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given in the wrapper on g complaints, which these

Indigestion, Listlessness, Loss of Appetite, they tely to stimulate the stomy tone and action.

int and its various symptoms, Sick Headache, Sickness, Bilious evers, they should be judiciously used to correct the diseased ructions which cause it. Diarrhea, but one mild ve, will be found a sure cure.

Gout, Gravel, Pain in t, Pain in the Side, y, should be continuously nge the diseased action and change those complaints

Epidemical Swellings they and frequent doses to prevent c purge.

arge dose should be taken effect by sympathy.

e one or two *Pills* to produce the stomach, mulates the stomach and on, restores the appetite, gm. Hence it is often an tions derangement exists, ell, often finds that a dose feel decidedly better, from effect on the bowels.

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e of the most destructive n, this unseen and unfelt mines the constitution, feebling or fatal diseases, of its presence. Again, throughout the body, and occasions painful developions forms, either on the in. In the latter, after- emitted in the lungs or in the liver, or it shows on the skin, in foul ulcers body. Hence the occa- this *Sarsaparilla* is ad- ive symptoms of disease, d with the following com- mediate relief, and in f this *SARSAPARILLA*, *Rose or Erysipelas, Salt Rheum, Ringworm,* and other eruptions or *ous* disease. Also in the *Dyspepsia, Dropsy, Epilepsy, Neuralgia,* affections of the liver and *Mercurial Diseases* long time is required for maladies by any medicine, of this medicine will cure *Blotches or Pimples, Ulcerous Diseases,* are completely cured by its g effect. Minute Directions in our Almanac, supplied gratis, and *Relief*, when of extraneous matters ly is it, as also *Dyspepsia, Congestion or Inflammation, Jaundice*, when arising, drinking poisons, *Liver Complaint*, is a great restorer and vigor of the system. and *Listless, Depressed* bled with *Nervous Apprehensions*, or any of the affections ease, will find immediate evidence of its restorative

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nesday night.

THE WEEKLY BRITISH COLONIST.

VOL 11. VICTORIA, VANCOUVER ISLAND, WEDNESDAY, MARCH 30, 1870. NO. 14.

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DAVID W. HIGGINS

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The Toll-Gate Question.

Allusion was made in these columns some time ago to the report of the Select Committee appointed by the Legislative Council in the early part of the present session for the purpose of considering a petition from persons residing west of the Clinton tollgate. It will be remembered that the committee recommended the removal of the Clinton gate to Soda Creek as a means of placing all parties on as fair a footing as possible; and also the assimilation of the Ordinances under which tolls are collected, with a view to confining the exaction to upward bound freight, permitting animals, vehicles and down freight free passage. In alluding to the report of the Committee we were disposed to regard the change recommended therein as being in the general interest of the upper country; but in that we were guided entirely by the representations of those who were presumed to be familiar with the geography of that section of the country, as well as with the interests and wishes of its inhabitants. It would now appear that the Committee were mistaken both as to the practical consequences of the removal of the toll-gate and the wishes and interests of the people. We are led to believe that so far from catching all the freight, and thereby placing all upon an equal footing, the presence of the toll-gate at Soda creek would cause a very large portion of the trade to diverge and escape the toll, and that even now a large amount of trade passes through a trail leading off on this side of where the toll-gate would be placed. Yet this is not the worst. At present the great bulk of the flour manufactured in the colony starts from beyond the Clinton gate, all of which would, by the removal, come in for a toll of $2 a barrel, a result which would be both oppressive and ruinous. Nor is this all. Large transactions have taken place on the faith of existing conditions. Mills have been built and large quantities of last season's grain purchased which would be affected most injuriously and ruinously by the sudden removal of the toll-gate to Soda Creek. There are, in fact, 'vested rights' which Parliament should take into consideration in connection with this matter. We believe it is the intention of Mr Barnard to move in this matter to-day, with a view to giving the recommendation of the Select Committee its quietus, in order that the public mind in the interior may be reassured; for we are told that the feeling produced would be likely to interfere materially with the breadth of spring sowing. There is little reason to doubt that the toll-gate will be permitted to remain where it is, for the present at least; but that would form no sufficient reason for leaving the whole matter as it stands. The Select Committee recognized the existence of a grievance in respect of those residing West of Clinton. It appears to us, therefore, that with the single exception of removing the gate, the recommendation of the Committee might be carried out. The importance of permitting down freight to pass free may possibly not be generally understood. The exemption for the present is confined to articles of export, chiefly fleeces and furs—articles which cannot now be moved on account of the road tolls. One firm alone has 7000 fleeces; others have large quantities, besides no end of furs, all of which would find their way to the seaboard were these taxes removed. But more than this should be done. Colonial flour should be permitted to pass free. Colonial grain now passes free; and why? Simply to protect and encourage its production. Do we want to encourage the wheat-grower with the one hand and discourage the manufacturer of flour with the other? Nothing could be more unwise and inconsistent than to encourage the production of wheat by the remission of a toll, and turn round and clap the same toll upon the flour made from it. Let colonial flour pass free. It has enough to contend against already without being subject to a toll of $2 a barrel. Now is the time to encourage the farmers and millers in the interior, in order that they may make provision for the larger population in the immediate future.

Tuesday, 29th

Legislative Council.

MONDAY, March 28.

Council met at 1 p m.

FLOUR MILL.

Mr DeCosmos presented a petition from sundry farmers asking a subsidy for a flour mill as a protection to growers of wheat.

Ordered to be printed.

GOLD-WASHING MACHINE.

Dr Helmcken presented a petition from Phillip Cadell asking for a grant of $250 to aid him in constructing a gold-washing machine.

Read and ordered to be printed.

REGISTRATION OF TITLES BILL.

Dr Helmcken presented a petition from the Banks and large property-holders in the city against the passage of the Registration of Titles Bill; which was read and ordered to be printed.

COASTING TRADE.

Mr DeCosmos gave notice to ask the Attorney General to-morrow if it was the intention of the Government to bring in an Ordinance respecting the coasting trade of the colony.

FLOUR MILL.

Mr DeCosmos gave notice to move that the petition for a subsidy for a flour mill be considered on Wednesday.

ORDERS OF THE DAY.

The House went into Committee of the Whole on the

COURTS JURISDICTION BILL,

Mr Ball in the Chair.

The bill was amended and reported complete. Ordered to be read a third time when printed.

TRADES LICENSES.

Mr Humphreys stated that the farmers at Lillooet were compelled to pay a license for selling their own produce, such license not being collected in any other district.

The Attorney General replied that it was not proper to answer such a question in this place. It was a proper question for the hon gentleman to submit to his legal council.

Mr Sanders said the farmers at Lillooet sold their flour like any other traders, and he considered the law compelled him to exact a license.

Mr Wood said it was strictly a question that should be answered by the Attorney General.

ROAD TOLLS.

Mr Barnard moved that the report of the select committee on road toll be taken up.

Put on the orders of the day for Tuesday.

TELEGRAPH CUSTOMS BILL.

The Attorney General moved that this bill be read a first time.

Dr Helmcken moved that the bill be read this day six months.

Mr DeCosmos seconded the postponement.

Mr Alston moved an amendment to refer the bill to a special committee to report to the Council the best means for supporting the telegraph line.

A long discussion ensued and the bill was finally referred to a special committee.

The following members were appointed:—Messrs Trutch, Hamley, Alston, Barnard and Drake.

RUNNING AT LARGE.

Mr Dewdney obtained leave to bring in a bill to prevent entire horses and bulls from roaming at large.

SETTING FIRES.

Mr Holbrook moved that an address be presented to His Excellency asking that provision be made for preventing parties setting fires in the neighborhood of saw mills.

Passed.

SALARY OF OFFICERS OF VICE ADMIRALTY COURT.

Mr Wood moved that his Excellency be respectfully requested to ask the Imperial Government by such means as may be deemed advisable to provide for the payment of the Judge and Registrar of the Admiralty Court of British Columbia by salary and not by fees.

Mr DeCosmos moved the following amendment:—That the duties of the Judge and officers of the Admiralty Court, except the Sheriff, be performed by the officers of the Supreme Court, and that the fees of such court go to the general revenue of the colony.

COURTS JURISDICTION BILL.

Read a third time and passed.

SCHOOL ORDINANCE.

Mr Alston introduced a bill to amend the Common School Ordinance, 1869, which was read a first time.

GAME ORDINANCE.

Leave was granted Mr Dewdney to introduce a Game Ordinance.

House adjourned to meet at 1 P. M.

The Police Judge, Sawyer, of San Francisco is an original in his line. A few days ago a teacher in a public school was brought before him for beating a refractory pupil and was sentenced to six months imprisonment. On the same day a girl was charged with stealing bread to satisfy the cravings of hunger. The Judge fined her 25 cents and paid the fine himself.

HO! FOR PUGET SOUND.—The talented and natural artist George Paunceofort, in connection with that veritable son of *Momus*, Ellerton, have arranged a dual entertainment and will leave Victoria for a short season in order to give our American cousins a taste of their quality. Their programme will be of a novel and varied character, which they call 'A Budget of Odds and Ends,' the bill of fare being of an emotional, humorous and musical character. We have very much pleasure in stating that both these gentlemen possess unmistakeable and decided ability and that of no common order of merit. The ease and delicacy of finish that Paunceofort enlivens and colors his pictures can only be reached by an actor who has mingled with talented people and associated in the best professional school, while Mr Ellerton, in a broader and more humorous degree, has the same qualities in an inverse ratio. We wish them the best of fortune and a quick return to Victoria.

BILLIARDS.—Mr Cook, a professional billiard player, is said to have worked a revolution in the manufacture of billiard tables. It is of no use to play with him or anybody like him, for he can invariably pocket the red ball at the first stroke; and on one occasion did so 394 times in succession. Skill like that reduces billiards to a single stroke and it has, therefore, been decided at a conference of players and table makers to put the 'spot' an inch nearer to the top cushion, reduce the width of the pockets from 3¼ to 3 inches, to square the corners and increase the diameter of the balls to 2 1-10 inches. Would it not have been simpler and easier to alter the rules and forbid more than one 'spot stroke' in succession?

'AN EARLY HERO OF THE PACIFIC.'—Such was the subject of a highly interesting lecture delivered at the Mechanic's Institute last night, by the Rev Thomas Somerville, M A. The lecture was well attended, well delivered and well received. The Hero, David Douglas, came here in 1826 from Scotland and passed ten years on the Island and Mainland, subsequently visited the Sandwich Islands and lost his life there accidentally. The botanical and other researches of Douglas were of the most thorough and valuable character, and not the least valuable was the discovery of the Douglas pine, which bears his name.

NEW DIGGINGS.—A hunter at Sooke, the other day, shot a bird—a duck—and proceeded to dress that bird for dinner, and in removing that bird's craw he struck good diggings therein, viz., a beautiful little nugget of gold about the size of a grain of corn. The prospect was weighed and the diggings found to average one dollar and ten cents to the craw. The goose that laid the Golden Egg would be a simpleton by the side of a duck with gold in its craw.

SENT FOR TRIAL.—George Beaman, who is mixed up in a most unaccountable manner with the troubles of the O'Dwyer family, and with other affairs of a scarcely creditable character, was yesterday sent for trial before the Court of Assizes, upon a charge of imprisonment of felony in connection with the Colonial Hotel robbery.

NANAIMO SHIPPING.—The ship Shooting Star, with a cargo of coal, sailed on Saturday last for San Francisco. The bark Atalanta, Capt Hall, in charge of Capt Sabiston, Nanaimo pilot, sailed on Monday last for San Francisco with 1400 tons of coal. Upon getting outside the Atalanta encountered terrible gales from the southeast which lasted several days, and she did not reach the Straits until Sunday, when the pilot left her with a favoring breeze, bound on side.

SENATOR WILSON has introduced a Bill into Congress to make prize fighting penal. It inflicts punishment by fine and imprisonment—both on principals and seconds, including surgeons in attendance. The United States Courts to have jurisdiction.

DEATH FROM HEART DISEASE.—A colored man named John Selby died of heart disease at the Royal Hospital on Sunday. Deceased was a native of the United States and had been ailing a long time.

LAND REGISTRY ORDINANCE.—A petition signed by the principal property holders in the colony praying that the Land Registry Ordinance will not pass the Council was in circulation yesterday.

THE British Bark Henry Adderley, 11 days from San Francisco, arrived in Royal Roads on Sunday and sailed same day for Moody's Mills.

THE Alpaca will be brought down on Thursday and will discharge Victoria freight at Dickson, Campbell & Co's wharf.

AN INQUEST will be held in the case of the North Daily Farm fire, and pending that the *suspecta* stands committed.

A New York bachelor saw a nice young woman helping a blind man across the street, and forthwith was introduced, wooed and married the girl. She told her lady friends all about it, and the consequence is that a new society has been started, called the 'Young Ladies Humanitarian Association for Helping Blind Men across the Street.'

According to the *Vatican*, the pope, speaking to the Bishop of Hebron of St. Peter's power of striking dead those who lied to him, said the other day: 'It is unfortunate for the salary of this world that his successor has not the same power as otherwise I should have around me a whole cemetery of kings and diplomatists.'

England and her Iron Walls Compared.

(From the London Times, Feb 19)

The two Great rivals of England upon the sea are France and America. The French began with the Gloire class, with armour about 4½in. thick upon ordinary wooden hulls. The same thickness of armour as the Warrior is carried by the iron-built frigate Couronne. The Flandre, with her class, and the ram Taureand carry plates not quite 6in. thick on wooden hulls. The second rates of the Alma class have 5 8-10in. armour at the water line, and 4 8-10in. and 4in. on other parts of the hull. Their best vessels are of the Marengo class. They have 7 8-10in. armour at the water line, and 6 1-5in. and 4in. on other parts. They carry their 14-in. guns in high towers lifted far above the sea, but not themselves moveable. These towers are open at the top, and the gunners are exposed to sharpnel fire and to the effect of musketry from the rigging of an adversary. In strength of armour, in power of artillery fire, in speed these frigates are much inferior to the Hercules. The Imperial Navy has further certain rams for coast defense only, carrying 8 2-10in. and 7in armour. We may grumble occasionally in England when some slight mischance tells us that our naval guns have not yet reached absolute perfection, but the French are very far behind us indeed. Their cast-iron breechloaders are weak and slow in firing. Secrets of this nature are usually well kept in France, but the effect of their secret system has only been to deceive their own junior officers, and postpone the day of final discovery. An English scientific artillerist knows, without asking questions that the French naval guns must be, from their form and material, very much inferior to our own, nor can the facts of the case be always kept concealed. A well-informed writer in the *Revue Moderne* for December, 1868, shows that our 9in. 12-ton gun is better than all the artillery of France and his conclusion is,—'It must then be confessed, whatever it may cost us, that in an engagement where the artillery would be called upon to play a decisive part, a French squadron would be almost powerless against an English squadron of similar force.' Nothing more is necessary than to say that we entirely agree with the writer.

Still better information has lately reached the Atlantic from America, in the shape of a report from Mr Robeson, Secretary of the United States' Navy. Not only has the Minister to regret a deterioration and a paucity of seamen, but his opinion regarding the state of the ironclad fleet is only equalled in its humility by that of a Select Committee of Congress upon American Ordnance. He states distinctly that, in the event of a war our ships would be uselessly sacrificed, or obliged to find safety in neutral ports, or, abandoning the sea and leaving our commerce to its fate, to seek on our shores the protection of our Monitors and forts. He says that the Monitors are steam batteries not sea-going cruisers. One or two successful experiments have been made showing the capacity of some Monitors for a sea voyage 'under favorable circumstances,' but they could not be used with advantage as cruisers on foreign stations; they are valuable for auxiliary defence on our own shores, but should not be relied upon beyond them. He proposes to build ten ships impervious to the heaviest ordnance afloat, and carrying broadside batteries of heavy guns. But what guns? The Board of Ordnance and Hardware, presented to the Senate of the United States in February last, now lies before us. It is entirely contemptuous both of the American system of large smooth bores, and of the material and manufacture of the guns. It has been our fortune to criticise the American system of Ordnance on more than one occasion. The late Rodman was shown to be a failure during the experiments against the Plymouth Breed water target, but nothing that we have ever said has been so strong as the report from which we quote. When we read that in the attack on Fort Fisher all the Parrottguns in the fleet burst, according to the report of Admiral Porter, and that 'by the bursting of five of these guns at the first bombardment 45 persons were killed and wounded, while only 11 were killed or wounded by the projectiles from the enemy's guns during the attack,' we cannot be surprised at the Committee's recommendations that no more heavy guns should be purchased until the manufacturers have learnt how to make them, or at the chagrin with which they find themselves compelled to state that 'the United States is in the position, today of a nation having a vast coast line to defend, and a large navy without a single rifled gun of large calibre, and a corps of ordnance officers who have thus far failed to discover a remedy for the failure of the guns, or to master the rudiments of the science in which they have been trained at the public expense.' And that there may be no mistake as to their preference for rifled guns rather than for smooth bores, they remark a little further on:—'To return to smooth bores, throwing huge spherical masses of iron with low velocities, is to disregard all modern progress in the science of gunnery, and to go back to the arms in use two centuries ago.'

The Monarch, our latest launched great war-ship, when in fighting order burdens the ocean with a ponderous bulk weighing more than 8500 tons. Her armor plates are ten inches thick on the turrets, seven inches and six inches thick on her sides. Her guns weigh 25 tons each. They throw shot weighing 600lb with an initial velocity of 1212 f. per second, and any one of them strikes a blow the energy of which at 1000 yards from the muzzle, would be sufficient to raise a weight of 5165 tons [considerably more than half the weight of the whole ship, armament and all] to the height of one foot. This tremendous structure has been driven through the sea at the rate of nearly 17½ English miles per hour. But as far as strength is concerned the Monarch will be left far behind by the ships now building in British dockyards, for the Devastation and Thunderer turret-ships are to carry 14, 12, and 10 inch armor plates in front of guns weighing 35 tons each, and the Rupert and Hotspur, specially designed as rams, are almost as strong. Nor is this at all the limit of possibility. Mr Reed long ago designed a ship to carry 15 inch armor plates on her sides and 18 inch on her turrets, and he speaks in his introduction of guns being superseded as a means of attack by ships capable of striking in various directions. The cost of ironclad shipbuilding in England during the past ten years has been, in round numbers, 10 millions, while the total Naval Estimates during the same period have amounted to nearly £117,000. The number of ironclads built or being built amounts to 47.

Mr Reed has given his readers an excellent opportunity for comparing the defensive powers of English and American ironclads by placing side by side drawings of them, which are so simple and suggestive as to need hardly any explanation. We are inclined to be cautious in accepting the rule of resistance varying as the square of the thicknesses for all sizes of iron plates. It is probable that the 10 and 12 inch plates now manufactured in large quantities hardly come up to the strength arrived at by calculation according to the empirical rule; but, on the other hand, the action of large shells on laminated structures may be more destructive than is generally supposed. It is unfortunate that no experiments have been made to show the sort of effect produced by the new guns and projectiles upon American targets. A small amount of uncertainty upon these points still exists, but not enough to leave any doubt as to the enormous superiority of the belt round the Hercules or the whole side of the Thunderer over the strongest targets yet turned out of American dockyards; and the contrast is still more striking if we think of ships as not always set upon a 'painted ocean,' but as, more frequently than not, rolling lazily in a swelling and falling flood and heaving up their glistening sides so as to expose some feet of the surface that is said to be under the water-line. The hotel-ram of an iron-clad, like the belly of a reptile, must always be weak to resist penetration, but there is a vast difference between the depth to which the strong side armor is carried in different models. In the Kalamazoo class of Monitors—the strongest of all American—the upper edge of the lowest block of iron backing is but 18 inches below the water, and at 2 feet 7 inches below the water the plating is but 3 inches thick. The case of the Dictator is still worse. A roll of 24 feet will expose a long strip protected by only by two 1 inch plates, and if she but lean over another six inches there is nothing stronger than 1 inch iron between her interior at a vital part and the rushing attack of the projectile. The English ships, on the contrary, are very strongly plated down to about 6 feet below the water line. The speed of the American Monitors is very small. Altogether, it is clear that the type of ships now being built in England to carry the heaviest guns in turrets are superior, and that to a vital extent, to the best and latest American Monitors in strength and speed, and so far superior in armament that comparison would be ridiculous. Let us not, however, rest content with what has been done. The Monitors first produced were eminently creditable to their authors, and the Americans are not a people to sit down contented with such a state of things when they have once discovered their position. We shall be much surprised if the broadsides which they are about to build will not be stronger than anything now upon the ocean. They have all our experience to profit upon, and it must be the business of our naval designers to take care that the British fleet may never meet at sea a single ship to powerful as to be practically invulnerable.

The Stream that Hurries By.

AN UNPUBLISHED POEM BY THE AUTHOR OF "THE COLLEGIANS."

The stream that hurries by yon flow'ry shore,
The wind that dries it moth'ring dews away,
Shall murmur and sweep on through ages gone,
Nor aught shall stay.

Those fallen leaves that strew yon cardon bell,
For aye are dead,
Of laugh, of jest, of mirth, of pleasure past,
Nothing shall last:
On shore, on sea, on hill, on plain,
Nought shall remain;
Or all the chains that clank in Glory's train,
Can wake the dead.

For all Spring gives, and Winter takes again,
We grieve in vain;
Vainly for sunshine fled, our love gone by,
We heave a sigh;
On, leaden, with unhastened breath,
Time hasten to Death;
Even with each word we speak, a moment flies,
Reborn, and dies.

If thus, through lesser Nature's empire wide,
Nothing abide—
If wind, and wave, and leaf, and sea, and tide,
Have each their hour,
He walks on ice whose dallying spirit clings,
To earthly things;
And he alone is wise whose well-taught love,
Is fixed above.

Truth arm us bright, but ere to heaven we go,
Watching and drear,
Harsh as the raven's croak the sounds that tell,
Of pleasure's knell;
Pray, reader, that at least the minstrel's strain,
Not all be vain;
And when thou bend'st to God the suppliant knee,
Remember me!

GERALD GRIFFIN.

Fulham, October 14th, 1836.