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DAVID W. HIGGINS

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The Tollgate Question again.

The proposition to remove the Clinton tollgate to Soda Creek appears to have evoked very great interest and no little indignation throughout the Midland Districts. Last express brought us "sheaves" of communications upon the subject. Having dealt pretty fully with the various points raised in these communications, and feeling well assured that the recommendation of the Hon. Mr. Bernard will be carried out by the Executive, we should not feel justified in devoting so much space to the subject now. Let it suffice that the communications now before us substantiate in the fullest degree the grounds of objection raised against the proposed removal of the tollgate. Nothing could well be clearer than that the change would result in considerable loss of revenue as well as in very great hardship to a large class of farmers who never use the road at all. One very ugly feature of the case consists in the fact that the foreign productions consumed in the entire country between Clinton and Soda Creek would be released from road tolls *in order to catch farm produce;* And it must be admitted that if a cent a pound is a heavy toll upon general merchadise it is a crushing toll upon flour. Besides this, the imported merchandise uses the entire length of road, whereas much of the flour uses little or none of it. But the argument which we fancy will have most weight with the Executive is that the tollgate being placed at Soda Creek a very large portion of the traffic would find its way through trails diverging from the trunk road West of Soda Creek, and thereby evade tolls altogether. This is no mere hypothetical objection. Three trails now leave the main road West of that point and they are used for the supply of the Forks Quesnel, Keithley, Horsefly, Antier and Cedar Creek country. Nor is this all. A trail has been recently opened leading to the Forks of Quesnel, which it is claimed will, to a great extent, supercede the present highway as a means of traffic even to William Creek. Not only is this trail said to be a near cut, but it passes through a country abounding in feed for animals. It leaves the trunk road some 27 miles on this side of Soda Creek; and it is said, and with much show of reason, that the presence of a tollgate at Soda Creek would exert a potent influence in augmenting the traffic thereupon. It must be perfectly clear that to remove the tollgate to Soda Creek would result in loss of revenue as well as in great injustice to those who have entered into large transactions upon the faith of existing conditions; while it would inflict very great hardship upon the entire farming community along the valley of the Fraser between Big Bar and Soda Creek—the principal wheat-growing country East of Clinton. But there is a distinct point raised in one of the numerous communications which have reached us, and which we think ought to receive attention. We will permit our correspondent to present it in his own graphic language: 'But why cannot the tolls be equalized? Why should a four-horse team load of flour that travels 10, 20 or 30 miles over the road and does it comparatively no injury, pay as much toll per pound as one that travels 200 miles on the same road and loads from 10,000lbs to 15,000lbs on one waggon, that rips up the road like a subsoil plough, crushes bridges and moves culverts bodily before it from their places—keeps the road continually in bad order, and makes a strong repairing force necessary to keep the road at all passable? But still worse. Suppose this big Prairie Schooner is loaded with some of the exempts, say, barley, wheat or salmon, and is drawn by 12 or 14 head of oxen or 10 mules, the tolls amount to six or eight dollars, against fifty or sixty that the load of flour must pay. What reason, what justification, what excuse or palliation is there for this gross, nay, wanton inequality in taxation? The true policy of the Government would appear to be clear: Let the recommendation of the Legislative Council be carried out at once, and let the second tollgate be abolished altogether, as soon as the financial condition of the colony will admit of it. Should the Canadian Government assume the principal part of the Trunk road, agreeably to the resolution of Mr Barnard, the road-toll grievances would, of course, disappear; and then the interior would be free from a very oppressive tax. We have only to add that it would appear to be very important that the Government should lose no time in making its policy in this matter known; for not only is the public mind in the interior painfully disturbed, but there is danger of the spring sowing being greatly affected by existing doubt.

Legislative Council.

MONDAY, April 4.

Council met at 1:30 p m.

The following message was read—

'The Governor has received the resolution of the Council embodying the proposed Terms of union with the Dominion of Canada, with certain modifications and additions suggested as expedient by the Honorable Board. These shall be presented for the consideration of the Government of Canada. And the Governor proposes to the Council that he should be authorized to make provision for the necessary expenses of a delegation to be composed of three members of the Council, whom the Governor desires to send to Ottawa for the purpose of submitting the proposed terms, with the necessary explanations, to the Government of Canada.'

On motion the Council decided to go into the consideration of the message on Wednesday next.

SHIPPING.

Dr Helmcken presented a petition complaining that British ships in the colony were owned and controlled by American citizens.

COUNTY COURTS.

Mr Humphreys gave notice to move on Wednesday next to go into the consideration of the petition from the inhabitants of Lillooet respecting County Court Judges.

BILLS OF SALE.

Mr Alston gave notice to ask leave to bring in a bill to regulate the registration of bills of sale.

DERBY SETTLERS.

Mr Robson gave notice to move at an early day to take into consideration the petition from the settlers of Derby.

POSTAL.

Mr Robson gave notice to enquire of the Postmaster General respecting the international postal arrangements.

SAN JUAN.

Mr Robson gave notice to move an address to His Excellency the Governor respecting San Juan Island.

ORDERS OF THE DAY.

Mr DeCosmos moved 'That a respectful address be presented to His Excellency the Governor praying that enquiry may be made into the amount assessed under the 'Road Ordinance, 1869,' against shareholders of companies and partners in firms owning land and doing business within the colony, as there are reasons to conclude that a very large sum of money has not been assessed, either in 1869 or 1870, against some of the said shareholders and partners.' Carried.

Mr Ring moved 'That in the opinion of this Council the establishment of a local Court of Appeal is imperatively called for.' Carried.

The Crown Grants Bill was read a third time and passed.

The Council went into Committee of the Whole on the question of

SUBSIDIES TO FLOUR MILLS.

Mr DeCosmos moved That this Council, after having had under consideration the petition respecting the granting of subsidies to flour mills, is of opinion that it is expedient to encourage the manufacture of flour from home-grown wheat, and would therefore respectfully recommend to his Excellency the Governor—

1 That proclamation be made in the *Government Gazette* to the effect, that if any owner of a flour mill in Victoria, Saanich, Cowichan, or Comox shall prove to the satisfaction of the Governor that he has, in any one year, manufactured five hundred barrels of good merchantable flour from wheat grown in the colony, such mill owner shall be entitled to receive from the Government $500.

2 That if any such mill owner shall also prove to the satisfaction of the Governor that he has, in any such year, manufactured more than 500 barrels of flour from home-grown wheat, he shall also be entitled to receive $1 per barrel for every barrel exceeding 500 barrels, till the number shall have reached 1000 barrels.

3 That the proposed subsidies shall, if the conditions be complied with, be continued for three years from the date of this proclamation.

Resolved, That this Council pledge itself to make good any sum of money that may be issued by his Excellency the Governor in accordance with the foregoing recommendation.

The resolution was supported by Messrs Wood, Alston, Humphreys and Robson, and opposed, by the Commissioner of Lands and Works, the Attorney General, Messrs Pemberton, Dewdney and Barnard.

Mr Robson moved an amendment to include New Westminster in the first clause, which was carried.

The resolution was then taken in sections, which were all carried except clause 2, which was lost.

The committee rose and reported the resolution as passed—and on motion to adopt the report the Council divided as follows: Ayes—Sanders, Drake, Robson, Humphreys, Ring, DeCosmos, Wood, Alston—8. Nays—Trutch, Ball, Dewdney, Barnard, Pemberton, Bushby, Hamley—7.

MAILS.

Mr Barnard asked the government whether steps had been taken to secure to the settlers in the Okanagan Valley and vicinity the mail communication recommended by this Council.

The hon Postmaster General replied that no steps had yet been taken.

YALE TOWN LOTS.

Mr Barnard asked the hon Chief Commissioner of Lands and Works as to whether it is the intention of the government to reduce the price at which town lots in Yale are held by the government. Also, as to whether there is anything to prevent the government from entering and laying out lots on the north side of Front street in that town, and offering same for sale.

The Chief Commissioner said the government had not decided to reduce the price of lots, nor was it the intention of the government to lay out lots on the river front. The government could not do so without an act of the legislature.

The Council went into Committee of the Whole on the

REGISTRATION OF TITLES BILL.

After a lengthened discussion on the principle of the bill the Committee rose and reported progress.

The Council then adjourned till 1 o'clock to-morrow.

TUESDAY, April 5.

THEATRE ROYAL.—'Under the Gaslight' depends for success almost entirely upon the excellence of stage machinery and scenic effect. The play has a plot, it is true; but it is bungingly told by the author, and the last act is an impotent attempt to unite the broken threads of the story. But in 'Colleen Bawn' we have a play abounding in startling incident and scenic effect combined with a story so well told that the interest never flags from beginning to end, while the last act is, the best of all and the curtain is rung down upon a house that has listened to the tale with absorbing interest, and whose only regret is that they have seen the last of it. This great play will be produced this evening at the Theatre, and the management, we think, find cause for self-congratulation in the admirable manner in which they have cast the piece. As Ann Chute Mrs Bates has been most effectively placed, and no one could imagine the piece a success with Miss Mandeville in any character save that of Eily O'Connor. Then we have Mr Bates in [illegible] Myles Na Coppaleen—and Mr Vinson, of whose excellence we need not here speak, as the great Danny Mann. The piece will be represented with all the original scenery, music, songs, etc, and will be played only on to-morrow evening. Yesterday the theatre was closed to afford the scene-painters and carpenters an opportunity to prepare the piece for the stage. There will be a full house. We are requested to state that seats may be secured at the box office between the hours of 11 a. m. and 4 p. m. to-day.

ARRIVAL OF THE U. S. S. MOHICAN.—The U S steamer Mohican, 9 guns, Capt W W Low, bearing the broad pennant of Commodore Wm Rodgers Taylor, arrived yesterday afternoon in 14 days from San Francisco, under sail. The officers report a pleasant passage, with light head winds the greater part of the time.

LIST OF OFFICERS.

Commodore Wm Rogers Taylor, commanding N Squadron, Pacific Fleet. Commander Wm W Low, commanding Mohican. Lieutenant Wm H Brownson, executive officer. Master Sam W Very, navigator and ordnance officer. Ensigns—H Knox, H B Mansfield, J M Weinright, and R Rush. Lieutenant of Marines, J H Sherburne. Secretary, Ch J Pettit. Chief Engineer, P Inch. Passed Assistant Paymaster, J B Redfield. Surgeon, F E Potter. Assistant Surgeon, J E Gillespie. Second Assistant Engineer, F W Townrow. Mates—Reardon, Hall, Jamisson and McCreary. Boatswain, J T Choate. Gunner, J S Grainger. Sailmaker, R E Tatem. Carpenter, — Dwyer. Captain's Clerk, R Baker. Paymaster's Clerk, — Mansfield.

MASONIC FUNERAL.—The funeral of the late James McCulloch, took place yesterday and was numerously attended by the Masonic Fraternity. The deceased was a member of Victoria Lodge, No 783, under whose auspices the ceremonies were conducted, but the attendance from the District and Provincial Grand and other Lodges was very large. The procession marched from Masonic Hall to St John's Church, where Rev Mr Jenns read the burial service of the Church of England and the choir sang appropriate music. Upon arriving at the cemetery the Masonic Funeral Service was read by Mr Henry Nathan, W M of Victoria Lodge, and the body was consigned to the grave. Mr John Gordon McKay acted as Director of Ceremonies.

QUEEN'S BIRTHDAY REGATTA.—At a preliminary meeting held at Garrick Head last evening a deputation was appointed to wait on gentlemen with a view to forming a powerful committee to conduct the Regatta on the 24th of May. The list of prizes to be competed for will be published in a few days, and the presence of Her Majesty's Fleet on this station at that time will, no doubt, add to the interest of the occasion.

THE California reached Portland on Saturday.

PEACE RIVER SILVER LEADS.—It was reported yesterday that a silver location has been made on Vitalie Creek for one of the early prospectors of the Peace River country. The law is very liberal—allowing a block of 500 acres to every company of ten men, for prospecting purposes, for two years.

THREE DELEGATES.—The message of His Excellency the Governor intimates that three members of the Council will be deputed to bear the Confederation Terms to Canada. Wonder if the members of the delegation will all be opposers of Popular Rights and Responsible Government?

THE Enterprise resumes her semi-weekly trips to-day. It is thought that the Onward experienced but little difficulty in reaching Yale and that she will return to New Westminster to-day. The number of passengers and the amount of goods forwarded to-day will be large.

NANAIMO COAL EXPORTS for the quarter ending Mar. 31st, 1870—To San Francisco Ship 70 tons 10 cwt. Vessels sailing 7700 tons, 5 cwt. Total 7718 tons.

POLICE COURT.—Two American side Indians were fined $20 and $15 respectively for landing potatoes without a permit; and an Indian, arrested upon suspicion of robbing Fell & Finlayson's store, was remanded.

THE trading sloop J Thornton arrived from the West Coast yesterday with a cargo of furs, skins and oils. She sailed from Barclay Sound on Friday last.

SOME rogues having injured or stolen Western Union Telegraph Company's property, a notice appears this morning.

THE North German bark Marie arrived on Sunday from San Francisco. She is bound for Utsalady and will load with lumber there.

RACES will be held at Beacon Hill on the Queen's Birthday, under the Governor's patronage.

THE Zealous will sail from San Francisco for Victoria on the 17th inst.

A DANDY.—The days of dandyism are gone forever. When King Brummell was deposed it lost its most powerful support and its grandest exemplar. It made its last and bravest stand in that gallant regiment, the Tenth Hussars. In Dublin, the Tenth, when quartered in the city—in the dandy days of 1862 or thereabout—made themselves famous by their exclusiveness, their puppyism, and their affected sublime horror of the Irish barbarians. Many stories have been recorded of their entire disregard for the feelings of the people, high and low, with whom they were placed. Most of these stories were unfounded but some and those the most harmless, have been preserved. I will relate one which I think is worth keeping, and which I belive has not found its way into print. Lord E. F., in the Tenth Hussars, sauntered one day into the Royal Arcade, Dublin. After looking about him he walked into a glover's shop and selected a pair. While trying them on he inquired of the old lady behind the counter what he was to pay. 'Two and ninepence sir.' 'Two and ninepence!' he exclaimed, lifting up his eyebrows: 'how much is two and ninepence?' 'Three shillings all but three pence,' replied the lady smiling. 'Aw' he said three shillings I see' He took out his purse and placed three shillings on the counter. The shopwoman opened the till drawer, took from it three penny pieces, folded them in a bit of paper and handed them to the officer. 'Your change sir' 'My change! oh! aw! yeas! very!' He went on fitting on his gloves, 'Pray have you a porter?' 'There is a porter in the Arcade. Shall I call him, sir?' 'Oh thank you; too much trouble, I am sure! aw!' 'No trouble at all sir' The old lady went to the door and beckoned to some one in the distance. A man in faded blue and yellow entered the shop. 'Here's the porter sir,' said the lady. 'Oh! aw! thanks, I'm sure,' 'rejoined the officer. 'My man' turning to the arcadian official 'do you know the Portobello, sir?' 'Sure and it's meself that does. Haven't I a cousin in No 5 troop of the Tinth Hussars?' The officer, handing a card to him pointed to the pence on the counter, and said, 'Take that luggage to my servant at this address, and here's half a crown for your trouble.'—*English Paper.*

'No man in England thinks of blacking his own boots,' said an Englishman to Mr Lincoln. 'Whose boots does he black?' Mr Lincoln quietly asked.

A lazy fellow once declared in a public company that he could not find bread for his family. 'Nor I,' replied an industrious mechanic, 'I am obliged to work for it.'

'What brought you to this prison, my colored friend?' 'Two constables, sah.' 'Yes, but I mean had intemperance anything to do with it?' 'Yes, sah, dey was bote of 'em drunk.'

A white boy met a colored lad the other day and asked him what he had such a short nose for. 'I spect so it won't poke itself into other people's business.'

Visiting the "Monarch" at Annapolis.

A special dispatch to the New York *World*, dated Washington, Feb. 25th, says:—

This morning the high public officials of Washington and their guests set out for Annapolis, on an official visit to the Naval Academy and the British iron-clad Monarch.

Four of the finest cars on the Washington and New York Air Line Railroad, under charge of Special Conductor Blake, were provided for the the party, which numbered in all about two hundred persons. Cards of invitation had been previously issued by Secretary Robeson, Admiral Porter, and Commodore Worden, so that the party could not have been more select.

At 8.25 a. m. the train left the depot arriving at Annapolis Junction at 9 10. Here a locomotive was in waiting, and at 10 30 the distinguished company reached Annapolis.

The city was well thronged with visitors, and a large crowd had assembled at the depot, comprising several of the oldest families of Annapolis and numerous representatives of members of the Maryland Legislature.

A little after 12 o'clock the party embarked in two divisions on board of the tenders Phlox and Mercury, and steamed away to the Monarch, which lay about five miles distant at the mouth of the Severn. The water was smoother than it had been for several days past, and the trip occupied but little time.

As the two vessels neared the great iron-clad which floated without any preceptible motion on the surface of the water, a shrill whistle and the gruff voices of a half a score of boatswains were heard, and the next moment the rigging and spars of the vessel were alive with sailors, who clambered out on the yards and lined the pendant ropes until the head became dizzy at the sight of what appeared—their critical position. The movement was beautifully executed, a veteran Admiral of the navy remaking that he had never seen it more cleverly performed.

Captain Commerell and the whole body of his officers were drawn up on the deck of the Monarch. As the Phlox closely attended by her consort, touched the vessel's side the latter, owing to bad steering, partially stove in her starboard paddle-box, and the accident created for moment no small degree of confusion. The boats were safely coupled however, and, ascending the gangway with the whole ship's crew peering curiously at them over the iron-plated sides of the Monarch, the company reached the deck amid a crash of music, and greeted by the military salutes of the English officers and marines. The brilliant uniforms of the latter, and their martial bearing, made the scene a striking one.

A moment was spent in looking at the towering proportions of the vessel as they appeared from without, after which Captain Commerell led the way below, and assisted by his officers, proceeded to explain in detail the various objects of interest as they severally presented themselves. The turrets were made to revolve, and the ingenious yet simple mechanism producing the movement caused the scientific portion of the visitors to make minute and searching investigations as to its mode of operation. Judging from what was said, our naval architects will be likely to learn a profitable lesson from their visit.

In accordance with the previously expressed wish of Mr Thornton, the British Minister, fires had already been kindled on board of the Monarch, and, while the visitors were being regaled at a sumptuous collation in the after cabin—the same where the remains of Mr Peabody lay in state—the anchor was hoisted and the vessel was put under headway and headed down the bay. So noiselessly did the huge mass of iron leave its ocean bed that hardly a soul knew when the ship first began to move.

The announcement that the turret 600s pounders were to be fired, drew everybody with a rush to the spar deck, wherethey waited with breathless interest the signal to begin firing. The report of the two guns, one containing a solid ball and the other a shell, was absolutely deafening, although the spectators were removed from the turrets for at least thirty yards. The ball struck the water about three-fourths of a mile off, and immediately sank; but the shell continued its flight for some distance further on, finally exploding on its second ricochet with a hollow roar and sending up a column of water into the air to an astonishing height. A second shell was subsequently fired at a higher elevation, and the effect was even more startling.

The Monarch steamed about sixteen miles down the bay, when she headed for home, arriving after a most delightful trip, in which music and dancing were prominent and most agreeable features.

On returning to Annapolis, Commodore Worden extended to a few of his particular friends the hospitalities of his house; and here the party lingered until the lateness of the hour proclaimed the necessity of once more taking train for home.

To make little boys' trowsers last, when you make a suit of clothes for them, finish the coat first and by so doing you will make the trowsers last. It is the only way the thing can be done.