

THE WEEKLY BRITISH COLONIST

And Victoria Chronicle.

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WEEKLY BRITISH COLONIST
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AGENTS.
A. D. Lovell, Nainamo, V. I.
S. H. Hart, Victoria, B. C.
Clarkson & Co., New Westminster
Barnard & Co., Victoria, B. C.
L. J. Fisher, Victoria, B. C.
G. A. Smith, Victoria, B. C.

The despatches we give this morning from the American capital are meagre; but sufficient may be gleaned to indicate the alarming condition of the public mind in the United States, and the imminent danger that exists of a bloody conflict between the two great political parties of the Republic. As we surmised a few days ago, the President has made an effort to turn Mr. Stanton, Secretary of War, out of office, and is met by the Congressional party with a determined show of resistance. Stanton, ignoring the President, is supported by the Radical majority in Congress and backed by General Grant. Mr. Johnson, on the other hand, claims to lean on the support and sympathy of the Northern people, who so lately endorsed his policy by sweeping majorities, and of a portion of the army, including several of the Generals who achieved fame in the late civil war. A collision appears unavoidable, especially should the impeachment resolution (which will be debated by the House to-day) pass. The issue of a warrant to arrest General Thomas, the newly appointed Secretary of War, may carry the trouble into the Courts, where it may be for the remainder of Mr. Johnson's term; but this is hardly possible. The Tenure of Office Act, under which the warrant for the arrest of Gen. Thomas was issued, is one of the numerous bills passed by Congress to take power from the hands of the President and add to their own influence. By the provisions of this Act the President is forbidden, on pain of impeachment, to remove any officer without first obtaining the consent of the Senate; and any person accepting a Presidential appointment without the consent of the Senate is liable, on conviction, to pay a fine of \$5,000 and suffer imprisonment at hard labor for a term of three years. This law the President vetoed as unconstitutional; but it was passed over his veto, and now Congress claims that the President has rendered himself amenable to impeachment, and General Thomas to fine and imprisonment. Whether the President and the General will quietly submit to suspension from office and arrest cannot be gathered from the despatches within our reach to-day. But Mr. Johnson would scarcely have placed himself in the position he has except he were prepared to meet any issue that should present itself, and could rely upon sufficient force to bear down any opposition offered to the accomplishment of his plans. It seems strange, too, that a General of the army could be found willing to jeopardise his position and prospects by leading the "forlorn hope" of the President's friends, at a time when he must be well aware that the stand he takes renders a conflict almost inevitable, without having some strong assurance of support from his companions in arms. The despatches say that Grant will be sustained by the army; but we incline to the opinion that a majority of the Democrats in the ranks will be much more likely to support the President than to obey Grant, whose personal influence over his men was never very great. McClellan, however, always possessed strong hold upon the affections of his army, and

was excessively popular with the rank and file—so much so that when relieved of his command by Mr. Lincoln a mutiny was with difficulty averted. McClellan is a Democrat, and his nomination as Minister to England was undoubtedly made by the President to render the Radicals as unpopular as possible with the army by giving the Senate an opportunity to reject him. The question of peace or war is no longer for the people to answer. The military will henceforth control the destinies of the Republic. The issue rests with the armies, should the solitary voice of the millions in their support of either side there will be a great deal of excitement but no war. But should they be about equally divided in sentiment there is no end of trouble ahead. The next few days are "big" with events of momentous importance to the United States. A conflict before the magnitude and destructiveness of which the late war in the South would sink to insignificance—a conflict that may upheave the whole political fabric of the country and bring ruin and misery to every hearth-stone—seems imminent. The two great parties are at daggers drawn. The army is the umpire. How will it decide?

Monday, March 2d.
From Cariboo.

Mr. Walters arrived from Cariboo yesterday, having left William creek on the 2d inst. The weather continued very cold; the thermometer indicating 22 below zero when he left. The consequence of the continued cold was that mining operations on William creek were almost entirely stopped, owing to the supply of water being cut off. Times were dull, and the "Chordies" were not making expenses. The markets continued to be well supplied. Flour was retailing at 22c a bushel, and 6 to 7c of best were given for a dollar. The following is the statement which continued without abatement. A Chinaman was frozen to death between Antler and Grouse creeks. The diggings recently struck on Antler creek were paying well and were attracting a good deal of attention. On Grouse creek the Flume Co. continued to run out dirt for spring washing; but, with the exception of that, mining operations on Grouse creek had been suspended for the winter. Mosquito creek is the centre of attraction. Everything is lively there. The two great claims, Minnehaha and Willow, continue to yield as largely as ever. Indeed the former is understood to be increasing in yield. Everyone now looks forward to starting results on Mosquito next season. Meanwhile the fortunate Minnehaha, and almost equally fortunate Willowites are quietly making their "piles." We are truly glad of it; all the more so from the fact that several of the Minnehahans are amongst our most respectable and deserving fellow townsmen. Mr. Walters found cold weather and good travelling all the way down to Lytton. Between that place and Yale travelling was not quite so good. There was too much snow in some places, and the passage was somewhat impeded by slides and rendered disagreeable by slush. Stock was reported to be wanting well. Business rather dull at Lytton and Yale. Barnard's Cariboo Express would be due at Yale yesterday or to-day. Found travelling very bad from Yale to Sheam Ranch, but all clear below that point.—Columbian.

FROM CHINA.—The American ship Simoda, 650 tons, Capt. Ira F. Crowell, from Shanghai, anchored in Royal Roads on Saturday morning. The Simoda was 35 days from Shanghai to Alberni Inlet, where she ran in, but finding the lumber mills closed, continued on to Victoria. At Alberni, saw the schooner Coffish, and in the Straits, on Friday night, spoke the American bark Delaware, Capt. Shilaber, 9 days from San Francisco, bound for Port Madison mills. The Simoda reports rough weather the entire passage. U. S. Minister Burlingame, wife and staff, who with other Americans, at late advices were held as prisoners at Teintsin by the Chinese, was liberated on the appearance opposite the city of a U. S. steamer. The Simoda will probably load at Barrard Inlet for Shanghai.

THE EXAMINER has at last found out that there is no prospect of Mr. Birch's returning to this Colony. We told our contemporary so eight months ago. Mr. B. is in even worse odor at the Colonial Office than he was here.

FOR THE PACIFIC.—The screw steam-boat, 1,270 tons, 300 horse power, was commissioned at Sheerness a few days ago for service in the Pacific by Captain Cecil W. Buckley, V. C. The following officers have joined the ship: Captain Cecil W. Buckley, V. C.; Lieutenants W. Neilson, H. G. Andre, W. H. Lewis, and S. A. B. Hamilton; Navigating Lieutenant James Dixon; Surgeon Richard Eastace, and Paymaster Charles O. Lindsay. The *Pyrites* was taken for a preliminary run for the trial of her engines on Wednesday, when the result was considered most favourable.—*Army and Navy Gazette.*

THE GAME LAW came into operation yesterday. According to its provisions, "it shall be unlawful for any person to buy, sell, barter, give or offer, or exhibit for sale any Deer or Elk, from the first day of March to the first day of August; and any Game, Prairie Cow or Partridge, or destroy or collect the Eggs of the Grouse, Prairie Cow or Partridge, from the first day of March to the 10th day of August, in any year."

ARRIVAL FROM SAN FRANCISCO.—The American brig *Orient*, Capt. Leland, 15 days from San Francisco, arrived at 10 o'clock yesterday morning. The Captain reports pleasant weather to the Cape, which he made in seven days, but was blown off by a succession of severe gales. On Saturday he made the Cape again, and ran up the Straits the same night. The brig is engaged to Messrs Millard & Beady, and brings a general cargo.

A MINER writes to inform us that the Bellingham Bay mines will not be lost, and that should the present weather continue, which he does not think likely, part of the same seam may easily be worked. We hope our correspondent's views may prove correct.

THE DEL NORTH.—This steamer reached San Francisco at 9 o'clock on Saturday morning, seven days from Victoria. The trip was not a long one, when we consider that the steamer touched at Humboldt Bay on her way down and took a cargo of produce.

"NOT FOR JOSEPH!"—George Edwards grand benefit performance will come off on Wednesday evening instead of Monday evening, as erroneously stated on Saturday. "Not for Joseph," the new English ballad, will be sung. Secure seats and go early.

SAFE.—A telegram from Yale to Mr. Beech, on Saturday, announces the safe arrival there of Messrs Earles and Ross, of this city, who were supposed to have perished in the mountains of the Big Bend Country in December last.

THE LARGE AMERICAN SCHOONER *Crooby*, Capt. Perkins, with a full cargo of Oregon produce consigned to Mr. J. R. Stewart, arrived on Saturday morning from Portland, and is now discharging on the Hudson Bay Company's wharf.

THE ENTERPRISE came down on Saturday evening. There is little news of interest in the Westminister papers, which are hammering away at poor Capt. Richards with a persistence quite commendable.

ALHAMBRA HALL.—Martin, the great Wizard, will open at the Alhambra Hall this evening. Prices of admission 50 and 25 cents. Go and be astonished.

THE FRASER is open to Harrisonmouth, and the river steamers are preparing for a vigorous campaign.

HOLLOWAY'S PILLS.—Liver, Lung, and Kidney.—A large number of internal maladies arise from obstructions, over the removal of which these celebrated Pills exercise the most perfect control. A course of them is strongly recommended as a remedy for almost all chronic affections—as liver complaint, congestion of the lungs, torpidity of the kidneys, and other functional disorders which cause much present suffering, and if neglected lay the foundations of incurable diseases. Holloway's Pills are especially adapted for the young and delicate; their gentle and purifying action places them above all other medicines. In indigestion, nervous affections, gout and rheumatism, these Pills have raised for themselves an universal fame. They expel all impurities from the blood, and thus restore cheerfulness and vigour.

Opening up of the Northwest.
(To the Editor of the Toronto Globe.)
SIR.—In my last letter it was assumed that the Government of the Dominion have now before them two acts of duty that are plain and imperative. The first is to take immediate possession of the Northwest Territory; the next move, equally important, will be to open up the way to it. To accomplish this, various speculations have been indulged in, and a survey of the route has been made by Mr. Dawson; but we have no reason to believe that the route travelled by that gentleman is the best. In 1794, a survey of the route through from the lakes to the Pacific was undertaken by the late North-west Company—a company so far superior to the present Hudson Bay Company in public spirit and manly enterprise, that any comparison between the two would be ridiculous. This survey was conducted by Professor Thomson, astronomer to the Company, and occupied 27 years, having been finished in 1821. An examination of the maps, levels and estimates made by Mr. Thomson, shows how ably his work was done. We have no reason to believe that any future survey will improve much upon it. The field notes of this survey fill 74 volumes in manuscript, and fortunately for us copies of this great work can now be had in Toronto. The route travelled by Professor Thomson starts from Thunder Bay over to Des Lake, and on through Lake Winnipeg, forming a great curve, almost a semi-circle; whilst that surveyed by Mr. Thomson strikes in at Pigeon River, over the height of land to Rainy Lake, through the Lake of the Woods, on to Lac Le Platt, and thence to Fort Garry, in nearly a straight line. People who have been taught to look upon this region as an *ultima thule*, and associate the route with difficulties insurmountable, will be surprised to find that in the interval from Lake Superior to Lac Le Platt, there will be but 40 miles of land travel; the next being all good navigable water. There is one point on the route where a canal of 300 yards will give 180 miles of uninterrupted navigation, and once over Lac Le Platt we find ourselves on that great western expanse, where an unbroken line of railroad may be laid down, extending to the foot of the Rocky Mountains—thence through one of those passes nature has fortunately provided for us—and thence over the slopes of British Columbia, down to navigable water on Fraser river. By this line of travel the distance from London to Canton is 5,000 miles shorter than by any other route. All parties have been willing to admit that once on the plains of Red River, the difficulties of construction are over, as that country seems made by nature for railways; the span of Lacustrine travel from Lake Superior to Lac Le Platt appears to have been the "bug-bear" that frightened them all. But when we come to look the difficulty fairly in the face, it vanishes like a dissolving view. Mr. Thomson's survey proves not only the feasibility, but the inviting character of the route. In a little span of about 300 miles, where nature has given us 260 of good navigable water, if we cannot construct 40 miles of railroad, with some half dozen canal locks, our Dominion and ourselves must be a lilliputian affair; but we can do it—we have the men to undertake, and the means to accomplish; let our Government say the word and it shall be done. Just look by contrast at the mighty strides that our neighbors are making, through dismal swamps, across arid deserts and over mountain barriers, in their march towards the Pacific, where in reality the gerdon to be won is not to be compared with ours; if there is a spark of *amour patrie* amongst us, that sentiment alone should urge us on to action. But, some will say, where are the ways and means? I reply, in the country that we are going to open up. Let us count the cost. The projectors of the light railway system tell us that they can construct a road such as we want for \$15,000 a mile; but suppose we give them \$20,000, then the 40 miles of road from Lake Superior to Lac Le Platt will cost \$800,000; and allow for lockage \$400,000, and for dredging, canal cutting and embanking \$600,000, contingencies, \$200,000; this gives us a sum total of two millions to lay us safely on the prairies of Red River. Once there the road will most assuredly take care of itself on its own merits. The facilities afforded by the character of the country, and the rapid filling up by emigration, would ensure its progress on to the Pacific. The ship canal at Sault Ste. Marie cost \$750,000; all of which was paid for in wild lands; in the State of Michigan, chiefly located in the upper Peninsula. A company took the funds by contract, through taking their pay in wild lands; locating those lands wherever they chose on the public domain. And our railway and canal route can be built in the same

manner, and by the same means. A company can be found who will take the contract, and out of our public domain we can pay them. PUBLIC COLLEGE, December 25, 1867.

Prize Award Box at the Mechanics' Institute.

ERROR CORRECTED.—Knowing that many feel considerable curiosity as to the result on opening the box above mentioned, I have the gratification of making known that it contained fourteen documents marked "Beacon Hill Scenery." Here, then, are fourteen competitors in the field, every one of whom is doubtless anxious to obtain the prize marked "original conundrums." It will be finally closed at 3 o'clock this afternoon, and the papers relating to Beacon Hill will be then immediately placed in the hands of the judges. Pending the decision, the box will be still kept open for original conundrums only. Anticipating the return of the literary productions by the end of the week, the distribution of prizes will be on some early day the following week, but further information will be given upon the subject as soon as the arrangements have been perfected. Secretary, W. K. BULL, Hon. Secretary.

Death of a French Executioner.

The recent death of one Simon, a celebrated public executioner in the south of France, but who, outliving his fame, like many other artists, has died in the hospital at Carcassone, has brought up the subject of death upon the scaffold once more in France. This Simon had been the hero of many adventures in the course of his career. One of these is recorded as being the original cause of the abolition of branding. An unfortunate culprit being brought up to be marked on the shoulder with a red hot iron by Simon, the latter let the instrument fall just when he had applied it to the flesh, so that the act was not considered valid. Once more did he miss his iron, and once more did he miss the mark. Again a third time did he try amid the terrible yells of the sufferer and the shouts of execration of the populace, until the unhappy wretch fainted away and was borne from the scaffold.

The affair made a great noise at the time; and a young advocate of Montpellier, where it happened, took the poor wretched convict's case in hand and sued the executioner for damages. The facts were palpable. The man had been burned to the very bone, so the tribunal condemned the awkward executioner to 3000 francs damages, which, the recipient being a convict, went into the public treasury. The next *casus* made by Simon was in the case of a priest condemned to death for the murder of a woman at Aix. Simon's hatred of the priesthood was well known, so that the unfortunate manner in which he let fall the knife, cutting away a portion of the skull only was attributed to vengeance rather than to accident; and the turbulent shrieks of the spectators so troubled the executioner that, on trying a second time, he let go the cord too soon and cut off the head of his assistant. This time the Court condemned its singularly unfortunate officer to three months imprisonment and 500 francs fine. The next failure was at Ennane, where a young man had been condemned for the murder of a game-keeper. Simon being unable to compete with the strength or skill of the criminal, a frightful scene took place on the scaffold, on account of which the sentence of death has not been passed since then in that city. The struggle ended in the defeat of Simon and his two assistants, and the culprit was conveyed back to prison amid an emeute of the populace of the town. This time the parques of the South resolved that though forbidden to abolish the punishment of death they were not forbidden to abolish the executioner, and dismissed Simon from his office. But the love of his profession was strong upon him to the last, and he would officiate as amateur whenever the professional was prevented from attending. His previous instincts were satisfied at last by his appointment to a place as attendant at the dissecting room of the hospital of Lyons, where he remained until, worn out and failing, he went to die at his native place. Victor Hugo had made this man celebrated for a time by his "Last Days of a Condemned Convict," but the temporary publicity given to his name had faded long before his retirement into the obscurity for which it is evident he was best fitted.

If you wish the very best CAMBRIDGE PHOTOGRAPHS, you must call on BRADLEY & RULIFSON, 429 Montgomery street, San Francisco.

FRED PATER has removed his Cheap Shaving Shop to the opposite side of Johnson street, just above the Grand Saloon.

Elephant "Romeo," who recently killed through, still continues in confinement in a pen made so no one dare enter his some curious pranks. He picked up a camel on the other side of the fence, and in particular spite at two others among the animals killed. It is somewhat peculiar to approach the cage, and some of the restful that he may escape. He finds many ways to some of the persons. He throws stones and with his trunk, and such can get hold of. On one pocket filled with water, pieces. Mr. Forepaugh's cost him \$40,000, and it is to have such a valuable brought to terms.

Intelligence.
BRITISH COLUMBIA.
SWANSON, New Westminster
TOWNSEND, W.T.
FRANCA, San Francisco
ORANDA, San Francisco
BENGERS, San Francisco
AGENTS, San Francisco
FORENS, San Francisco
IN THE WAY, San Francisco
CAUD, San Francisco
GIBBS, San Francisco
PROUS IMPRISONMENT, San Francisco
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