye and Ear Institution at Liverpool for advice, and received two powders and some pills. After taking one of the powders he was seized with convulsions, and he died before a medical man arrived. There were no instructions with the medicine, and the coroner's inquest was turned off till Tuesday in order that the medical officers of the institution might attend and give some explanation. From the evidence of a clinical clerk, who dispensed the prescription, and the physician who made it, it appeared that the powder was intended for a wash and not to be taken inwardly. The clinical clerk was not certain whether the prescription ordered 'P,' which means poppy heads, or 'B,' which means belladonna, but he gave belladonna, which is a deadly poison, and the death of the patient was the consequence. The physician gave the clinical clerk a good character for carelessness in the discharge of his duty, but said he wrote 'P,' and not 'B,' in his prescription. The coroner suggested that it would be better to write such prescriptions in full. Sir Robert Clifton, lord of the Clifton Grove which Kirk White sung, has died comparatively young, just when he seemed about to realize a fortune by the discovery of coal. We read that some fifteen years ago a Parisian fortune-teller told Sir Robert that "though he was unaware of the fact he (the baronet) had great mineral wealth under his estate; but the prognosticator went on to warn Sir Robert that whenever he got to coal he would also get to the end of his own career. The fortune-teller further said that Sir Robert was frequently embarrassed by pecuniary difficulties, but he assured him that if he would accept a red bag which the fortune-teller offered him,

carry it always with him, and look at it whenever he was in financial trouble, he would find means to extricate himself from his perplexity. The person who relates this remarkable reminiscence added that Sir Robert carried this red bag with him up to his last illness, and he had frequently declared that whenever he was under a pressure and gazed upon his talisman he felt revived to renewed energy." If we had not every-day experience of strange credulity, we should hesitate to believe the story; but are forced to confess, with some humiliation, that perhaps it may be true.

The French Frigate.

EDITOR BRITISH COLONIST:—Surely, sir, there could be no reason why "An Aggrieved One" was denied the universal custom of paying respects to the officers of a ship of foreign nationality and treated rudely by being asked by the officer in charge what he wanted? I am also informed request was made by another gentleman of the party to the same officer, to see the ship, when he was refused with a very abrupt "no." I feel confident that this treatment was not intended as an insult by the officer, but merely the result of ill humor. The French are proverbial for over-doing others in courtesies and extending hospitalities upon their own "stomping ground." For instance, when the Admiral's Frigate 'La Forte' visited San Francisco from the Russian settlements, in 1864 or 1865, she was visited by nearly the entire city and the cordial greetings of visitors by the officers was most marked and her departure was deeply regretted by all.

Letter from Queen Charlotte Island.

Hastings, Queen Charlotte Island, June 20th, 1869

EDITOR BRITISH COLONIST:—Once more our little community is enlivened by a visit of the steamer Otter, with files of the Colonist and other papers. Since my last the weather has greatly improved, and we have begun to realize the fact that the sun can shine in this out of the way place. With the improvement in the weather there has been as great an improvement in the spirits of the workmen employed. The railway, under the personal supervision of the contractor Mr. Gibbs, is rapidly progressing, the whole of the tressel work of the first bridge being already erected. During the last week or two the work has progressed amazingly, whilst at the mines the operations have been equally satisfactory. Mr. Robinson expected to have his ventilating shaft completed in the course of this week. Its vertical height is a little over 100 feet. As soon as that is done, he will be ready to commence putting out coal. He has already got out a few tons and he expects to have 1000 tons ready for shipment before the tramway and wharf are ready. He says that he is determined the company shall not be disappointed in getting a cargo of coal whenever they are ready to take it away from the shaft. Last week, I am sorry to say, an accident happened in No. 1 mine to a miner named Thomas Hawkes, who has been engaged for many years in a similar capacity at Nanaimo, and is in fact, one of the miners brought out from Staffordshire, England, by Mr. Robinson in 1854 for the purpose of working the Nanaimo mines. It appears that Hawkes at the time of the accident was employed in driving the vertical air shaft upon the seam of coal; the shaft was then 24 feet above the gangway the shaft being a few feet lower. Whilst so employed he happened to step upon the end of one of the planks, which was projecting over the end of the byat, when it suddenly capsized and precipitated him below. It is hoped that his injuries are not serious, but he goes down by the Otter, for medical treatment. I understand Mr. Robinson is going to send down to Victoria "for six or eight more miners. There seems to be a disposition on the part of the company to show to the public that they mean business, notwithstanding the continual grumbling and fault-finding of a few contemptible croakers.

The French Frigate.

EDITOR BRITISH COLONIST:—How is it that some of our leading citizens, whom the kindly feeling they naturally experience upon seeing for the first time a portion of the French naval forces in our waters, in the tone of voice which animates them as allies and wishing to greet them in a fraternal manner, should be denied admittance on board and be asked what they wanted "when they ascended the side of 'l'Astree'? I am sure this line of conduct is not carrying out the spirit of the French people, and if the attention of the Admiral be called to it, that a sharp rebuke will be administered to the offenders. Respectfully,

An Aggrieved One.
[We are sure our correspondent is laboring under some error, either arising from a want of acquaintance with the French language, or from some other cause. The French are proverbial for politeness; and that an insult has been wilfully offered, we cannot but believe.—Ed. Col.]

The Weekly AND CHRONICLE.

Saturday, J

The probability our Revenue laws takes place, is easily the time when Conf summated and the still in the womb of may require to be fully investigated, before at least involving a In the meantime the this grass grows, un vision be made for amount of nutriment understood and administration to the Domin mate benefit to us, little comfort to mercial interests more restricted, a lack of business something merely immediate relief sure for that purpose Drawbacks Billy through the Legis see no good reason be carried into The measure was and every source anxiously sought of the promoters were fully satisfied were studiously hours of the Com investigate the m pleted; and so evidence adduced gentlemen previous measure confessed came its most ardu Executive was pr mediate assent to entirely preliminary fication of our C were admitted on incompatible with but this was evade grounds; and th assured the House to arise in consen sent Home for ap ceed three to four outside. That tim away, but there a Bill. Numerous portance have rec sent, but not a wh of the Drawbacks come of the Bill? Will it ever be a merely the dupo manoeuvre? In ju as representatives members of the who supported a through should i matter clearly exp tion in the Council a ridiculous face influence can be bro to neutralize the measures for the If two or three put vent the adoption by Legislators p frame them, then of a Legislative O tempt. We are u however, that s people dare not be our peculiar form that possibly a stu Bill on the part c may be the entire that it only requir ies to be made ad sentatives. This done. If the B operation promptly be given to trade, of some of the mos tions from our Cou would be done u until the control o vested in the Gove or until the crea It would encourag a trade with our now almost dor commercial men to that must elapse a change of Govern is one of great imp must not be allow day. It might be to wait on the Government and the necessary steps mation required.