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IAM GIBSON BAS REMOVED ceries & Provisions d House to the store formerly occupied by priner of Yates and Douglas streets, where former customers and the public generally gener of Yaves and the public g torner customers and the public g a call. da delivered Free of Charge.

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Steamers sup 'ad by contract LOW TA A UNDON MARKET.

r Skeena.

Black Diamond. CAPT RUDLIN, keens River on the 1st of APPAIL ght and Passengers at Reduced Rates. R. BRODRICK & CO March, 1871. mhls SH SHIP CLARENDON.

TTHER CAPT. DAVIS NOR dersigned will be responsible for any debts ofed by the crew of the above vessel. MOODY, DIETZ & NELBOR.

tude of the work of empire which pressed | was lecturing at the same hour, The cours per le la parrela, day paid,

THE TOLOGIST TO COLOR TO THE TOLOGIST TOLOGIST TO THE TOLOGIST TOLO

VOL 12. VICTORIA, VANCOUVER ISLAND WEDNESDAY, APRIL 26, 1871.

PUBLISHED DAILY BY DAVID W. HIGGINS TERMS:

e Year, (in advance).....\$10 00

WEEKLY BRITISH COLONIST

AGENTS. Crosby & Lowe, Olympia, W. T
Mr Perkins Seattle, WT
David Sires PortTownsond
Hudgon & Menet, II Clement's Lane, London
F. Algar 39 Cornhill Londo
F. F. Fisher San Francisce

NEWS! NEWS!

The "British Colonist" is the only Newspaper published at Victoria that receives the Latest Telegraphic Dispatches, as a comparison will prove. Late Telegrams appearing in any other paper are copied without credit 24 hours after they have app ared in the British Colonist. The circulation of the British Colonist being greater than that of any other Paper, it offers the best medium to Advertisers.

The "Globe" and the Terms.

It may interest the people of British Columbia to know how the Terms agreed upon for the admission of this Colony farred in the Globe, the great organ of the Opposition. The following are extracts from its leading article of the 31st ultimo :-"The Government scheme for the admission of British Columbia into the Canadian Dominion was propounded on Tuesday in the Rouse of Commons. We beg all our readers to give the debate a careful perusal; and we think they will one and all rise from it with the conviction that the scheme itself is utterly indefensible, and the manner of introducing it to the House so week as to be only worthy of ridicule." Then follows a statement of the financial obligations which these Terms impose upon the Dominion-the payment of an annual one million on account of the railway; and our contemporary continues :-"Now, it is hardly necessay for us to say that we desire as much as any one the incorporation of British Columbia as a member of the Canadian Confed eration-and that we desire to have a Railway built from Halifax to New Westminster at the earliest moment consistent with discretion. But without any precise knowledge of the country, without a survey, without even a professional estimate of the cost, without the slightest idea where the traffic could be got for years to come to keep the road open-to bind ourselves blind-fold to so enormous an undertaking, would, it appears to us, be deliberate madness. If the people of British Columbia choose to come into the Union, trusting that for our own interest and theirs we will build a railway to the Pacific the mement we are able to undertake it, and see a prospect of finding traffic-good and well. But if they must have a definite promise that whether the tide of immigration flows into the Northwest or not whether there seems a prospect of large traffic or small traffic - whether the country is found practicable for a railway or not--whether the cost shall be One hundred or two hundred millionsor whether we are in a position to stand the burden or not,-well, then, the demand is entirely unreasonable, and ought at all hazards be rejected." It will thus be seen that British Bolumbia has nothing to thank the Globe for; and a persual of the debate will show that the people of British Columbia have nothing to thank the Opposition for. Neither were prepared to rise above mere party considerations, in in dealing with the grandest scheme that can ever occupy the attention of the Canadian Parliament, -the only scheme broad enough and high enough to create an empire. It is truly pitiful to see the Globe bending down to such narrow party lines. Its attitude now is in strange and painful contrast with the past. For many months it had been engaged in preaching the most liberal and patriotic doctrines -urging

THE BRITISH COLONIST upon is, severely animadverting upon the apparent slowness of that Government in realizing the argent necessity for the construction of a railway it would now be willing to consign to the distant and uncertain future.

Tuesday, April 25tb. MR. PUNSHON'S LECTURE. -- As many persons as could find seats listened to the Rev. Mr. Ponchon's lecture on ' The Hugenots' last

on St. Dartholomew & Pay, and the silling of Da Coligny—though not dwelt upon—were depicted in a manner that preduced a profound impression on the audience. The lec-turer then spoke of the misgrable end that the persecutors of the Hugenots met, and showed that while France lost 1,00,000 of her most valuable population, generous England
—which opened wide its arms to receive the
poor retugees—benefited by their presence, and snatched from France the manufacture and snatched from France the manufacture of many fabrics in the preparation of which the Hugenots were skilled. Many of the most illustrious Englishmen of the past and present century are the descendants of the Hugenots, and the Blacks, the Whites, the Coopers and many other Saxon names were translated from French patronymics as a mark of feating to the British Orown at a a mark of fealty to the British Crown at a time when Napoleon I, threatened to invade England. Several poems were grandly and feelingly recited and the reverend gentleman sat down amid much applause, when a vote f thanks was accorded by acclamation. Mr Punsbon then thanked the people for their kindness, adding that if they caught the in-spiration from their rugged hills they would have hardy frames and hardy spirits. The country possessed the elements of greatness and prosperity, which would be easily attained were the people seit reliant.

PUGET SOUND ITEMS .- The Seattle Inteligencer announces that Masonic Hall has seen refurnished and beautified The ship Jeremiah Thompson, with 1,300,000 feet of lumber, has sailed for Callao.... The body of Judge Ford, who drowred himself at Vancouver, has been found in the river Mart laylor is to be Poet of the Day on Fourth Taylor is to be Poet of the Day on Furth of July at Port Townsend... A well-to-do burner with 'sluthers' of money, has been shipped to Victoria by the Seattleites Hisname is Koon—that 'same oli coon,' we suppose... The bark Monsynick has leaded with 320 tons of coal for Sen Francisco at Seattle... Mrs A. D. Wugins, a semale leguter on Spritualism, has arrived at Seattle.....John & Smith, under sentence of death for murder has escaped from the Stellar for murder, has escaped from the Stella-com penitentiary... The Secretary of the Freasury has appointed Mr W E Boone of Olympia Superintendent of Construction of the new penitentiary at Steilscoom....On his return to Olympia last week Governor Dominion—the payment of an annual salomon was met and welcomed back by a sum equal to ten dollars a head for large, number of loyal Olympians. The every man, women and child in the Odd Fellews are going to have a grand celection, besides an annual subsidy of bracket at Olympia to morrow, the annual subsides of bracket and the order into versary of the introduction of the Order into the United States. An address will be de-

DEPARTURE. -The Rev W M Punshon, M A, and party leave by the Sound steamer this morning. We believe our friends on the other side of the water are on tip-toe of expectation, and that the distinguished orator and preacher who has been delighting the people of this colony during the past ten days will be expected to fulfil several appoint ments on Paget Sound. The party will cross over to Portland by stage; where the arriva of Mr Punshon has been long and most anxionaly anticipated. The visit of this distinguished party has been a most pleasing one, and their departure will be regretted by very many.

THE CALIFORNIA. - This steamship ar rived at five o'clock yesterday morning. From the memorands tarnished by Mr. Peters, purser, we learn that she left Portland at 4 30 p.m. 19th, arrived at Astoria at 9 a.m. 20th, left at 9,30 a.m. Orossed Columbia river Bar at 12.30 p.m., arrived at Neab Bay 11.80 a.m. 21st, left at 1 30 p.m., arrived at Port Townsend at 10.40 p.m., left at 4 30 a.m. 22d, arrived at Seattle at 10 20 a.m., 4eft at 1.30 p.m., arrived at Seatte at Sicelacum at 4 p.m., left at 4.30 p.m., arrived at Olympia at 8.5 p.m., left at 6.30 a.m., 23rd, arrived at Victoria at 5.5 a.m.,

FIRE AT ST JOHN .- Og the Ist inet a fire broke out in the city of St John, N.B, destroying fifty thousand dollars' worth of propetty, upon which there was about thirty thousand of insurance. Amongst the property destroyed was the Calvin Presbyterian Church. The origin of the fire was un-

Ir is reported that His Excellency Govmor Musgrave will pay a visit to the Mainland—going, perhaps, as far as Cariboo—be-fore saying 'farewell' to the colony.

THE MAIL STEAMER ISABEL, Capt Starr, returned from Port Townsend at 10 o'clock last night, bringing a large number of pas-sengers and the usual mails. We are indebte ed to Purser Hays for the latest files of Puget Sound papers.

THEATRE ROYAL, -The performance at this place of amusement last night was much better than the audience. Possibly the thinness of the attendance was owing to the Government to rise to the magnito the fact that the Rev. Mr. Panshon, M.A.

THE ACCIDENT.—Our Yale dispatch mentions a report of the death of Mr. T. B. Humpbreys by drowning. Saturday's dispatch mentioned his having been thrown from his horse, and we are not quite pres-pared to accept this second report as correct. Yet it is just possible that having been in-jused by the first accident, the accord may have occurred while he was being conveyed home in a canoe.

FROM PUGET SOUND .- The steamer Olympia, Capt Finch, arrived from the Sound yesterday at 2:30 p m, having fifty passengers and a large quantity of stock. Pareer Finch has kindly supplied us with late pa-

Pulling required from Paleq Consurers, Arthur William Smith, who has been under arrest for the past week on a charge incondiscient, underwant his final examination yesterday before Mr Pemberton and was committed to take his trial at the next assizes.

ANOTHER ROBBERY .- On Baturday even ing thieves entered the drug store of M Thos Shotbolt on Johnson street and removed a tin box containing papers, which they searched for money. Finding no cash they left the box and the papers lying in the

FRATERNAL UNPLEASANTHESS, -- Ben and Bill Marshall, brothers, formerly of Victoria, but now of Portland, had a little unpleasantaess on one of the public streets of the latteamed city when Benjaimin shot William in the arm. Both were arrested.

WESLEYAN METHODIST CHURCE - Rev Mr Punshon preached an impressive sermon at this church on Sunday morning to a very large audience. Among the congregation were His Excellency the Governor and Mrs Musgrave.

THE firing of guns by steamships on arrival t er departure from this harbor has been found to have an injurious effect upon the patients of the Royal Hospital, and we are requested to ask a discontinuance. We are sure that the simple request will have the desired effect.

NICOLAUS RIVER COAL,-The valuable seam of coal discovered on Nicolaus river, about 50 miles of Lytton, is about to be worked. Mr. Pearce, Surveyor General, brought down some fine specimens on Saturday. Should the road-steamers pray as some tire equeese, the coal will prove great thing for their use. It all the way II. boat

BRET HART, the new American post, is to write exclusively for the Atlantic Monthly and Every Saturday, and will receive for his services \$15,000 per annum.

GARDEN THIEVES, -Several gardens on Pandora street were visited by petty thieves on Sunday morning and robbed of schoice plants, Could meanness forther go have requested

THE FUNKRAL of the late Capt. Mouat wa largely attended on Sunday, as The Garrices were conducted by the Very Ray Dean'

THE California, while in port, will andergo elight repair. She will proceed to Nansimo on Tuesday and leave hence for Portland on Saturday or Sunday.

WALTER BROWN, the celebrated carsman died recently at Newberg, New Jessey

THE Olympia will sail for Port, Townsend and other posts on the Sound to-day at 10:30 with the Ontano eratem of railways. m. a

will be resumed before the Sapreme Court THE Quees Charlotte Coal Min on Thursday. THE French Relief Fond now amounts to

resent \$1,500.000 per annum. He es 90cfa The Confederation Debates

thou consider them existed at press SECOND DAY IN CANADIAN COMMONO.

The adjourned debate was resumed by The adjourned debate was resumed by the Hon Col. Gray, who, in an able specimum phantly exposed the hollewness and incompsistency of the leading oppositionism into who in times past were the lendest menthed advocates of speedy Westward extension and a go-shead national policy who were new offering a factious opposition to the only policy which could secure a national leads. The countered by the American and Canadian Pacific railway, showing that the former were immeasurably greater than the latter, and in the course of his remarks he turned life tables completely upon the leader of the Opposition, quoting from his speech of last session, where he described the Canadian Pacific as passing he described the Canadian Pacific as passing through an infinitely better country than that through which the American line had passed. He went on to show that whereas enter the union, whereas the work was of more importance to Canada than it was to the American line had to pass elevations of 7500 and even 8000 feet above the lavel of the sea, the greatest height to be overcome British Columbia; for, having already soquired the great Northwest, they were comby our own was 3700, with a gentle slope on either side. The Americans had built their line in three and a half years; and could it be supposed that the Canadians were so inferior that they could not build their's in ten years? In the light of experience and bear ing in mind the great fertility and natural resources of the country through which our road has to pass, it was unreasonable to assume that companies would not be found to build the line. British Columbia possessed every means of becoming one of the most prosperous Provinces in the Dominion, and,

indeed its acquisition had been one of the stipulations of and industments for Confederation. He alluded to the presperous condition of the Dominion as present to show that there need be no hesitation about incurring the proposed responsibilities. On the other hand, if Canada, should refuse to and the other hand, if Canada, should refuse to the other hand, if Canada, should refuse to undertake, this great work it would pass out of her hands; British Columbia would not be included in the Dominion, and, instead of becoming a great and leading power on the Continent, and advancing in material wealth and prosperity, Canada, would revert to its old position of discontented and epposing Provinces, small and insignificant—the worse

Provinces, small and insignificant—the worse for having thrown away the opportunities which had been afforded her. (The Hon Colonal set down amid loud applause).

Mr Yolly followed on the other side, and throw the House into good tumous by inteodine into the laber of the first the fact and the ent. (When the the laber of the growth he could see the pending swelling like the frog making all water many fortunities this Pacific made a hearders, the land to be sunexed, although it was true Chine and Japan were beyond; and penhaps the Pacific might yet be made a Canadian season the Chine had to be sunexed, although it was true Chine and Japan were beyond; and penhaps the Pacific might yet be made a Canadian season the Chine had the British a Columbia same in he as not the railway must be built to the Rocky Mountains, and to step there would be absurd;

Mountains, and to stop there would be absurd; It must, in any case, be carried on to the natural outlet on the Pacific. He believed it. natural autlation the Pacific. He believed it was the duty and interest of Canada to complete Confederation and establish a British Empire in North America, with the freet institutions in the world, under the British flag now protecting us, and which would continue to protect us as long as we desired. He believed his countrymen of all classes desired this result, and the triding difficulties should not cause up to hesitate.

Hon Mr Smith opposed the resolutions. It was proposed to piedge the fath of the country to the commencement of the railway in two years, and to its completion in tes years, no matter if the result should be ruin.

no matter if the result should be ruin. No verbal resolutions could be of the slightest avail. The words of the resolutions were clear; and if, in two years, the railway was not commenced, British Columbia could appear

to the Imperial Government: speech. He said the amendment was a narrow one for postmonement, without any good reason assigned. One of the express purposes of Confederation had been to bring in the North West and construct a railway from the Atlable to the Pacific, and were they now to hesitate, letting "I dare not wait apon I would"? He argued that British Columbia and the North West could not be retained with. and the North West could not be retained with out a railway. They had already gone too far to think of receding. Not to advance was to go back the whole distance. He held that the assumption of the North West involved the re-ponsibility of building a railway to the Rocky Monntains and the road could not step there. It would be chooser to baile it. To the Pacific. Volt, Paillips, Simpson, Green, Lo Liekson, Enchennen Binadigmung.c.

The Hon Mr. Morris delivered a very able speech in support of the whole scheme." He said it was made support of the whole scheme. He said it was made support of the whole scheme. He said it was made support of Canadas, to see what great things, had been accomplished. The Governhad being sincere in the great were of building us. Buttish, impire on this Continent; but now that he most declarate so il was proposed to be taken, they were met with a factions opposition. The Dominion stready, stretched from the Atlantic to the Rocky Mountains and now the question was whether they should ron the Atlantic to the Rocky Mountains and now the question was whether lary should make what had once heen considered a drain a living reality by doing their namest to weld the Provinces from one again to the other into one solid Dominion. He was surprised at the position now adopted by gentlemen formerly the most enthusiastic in the glorious world of greating as work of creating an empire. He was more than surprised with the leader of the Opposi-tion who had with his party stated that he should set himself to absist in the constitution tion who had with his party stated that he should set himself to about it in the consummation of the weeks Buttons, after speaking so often of his stall. Buttons, after speaking so often of his stall. Buttons, after speaking so often of his stall. For a haron, the placed can record a motion, which, while admining the Canadan Pacific Railway to he samtengatil political necessity, actempted to her samtengatil political necessity, actempted to her samtengatil political necessity, actempted to her samtengatil political protess the Heune states are placed in the meaning of at once acquiring Details. Goldman and savesely and material queen, the sameste of the samter, for Lambian Her, according about the rough, stories and worthly somewhat the leading is wearing and worthly somewhat the leading is wearing to and worthly from the leading is wearing to and worthly from the leading is wearing to and worthly from the leading is wearing to a his leading it was a leading to the leading in the leading it was of model of the leading in the leading in the leading it was a leading to the leading in the leading in the leading it was a leading to the leading in the leading in the leading it was a leading to the leading in the leading i projudice with a parameter of the project of the pr was only seventy-seven millions of scree, It appeared to him that throughout the wholedebate a strange fallacy had existed. The railway had been spoken of as armore bargain, a sop to induce British Calumbia to

and was ont on the Canadian Pacific Railway, and in time to come many of his friends epposite, who were really desirous of consumating Confederation, though they might the Gevernment had not been deterred from following out the work, but had persevered in their determination to carry forward the work of union with the Pacific colonies. The hone gentleman took his seat amide

much cheering | The Hon. Sir A. T. Galt felt called upon to say a few words in reply to the last spea-ker, (the Minister of Internal Revenue). They should not lose sight of the real interests of the country in rushing forward in resis of the country in rushing forward in the path which, though all might desire to follow it ultimately, if too hastily followed would defeat the very object desired to be attriosed. As to the coach road proposed by British Columbia, involving a nucleas axpenditure of money, he maintained that the necessities of the railway would require the constantion of such a road so that it would have to be made in any case. As to the railway, the people of British Columbia had only asked for an expenditure of a million yearly, and even if that were continued in perpetuity it would not represent more than twenty millions. Those people had than twenty millions. Those people had never presumed to demand that the line should be completed within a given time, and the proof that they had not done so had been shown by the Minister of Inland Revenue himself, who had argued that it was Canada that wanted the railway and not

vesue himself, who had argued that it was Usnada that wanted the railway and not British Golumbia.

Hon, Mr. Anglis fellowed in opposition to the Government scheme, in a lengthy and able speech. He called upon the House to oppose the scheme as utopian, breight forward by visionaries who were intrying the country on to rain. Looking at the measure on its merits there was something objectionable in every clause. An axheelingly bright picture of the country had been drawn by Ministers. On this side of the Rocky Mountains it was a bed of flowers; on the other a had of gold. One Minister had quoted from a paper published at visions, to prove the great value of the country on the Pacific side. In reference to that tudged he would quote from an article in the same paper to show that the country was rough and sterile. He would be frank and say that the article was written by a correspondent in support of one route for the railway as against another, a local controversy, in last. The article spoke of the Horrible fraser river country, 'seas of membraies,' 'The appains character of the difficulties,' 'Strill modification of enormous height,' from which land slides perpetually in nummer, and avainaches sweep down in winter, carrying all before them. The coat of carry'r garalway through these rocky deflies would be money thrown away, and a millstone round the neck of the Dominion. The Minister of Customs had imagined a terming and proaperque population to come from! It was well known that the populations of that celony had deer eased materially of take years, a circumstance only to be explained by the fact that the country was an unlaviting one to settlers.

"Bir Francis Hineks replied. He had listened attentively to the opposition, and he could only conclude, it was an opposition against the acquisition of British Columbia, but to great scheme of empire. He went ever the whole financial scheme of ompire. He went ever the whole financial scheme of empire. He went ever the whole financial scheme, showing that there was no c

of that it was the duty of the Imperal Government to bring pressure to bear on its own officers in that colony to subsit to reasonable terms at union. The small num-ber of the inhabitants did not justify the admission of the colony on more favorable terms than those offered to the older and more pepulous Atlantic Provinces It was abjurt at say this, the nature destiny of that country was in the hands of the few adventurers who are mining in the hands of the few adventurers who are mining there, kince (sunfederation was agreed upon the Imperial Government has put it out of its power to use that effective influence that might have been used to seemate of the competence of the competence of the competence of the proper terms and competence in the copiance by the problem of the competence of the copiance of the properties of the competence of the period setting destributed by the constraint of the copiance of the period setting destributed by the copiance of the copiance of

suid a road within ten years, some portions of which the man point of which the processing to construct for the next thirty was. The only parto the road about which there was the processing was that in British Columbia the Columbia the British Columbia the Columbia the British Columbia the Colum

pelled by force of circumstances, to go forward and render it a valuable acquisition which could alone be accomplished by a railway, and he felt convinced that if Canada adopted the smeadment for delay and turned its back upon British Columbia, it wants do a grevious injury to the cause of Copiederation which might prove irreparable. He had every confidence not only that the House would it dorse the proposition of the Gevernment, but that it would be approved by the people of the country also, and it would be a bright day for the Dominion when the first

ing for the East Coast.