

The Weekly British Colonist AND CHRONICLE.

Saturday, November 14, 1868.

Mere common humanity dictates that the temporary illness of a public officer should not be seized upon as a pretext to urge his retirement, or to taunt him with the non-fulfilment of duties pertaining to the position he holds; but when it is a matter of notoriety that the incumbent of an office has become so inviolated that the medical skill the Colony has been exhausted in his behalf without effect, and that an entire withdrawal from the cares of business and a return to England are necessary to restore him to health—there is surely no inhumanity in allowing our knowledge of the inconveniences and losses resulting from the non-performance of the duties to be made public, and in advising an instant severance of the tie which binds the officer to the Colony. Throwing aside, then, considerations of a delicate nature, and looking at the case entirely as it affects the public weal, we are forced to say that the official who retains a position after he has become incapacitated through illness or any other cause for the proper discharge of its functions, is acting in ill faith with the Government from which he derives his appointment and the people whose interests he was selected to guard. For some time it has been understood that a high official is prevented from attending to his duties in consequence of a severe attack of illness which it is said can only be combated by a change of climate; and the fact that the public interests are suffering in a most serious and alarming manner in consequence is patent to all. Deputations have been unable to obtain an audience; memorials on important subjects have remained unnoticed; and the most trivial as well as the most important communications have failed to draw forth even an acknowledgment. Under such a state of things, (we say it in all kindness), the continuance of the gentleman in his position would be perilous to his health and in the highest degree prejudicial to the best interests of the Colony. There are times when the country expects its officers as well as its citizens to lay down their lives in its service, but the exigency does not exist now, and no feeling, save that of a mistaken sense of duty, will palliate or excuse a further retention of the office under circumstances so distressing on the one hand and so disastrous on the other.

The recent invention of the application of vulcanized India rubber to the tires of road steamers, is not without interest to this section. Occasionally, for years back, a project has been mooted for the construction of a tramway from Nanaimo to Esquimalt, so that sea-going vessels might avoid the intricate navigation between those two ports, and save the additional premium paid for insurance and the charges for pilotage. In the northern part of New York State, a few months ago, we passed over a thirty-mile tramway of locust-wood, which had been in use for the general purposes as a railroad several years, and hardly bore evidence of wear. The speed attained was about fifteen miles with locomotives. The cost of the road was but \$7000 a mile; and its success had induced the citizens of some localities in that State and Canada to take stock in companies formed to lay down wooden rails for the facilitation of traffic between certain interior cities. It is probable, however, that the improved road-steamers will obviate the necessity for rails, and that the great problem of running locomotives with loaded cars attached over ordinary roads without injury either to the engine or the thoroughfare, has at last been solved; in which case even wooden rails may be discarded, and rapid land communication by steam with Nanaimo and other points secured without the necessity of a tramway. Experiments recently made in Scotland with the India rubber tire have been attended

with most satisfactory results, and it is not doubted that within a few months steam traction engines will be running successfully upon every road throughout the United Kingdom, and even over the streets of crowded cities. In a late number of the Scotsman we find a report of one of these experiments, which we commend to the careful attention of the Government and our business men:

'A train of heavily laden coal wagons, looking exactly like a luggage train, was observed coming steadily up the steep incline leading into Edinburgh from Dalkeith. It was one of R. W. Thomson's patent road steamers, with India rubber wheel tires, having four huge loaded wagons in tow. Each wagon weighed when empty two and three-quarter tons, and carried a load of five and one-quarter tons of coal, making the gross weight of the wagons 35 tons. The road steamer weighs eight tons. Thus a total of 40 tons was in motion. The road steamer had drawn the train from Newbattle, colleries eight miles from Edinburgh, over a very hilly road, with rising gradients of one in sixteen.

The hill from Pow Burn up to Minto street is both long and steep, but the road steamer drew its train to the top with the most perfect ease. It was very curious to watch the behavior of the patent India rubber tires of the road steamer as they passed over the various descriptions of road surface. In the outskirts of the city where the roads are macadamized, there were many places where broken stones had just been spread on the surface. Over these sharp loose stones the India rubber tires of the road steamer passed without crushing, or in fact disturbing them in the least. The roughest and sharpest bed of broken stones sank gently into the elastic cushion of India rubber, which rose from the contact with the most jagged fragments of stone without any trace or mark of injury. The perfect command which the conductors of the train had over its movements enabled them to control both its course and speed with the utmost precision. The line of streets through which it passed are always the most crowded streets in the city, but notwithstanding all these obstacles, aggravated by the streets being at some points under repair and closed for one-half their width, no difficulty was experienced in steering clear of every impediment.

The extremely curious way in which the whole four wagons follow snake-like in the track of the road steamer, was clearly seen in passing out of North Bridge into Leith street. First the road steamer had to turn to the right, and before the last wagon was around the corner to the right, the road steamer had already turned sharp to the left to go into Leith street. Thus the train actually assumed the form of the letter S, every wagon going over the same ground as the road steamer with the most perfect accuracy. The India Rubber tires, interposing a soft and elastic cushion between the two, effectually protect them both from every jar and jolt—in fact as much so as if the engine were traveling over a tramway of India rubber.'

Wednesday, Nov 11th

MECHANICS' INSTITUTE.—The annual meeting of this excellent institution took place on Tuesday night, and was numerously and respectfully attended, Dr. Aab, President, presiding. The report of the Secretary, Mr. Alsop, presented a most gratifying prospect which cannot be regarded otherwise than creditable to the city. The total receipts for the current year, ending 31st Oct., were \$2078 97, leaving in the hands of the Treasurer, after paying all indebtedness, the sum of \$22 21, in addition to \$266 sent to England for the purchase of new works, which may be expected out by the next vessel. There have been 230 volumes presented to the Institution during the past year, and 94 purchased, making the total number of volumes at present in the library 2067. The increase to permanent subscribers is 14. The Secretary in his report congratulated the members upon the institution being out of debt, and the solid prospect before it of prosperity and extended usefulness. The following is the list of officers for the ensuing year: Mr. Lumley Franklin, President; Mr. James Fell, Vice-President; Mr. Alsop, Treasurer; Legh Harrett, Secretary; Messrs Fox, Macdonald, Alston, Page, Tuzo, Farden, Ross, Beckern, and Gray, Managing Committee. After the public business was transacted, a handsome gold collation was set out in the library, and under the able management of the President and Vice-President, the members spent the remainder of the evening most agreeably.

In anticipation of the changes shortly to take place across the Sound, farming land there has advanced materially in the past few months. The Americans appear to be just awakening to an appreciation of the boundless resources of Puget Sound, and the value of the noble sheet of water and its fine harbors to commerce. Suppose (Heaven forbid a realization of the supposition!) San Francisco, depopulated by the frequency and intensity of the disturbances of terra firma, Puget Sound, from its position and natural advantages, must instantly rise to a position of great wealth and importance. But in any event, the prosperity and growth of Puget Sound are assured.

FOR THE MAINLAND.—The steamer Enterprise, owing to the strong wind, did not leave for New Westminster until this morning. She took up a large freight for the interior.

Down.—The wires have been down for two days in the Porcine (Swine-imish) district.

St. John's School House.—This handsome structure is being rapidly progressed with, and would be still further advanced but for the difficulty of obtaining plasterers. From the success of the last concert given by the St. John's Choral Society, we are pleased to learn, the School House will be opened by a concert of sacred and secular music, the proceeds of which will be devoted to the building fund. The concert is in course of preparation, and promises to be as satisfactory as the former. It will probably be given within a month.

THE GYMNASIUM.—At a meeting of this Society yesterday it was determined to remove their building from its present position to the vacant lot at the corner of Yates and Broad streets, as soon as funds can be raised to defray the expense. For this purpose the committee have determined to issue life memberships at \$20 each, in addition to other sources of revenue.

CORRECTION.—By an error in the punctuation of Mr. Bishop's letter yesterday morning, the offer made to the charterers by Capt Morton was obscurely stated—the sentence should have read as follows: "The other accounts were for supplies; of these the Captain admitted, all but about \$200, and offered to pay the amount he admitted—this the charterers refused."

HONORABLE.—R. Stege, formerly of Big Bend, has recently sent a considerable sum of money from San Francisco towards the liquidation of certain debts he left behind him. The money was placed in the hands of Mr. Bushby, of New Westminster, and has been distributed among the creditors of Mr. Stege according to instructions.

SUDDEN DEATH.—A Frenchman residing near the Telegraph Hotel on Store street, where he vended fruit, died yesterday morning suddenly. His symptoms were similar to those usually resulting from the effects of poison, and it is probable an inquest will be held.

DISTRICT ELECTION.—No positive information has been received respecting the result of yesterday's election. All that could be ascertained, was that shortly before the close of the polls, Mr. Green had only some half dozen votes at the Victoria District School House. Dr. Davis was doubtless selected.

THE PORTLAND ROUTE.—The steamship Active will positively leave (so the advertisement reads), on Friday at 7 a. m. The G. S. Wright left yesterday for Nanaimo to load with coal, we believe, for Portland. It is announced that the Active will connect with the J. L. Stephens in Columbia River.

THE DEL. NORTH.—The steamer Emma returned yesterday from the wreck. So far as could be seen, the gale from the south-east had not disturbed the Del Norte when Capt Ella left.

DURING the past summer the North channel through Columbia River has been filled, and vessels now enter and leave the River by the South channel.

THE BOLIVIA.—This ship will finish discharging her cargo by the end of the present week, and then proceed as already announced to Burrard's Inlet to load with lumber.

ST. ANDREW'S SOCIETY.—This Society met at the St. George Hotel on Tuesday night. The election of officers was postponed until the evening of 17th inst.

COURT COURT.—This Court will sit again this morning, at 11 o'clock, for the disposal of such cases as remain on the docket.

Editorial Correspondence—No. 24.

TORONTO, ONTARIO, Sept. 1, 1868.

I regret that the time still at my disposal will allow me to tarry but a few hours in this, the capital city of the province of Ontario and the metropolis of the most fertile and populous section of the New Dominion. I reached this point after a ride of sixteen hours from Montreal over the Grand Trunk railway, but am able to give only a very incomplete description of the journey and the section in which I find myself. The line of road by which I came hither runs through a country mostly flat and uninteresting and exhibiting but little of the spirit of enterprise or improvement. Many of the towns, too, through or past which we were whirled do not appear to enjoy a very great measure of prosperity, and few signs of improvement were observed until we reached a point some 60 miles east of Toronto, where the character of the country gradually changes, the soil becomes more favorable, the farms more numerous and the towns larger, 'smarter' and thrifter in appearance. These points of difference are attributable in a great measure to the severity of the winter in the section that borders on the St. Lawrence river, and the less fertile character of its soil. The country bordering on Lake Ontario enjoys a more temperate climate and the character of the soil is better fitted to reward the labor of man than that of Lower Canada. I have seen nowhere richer soil, finer farms, or thrifter people than are to be found in this section. Toronto is a modern built city of 60,000 inhabitants. The buildings are mostly of brick, the streets wide and

running at right angles—points of difference between this city and Montreal, where most of the buildings are of granite and the thoroughfares with few exceptions as crooked as rams' horns. What Notre Dame street is to Montreal, King street is to Toronto—its principal business thoroughfare, whereon are situated the finest stores in which the heaviest retail trade is transacted. The wholesale business of Toronto is large and increasing with a rapidly unexampled elsewhere in the Dominion save at Montreal, where, as I have stated in a previous letter, the growth in the past few years has been marvellous. Twelve years ago the bulk of the goods required for West Canadian consumption were purchased by Toronto merchants at Montreal from importers there; but of late years the former have opened commercial relations with England, and now nearly every prosperous merchant of this city is an importer, Canada West, it must also be remembered, has of late years entered largely into the manufacture of many articles which were formerly imported from the Old Country, and for these articles Toronto furnishes the best and surest market, just as Montreal furnishes the best market for articles of Lower Canadian production. Notwithstanding the abrogation of the Reciprocity Treaty the value of the imports and exports of the Provinces have largely augmented since 1866. About the only perceptible effect of the abrogation of the Treaty has been the transfer of Canadian trade from New York and Boston to London and Liverpool. The exports to the United States of articles of Canadian production are now larger than ever before, and stimulated by being thrown upon their own resources. The Canadians have snatched from the grasp of the New Yorkers a very large share of the trade their port formerly enjoyed with the West Indies—the excellence and cheapness of Canadian manufactures giving them a preeminence over American goods. The customs tariff (average) of British Columbia (if I remember correctly) is 20 per cent, while that of the Dominion is but 15 per cent. Labor is nearly as well paid here as in the States, when we bring greenback prices down to a gold basis. You read that laborers get \$2 in the Northern States and only \$1 in Canada; but please remember that greenbacks are worth but 70 cents on the dollar, that the price of every necessary is double what it is here, across the line (flour, worth to-day only \$6 in San Francisco sells readily for \$12 in gold in New York) and taxation so heavy as to be almost unbearable, and tell me how much better off is the American who receives \$2 per day in greenbacks than the Canadian who earns \$1 a day in silver? Those who have worked in both countries unhesitatingly give the hard money country the preference.

The public buildings of Toronto are numerous and handsome. The University, Normal School, Trinity and Upper Canada Colleges, Mechanics', Masonic and St. Lawrence Halls, are all imposing structures, but their internal arrangements and decorations must remain for the present a 'sealed book' to me, as I have not the time at my disposal to attempt even a cursory inspection.

I have spoken of Montreal as a cheap market to which resort thousands of Americans yearly to replenish their wardrobes; but I find goods at least 10 per cent lower here than at Montreal. I do not speak particularly of Canadian manufactures. I mean imported goods as well, but for some reason which I cannot divine, the difference is not perceptible to visitors from the States, most of whom pass through Toronto and buy in Montreal.

The hotels of Canada are nothing to boast of. St. Lawrence Hall, the 'crack' hotel of Montreal, charges \$3 per day in silver and the board will not compare with that provided for the same money at San Francisco. The charges at Toronto are \$2 50 in silver per day, and the board much inferior even to that at Montreal. The charges at the Russell House, Ottawa, are \$2 50 per day. With labor and food so much lower than in San Francisco; it is a puzzle to me how the Bonifaces of that goodly city can afford to furnish better bills of fare and better room accommodations than those of Canada for about the same rates.

The political feeling is favorable to the continuance of the Macdonald Ministry, and the earnest desire of all is to extend the limits of the Confederacy to the Pacific at the earliest possible moment. The fanatical effort of Wilkins, the Attorney-General of Nova Scotia over the Repeal Resolutions, and his threats to appeal to a 'foreign country' for aid, is looked upon here as Bancombe; but the question that most naturally occurs to men's minds is, whether an officer entertaining such sentiments should be allowed to remain a moment longer in the service of Her Majesty without a distinct disavowal upon his part of treasonable intentions.

The police regulations in Warsaw are very severe. Any person suspected of having spoken Polish is sent to prison. Mourning dresses have been forbidden for some time, but now the interdiction extends to gray and other colors. Policemen are stationed at the church doors in order to assure themselves that the ladies do not even wear skirts of the forbidden colors.

The Nanaimo Selection—Speech of Mr. Ring.

NANAIMO, Nov 2nd, 1868.

A large and influential meeting assembled at the Court-house, on Friday evening last, to meet Mr. Ring and hear from him his political views. On entering the room he was greeted with loud applause.

Mr. Sabiston was called to the chair. Mr. Ring began by reminding the electors of his former connection with them as their representative, and adverted to his struggles to obtain for them beneficial enactments, such as: That Nanaimo should be made a port of entry. Session after session this was strenuously opposed, and the opposition, assisted by our late representative, prevailed for a time, but at last had to give way and tardy justice slowly yielded up the boon. He reminded them of his endeavors to obtain local Courts of Law, Public Schools, Regular and Frequent Postal Transmission of Letters, the Construction of Roads, the application of a fair proportion of the Revenue contributed by Nanaimo to its local wants. All of which topics should again form part of his duties if he was again returned to the Legislature. He said that up to a very few days ago Confederation with Canada was vehemently agitated by headlong politicians, and pressed as a true test of soundness in the men seeking admission into our Colonial Council—that any Candidate who would not pledge himself to this measure was unworthy of a seat therein. The citadel of our prosperity has for a long time been injured and threatened with destruction, and now it must, according to these men, be fortified by Confederation. But I (said Mr. Ring) am one of that class which ventured to doubt the intrinsic value of the gracious present, but, nevertheless, I will give the question by-and-by my calmest and fullest consideration. He then dwelt on the danger of sudden changes. He taunted the House of Assembly and Legislative Council (in Governor Kennedy's time) with the use of immature expressions in a resolution by which we were deprived of Representative Institutions in their proper sense. That no excuse should be admitted for a solemn deliberative Assembly using words by which the Home Government were enabled to transfer a Colony of free men into a Colony of slaves. Our chains must be struck off, and when we shall have assumed the part and mien of freemen we will be in a position to discuss Confederation and every other political question, and not till then. (Loud applause.) He then adverted to the necessity of reducing the Tariff and wholly striking it off at once, from Flour, Rice, Sugar, &c. (Applause.) He dwelt upon the successful policy of England in striking the duties off 500 articles of importation—the removal of duties on cattle, sheep, pigs and all the prime necessities of life; and the final repeal of the Corn Laws; and he looked forward to the day when we should do likewise, and thus, at least for the most useful and staple necessities of life, re-establish Free Port once more. (Loud applause.) He pledged himself to advocate Reciprocity, step by step; but would not rush into the whole of it 'per saltum,' and that he would urge the absolute necessity of encouraging the home trade by the best means—that is by roads. Then as to Retrenchment, it must be made on a true basis by first ascertaining the exact state of our income, then regulating our expenditure accordingly. This would be the best way of representing the Queen here with true dignity. There should also be reserved in the Treasury a fund for sudden emergencies. The meeting closed with Ring for ever!—and his return may be looked on as certain.

The "Runaway Ship."

EDITOR BRITISH COLONIST.—A letter from Mr. Robert Bishop appeared in your paper of yesterday, wherein he styles himself Solicitor for the Captain, ignoring Messrs. Drake, Jackson & Aikman, who also acted conjointly with Mr. Bishop for the Captain. The letter is a tissue of misstatements from beginning to end, and whoever furnished the item in your issue of the day before yesterday had a full appreciation of the conduct of a Captain who bolted a way in debt for the cargo and without signing bills of lading. Mr. Bishop evidently wants to create sympathy for his dear persecuted client, the runaway Captain, because Mr. Bishop is fully aware that steps are about to be taken against parties to recover the just and honest claim of the persons who furnished the cargo and necessities.

When the matter comes up, and is fully discussed before the Chief Justice, it will then be quite time for Mr. Bishop to launch into print and vindicate the character of his client. Perhaps Mr. Bishop will not then be quite so glad as he states he is at the success of the skeddaddling Captain.

What booh for Mr. Bishop to call the proceedings harsh! But never mind; the letter must have been written after 12 o'clock, noon. JUSTICE.

LORD STANLEY on leaving Paris recently is reported to have told M. de Moustier that England would go to war if necessary to maintain peace.

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The departure of Sir and Hon W. Macdougall from the Canadian Government to meet a similar delegation from the Bay Company, at Nanaimo, in range for the purchase of the Northwest Territory of a desire on the part of the delegates to arrive at an early settlement will be had. The delegates are the Government of Canada therefore be presumed thoroughly the question to be enabled through to grapple with and most difficult points of their being member of the Government, a presence will be required in December, up of Parliament, we have antee that a speedy settlement will be had delegates, then by the ernment, which is authnpire in case of. The Hudson Bay Comtain rights in the North which they naturally A statement of these laid before the delegat or disallowed. If allowed paid by Canada to the thing. If disallowed will pass like a dream of its present holder Canada, and the whole be thrown open for thousands in the North and the Eastern Provi await the transfer to possess themselves of lands within its limits, poor recommendation, Canadians were they an intelligent and just portant question. Go individuals, have four when disregarded as best policy; and for willingly consent to liernment that signalize ment of its official life tion of an act of spoli The necessity for the fortunate; yet it only kill Confederation, chances of British early day forming par ion, any more than recent contest was a the popular will on the federation. With me personal popularity of weighed more heavil principles they prof cate; and the polit developed was truly unparalleled in a Briti are not disposed to lift nor to protest against the tlemen who headed the p may select the candid lowest number of votes none can raise a valid right of franchise, in a B held, and the selection is of a recommendation w may adopt or set aside pletely are we at his mer of the Hudson Bay claim of both the Northwest Te Columbia to the Confede certain at no distant day; this expectation remaini failure of the delegati effect a satisfactory arrang hesitatingly support any aim at relief from the of the present Governme least a change in the constitutional means w people.

The election of G the Presidency of has taken none by sult was forecast nomination of the vention in July las time the Democrat favor, and the Radioly depressed. The the Democrats was any man they might win, because the oc sick of the extortion and the humbuggery party. Had they b good ticket, there is