

# THE WEEKLY BRITISH COLONIST

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Wednesday May 31st 1871

## The Survey.

The appointment of Mr Sandford Fleming to the important position of Chief Engineer of the Canadian Pacific Railway has already been announced. The appointment has, we learn, been noticed approvingly in the Canadian Press. Mr Fleming is said to be "the right man in the right place." Even the Opposition journals admit this; and it is much for the Opposition journals, especially some of them, to admit that anything done by the present Government can be right. "Can anything good come out of Nazareth?" has lately been too much the cry of the Ontario Opposition. With some of them principle and consistency appear to be mere secondary matters—opposition is their cardinal. Well, as we were saying, Mr Fleming has been appointed Chief Engineer of the Canadian Pacific Railway. He is well known both on this Continent and at Home as a first class engineer. In the former, his connection with the Intercolonial Railway Survey brought him prominently forward, and in all probability there is not an engineer living whose report would inspire more confidence or carry greater weight amongst English capitalists than that of Mr Fleming, when such a work as the Canadian Pacific Railway comes to be the subject. These things being so, he is undoubtedly "the right man in the right place," for it is of the very first importance that whoever has the professional management of the survey should possess the confidence of those who must furnish money for the gigantic undertaking. Indeed the survey would be made to little purpose in the absence of these conditions. So far, then, all is well. Will Mr Fleming make the personal supervision of the survey of the Pacific section of the line his especial duty? There need be little hesitation in returning an affirmative answer. No one could have read the debates which took place in the Canadian Parliament upon the Terms without carrying away a impression that the Pacific section of the railway is regarded as the most important, at least in so far as the functions of the Chief Engineer are concerned. On the other side of the Rockies much of the route is already familiar to Canadian engineers; few physical difficulties present themselves, and the questions of route and location of terminus will scarcely be heard at all. On the Pacific side the case is wholly different. It is here that the great engineering problems of the enterprise are to be grappled with and solved. By what route shall the "iron horse" find its way down to the waters of the Pacific? Shall the railway cross over the water which set off Vancouver Island from the continent, and bid its way to the magnificent harbor of Bremerton, and thus tap the trade of commerce to Puget Sound? Or, shall it stop at the waters of Georgia, and thus expose our commerce to the possible frown of a foreign battery on the Island of San Juan—in any event to a hundred miles of intricate if not dangerous inland navigation? Such are some of the vital questions which startle the enterpriser in the face, on the Pacific side, and which appear imperatively to demand the presence of the Chief Engineer. There is, therefore, little doubt in my mind, while the survey of the whole line will be under his direction, Mr. Fleming will give this end of it his especial attention. We are glad to perceive by late Canadian papers, that every effort is to be made to have the survey completed before Parliament meets next winter; so that the first party of surveyors may be expected to arrive here by any steamer.

## Destruction of Paris!

What mind can adequately grasp the idea, the full import of the words surmounting this article? Paris, the seat of letters, the centre of European civilization, the bed of luxury, the dictator of fashion, with its two millions of people, its unrivaled palaces and public buildings, and its triumphs of architecture and the fine arts—all is being destroyed! What survived the wreck of war or the still more devastating touch of her own vaandalons is now falling a prey to the more legitimate and scarcely less controllable element—fire! The lavatides, the Tuilleries, the Palais Royal, the Hotel de Ville—all have been swept away, and the fire is still raging! Humanity shudders at the fearful abyss into which the finest, the proudest city in the world has been plunged by its own sons. To destroy what it must take centuries to replace.

Can THIS BE?—A San Francisco paper says that J P Davies has been appointed Deputy District Grand Master of the Odd Fellows of British Columbia.

The published report that Dr Powell has failed to secure his election to the office of Grand Master of the Odd Fellows of British Columbia in England is contradicted by the Company. It is also reported that Dr Davies has been elected to the office of Grand Master of the Odd Fellows of British Columbia.

## Alleged Insult to a Magistrate.

On a charge preferred by W J Macdonald, Esq, J P Wm Lush was summoned to appear before the Police Court yesterday for using abusive and threatening language towards plaintiff on the 24th day of May, at Beacon Hill. His witness statement is as follows:—  
The accused was present with Mr. Bishop at his house, when I met him in the street.  
Mr. Bishop—I object, your Worship, to the case being proceeded with, inasmuch as there has not been sufficient notice. The Act requires 24 hours notice, and I did not receive it.  
Mr. Bishop—Then I shall remain and watch the proceedings.

The Magistrate—Do you appear for the defendant?

Mr. Bishop—No, I will merely watch the proceedings.

Magistrate to the accused—Do you appear in your own defense?  
Mr. Lush—I appear with respect to the Court, but I have no cause to mount a trial.

The Magistrate—I don't want any such appearance. Do you appear, or do you not appear?

Mr. Lush—I do not appear.

The Magistrate then instructed a constable to call the defendant three times, to which there was no response.

The Court then proceeded with the case, and after the complaint was read adjourned for fifteen minutes.

At the end of that time Mr. Lush, being in the courtroom, was arrested upon a warrant, and quite a scene occurred in the Court.

Mr. Lush, advised by Mr. Bishop, refused to go with the constable. The Magistrate coming up, however, allowed the prisoner to remain in Court, and the proceedings against him commenced forthwith.

Mr. Bishop protested against the arrest on the ground that the summons was not served on the prisoner, but only on his wife at the Park Hotel, which had not been proved to be the residence of the prisoner.

The Court overruled the objection and proceeded with the case on the warrant.

The evidence of Mr Macdonald was to the effect that on the 24th May he was in a carriage driving on Beacon Hill when the prisoner came up and accosted him with threatening language, holding on to his hand some money and saying: "These \$20 pieces were not stolen, adding that he (Mr Macdonald) had before charged him with stealing, and that prisoner challenged him (witness) out to fight."

The New Whaling Venture.—Captain Douglass, who has returned from San Francisco for the purpose of vigorously prosecuting whaling in the Gulf of Georgia and adjacent waters, is a pioneer whaler in these parts. He was commander of the Dawson-Douglas expedition for three years and has now formed a copartnership with Alexander Strachan and intends fitting out the schooner Indefatigable for a cruise this summer. A quantity of material and implements are on their way to this port from San Francisco and as none could have been obtained here the Government should meet the enterprising spirit in a spirit of liberality and, if it can be legally done, admit the dozen or so men engaged in this venture into the service.

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