

# The Weekly British Colonist AND CHRONICLE.

Saturday, October 24, 1868.

## Self-Respect.

When the citizens of Victoria were called upon to select candidates to be members of the Legislative Council of British Columbia, after the Union, there were few amongst them who did not expect that they were then for the first and last time called upon to go through the farce of selecting candidates to be approved by the Governor, for seats in a legislative body which is, so far as its capacity for making laws extends, an oligarchy, and of the worst kind, being imperfect from its very foundation, for the members constituting the oligarchy, are subservient to the will of one man. Two years have passed away, and there is no improvement in our political status. It might perhaps be profitable, in view of the coming elections, to consider the causes of this want of improvement; Who is to blame? Is it the people who are wanting in energy to insist upon and enforce their rights? Or is it the Governor of the Colony who refuses to give due weight and regard to the wishes of the people? It is impossible to say that some of the responsibility of the situation does not rest upon the people themselves; there is, and there always has been in this city a certain degree of apathy amongst those who might exert considerable influence by unity of action. There is not sufficient interest taken in the Government of the country by owners of property, and persons in business in this city. The English part of the population are quite as much like temporary sojourners in the country as are the foreigners. This cannot be right, it is not good citizenship, no country can aspire to greatness whose inhabitants take no interest in its good government. When the whole power, both of making laws and administering them, is virtually left in the hands of a few who are in their turn dependent upon the Chief Executive, there must be a defection from the limited monarchical system, which, to a greater or less extent, prevails in most civilized countries in the present age, to a mixture between despotism and oligarchy. The citizens of Victoria are ready enough to complain that the country is ill governed, but they have not the energy to exert themselves to bring the present unsatisfactory system to an end. The issue is in the hands of the people, but if they are divided amongst themselves, they strengthen the hands of the Government, by a manifestation of their own weakness. It would really appear from their actions that the people of this city are not fit to be trusted with anything approaching to self-government. There are many men carrying on business in Victoria who have a fair amount of talent and business habits, and who would indignantly repudiate the imputation of being little better than children, and unfit to be trusted with the control of affairs of any more importance than the buying and selling of merchandise; and yet these very men will not hesitate to proclaim to the world, that in their estimation the Colony is not fit to be trusted with Responsible Government; some will go so far as to aver that the Colony is too young for Representative Institutions. Now, although the Colony itself is comparatively young, its collective youth differs from individual and personal youth in this respect, that it has in its component parts, not only the elements, but the fully developed bodily strength and mental energy necessary for self-government. We have amongst us many private individuals fully qualified to take a part in the administration of public affairs, and whose local knowledge and experience in Colonial matters, would be of infinitely greater service than all the fog-tapestry of the most talented officials, whose main object is to keep their own places, with undiminished salaries.

Tax President of the United States has issued a proclamation appointing November 26th, Thanksgiving Day.

## The Liberal Candidates.

Dr. Powell has announced himself as a candidate for the representation of Victoria and Esquimalt in the Legislative Council. Those who desire to see the people properly represented in the Council will support those two candidates who have declared themselves in favor of Representative Institutions and Retrenchment. The Colony has had enough of sham institutions. A farce if cleverly played is amusing enough when one is disposed for a half hour's relaxation, but regular play-goers would not be satisfied with the best or broadest farces, if nothing more of an intellectual character were placed before them. The manager of any theatre who made the attempt to amuse an audience with nothing but the lowest comedy, would soon be starved out; unfortunately we cannot starve our manager out, the people cannot stop the supplies, they have quietly submitted to be denuded of all real voice in the management of public affairs, and what is the result? The Governor of this Colony seems to be determined to show that he has the power as well as the will to smother the people's supposed share in the Government with the most complete ridicule; and has not hesitated a second time to attempt to degrade the colonists by directing them to select from amongst their fellow citizens, candidates for his approval, as if they were schoolboys instead of reasoning men. Mr. Seymour may think it a good joke to put the people of the Colony in a position which is beneath absurdity. It is the people's own fault if they allow him to enjoy his jokes at their expense, we have had enough of retrogression, let us put our shoulders to the wheel and push the cumbersome old machine to the top of the hill, and when once we have it there, let us take it to pieces and remodel it, before we start upon another journey.

Wednesday, Oct 21

## Items from Puget Sound Papers.

We learn that Mr. C. S. King, Indian Agent, has arrested the Indians who recently murdered the party of Indians belonging to Northern tribes, on the 21st Sept, near the lighthouse at Dungeness. The murder was committed for money. Mr. King is having balls and chains prepared to hold them in security.—*Republican*.

The hull of the bark Ocean, lying on Dungeness Spit, was sold yesterday for \$260 currency. Mr. O. McCasland, of Pt. Blakely was the purchaser. The sails, rigging, &c. of the Ocean, which were brought hither by the schooner Experiment, were purchased by the same gentleman for \$300.—*Message*.

The steamer Active is telegraphed to leave Portland this morning for Victoria. She is reported to have twenty-six passengers booked, and a full cargo of freight.—*Intelligencer*.

THE HARVEST IN GREAT BRITAIN.—By recently received papers, we get detailed particulars of the harvest in England. Owing to the long continued heat, it had commenced much earlier all over the British Isles than usual. The wheat crops turned out much better than was expected, the abundant yield on the heavy lands more than compensating for the deficiency on light gravelly soils. The spring corn crops are however unsatisfactory, especially barley, oats, peas and beans. The root crops are said to have suffered most; and may generally be considered failures. Potatoes are excellent in quality, entirely free from disease, but remarkably small; turnips, beets, &c. will range at various prices. Many of the finest English pastures will have to be reown with seed, so completely is the turf burnt out. The want of water has had a disastrous effect on animal and vegetable life, from which the country it is said cannot recover under a year's time.

FROM THE SOUND.—The steamer Eliza Anderson arrived from the Sound at 2 o'clock yesterday afternoon, having been detained at Port Townsend by the fog. She brought twenty-nine passengers. Amongst her freight for the last trip, we observe a supply of Timothy seed coming over; yesterday there were 67 sacks. Owing to the indisposition of Capt. Finch, the Anderson, for the two last trips has been under the command of Mr. Fred Finch, for the first time. On each occasion he has been like his father, well up to time, for which he is to be much commended. Were he to lie over on account of the fog the butchers would have no little difficulty in supplying their customers.

COUNTY COURT.—This Court sat yesterday, His Honor Mr. Justice Pamphlett presiding. Out of a tolerably long list of cases there were only two brought before the Court viz. Wear vs Drew—Judgment for plaintiff \$5 75. Rowland vs Simpson—Postponed one week.

RECIPROCITY.—Negotiations respecting this important policy are the order of the day. "It is given out," says the *Toronto Globe* Sept 4th, that Mr. Seward has entered into negotiations with Mr. Thornton, the English Minister, for a new treaty of Reciprocity with Canada, with the old treaty to form the basis of negotiations, which will soon be in a condition for transmission to the Imperial Government and Canadian authorities; and that it is expected the treaty will be effected in time for ratification by the Senate at the December session of Congress. The Ottawa correspondent of the *Globe* adds, that Mr. Rose is going to Washington to further these negotiations.

THE CEMETERY.—We have been desirous to call the attention of those interested, to the meeting, which will be held to-morrow (afternoon) in Smith's Hall at 4 o'clock, in connection with the cemetery. The improvements contemplated are quite necessary; a thorough drainage, laying out of walks, and planting trees; in fact a complete renovation of the last resting place of the dear departed. None we presume, will deny that this is all necessary, or that it ought to have been done long ago. The different religious denominations will each send a Committee to the meeting. We trust the object contemplated will be accomplished.

HOW THEY DO THINGS IN THE FAR WEST.—P. H. O'NEILL.—There is the whistle of the construction trains within ten miles of Great River. Last night we heard the shrill, old familiar shriek, reverberate, echo and re-echo from cliff to cliff, as we lay on our virtuous couch, wrapped in our dirty sheets. Inside of a week, specimens of men's tights and women's 'Grecian Bends' from Plymouth Rock and the 'Five Points' of New York, will be bustling about among the thousands of tons of freight that will be unloaded on our warehouse platforms. Welcome Iron Horse. Welcome the master spirits that make the world move.—*Frontier Index, Green River City, Wyoming Territory*.

POLITICAL MEETING.—An impromptu meeting of the friends of the Hon A. DeCosmos was called last night at Smith's Hall, for the purpose of making arrangements for the ensuing election. Notwithstanding the shortness of the notice, the meeting was numerous, and most earnest in the adoption of what were deemed necessary measures. The meeting gave an enthusiastic and unanimous invitation to Dr. Powell to allow himself to be put in nomination conjointly with Mr. DeCosmos, which that gentleman, as will be seen by his card this morning, accepted without hesitation.

THE STEAMER TYANS.—The *Toronto Globe* of the 21st August says, the tyans were then on exhibition in New York, where they would undergo a medical examination, in reference to their separation before leaving for Paris for the final operation. The same paper also informs us that they lost all, or nearly all their property last year; is the cause of the loss not given.

THE STEAMERS.—Our Island steamers all got away yesterday morning. The *Enterprise* with 70 tons of freight left for New Westminster; the *Sir James Douglas* and the *Grappler* for Nanaimo and the *Isabel* with the *Magna Loa* in tow, for Barriere Inlet.

## Confederation and Anti-Confederation

EDITOR COLONIST.—One point clearly made out by the Confederates and which their opponents do not attempt to deny, is that some change in the Government of this Colony is necessary. The nature and extent of the changes are the ground of debate.

Advocates of Confederation think that nothing short of joining the Dominion will serve us, and try to show how the Canadians would make our roads, pay our debts, and treat us in other respects as a prodigal son; but not making it very clear that we should not have to pay full market price for the fastest calf, it certainly occurs to me as probable that whenever it becomes known that British Columbia is getting more than a fair share of the porridge, the rest of the Dominion will see to it that she puts in a proportionate quantum of meal. Be this as it may, let the terms of admission be ever so tempting, I would ask—is it wise to rush headlong whence there is no retro-? If all were going smoothly, if everything prospered in the New Dominion, if no word of regret were heard from any of the colonies already incorporated, there would be excuse for our haste to share their happiness. Or, if the choice were only between Confederation and a continuance of our present state, then also no voice would oppose the promptest action. But what are the facts? None. Scotia is crying more loudly for repeal than we for Union, and the only answer to her cry is 'Too late.' Yet if Confederation is good for us, one would suppose that with still stronger reason it should be good for Nova Scotians, and if bad for them, it must be worse for us. Neither is Confederation but only means of escape from the slough in which we now sit. Half the energy employed to promote Confederation, if properly directed, would procure for us a form of Government suited to our position and our wants—the appointment of a man of at least

ordinary capacity in place of our present incapable Governor. A lighter civil list and economy in all departments would naturally follow, and from these, strict punctuality in payment of interest and debentures; and when it is seen that our obligations are promptly met, we shall only have to ask to get all the money we need at six per cent. This alone would give an impetus to public works of utility and expand the germs of prosperity already visible in our mineral, manufacturing and agricultural interests. And why should it be necessary to Confederation in order to make the Wagon Road; should not this rather be a preliminary step to Confederation? If, as asserted, it would conduce to the welfare of both sides of the mountains, what easier than to arrange for its construction? the cost to be borne by the parties benefited in proportion. If not required, the promise of a road is merely a bait.

Then with an extra year or two of experience of the working of Confederation we might treat calmly and evenhanded for admission if so inclined. We are told, that do what we may, Confederation is our destiny; but that now we may name terms hereafter not. Do not believe it; until we wish to join and Canada wishes to have us we shall be free to jog on in single blessedness. I am not opposed to Confederation, but only to precipitancy. I wish that in our anxiety to escape present ills which are remediable, we may not run into dangers which, though we may not see them, the eyes of those before should lead us, to suspect, and from which there is no retreat.

## Our Puget Sound Correspondence.

PORT TOWNSEND, W. T. Oct 19, 1868.

EDITOR COLONIST.—No additional shipping news since last communication, except the arrival of the steamer Geo. S. Wright on Monday night of last week. Tuesday morning at daylight she passed up the Sound, reaching Olympia on Wednesday morning, being detained some hours on Tuesday night owing to the fog at Mud Bay. On her return she reached here on Saturday afternoon at two o'clock where she is still detained on account of the dense fog, which obscures everything at a distance of an eighth of a mile. She has had steam on for several hours in expectation of the fog lifting—no show of her getting off to-night—purposes to wait for Orcas Island for the time, thence to Victoria. The schooner *Alaska*, is becalmed and befooled off Dungeness Light. French ship *Jeanne*, *Alice*, and the bark *Aid* are still in the harbor, detained from the same cause.

## Another Scientific Revolution.

Subjoined will be found an extract from a Cape paper kindly loaned us, giving an interesting account of a revolution recently effected in the rigging and working of sea-going vessels. If the particulars given of the brigantine *Formica*, only approximate the truth, the long desired economy in maritime matters is at last accomplished; for the vessel in question, the build, rigging, steering, speed, capacity, and number of crew is certainly a modern wonder.

IMPROVEMENT IN SHIP-RIGGING.—The *St. Helena Guardian* of May 23rd says: "On Wednesday last arrived in the port of James Town, the Norwegian three-masted schooner or brigantine *Formica*, Captain Thorstein, on her way to Singapore to Gibraltar, for orders. We notice this arrival because she is a remarkable vessel, and being the first of a fleet in process of construction by an enterprising builder, M. Decke, of Tonsberg, in Norway, to which port this vessel belongs, and is owned by Mr. A. Bull of that place. She is built, and rigged on the latest scientific principles, for the particulars of which we are indebted to the kindness of our fellow townsman, W. Carroll, Esq. Norwegian Consul at this port. As some details of her structure may be interesting to those who wish to be informed on these matters, we will endeavor to describe them as near as possible with the means at our command; but this description must necessarily fall short of what an inspection of the vessel would convey to the minds of those who had an opportunity of seeing the vessel before she had taken in her cargo. Experience has shown that the new principles of working vessels by means of mechanical appliances of recent invention have engaged the attention of naval men, with the view of lessening the labor of the mariner and adding to the efficiency of the vessels. The *Formica* is a vessel built and rigged on these principles. Her topmasts are stepped quite differently to any other vessel that we know of, and can be lowered about the lowermasts without interfering with the yards; and in a difficult time, these are strengthened at the very point at which masts on the old principle are the weakest. Among other peculiarities in the construction of the *Formica*, is that every plank is bolted edge-ways, and between the ceiling and the timbers there is a complete basket-work of iron, throughout the whole lower hold, which is uncompromised only by cross beams and stiffeners, can carry nearly 500 tons of cargo at only twelve feet draught of water; her greatest speed is fifteen knots; and during one voyage she averaged ten knots per hour for eighteen days

successively. With the exception of her fore and main-top-gallant-sails, all her sails are reefed and furled on deck; and the gallant sails, when clewed up, are from an improved method, so snug that they may be said to be well stowed. From this appliance it is not necessary for any of the crew to go aloft in order to shorten sail. On her fore and main yards runs what is technically termed a 'traveller,' much resembling the rails upon which an ordinary railway carriage runs. When the foremast or the mainmast is required to be taken in, the outhaulers leading to each yard arm are let go, and the sail is trailed up in a moment into the centre of the yard, instead of the ordinary method of clewing up. A similar line of rail runs abaft each mast, up and down which the gaff travels, thus dispensing with mast-booms. The fore and aft trysails are reefed by being rolled round the boom, which is on an entirely novel principle; so that one man can reef these sails as quickly as six times that number could farl them under the old system. She has a spar deck fore and aft, and her main deck, which is about one hundred feet in length and six feet high, is well adapted for carrying either cargo or passengers. Her chain plates are invisible, and she has no bulwarks, but merely a top gallant rail of about eighteen inches high. Her rudder is so adapted that she can be steered from the 'tween decks, or even from the cabin, if required, which evidently is of great advantage, and a boon to the helmsman in case of the vessel encountering a storm. The vessel requires little or no ballast even when going to sea. She is built of birch, and is classed A 1 at Lloyd's for seven years. Her crew numbers nine men all told, and the watch-four men can put her under close reefed canvas in a few minutes. Her construction is well worthy the attention of shipbuilders, as she will, no doubt, prove to be a lucrative vessel, both to shippers and owners."

## The Election.

EDITOR COLONIST.—I think without exception the citizens of this place are the greatest set of muffs that have ever been troubled with common sense, and I rank myself at the head of them. Yesterday two friends of mine came rushing along, one of them with a paper in hand, saying George sign this! what is it about said I? a requisition in favor of Mr. Drake to stand for Victoria? I can't, I replied I'm for Dr. Hallocken. That's all right said my friend, Drake's on the same side, so I signed it, without reading what it was about; since then I have enlightened my on the subject. The document states, "That we the undersigned having full confidence, no less in your general character and private ability, than in the soundness of your views on the several important matters, which will form the subject of discussion before the Legislative Assembly during the ensuing session, &c." Can you imagine that men employed with any sense could be found to subscribe to such a document? when not one of us ever heard what Mr. Drake's views are on Confederation or against it. Mr. DeCosmos with all his faults (and I have opposed him) has come out in a straight forward manner and stated his views in his address to the people of Victoria. He is not for rushing into Confederation without we become gainers by so doing. Let us hear what the various Candidates for Legislative honors have to say, and if any of these gentlemen can bring forward more advantageous measures for us than Mr. DeCosmos has done, I for one will give them my vote and interest.

Yours, &c. A VOTER.

Victoria, Oct. 21st, 1868.

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Proprietor.

# The Weekly British Colonist AND CHRONICLE.

Saturday, Oct 24, 1868.

## The Cemetery.

We are glad to see movement on foot to the re-creation of the Cemetery. It is a matter that has long been mooted amongst the nominations, and the ing the Cemetery a locality beyond the within a reasonable toria, has been fre upon the Municipality; want of funds prevented either the Colonial Government matter up, and it b mined to endeavor subscription that w oipal exchequer b would doubtless hav by the Corporation desirable thing to place of the dead, w sects of Christianity in a proper and fitting decency, and with t trust that those v initiative in the pre improve the cemete sight of the desira present burial gro another site can be locate it; the first st the present cemetery laying it out with there is but little ro of taste in the pr but there is noth being thoroughly d ranged that person the enclosure wi Trample over the g their way through weeds. It is obse that since the abolit burials in large t have been made to burial grounds. In plan adopted in me towns there, might City with some s subscription lists v who preferred giv flowers were invit gave their labor, so be made, and fen drawing upon the many persons in not have the means might be willing to labor, we throw for the Committee the large cages of teries are now laid tasteful manner, report for visitors i regarded as charnel. Be the case in the c than a century ago; been adopted there o the ground or leasir family might secure of feet for a fac Some such arrange assist the fund, if be raised, for purch new cemetery. W will be a hearty co- all sects so that di grace to our city be one in which all be able to take gentlemen who hav tive deserve the c community, and if ed by them are go doubts of their belog

## Police Court.

W. J. Jones, Proprietor.