ELECTRICITY IS LIFE.
LVERMACHER'S
Pocket Batteries.
AIN BANDS, BELTS
AND
PATENT GALVANIC
BE REMARKABLE AND HIGHLY
oved inventions render electricity perfectly
icable, and extremely efficacious in a mild con
form, no shock or unpleasant sensation being ex
d, whereby it becomes a true fountain of health
r, speedily soothing a onising pains, re-animating
imbs, reviving the sluggish functions of life and
g renewed energy and vitality to constitutions
ed by whatever cause. Medicines and their de
consequences are thus entirely dispensed with.
y increasing number of cures effected by PUL
CHER'S MEDICO GALVANIC SYSTEM is so ex
and varied, that it forcibly points to this invention
mbryo of the universal remedy.
—The following testimony from the RITS of the
medical faculty has been received:
the undersigned, have much pleasure in testify-
Mr J L PULVERMACHER'S recent improvements in
nic Batteries and Galvanic Appliances for Medical
s, are of great importance to scientific Medicines
, he is entitled to the consideration and support of
e disposed to further the advancement of real
ful progress.
this 9th day of March, 1868
Sir Charles Locock, Bart., M.O., F.R.C.P.
Sir Henry Holland, Bart., M.D., F.R.S.
Sir Wm Ferguson, Bart., F.R.S.
Edward H. Sieveking, M.D., M.R.C.S.
Sir J. Ranald Martin, F.R.C.S."
VERMACHER'S SYSTEM is also approved of by an
report of the Academie de Medicine, Paris; Royal
of Physicians, London; and the Imperial Faculty,
and its curative virtues are confirmed by thou-
f private testimonials of cures effected. (See
st. gratis).
facts appeal to the good sense of every sufferer
himself of this scientific and curative progress.
the inventor has devoted a lifetime of study and
s an ardent disciple of that great benefactor of
, the late illustrious electrician, MICHAEL FARA-
VERMACHER'S MEDICO-GALVANIC CHAIN
edingly effective without the aid of medicine,
or of diet, or the least derangement of the pa-
bits and daily occupations, in the following
:—

ism,	Tic Doloreux,	Sluggish circulation,
Indigestion,	Urinary Disorder	
Deafness,	Paralysis,	
Spasms,	Epilepsy,	
Female complaint	Nervous Debility	
rothaches,	Functional Dis-	
constipation,	orders, &c	
mplaints,	Cramp,	

cts of the application of Pulvermacher's Chains
the above disorders is immediately perceptible
ief of pain instantaneous.

LIST OF PULVERMACHER'S CHAIN
BANDS AND BATTERIES.
n Band for Nervous Deafness, Head, Tooth &
he, and Noises in the Head 21s. to 30s.
n Bands for Loss of Voice and other Affections
at 10s. 6d to 21s.
n Bands for Sciatica, Rheumatic, Neuralgic
ity, Tic, & Local Paralysis, Cramp, etc., 15s.
to 40s.
n Bands for Lumbago, Indigestion, Liver, Chest
and Abdominal Disorders, etc., (worn as a belt) 22s.
and 55s.
n Bands for Writer's Cramp, Trembling, Ner-
ess, etc. 22s. to 30s. and 40s.
bined Chain Band for Central Paralysis, Epi-
General Debility, Functional Disorders, etc.,
50s.
he set of Combined Chain Bands, Belts
Chain Battery for restoring vital energy, £5
Galvanic Belts are genuine but those bearing
nature of M. Pulvermacher's signature on the
ON A Perpetual Injunction in Chancery, dated
1869, was granted to J L Pulvermacher
fred Barrows, alias C D Hammond, alias Henry
d C D Ramsbey, his assistants agents and
restraining the said person or persons under a
£5000 from deceitfully advertising Belts, &c.,
y representing them as electric. This decree
in extenso in Pulvermacher's Pamphlet of re-
monials and Medical Reports of cures, contain-
e numerous extracts from many standard and
works, viz. Dr Quercin's "Materia Medica," Dr
"Practice of Medicine," Dr Handfield Jones
ous and Functional Disorders, etc." This pam-
behalf at the office of this Paper, or of J L
her's Galvanic Establishment, 200 Regent St.

General Depot:
ers. LANGLEY & CO.
ATES STREET VICTORIA.
feb

J. COLLIS BROWNE
(Ex Army Med Staff)
CHLORODYNE.
IS THE ORIGINAL AND ONLY GENUINE.
ON—Vice-Chancellor Sir W P Wood stated that
BROWNE was undoubtedly the inventor of
YNE: that the story of the defendant, Free-
the inventor was deliberately untrue which
d had been sworn to. Eminent Hospital Phy
London stated that Dr J Collis Browne was the
of Chlorodyne; that they prescribe it largely
no other than Dr Browne's.—See Times, July 12
he therefore are cautioned against using any
Collis Browne's Chlorodyne.
REMEDIAL USES AND ACTION.
ALUABLE REMEDY produces quiet, refresh
relieves pain, calms the nervous system, re-
deranged functions and stimulates healthy
e secretions of the body without creating any
pleasant results attending the use of opium.
ung may take it at all hours and times when
Thousands of persons testify to its marvel-
effects and wonderful cures, while medical men
rtues most extensively using it in great quan-
following diseases:—
in which it is found eminently useful—Cholera
, Diarrhœa, Colics, Coughs, Asthma, Cramp
m, Neuralgia, Cough, Hysteria, &c.
EXTRACTS FROM MEDICAL OPINIONS
t Hon Karl Russell communicated the Colle-
icians and J T Davenport that he had receiv-
ion to the effect that the only remedy of any
holera was Chlorodyne.—See Lancet, Dec 31,
Montgomery, Esq., late Inspector of Hos-
bay: "Chlorodyne is a most valuable remedy
a, Asthma and Dysentery. To it I fairly owe
ion to health after eighteen months' severe
d when other medicines had failed."
Medical Missionary in India, reports [Dec
n nearly every case of Cholera in which D
rowne's Chlorodyne was administered, th
overed.
rom Medical Times, Jan 10, 1866—Chlorodyn
d by scores of orthodox medical practitioners.
not thus be singularly popular did it
want and fill a place.
rom the General Board of Health, London,
n Cholera.—So strongly are we convinced
use value of this remedy that we cannot see
the necessity of adopting it in all cases.
spurious and dangerous compounds sold as
from which frequent fatal results have to
g article, Pharmaceutical Journal, Aug 3, 1866,
s that Dr J Collis Browne was the inventor of
that it is always right to use his prepara-
lorodyne is ordered.
—None genuine without the words 'Dr J
e' on the Government stamp. Overwhelming
timony accompanies each bottle.
e Manufacturer, J T DAVENPORT,
RUSSELL STREET, BLOOMSBURY, LONDON
ottles, 1s. 1½d., 2s. 9d., 4s. 6d., and 11

BOYS!!
BRITISH COLUMBIA OR NEW-
who desire to make money in their leisure
n do so easily and without capital. Send
s with a postage stamp for reply and get full
Address,
AMERICAN STAMP Co,
Meridan, Conn, U.S.

WANTED.
MEN FOR THE SHIP COLUMBIA
to Mel ourne
commodate 2 cabin and 2 steerage passen-
ie
J NAGLE, Shipping Agent.

The Weekly British Colonist

Wednesday May 3rd 1871

Canada on the Railway.

We have devoted considerable space to a report of the Confederation debate in the Dominion House of Commons and to the opinions of the Canadian Press bearing more directly upon the question of an interoceanic railway. Those who have given these debates and opinions a careful perusal will probably have reached the common conclusion that all parties in Canada, to use the words of the leader of the Opposition, recognize in the railway 'an urgent political necessity,' and that the determined stand taken in opposition to the terms propounded by the Government really had no higher aim than a seat on the 'Ministerial benches.' It seems almost uncharitable to come to such a conclusion; and yet it appears to us to be inevitable. Indeed the leader of the Opposition was heard to say last summer that he was in favor of the terms generally, that he was in favor of the railway in particular, but that if there appeared to be an opportunity presented of ousting the Government upon the question he and his party might take advantage of it. The sequel goes to show that he and his party did most eagerly and determinedly avail themselves of what they doubtless imagined to be a favorable opportunity to escape from the cold shades of the Opposition. Fortunately for British Columbia and, as we think, for the Dominion, that attempt failed. That the game was a legitimate one for a political party longing for the sweets of office it would scarcely be worth while to question. Yet one could wish that so respectable a party as the Opposition in the Dominion Parliament had selected a question for the trial of their strength less calculated to cast a cloud over their patriotism. As a cockney once said to the manager of one of the inferior metropolitan theatres, 'We don't expect no grammar here; but you might shut to your scenes.' To admit that the Canadian Pacific Railway is 'an urgent political necessity' was to admit all—was to expose the hollowness of the opposition offered to the terms; for it is to be remarked that throughout the whole debate no decided ground was attempted to be taken against any other item in the list. There are probably few in the Canadian Parliament better able to grasp the whole scheme of empire than Sir A T Galt and Mr Alexander Mackenzie. Having admitted the 'urgent political necessity' of the railway, they can scarcely hope to get credit for sincerity in pretending that to build it in ten years is to build with undue haste. Nay, they have the intelligence and grasp of mind to know, as they must know, that unless that 'urgent political necessity' is supplied within the decade upon which we are entering it may come too late. It was well remarked by the Hon Mr Dorion, in the course of the debate, that to pause in the westward extension of empire was to go back the whole distance. Another Cabinet Minister used an apt illustration when, in regard to the same subject, he said that they had launched the Confederation bark upon thin ice and must slide quickly or break through. Having gone for the Treasury benches and failed, now that the terms have been accepted and the honor and interest of the nation are alike bound up in their fulfilment, it is hoped members of the Opposition will vie with members of the Government in an earnest and patriotic effort to render the union thus brought about as happy and as prolific of good results to the Dominion at large as the united energies of the young nation, backed, as we trust, by the parent empire, can render it. It is earnestly to be hoped that opposition to the terms will have died with the last division in Parliament. It would, doubtless, be an easy matter to make the question an issue at the approaching general election, and it is not improbable that some seats might be gained at the expense of creating undue prejudice in the public mind. Such a course might possibly bring an accession to the ranks of the Opposition; but it cannot absolve Canada from the self-imposed obligations of the terms of union. It might alienate the people of the Pacific Province at a time and under circumstances when unity and concord are essential. Canada has given British Columbia good terms. Let her carry out her engagements in the same loyal spirit and the Pacific Province will soon convince even those who may have conceived it to be their duty to oppose these terms that they were no better than we deserved.

Saturday, April 29th

THE ROAD STEAMERS.—By the breaking of the lower shaft one of the road steamers has been disabled 12 miles below Lytton. Previous to the accident it ascended and descended all grades with ease, dragging 14 tons of freight. The bridges and cribbing were strengthened by a gang of workmen who accompanied the steamer. A shaft will be forged in this city, and meanwhile a shaft from one of the other steamers may be substituted.

SUPREME COURT.—The Attorney General concluded his reply in the Queen Charlotte Coal Mining case yesterday and the case was submitted. The Chief Justice will give his decision at an early day next week.

Fire Department Drill.

Yesterday afternoon at 4½ o'clock the Tiger and Deluge Engine Companies met at their respective houses to prepare for a drill. The Hook & Ladder Company had intended joining, but the owners of the St Nicholas Hotel declined to allow ladders to be placed against the walls and balconies and the truck was not brought out. At 5½ o'clock, at the tap of the Deluge bell, the

HAND ENGINES WERE ROLLED

for a test of the agility of the members. The Deluge engine was dragged down Yates street to Wharf, thence into Johnson, where the Company sunk the suctions, in the Store street cistern, stretched their hose and went to work. The Tigers ran along Government to Yates, down Yates street to the cistern at its foot, where they unlimbered and sunk the suctions, stretched their hose and commenced pumping. After throwing water through the hose both companies 'took up' and ran up Johnson street to Government street—the Deluge, according to programme, proceeding to the cistern at the corner of Yates and Government streets and the Tiger stopping at the cistern at the corner of Government and Johnson streets. The contest now was for the

'FIRST WATER,'

that is, the companies exerted themselves to see which of the respective engines could first force water through a given number of lengths of hose. The victory was awarded to the Deluge amid vociferous cheering. Next came a

TRIAL OF THE STEAM FIRE ENGINES.

Both steamers were rolled — fires having been previously lighted in the furnaces simultaneously. They were dragged to the cisterns just occupied by the respective hand engines. At the end of six minutes, after starting fire, the gauge of the Tiger showed 120 lbs pressure; but when the engineers attempted to start the apparatus it obstinately refused to budge. The steam continued to rise rapidly and the boiler began to exhibit ominous signs. A scattering of persons apprehensive of

AN EXPLOSION TOOK PLACE,

and finding all attempts to start the apparatus futile, the engineers prudently drew the fire and blew off steam. Meanwhile the Deluge had not been idle. Steam was generated in an incredibly short space of time and in 6¾ minutes after the starting of the fire a stream—weak enough, but still a stream—was forced through a nozzle. Again there was cheering and clapping in honor of the Deluge engine, which, as the steam rose, continued for some time afterwards to pour forth two powerful streams of water, which washed the dust from the face of old St Nicholas and caused him to shine in the rays of the sun with all the newness of pristine youth. The Tigers, who seemed much disappointed at the result, proceeded to examine into the

CAUSE OF THE MISHAP

and soon discovered that the eccentrics were screwed and pinned so tightly together that motion was impossible. Whether this was done by accident or design it is impossible to say; but we cannot bring ourselves to believe that there exists in this community a wretch so lost and abandoned as to deliberately place in jeopardy the lives and limbs of scores of his fellow beings by an act so atrocious. After relieving the eccentrics steam was again got up on the Tiger and a splendid stream thrown clear over their flagstaff which is 116 feet high. During the playing of the Deluge steamer it was discovered that the water had fallen below the basket of the suction and that the supply of water in the boiler had become alarmingly low. The fire was at once drawn by the engineer, who exhibited much pluck, and a terrible disaster averted.

THE HEM HOSE

was used on this occasion and proved eminently satisfactory.

It is perhaps incumbent on us to say that both companies exhibited great energy and that all labored with commendable zeal to gain the advantage; but it is useless to disguise the fact that anything but an harmonious feeling was developed yesterday. In fact, we are led to believe that although such drills may increase the efficiency of the Department they are not productive of harmony; nor are they desirable, on the score of public safety.

A DESERVING OBJECT.—In another column will be found an appeal to the people of this colony on behalf of the Anglican Mission among the Thompson River Indians. The Rev Mr Good has for a number of years been engaged in an earnest and laborious work amongst these Indians, and has had the satisfaction of seeing the fruits in the conversion to Christianity of a number and the moral and social improvement of others. The Thompson River Indians, as is well known, are greatly superior to the fish-eating tribes of the coast, and the location chosen by Mr Good as a centre of Missionary operations has, we are led to believe, been wisely selected. Under these circumstances there appears to be thus presented a favorable opportunity for useful giving towards the promotion of a most deserving object and we hope the appeal made by Mr Good will meet with a ready and liberal response.

PIONEER SOCIETY.—The adjourned meeting was held in the New Dominion Hall last evening, R Harris, Esq, in the Chair. The Society was duly organized by the election of the following officers: President, John Dickson. Vice-President, Jules Rueff. Secretary, Edgar Fawcett. Treasurer, E Grassini. Directors — W P Sayward, Alex Young, S Driard and H E Wilby. With so efficient a staff of officers there need not be much hesitation in predicting for the Victoria Pioneer Society a prosperous career.

AWARD.—Yesterday Mr R Lewis, architect, received the following tenders for the erection of a brick and frame building on Fort street: T B Allett, $1382 50. Kissman & Sayles, $1284 50. J Morrison, $1279. T Story, $1277. Humber & Goode, $1240. J Shade, $1239 50. The contract was awarded to Humber & Goode.

ANOTHER SUSPICIOUS CHARACTER.—A man giving the name of Wm Griffiths was found lying on the sidewalk at a late hour on Tuesday night by Sergeant McMillan and Officer McCarthy. He was recognized as a friend of James Green, who was sentenced to imprisonment for six months on Wednesday, and the officers satisfying themselves that the man was feigning drunkeness, took him to the lock-up. Yesterday the Magistrate remanded the man till Monday next.

DOMINION DAY will probably be observed here by a Firemen's Parade and other demonstrations of a patriotic character. There is no time to lose, and if a fitting celebration be intended, a committee of citizens should be organized to cooperate with the firemen.

SMUGGLING.—Thos Rabson was again before the Police Magistrate yesterday on a charge of smuggling preferred by officer Hunter. Two charges were dismissed, and the third was postponed till Monday next, when Mr Robertson, accused's counsel, will appear on his behalf.

CEDAR HILL QUARTZ.—What has become of the rich 'find' on Cedar Hill, made last summer? Is it the intention of the locators of the seam to prosecute the search further?

THE ENTERPRISE sailed at 7 o'clock yesterday morning. Among her passengers were Capt Irving and Mr Tunstall. Many of the passengers are bound for Omineca. The freight was large—as much as the brave little boat could find room to stow away.

NO TRUTH.—There is to truth in the political *on dits* that have been flying about town during the past few days with respect to the immediate formation of a new local government.

WESLEYAN METHODIST COLLEGE.—A project is on foot for the establishment here of a Wesleyan Methodist College under the auspices of the Mission.

THE Union coal seam at Comox is about to be worked by a company. The quality of the fossil is said to be excellent and the seam wide.

APRIL SHOWER.—A genuine April shower visited us Thursday night. It moistened the dry and dusty earth and gave the plants a fresh start.

Save $100,000.

The following letter has been handed us for publication.

LILLOOET, March 10th, 1871.

MY DEAR SIR.—I with two other parties left here on Aug 26, 1865 and returned at the end of September. We went to find a route from here to Pitt lake, Westminster or Burrard Inlet. We went as far as the Half-way house on the Pemberton Portage: took a canoe, passed over to the Meadows, (a large tract of arable land about two miles wide and many long which fed all the animals at one time, on the Douglas portage) crossed the meadows on to a piece of timber land; crossed a river 70 feet wide 4 feet deep and then took the Indian trail to Howe Sound. We had three Indians with us who knew the road. A trail can be made along side of Seton and Anderson lakes; there would be considerable blasting on Seton Lake but there is a steamboat on it. In former days cattle paid $1 per head to a steamboat for 13 miles across Seton Lake. There is also one on Anderson Lake but the machinery is now out of her and runs the flour mill at Lytton. After crossing Anderson Lake you go four miles on the Pemberton Portage; at the foot of a mountain cross the river running from Chilicotin country (an inconsiderable shallow stream which runs into Lillooet Lake) reach a point of land, continue the trail for about two miles (There is an Indian trail the whole way to Howe Sound.) You then cross a river emptying into Lillooet Lake about 50 feet wide and 4 feet deep, with considerable current. You next proceed on uninterrupted by mountain or swamp until you come to the main branch of the Squamish river, which we crossed to the left (although I think it's a better trail by keeping on the West side, which takes you to the Indian village on the Sound.) The river is very much blocked up with timber &c. After crossing the Squamish river it's a direct open valley to Howe Sound; there is plenty of feed all the way, and room for half-a-dozen saw mills, there being abundance of white, Douglas, cedar, and yellow pines, all of which could be sent down the Squamish river. It's quite a level valley from the start, abounding in game, ground hogs, bear, deer and berries. It is 40 or 50 miles from the Pemberton road. There are some positions for ranches. Lots of Scotch heather for sheep. On arriving within ten miles of the entrance of the Harbor the ground begins to slope and being covered with so much grass, flowers &c, is a little swampy, notwithstanding the member for New Westminister's assertion that there is no feed and it's all rock, &c. I am quite certain he never went through the valley; as there is no rock, and plenty of feed the whole of the way. We tried to find a pass to New Westminster or Burrard Inlet, but failed on the East side. The mountains of snow are 500 feet high, and there is no other outlet but Howe Sound. No doubt a steamer could come up some miles and not touch the moist ground complained of by the member for New Westminster. It is the only practicable route for a railway from the Kamloops through Marble Canon Valley 16 miles, down the Fraser to Lillooet 21 miles. No trouble making a road all the way. No engineering difficulties. No mountains to cross.

In fact it is the road intended by nature for the Canadian Pacific Railway. To talk of carrying the said railway down the Fraser to Yale, and then along said river to Westminster and Burrard Inlet is madness and an impossibility without the outlay of millions and any quantity of bridges, while *via* Lillooet only three or four bridges are required with wood, water, and grass all the way, and you come at once to the seaboard.

The distance saved between Clinton and Howe Sound is 120 miles, between New Westminster and Clinton 217 miles, being a difference of 97 miles, better road, no overhanging rocks, no river to roll into. Were there a road made, it would save all steamboats and the dangers of Fraser River, and would cost to construct the same less than it costs to keep the Yale road in repair.

If you can forward the construction or survey of said road you will be confering an everlasting favor on stock raisers and the Colony in general, and at last the terminus of road will be in the right place.

I am, my dear sir, &c.
Yours very truly,
[illegible]

Canadian Pacific Railway.

SPIRIT OF THE CANADIAN PRESS.

From the Ottawa Times, March 30.

The debate on the British Columbia resolutions was resumed yesterday after recess, and continued until half-past 12, when it was again adjourned. The ostensible question at issue is the obligation of the Dominion to secure the construction of the railway within ten years; but the real question is narrowed down to this, Union or no Union with the Pacific Colony, for a Union without some binding obligation to secure railway communication would be a sham. If the Dominion undertook and timed to secure the construction of a through railway within ten years, it would be [illegible] once to admit the incapacity to carry out the grand scheme of British North American Union, and to tell the Pacific colonists that there is no present prospect of our connection with them being useful or beneficial to either. But we do not think there is any good reason to apprehend such incapacity. If the Dominion had to assume the whole cost of the railway, and to furnish the money for its construction, we are satisfied the country could well afford to bear the additional burthen of debt, especially as with a greatly increased population the debt bearing power would be greatly increased. The interest on $100,000,000 at five per cent, would be $5,000,000, and in ten years time by a vigorous prosecution of public works and a liberal immigration policy, we could probably add a million, if not more, to our population, and with that increase we could bear our additional debt burden with as much ease as we bear our present burdens. At all events we have obtained these large territories, and we would utilize them, we must adopt a vigorous policy.

From the Toronto Telegraph 3rd April.

The fierce opposition offered to the proposed Pacific railroad—as included in the scheme of the Dominion Government for the admission of British Columbia into the Union—is another proof that factiousness has more to do with the imaginary policy of the Grits than the desire to expedite public business or to legislate for the country's good. The annexation of that territory was advocated a short time ago by men of every shade of politics; Grits joined with supporters of the Government in pronouncing it a good and a prudent measure, and the actual leaders of the Opposition, Mr Brown, and his satellite, Mr Mackenzie, were as eager for the construction of a Pacific road as they once were for Confederation and the Intercolonial. Their present opposition to that work cannot, therefore, be attributed to a conviction of its inutility, or to a belief that its construction would be a crushing blow on the people, but purely and simply to a factious spirit of faction, and to that burning hatred of every measure introduced by the Government which characterize their conduct in the House in their press and on the stump. It was part and parcel also of the policy which they said they would pursue when seated on the treasury benches, to compass the union of the British possessions in America into one grand confederation; and yet on party grounds, and for nothing else they oppose the admission of British Columbia, and vote against their own expressed wishes in the hopeless effort to avenge themselves of a government which anticipates their most cherished plans, and which they cannot honorably oust from office. If we look at the effect—the pecuniary effect—of a railroad on the adjoining territory, we shall find that the government scheme for the immediate construction of a Canadian Pacific Railroad is a paying one, and the one calculated above all others to make the desert bloom like the rose, and transfer the enormous belts of wild land, we possess into mines of wealth and fruitful sources of profit. The Kansas lands, once as much now civilization and regarded as barren as these sections of our own territory—which Mr Mackenzie believes to be uninhabitable—have been increased by the construction of a railroad from a nominal figure per acre to $40 and $50 per acre when adjoining the track, and $15 per acre within 8 or 10 miles of it. The Minnesota lands, adjoining our territory, are worth from $10 to $12 per acre for school sections, where—before the construction of a railroad—they were worth absolutely nothing at all. The whole history of American railroad building bristles with facts which goes show that the Canadian Pacific railroad scheme will pay for itself by the increased value of the lands adjoining it, and that its cost of necessity, add enormously to the revenue of the Dominion and develop to an incalculable extent the resources which at present are altogether useless and almost unknown. The alternate sections in the Fertile Belt which the Government intend to occupy, will be worth more than the money subsidy which they may grant, and is very probable that—before incurring any expense—they will be placed in possession of funds sufficient to liquidate any subsequent demands. These facts, and the fact that all the parties in the Dominion have favored the construction of this road as the great link that will bring the Provinces into an indissoluble Confederation, ought to be sufficient to convince the most sceptical that such a work is not only necessary but imperative: and that its present opponents—even its staunchest friends—are actuated neither by patriotism, honorable conviction, nor true economy, but by that wretched factiousness and conserving policy on which all their parliamentary action appears to be based.

From the Ottawa Free Press, March 31st

As we expected and expressed, the resolutions respecting the admission of British Columbia into the Dominion were passed in the House of Commons this morning at an early hour. We are glad of this, and that the good sense of the House was shown in suffering little of what could be called a factious opposition. The fair discussion of the matter was most desirable, and it augurs well for the ultimate success of the union that the House of Commons, which looks generally to mere dollars and cents, has approved of the terms of union. It will now be for the Senate, in a fair and perfectly dispassionate manner, to say whether these terms are wise and good. We expect fully that the real question will take place in the Senate, although we are very well satisfied that the result arrived at by the Lower House will be accepted as correct.

It is only reasonable, and every argument urged by the Government and Opposition members only tended either directly or indirectly to show that the chief point to be decided—the building of a Pacific railway over Canadian soil—is not only essential to the union of British Columbia, but to secure to this country that trade with the east Orient which its position entitles it to expect and which will be of more value than it is now possible to estimate. Without resorting to the claptrap reasoning of government organs, we can safely affirm that in the opinion of the most intelligent business men and engineers, this work would realize larger actual percentage than any railway in this continent. We do not attempt to subscribe to this opinion, although we have strong confidence in the paying character of the Pacific Road, and believe that every dollar it makes can be thoroughly [illegible] and even more. It may be an Aladdin's lamp, but if it is not "a cornucopia of unexpected," or we might say more than expected wealth, we shall be greatly disappointed.

The Queen of Perfumes!
Murray & Lanman's Florida Water invigorates and strengthens the weak and debilitated, soothes and quiets the nervous and excitable, and induces healthful slumber to the weary and listless.
☞ As there are counterfeits, buyers must be sure to get the genuine perfume prepared only by Lanman & Kemp, New York, sole proprietors.

We have the Proof
That Bristol's Sarsaparilla and Pills are infallible certain remedies for heart disease, rheumatism, dyspepsia, liver complaint, and scrofula in all its different forms and stages. Physicians of the highest standing have certified to these facts and we invite all who entertain doubts to read our Bristol's Almanac, circulated free in this country, wherein are published the certificates in full.

To mention in one of the greatest triumphs of human skill. This triumph is achieved by Dr Walker's Vinegar Bitters. They build up, fortify and renovate the whole system, thus enabling it to defy the elemental causes of disease. Hence where there are no productive medicines, in districts where the air and water are impure. The weakest and most susceptible organization is rendered proof against all malarious influences by taking one or two doses daily as a preventative.

LEA & PERRINS'
CELEBRATED
Worcestershire Sauce,
DECLARED BY CONNOISSEURS
TO BE
THE ONLY GOOD SAUCE
CAUTION AGAINST FRAUD.
The success of this most delicious and invigorating Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public are hereby informed that the only way to secure the genuine is to
ASK FOR LEA & PERRINS' SAUCE
and to see that their names are upon the wrapper, label, stopper, and bottle.
Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea & Perrins have been forged, L. and P. give notice that they have furnished their Representatives with power of Attorney to take instant proceedings against Manufacturers and Vendors of such, or any other imitations by which their rights may be infringed.
Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle and Stopper.
Wholesale and for Export by the Proprietors, Worcester; Crosse & Blackwell, London, &c. &c.; and by Grocers and Oilmen universally.
Agents for Victoria.—Janion, Green & Rhodes.
july 1 1w

PICKLES, SAUCES, JAMS
&c. &c.:
(Free from Adulteration.
Manufactured by
CROSSE & BLACKWELL
PURVEYORS TO THE QUEEN,
COMMERCIAL SQUARE, LONDON
CROSSE & BLACKWELL'S
Well known Manufactures are offered by every respectable Provision Dealer in the World.
Purchasers should see that they are supplied with C. & B.'s genuine goods, and that inferior articles are not substituted for them.
To insure thoroughly wholesome, their Pickles are prepared in Pure Malt Vinegar, boiled in Oak Vats, by means of Patent Steam Coils; and are prepared similar in quality to those supplied by them for the use of HER MAJESTY'S TABLE.
O & B. are Agents for LEA & PERRINS' CELEBRATED WORCESTERSHIRE SAUCE, and are Manufacturers of every description of Oilmen's Stores of the highest quality. my19 1 p

Pacific Bakery of 1862
RE-OPENED
C. LAWRIE & T. STARKS
BEG TO INFORM THEIR OLD FRIENDS and the public generally that they will re-open at the old Stand,
FORT STREET NEAR BLANCHARD
on Monday, 24th inst, and respectfully solicit a share of the patronage.
Fresh Bread, Pies and Cakes
Every Morning.
☞ Family Orders promptly attended to and delivered to any part of the city. apr28