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DAVID W. HIGGINS.

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D. W. HIGGINS.
Victoria, V. I., August 12, 1869.

"To be or not to be? That's the
Question."

The Toronto *Globe*, of the 21st July, has a leading article upon the subject of "Northwestern Lines of Communication." The article is characterized by that ability which has long entitled the *Globe* to occupy the front ranks in the Press of the Dominion. We have perused the article with care, not altogether unmixed with alarm. It depreciates the immediate construction of a railway as the means of opening up the Northwest Territory, a scheme which it has reason to think the Government entertains. Many persons, it says, depreciate water communication, and lay great stress upon the necessity of railways for winter travel, "but it should be remembered that the great works of settlements throughout North America have been accomplished by water communications; and that, even now, notwithstanding the multiplicity of railways in the United States, the highly taxed navigation of the Erie Canal conveys the bulk of the produce of the northern country." Alluding to Canadian experience, it says: "It is but fifteen years since the whole of Canada was entirely dependent upon its summer navigation for the means of transit, and even now the produce conveyed upon its railways to its ultimate market is comparatively insignificant." "So far as winter travel to and from the Northwest is concerned," continues our contemporary, "we apprehend that we shall be supplied to a reasonable extent by the American railways. It will certainly be possible to go from any part of Ontario or Quebec by Chicago and St. Paul to a point very near the centre of North-Western civilization." "A railway," he continues, "entirely through Canadian territory is, of course, to be desired to open up the country, and to make us entirely independent of American lines of communication. We hope it may yet be built; but it will never supplant the cheaper line by lake and river. To make the Northwest a farming country, cheap transit to the East is a necessity, and there are few tracts in any part of the world so prolonged as that between the Upper Saskatchewan and the Gulf of St. Lawrence, which can be performed at so small an expense. It is a fine idea, that of railway communication through British territory from the Atlantic to the Pacific; but for our purposes a cheap water route to the Saskatchewan Valley is worth infinitely more, since it will develop the resources of the Northwest effectually." Respecting the great facilities presented for water communication, our contemporary says: "We possess in the navigation of Lakes Huron and Superior, and also Rainy Lake and River, and the Lake of the Woods, the means of obtaining access

to Lake Winnipeg and the 1500 miles of Saskatchewan River navigation which lies beyond. Only 250 miles of railway are needed to open cheap and expeditious navigation to the extent of nearly 3000 miles. An expenditure of \$6,000,000, or thereabouts, will give us 3000 miles of travel; whereas the construction of a railway from Ottawa to Fort Garry could not cost less than \$30,000,000—an amount utterly beyond the power of the Dominion to supply at the present time." Now, we are not disposed to dispute the facts, any more than we are inclined to treat lightly the figures of our contemporary. There can be no question about what the great water system has done, is doing, and, doubtless, will continue to do for Canada. No person of sense will fail to recognize the enormous value to the Dominion of the marvellous advantages it possesses in the water system extending to the base of the Rocky Mountains. That system, if properly appreciated and taken timely advantage of, must, to a very considerable extent, throw the great output of Northwestern productivity into Canadian channels. But the feeling of alarm to which we alluded in the outset, is the result of the obvious fact that our contemporary fails to view this whole subject from a national standpoint—a point sufficiently elevated to permit of a view beyond the great continental watershed. If the Dominion is to be bounded on the West by the Rocky Mountains, the theory propounded by the *Globe* may possibly meet all purposes; although even in that view, we venture to question his theory about using American railways in the race with American progress. In dealing with the past history of Canadian territory, the *Globe* falls into a very grave error. Fifteen years ago Canada was a plodding Province; now it is an Empire, a nation, to which, however important *quod* may still be, *pluch* has become a *sine qua non* to success. Our contemporary appears to regard the extension of the Dominion to the Pacific as a thing far away in the future, and the great work of the Government as being bounded by the recently acquired territory. Without pausing to express surprise that such sentiments should find place in the columns of a paper hitherto remarkable for great breadth of view upon this subject, we venture most emphatically to tell our contemporary that if the Canadian Government should unfortunately adopt such a policy as he appears to indicate, if its policy and ambition do not seal the Rocky Mountains, if the extension of Confederation and of overland railway communication to the western rim of the continent are to be left in the chilling fogs of a distant future, the *bulwarks of the Dominion will never be laid by the waters of the Pacific!* This is no age for feckless waiting. Westward the course of empire is rushing; and the battle will be for the swift and the strong. The British Columbia apple melloves fast, and must ere long fall into the lap of whomever is ready to receive it. These words are not used as a threat. They are an expression of painful apprehension—designed as an anxious warning. The Dominion must strike a decided blow; and she must strike at once!

The United Kingdom and the New Dominion.

There are many persons even in this little community who harbor the impression that Great Britain desires to sever all connection with her North American Possessions, and that this desire is really the secret of her Confederation policy. We have always differed from this view, and feel gratified therefore, to find the London *Daily Telegraph*, a paper which enjoys the largest circulation of any daily paper in the world, and is, moreover, the organ of Mr Gladstone, declaring positively that "there is no desire in Great Britain to send the Colonies adrift or to loosen the ties which bind them to the mother country, so long as they wish to maintain the connection." The *Post*, another London paper, referring to the same subject, remarks that "England has no desire to shirk her own responsibilities or obligations, or to feel other than affection and confidence towards those who desire to uphold the glory and power of the empire. There are questions mainly of military aid or defence with regard to which controversies have arisen and may again arise; but these matters do not necessarily affect the main point which is that so long as the colonies are willing to continue their relations with the United Kingdom we shall remain faithful to the compact." If we add to these newspaper declarations a passage from Mr. Cardwell's letter to Earl Granville, we shall have made out a tolerably strong case. The letter bears date January 29th 1869, and reads as follows: "Regarding Canada as a most important and valuable part of the empire, and believing the maintenance of the connection between the mother-country and the colony to be of the highest advantage to both, it is far from being the view of Her Majesty's Government that the general military power of the empire is not to be used in the protection of this part of Her Majesty's dominions."

Friday August 13
From NANAIMO.—The steamship *Gussie* Telfair, Capt. Sholl, laden with coal, came down from Nanaimo yesterday afternoon. The Telfair will sail for Portland at 5 o'clock this morning. Later in the evening the Sir James Douglas arrived from the same port. On Monday night the inhabitants held a meeting to consider how they would raise the local quota of school funds, Mr. Bale in the Chair. But few parents were present. A number of single men appeared determined there should be no tax and Rev. Mr. Garratt took the position that able-bodied persons should not be called upon to pay anything towards education. He proposed a tuition fee of 50 cents per head per month, which was carried. The meeting was disorderly and there was an evident desire on the part of bachelordom to break it up and smash up the present school. It failed, however, and the Trustees are determined to make a direct appeal to the parents, but few of whom were at the meeting. The ship Grace Darling will be loaded on Wednesday.

ARRIVAL OF THE STEAMSHIP G. S. WRIGHT.
The steamship George S. Wright, Capt. Rogers, arrived from Portland, via Astoria and Port Townsend, at 11 o'clock yesterday morning, bringing 30 passengers, English and American mails and express and a full freight. With commendable foresight the Wright was detained by Mr. Neustadt two days and a half at Astoria, where she received on board the passengers, mails &c., that left San Francisco on the 5th inst. We are placed under obligations for files of papers and other favors to Parer Neustadt, Mr. T. H. Long and Wells, Fargo & Co.

Governor MURRAY arrived at New York city on the 13th July, and was to have left for San Francisco by rail on the 22nd. Mr. Long, who arrived yesterday, left New York on the 22nd July. His Excellency had not arrived at San Francisco on the 5th inst., the day appointed for the sailing of the *Oridamme*, but his baggage reached San Francisco on the 4th. It is possible his Excellency stopped at Salt Lake for a few days, and we think he may be safely looked for on Wednesday next, by the steamer which is announced to sail to-morrow for this port direct.

LOCAL BRIEVES.—One of the Geo. S. Wright's propeller-fans was broken off on her upward trip to this port, and the steamer will await here the arrival of a new propeller from Portland. The steamer *Enterprise* will sail some time to-day for New Westminster. Two Indian whiskey sellers were disposed of by the Police Magistrate yesterday. The Licensing Court has again refused to grant a license to the Park Hotel. Stevens, of the Spanish road inn, got a license yesterday. Fell & Co., grocers of Fort street, were licensed to sell by bottle.

IDAHO'S AFFLICTIONS.—The Idaho Statesman says: "George Francis Train threatens to come to Idaho. Great God, and has it come to this! What have the people of Idaho done that they must bear this affliction? They have suffered old Kale, been murdered by Snake Indians, endured democratic majorities, and for two years tolerated Dennis O'Pigg, but Train is too much. Let us hope that an overruling Providence will change his purpose, and turn his footsteps in another direction."

IMPORTANT FOR SEATTLE.—The Chicago *Advance* says: "Within eight months of the present time ground will be broken for the construction of the Northern Pacific railroad, which is to extend from Duluth, at the head of Lake Superior, 1,774 miles to Seattle on Puget Sound, thus forming the shortest possible link between the waters of the Pacific ocean and those of our Northern Lakes."

TOO HORRIBLE TO BE BELIEVED.—A boy and girl, who had been bitten by a dog presumed to be mad, were put to death by the family physician—the parents consenting. The boy was bled to death, and the girl smothered with pillows. This happened in the State of Wisconsin.

The London *Medical Times and Gazette* says: "We are not revealing medical secrets, but simply stating what is well-known to Her Majesty's inner circle, that the presence of a crowd, or the accession of persons who are presented at Court, produces on her nervous system the giddiness and other symptoms common to landmen at sea."

LAY IN YOUR STOCKS!—Flour in Oregon is advancing. The Jacksonville *News* says that last week flour advanced from two dollars per hundred—for years its standing price—to three dollars per hundred, and will probably go up to four dollars. The short crop of wheat, and a lack of water to run the mills, has caused the rise.

The shipment of coal from Nanaimo last month was 5,175 tons.

The fare on the Pacific railroad emigrant trains, will be fixed at \$50 from New York to San Francisco. California fruit will be carried at 5 cents per lb, greenbacks.

The H. B. Co's bark Prince of Wales reached London on the 22d July, and will be put on the berth again for this port.

DIRECT STEAMER.—The John L. Stephens will leave San Francisco for Victoria and Sitka to-morrow.

AT SHANGHAI.—Capt. Franklin, Governor of the Seychelles Islands, has arrived at Shanghai, China, on route to the Mauritius.

The Bermuda floating dock has arrived safely at its destination.

Editorial Notes.

Elsewhere will be found an account of a most sanguinary battle recently fought in Japan, calculated somewhat to undeceive the "outside barbarians" as to the character, attainments and martial prowess of these singular people.

The Rev. J. Baldwin Brown, one of England's ablest Independent ministers, had expressed in a letter to the *Daily News* his suspicions that the outbreak of almost fierce antagonism to the Voluntary Principal exhibited by the Lords may be due to something of the same feeling which made St. Paul (Saul) "exceeding mad" against the Christians just before his conversion.—i. e., to that last rebellion of the whole nature against a disagreeable conviction which is slowly mastering you in spite of yourself. We have no doubt Mr. Brown is right.

It is stated that the memorial of the Scotch members for a Secretary for Scotland is likely to meet with a highly favorable response from the Government. It is thought that when the change comes into effect it will, in all probability, not entail the creation of any additional office, but will be given effect to in a great measure upon the basis of the extra official arrangement which worked so well when Mr. Gordon was Lord Advocate. The London *Scotsman* thinks that most probably the purely legal functions of the Lord Advocate will be entirely relegated to the Solicitor-General, who will be a fixture in Edinburgh, and to Mr. Moncreiff will be assigned dignities and duties which belong to the ancient office of "Queen's Advocate."

The promoters of that great enterprise which concerns us so much—the St. Paul and Pacific Railway—would appear to be thoroughly alive to the necessity for haste. The *St. Paul Pioneer* says that the President of the St. Paul and Pacific Railway Company received a cable dispatch from Mr. Litchfield of London, who represents the English capitalists interested in the construction of the road, asking if it would be possible to finish the track through to Red River the present year. President Becker, after conference with the contractors replied in the affirmative, and on the 13th July received answer directing the completion.

In dealing with the approaching Agricultural and Horticultural Exhibition we alluded to it as a local movement, confined to Vancouver Island. Let an erroneous impression should get abroad it may be well to explain that although the Exhibition may be considered as under the auspices of a Society more or less local, yet it will be open to all parts of the Colony. It will have been observed that gentlemen residing on the Mainland are among the Directors, and it is well that it should be distinctly understood that competition is invited from all parts of the Colony. We believe the suggestion to increase the attractiveness of the Exhibition by having a dance for the young folk in the evening is likely to be favorably entertained by the Directors. The custom of having a dinner is all very well in its way, but it is just a trifle selfish and unsocial, inasmuch as the ladies and young people seldom participate in it.

English Mail Summary.

Our papers are to the 17th July—Letters to the 18th.

The affairs of New Zealand were occupying public attention. Lord Bury was to bring their condition before Parliament on the 22nd July. The London *Standard* pleads the Colonial cause eloquently, and implores members of Parliament to look upon New Zealand as possessing more importance than an obscure worm, which is turning because accidentally trodden upon in the necessary struggle for existence. The real issue, says the *Standard* is this:—Whether we are to compel our colonies to seek first independence, and then assistance from foreign powers, directly the duties of empire become in the least degree burdensome to us, or not? There are signs that the Spanish Government want to sell Cuba. The New Govern-

ment waste money, and the new Captain General appears to have little hope of subduing the island. This result is accepted by the *Times*.

Great efforts are being made by the Russian Government to complete the railway communication between the capital and the several provinces of the Empire.

The probability of finding coal beds in the London basin is again mooted, and scientific evidence is quoted in support of such expectation.

Irish troubles continue. An Orange party, returning from a sham fight at Scarva, were pelted with stones in Lurgan. In retaliation they wrecked 17 houses opposite the nursery bank, the stables, furniture, and rooms, and made a bonfire of them. Hostile crowds assembled, and great excitement prevailed. Troops were sent for, but all is quiet.

In Newry the Orange Hall was attacked and the occupants fired on the crowd, wounding three persons slightly.

At Drumshambo, county Antrim, a band of Fenians with a green flag, paraded all the night, shouting and throwing stones. There was no Orange display.

The Wimbledon Volunteer Meeting was very successful, the weather being magnificent. The Scottish marksmen have been remarkably fortunate, having won the Queen's prize (carried off for the second time, by Angus Cameron), the Echo Shield, and the International Champion Prize. The Irish competitors have also distinguished themselves.

A petition against the return of Mr. C. Seely, Jan., for Nottingham will be heard shortly before Mr. Baron Martin.

The result of a subscription for the benefit of Mr. George Hudson, once known as the Railway King, has been the purchase of an annuity of £512 for the remainder of his life.

Admiral Hornby reports in his letter from Madeira on the 2d of July the arrival of his squadron at Madeira on the 1st of July, and that the *Borosa* joined him on the 2nd inst., and would proceed with the squadron to Bahia the same evening.

Father Gavazzi, in a letter to a friend in the north, says "that a crisis in Italy is approaching," and "that he is preparing for the great crusade."

One of the largest iron ships of war ever yet built has been laid down at Pembroke Dock, and she is to have the name of Thunderer. A number of heavy armour-plates have arrived to be used in her construction, and when completed it is expected she will be the finest vessel of her class in the British navy.

Accounts from New Zealand speak of the probable death of Te Kooti, the rebel chieftain, but the situation in the disturbed island is still serious.

Mr. H. A. Chubbill, C. B., Her Majesty's Consul and political agent at Zanzibar, has just arrived in England. We are happy to hear that Mr. Chubbill speaks with confidence as to the safety of Dr. Livingstone, from whom he has had letters of a date more recent than that of his reported murder. It is Mr. Chubbill's opinion that Dr. Livingstone, having heard of the discovery of the northern portion of Lake Albert Nyanza by Sir S. Baker, has directed his route in search of the southern boundary of that lake, and that in the course of a few months it is probable that further news will be heard from Dr. Livingstone himself.

HORRIBLE AFFAIR AT GILROY.—A Boy Shoots His Playmate.—The Gilroy *Advertiser* has the annexed sad story:—

On Thursday last Albert Cochran, a boy 11 years of age, shot and killed Samuel Henry Harris, aged 18 years, under the following circumstances: The parents of the two boys live at Gilroy, in adjoining houses. They boys and other children were at Cochran's house, the parents being absent, amusing themselves at play. Albert went into an adjoining room and was followed by Harry. Albert forbade him going into the room. Harry insisted. Albert told him if he did he would shoot him. Harry continued to advance, when Albert grabbed a shotgun standing near him, and pointed it at him, cocked and fired, the charge entering the abdomen from the front. The gun is an extra large one, stubby and twist barrel, and was loaded with No. 7 shot. At the time the gun was discharged Harry must have been within one or two feet of the muzzle, as his clothes were all fired and badly powder burnt, and the entire charge, wadding and all, passed into him. The boys ran out of the house, and an elder brother of the wounded boy, hearing the report of the gun and the screams of the boys, ran towards the door and saw Harry who was standing at the door leaning against it with his hand over the wound. Harry cried out, "Oh, my brother, I am dead; Ally has shot me." The brother then tenderly conveyed him to his house adjoining, and summoned physicians immediately. The boy who did the shooting, it appears, fully understood the situation and ran off to a neighbor's, where his mother had been visiting. The physician came, and an examination satisfied him that the wound was mortal. This information was imparted to the almost distracted parents, brothers and sisters. Little Harry lived till half-past 11 o'clock that night when his immortal spirit took its departure from the earthly tenement to meet Him who has said, "Suffer little children to come unto me." Harry summoned all his playmates, and as they stood around his dying bed he called their attention to the horrible, fearful wound in his abdomen, admonishing them of the terrible results of shooting a fellow being. He then sent for Albert, the boy who fired the fatal shot. Upon entering the room in company with his mother, he was told to kneel and ask Harry's pardon, but before the words could have utterance, Harry spoke up and freely forgave him.

TO BUSINESS MEN.—ORDER YOUR Billheads, Blanks, and Circulars, at the BRITISH COLONIST Job Office.