

THE WEEKLY BRITISH COLONIST

And Victoria Chronicle.

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THE BRITISH COLONIST
PUBLISHED DAILY BY
DAVID W. HIGGINS.

TERMS:
One Year, (in advance).....\$12 00
Six Months, do.....6 00
Three Months do.....3 00
One Week.....25

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MR. H. E. SEELYE, is the only authorized Travelling Agent in Washington Territory for the "British Colonist."
D. W. HIGGINS.
Victoria, V. I., August 12, 1869.

British Colonial Policy.

The article reproduced in these columns yesterday from the London *Spectator* will have been read with interest and satisfaction. For pungency and fearless outspokenness it is certainly one of the best articles we remember to have seen upon the subject. And one cannot help being impressed with the thought that the home press enjoys a far greater latitude than the colonial press. The author of such an article in a colony would be in danger of prosecution for high treason! In a Western State, one afternoon, a lady reached the passenger depot of a railway just as the train on which she desired to take passage moved away. She was extremely anxious to get off by that train, but was left, which of course was not right. As she stood gazing on the receding train, her arms full of packages and her eyes full of tears, a gentleman arrived at the depot on a full run, with a carpet sack in his hand, his coat on his arm, and his face streaming with perspiration—a perfect picture, in fact, of the "last man," under peculiarly distressing circumstances. He, too, wanted to take the same train, but alas! it was too late. As he looked on the train, now fast moving away, he set down his carpet-sack, wiped his face and very deliberately and emphatically said: "Damn that train!" The lady heard him, and smiling upon him through her tears with a lady's sweetness, said: "Thank you, sir." He had undoubtedly expressed her sentiments exactly. We confess to occupying in some respects a position not altogether dissimilar to that of the lady, in regard to the article from the *Spectator* and the subject of which it treats with such boldness and ability. We would not like, perhaps, to tell the British Government in such bold and strong words of its misdeeds, but we do so by proxy, and thank our London contemporary. We would not dare predict such results, and advise British colonists to cast off the yoke of an effete and unappreciative Government and assert their independence, or seek the protectorate of their American cousins, who were driven to a similar course by similar treatment, about a century ago; but we are greatly disposed to say to our contemporary, "Thank you, sir," and every British colonist of any independence of mind, who has had the good fortune to read the *Spectator's* article, will say, "Amen." And we cannot but look hopefully to the influence certain to be exerted by the *Spectator*. Colonists have little to expect from such papers as the time-serving *Times*; but we venture to think that a few such articles as the one we have read with so much satisfaction in the *Spectator* must arouse the English mind to a realization of the perilous attitude

into which the nation is drifting towards the Colonial Empire, and lead to the birth of a national party with the capacity and the will to effectively grapple with this great question, and avert the disaster of disintegration. We have said in a previous article that Gladstone would appear to be pre-eminently the man for Ireland. He would scarcely appear to be the man for the Colonial Empire. It may be that, although for the moment completely absorbed with the Irish question, he may yet show himself equally capable of dealing with the Colonies. If so, he must arouse himself betimes, shake off whatever of Smith-Bright Colonial infidelity may have adhered to him while moving in a poisoned atmosphere, strike out boldly for Colonial rights, and declare the British Empire one and indivisible the world over. The salvation of Ireland is indeed a great work, every way worthy the attention of a great man. But the salvation of the Colonial Empire is infinitely greater.

The "Globe" and Overland Communication.

It is not many days since we had occasion to find fault with our big Canadian contemporary for throwing cold water upon the overland railway scheme and suggesting that American lines would for some time to come meet the wants of Canadians having occasion to go West of "the great lakes." We observe with great satisfaction a marked improvement in the tone of our contemporary in this respect. In the latest *Globe* which have come to hand we find a leading article, a few extracts from which may not prove altogether uninteresting; indeed nothing appearing in so influential a journal bearing upon a matter of such profound importance can well be viewed with indifference by the people of British Columbia. The article deals, as will be seen, with the double question of opening up the newly acquired territory and establishing communication to the Pacific. "There is no difference of opinion," says our contemporary, "among persons competent to form an intelligent idea, of the interests involved and the pressing exigencies of the case, about the absolute necessity of having without any delay a direct road through Canadian territory to the Red River and other regions of the North West. Without that, we might as well have allowed the Hudson Bay Company to retain its way and kept our money in the treasury, or spent it upon something else. To dawdle, and hesitate and delay for even a single year would be a blunder equal to a crime. It would prove incontestably how little those in authority appreciated the situation, and how unworthy they were to have the management of concerns so weighty and important."

After pointing out the great facilities for establishing such communication by land and water, and expressing the belief that it may be open for traffic next season, our contemporary turns to the broader question thus:—"But what shall we do afterwards? It is impossible that a mere wagon road can compete with the railways now being built through Minnesota. We cannot submit to have our traffic carried through a foreign country, even if the expense of the round-about route by St. Paul were not too great to be borne. What shall be done? Shall we wait to carry a road from Montreal to Ottawa and thence north of Lakes Huron and Superior to Lake Winnipeg; or shall we connect the fine water navigation of Rainy Lake and river and Lake of the Woods by short reaches of rail with Lake Superior and the Red River. We say most decidedly that it is impossible to wait for the construction of the long railway route. We are far from desiring to set bounds to the enterprise of the Dominion. We hope to see the line of rail complete from Halifax to New Westminster; but, in the meantime, it would be folly to be content with a mere wagon road from Fort William, which would not afford the facilities which the settlers will imperatively demand."

And again, "By all means let us have the railway; but till that time comes, when the work can be pushed through, we should be fools indeed if we left all the trade and travel of the Red River to go by St. Paul, without an effort to secure a share in what is already to be yearly reckoned by millions of dollars, and will speedily swell to far greater amount. By far the largest and most fertile portion of this Continent, still unsettled, comes under the authority of the Dominion by the late arrangements—a region destined, according to the *New York Tribune*, to be the granary of North America. We must rise to the greatness of this fact, and show that we appreciate the extent and importance of the opportunity, and can act in a manner becoming the owners and administrators of such a magnificent heritage."

We quite concur in the view that to hesitate about establishing communication with the North-West will be for Canadian Statesmen to prove their unfitness for the responsible position they occupy; but we equally think that if they do not rise to the necessity of the speedy establishment of communication to the Pacific they will prove their utter unfitness to be the architects of an Empire. We clip the following from another Canadian Exchange:

"The *Nov-Weber* and Mr. Keefe (the latter in a letter to the *Montreal Gazette*) alike condemn the plan of a land and water communication to the Red River, and alike contend for a continuous rail communication without which we cannot reach the fertile belt for half of the year; and if commercial communication cannot be maintained, it is not likely that the political connection will be worth much. The railroad from Ottawa to Red River is, however, only regarded as a part of a Pacific road, at which alone it could be profitable, and Mr. Keefe points out that the Intercolonial Road is a most unmitigated piece of folly, unless it becomes part of an interoceanic road. As no imperial guarantee can be expected for this road, Mr. Keefe urges that a sufficient quantity of land be set apart to pay for it."

Address of the Wesleyan Methodist Church.

At 12 o'clock yesterday a delegation of Ministers and Lay Representatives, consisting of the Rev. E. White, Nanaimo, Chairman of the District; Rev. A. E. Russ, Pastor of the Church in Victoria; Messrs. T. James, of Nanaimo; D. Spencer and J. E. McMillan, of Victoria, waited on His Excellency Governor Musgrave, and presented the following congratulatory address on behalf of the Wesleyan Methodist Church in this colony:

To His Excellency Anthony Musgrave, Esq., Governor of British Columbia.

May it Please Your Excellency:

We, the Ministers and Lay Representatives under the direction of, and representing in this Colony the Wesleyan Methodist Church of Canada, composing six hundred ministers and three hundred thousand members in her congregations, beg to approach your Excellency with the expression of our cordial congratulations on your appointment as the Representative of Her Most Gracious Majesty in the Government of British Columbia.

From your Colonial experience we trust, under God, that this Colony may enjoy a most prosperous career, and realize speedily, in loyalty to the Crown, a happy relation to the Dominion of Canada. Our earnest prayer is, as a Church strongly attached to British institutions, and sharing in the common difficulties incident to the country, that God may protect and bless your Excellency and family, and pour upon this Colony the blessings of His grace and providence.

Signed by order and on behalf of the Wesleyan Methodist Church of British Columbia.

Victoria, August 26, 1869.

E. WHITE, Chairman.
A. E. RUSS, Secretary.

HIS EXCELLENCY'S REPLY.

Gentlemen.—Accept my cordial thanks for your Address and congratulations on my appointment as the Queen's Representative in this Colony. By the blessing of God, without whose favor, I desire to remember, no human efforts will avail, I sincerely hope that the future of the Colony may be more prosperous. If it should be the desire of the community, I believe it would not be impracticable to establish advantageous relations with the Dominion of Canada; and I would willingly aid in any measure which might be found possible for this purpose; but you will readily understand that on so short an acquaintance with the affairs of British Columbia I am scarcely competent yet to form an opinion, as regards this Colony, upon so important a question.

I am very grateful to you for your prayer that the blessing of God may be afforded to myself and my family, and I heartily reciprocate your good wishes.

NANAIMO.—The stmr. Sir James Douglas came in last evening from the East Coast, bringing Dr. Franklin, Mr. and Mrs. Carewell and several other passengers. The ships *Cowper* and *Shooting Star* are daily expected from San Francisco. A new seam of coal fifteen feet thick has been struck in an old slope.

The Spring Ridge Water Company have erected a windmill at their s rings and promise to supply the city bountifully with pure aqua hencforth. The windmill will obviate the necessity for a steam-engine.

The William Creek Bedrock Flume Company have tapped Jack of Clubs Lake and turned part of its water into William Creek. This looks as if our miners intended to turn the advantages Nature has given us to account.

Hops.—Bunster received yesterday from his hop-ranch a quantity of splendid hops the first of the season.

THE H. B. Co.'s bark *Princess Royal* sailed last evening for London with a cargo of spars. Mr. Graham Hankin, in pursuit of health, went as passenger.

The Active—Interesting Report.

Srs. Active, Aug. 24th, 1869.
Gov. Wm. Seward, late Sec. of State of the United States, with a few friends, sailed from San Francisco on the 13th day of July in the steamer *Active* on a cruise of exploration and pleasure amongst the Islands of Alaska. One of the most attracting objects of this expedition was to be present at the total solar eclipse on the 7th day of August. Anchored at the mouth of the "Chilkat" river, on the 6th day of August and the next day (in canoe) arrived at Professor Davidson's camp of the U. S. Coast Survey.

The Professor gave me the following account.

The eclipse expedition of the U. S. Coast Survey left Sitka July 17th in open boat and canoe for Chilkat River. On account of heavy weather were eleven days in reaching a proper position on the river, in lat. 59° 28', longitude 135° 58', only twenty miles from central path of totality. It was impracticable to carry instruments and provisions over the mountain range. The determination of the latitude, longitude and magnetic variation was made before the date of the eclipse. The 7th day of August was the cloudiest day experienced in the valley, but breaks in the clouds enabled the different phases to be watched, and the beginning of the totality was accurately noted. Instantly after observations the rose colored flames were visible to the unassisted eyes, and their extent, position and elevation approximately measured; they were on the southeast and south southwest of the sun's limit. The corona was visible over part of the limit only; the whole picture was magnificent. The end of the eclipse was not seen. The phenomena of coming darkness and of the growing light were very marked along the course of the valley. Governor Seward visited the mouth of the Chilkat in the *Active*, and with Gen. Davis, Capt. Dall, Judge Hastings and others ascended in canoes to Mr. Davidson's Camp.

During the trip they watched the phases of the eclipse and saw all the phenomena of the rose colored flames and the corona. The party on the *Active* lying under high mountains had the best view. At totality the clouds broke and large, clear spaces enabled them to see the flames and corona, and also the planet Mercury, and stars of the fourth magnitude.

At Sitka the eclipse was not quite total, but was watched through broken clouds.

At Fort Wrangle the weather was densely cloudy.

At Fort Tongas the weather was favorable and the officers noted the times of beginning and ending. At the astronomical station on the steamer the Indians were fearfully alarmed and hid in their houses; on the river they left their canoes and took to the bush. They had expressed disbelief in the prediction, but the actuality made them look upon the astronomer with undefinable awe.

Mr. Davidson, in addition to the special eclipse observations, has determined the geographical position of numerous points in the line of exploration. He found the Chilkat valley to possess a soil, climate and productions far more favorable than those of the Alexander Archipelago. He discovered a mountain range of iron ore extending from the mouth of the Chilkat far beyond his astronomical station. This range has an elevation of the compass of ten degrees.

Governor Seward invited Mr. Davidson and his party to return with him on the *Active* to San Francisco.

The Governor has visited numerous places of interest, and delivered an eloquent address to the citizens of Alaska. On the *Active* Mr. Davidson stepped down an open hatch and was badly stunned. Governor Seward enjoyed excellent health, in all cases leading our fishing and other excursions, always cheerful while in camp, canoe, or on shipboard, and returns with ourselves highly gratified with the immense resources of the Archipelago of Alaska in fisheries, timber, fur and minerals. The Governor manifests a desire to return to San Francisco to be present at the great annual festival in honor of the admission of California to the Union of States—of which he was the well known champion in the Senate. We feel very grateful to Professor Davidson for the kind reception he gave us at his camp amongst the Chilkats, and for his genial good humor and hearty willingness to impart information on our voyage down. It is not necessary to say that Capt. Dall of the *Active* has been to us all, that a captain could or should be, omitting on no occasion to afford us amusement on land or sea; our thanks are due to Mr. Alex. Spencer, the purser and officers of the ship, for their polite attention to our wants.

S. C. HASTINGS.
ABJAH FITCH.
WM. SMITH
SURGEON MAJOR FRANKLYN, R.A.

BLACKWOOD, dear old Blackwood, the companion of our youth and the model of our riper years, has come to hand for July, and is, as usual, replete with substantial reading. It contains an excellent article on the Irish Church Bill, and an interesting paper on the "New theory of Earthquakes and Volcanoes."—For sale by Hibben & Co.

Huge Blazing Orbs of Fire Flying Through the Realms of Space.

(From the British Quarterly Review.)
On the 12th of May, 1866, a grand conflagration, infinitely larger than that of London or Moscow, was announced. To use the expression of a distinguished astronomer, a world was found to be on fire. A star, which till then had shone meekly and unobtrusively in the Corona Borealis, suddenly blazed up into a luminary of the second magnitude. In the course of three days from its discovery in this new character by Mr. Birmingham, at Tyam, it had declined to the third or even fourth order of brilliancy. In twelve days, dating from its first apparition in the Irish heavens, it had sunk to the eighth rank, and it went on waning until the 26th of June, when it ceased to be discernible except through the medium of the telescope. This was a remarkable, though certainly not an unprecedented circumstance on the part of a star; but one singular circumstance in its behavior was that, after a lapse of nearly two months, it began to blaze up again, though not with equal ardor and after maintaining its glow for a few weeks and passing through sundry phases of color, it gradually paled its fires and returned to its former insignificance.

How many years have elapsed since this awful conflagration actually took place it would be presumptuous to guess; but it must be remembered that news from the heavens, though carried by the fleetest of messengers, light, reach us long after the event has transpired, and that the same celestial courier is still dropping the tidings at each station it reaches in space, until it sinks exhausted by the length of its flight. Now, when this object was examined, as it was promptly and eagerly done by Professor Miller and Mr. Higgins, they found to their great wonder that it yielded two species—the one imposed upon the other, though obviously independent. There was the prismatic ribbon crossed by dark lines, which have long to the eye been stars generally, but there was another in which four bright lines figured, and these, according to the canons of interpretation previously mentioned, indicating that some luminous gas, or gases, was also pouring out its light from the surface of the orb.

Two of the lines spelled out hydrogen in the spectral language. What the other two signified did not then appear; but, inasmuch as those four streaks were brighter than the rest of the spectrum, the source from which they came must obviously have been more intensely heated than the underlying parts, or photosphere, from which the normal stellar light proceeded. And as the star had suddenly flamed up, was it not a natural supposition that it had become enveloped in burning hydrogen, which, in consequence of some great convulsion, had been liberated in prodigious quantities, and then, combining with other elements, had set this hapless world on fire? In such a fierce conflagration the combustible gas would soon be consumed, and the glow would, therefore, decline, subject in this case, to a second eruption, which occasioned the renewed outburst of light on the 20th day of August.

By such a catastrophe it is not wholly impossible that our own globe may sometime be ravished, for if a word from the Almighty were to unloose for a few moments the bonds of affinity which unite the elements of water—the ocean on the land and the moisture in the air—a single spark would bring them together with a fury which would kindle the funeral pyre of the human race, and be fatal to the planet and all the works that are therein. It cannot but be a startling fact for us that in yonder doomed and distant world we have, probably, seen in our own day a realization of the fearful picture sketched by Peter, "when the heavens (or atmosphere) being on fire shall be dissolved, and the elements shall melt with fervent heat." And if we regard it as the center of a system, it is impossible to think without horror of the fate of the numerous globes around it when overwhelmed with this sudden deluge of light and calorific.

PRESIDENT JOHNSON'S INDENTURES.—The following is a literal copy of an original and genuine document which was exhibited in Detroit, N. Y., on the 29th of July:—"This is to certify that it is my desire that my son Andrew Johnson is bound an apprentice to James J. Selby to learn the Taylor's Trade, and that he is to serve him faithfully until he is 21 years old, 1868." Andrew Johnson was born in the year 1808, December 29th.

MARY DAUGHTY,
By
"TURNER DAUGHTY.
Novm 7th 1818."

States. that in the event of making a tour of this apartment will be adding officer of the Union in Europe in time for her reception. The by the Empress across will in that case be Rear-Admiral Rorford, in. cision will investigate owing to the suspicion els insured were filled t to defraud.

eland. kland, New Zealand, the Duke of Edinburgh according an Maori King. The ce, refused to see Colony. earthquake visited d of May, and con- for-four days after- ere lost.

EXPORTS
month ending July 31, 1869.

R. T. C. DESTINATION
holl. 236 00. Own use
125 00. Own use
104 15. Victoria
45 10. Victoria
3 5. Own use
182 00. Own use
46 10. Own use
25 00. Own use
28 15. Victoria
69 00. Victoria
163 00. San Fran'co
125 15. Victoria
106 00. Victoria
77 00. Victoria
15 50. Own use
67 10. Own use
100 00. Portland
200 00. Own use
993 00. San Fran'co
58 10. Own use
12 00. Own use
17 00. Own use
110 15. Own use
29 10. Victoria
103 15. Victoria
16 15. Own use
170 10. Own use
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14 10. Own use
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Intelligence.

BRITISH COLUMBIA.

RED.
Rich, Fort Rupert
ns, Nanaimo
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Port Townsend

RED.
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New West
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Townsend
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West Coast

THE WAX.

ns abalone, 5 carboys acid,
ect do, 36 pkgs axes, 2 ea
lows, 1 ca bitters, 24 ca boots
lge brushes, 1 No. boat, 1003
sone, 40 ca cloths, 100 lbs
50 pkgs clothing, 20 hi bibs
kgs oo, 4 tons coal, 14 pkgs
kgs drugs, 12 do dry goods,
ck, 20 pkgs drawers, 2
0 frails ra-sins, 25 ca dried
sawware, 64 pkgs groceries,
3 ca hals, 4 kgs hollowware,
mail, 50 bxs masonry, 34
neat, 170 kgs nails, 4 bales
olive oil, 10 No. cans, 200
22 ca paper hangings, 4
ley, 14 ca cheese, 47 frks
s, 5 saks split peas, 14 ca do,
80 hi bibs, 37 kgs do,
ving machines, 2 pkgs ship
0 bxs starch, 30 kgs syrup,
3 ca do, 20 ca stoves, 350 lbs
spritars tarrentine, 16 bxs
chita tea, 50 pkgs do, 3 bxs
cinct wine, 40 ca do, 34 ca
l, 1 bbl whiskey, 40 pkgs
er. Value, \$39,265.

AGENTS.

Mrs Levine, Mrs Swaney,
Mr Huskimer, Buntz,
Gardiner, Capt Watt,
Mr Gant, Mr Lepsky, Mr Moore,
Mr Low, Mr Jackson,
Mr Smith, Capt King

THE.
to wife of Mr A W Piper, of
ant, the wife of Mr T. G.

ACADEMY,
ABOVE QUADRA
IA, V. I.

P. HAVING BEEN
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English education, including
Book-keeping, &c, together
instrumental Music,
or three or four pupil Boas

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and other highly Ju-
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