

THE WEEKLY BRITISH COLONIST.

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DAVID W. HIGGINS

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Three Months, do, 5 00
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The Railway Terminus Embroglio.

The repeated disclaimers of some of its adherents and the emphatic expression of popular sentiment to the contrary notwithstanding, it would still appear to be the covert determination of a certain party in this community to open up the terms of Confederation and insist upon inserting a fresh condition which the Canadian Government will not and cannot agree to. It will be admitted on all hands that the resolutions adopted by the meeting on Saturday night can be of no more value or effect than the paper on which they were written, unless they take the form of an absolute condition. Can they be made such with any reasonable hope of obtaining the sanction of the Dominion Government? That a negative reply to this very important and eminently practical question must be given has, we trust, been made sufficiently clear in former articles. In the first place we have the question of time to look at. To open up the terms already negotiated and insert any new conditions whatever would be to render fresh negotiations necessary. The next Council would be called upon to make provision for another set of Delegates to go to Ottawa, and the minimum of delay would be one year. And for what? Is it quite certain that the new Council would vote for Equivalents being the terminus? Even now we hear the cry from the Mainland that every member must go pledged to making Burrard Inlet the terminus. How would the six appointed members vote? But assuming, for the sake of argument, that the terminus condition would be the only new one, and that the Delegates should go to Ottawa next summer for the purpose of negotiating new terms, the whole question must be gone into *de novo*. Suppose the committee of the Dominion Cabinet should meet our Delegates in this way: "We last year agreed to terms the most favorable to your colony we could hope to carry through Parliament—terms with which the Delegates, one of them an anti-Confederatist, expressed themselves well satisfied. When these terms were made public the press of the colony pronounced them to be highly favorable, even more so than the most sanguine hoped for; and yet you come asking for what you conceive to be better terms. We cannot, in justice and with the hope of success, give better terms; but least of all can we grant what you ask. The railway can only be regarded as a great national undertaking, one which must find the best route across the continent and the most advantageous terminus on the other side of it. You now ask us to decide a question which must be submitted to the best engineering skill the Dominion can command, and for which your last Legislature did not consider three years an unreasonable time. We agreed to have the survey completed and the route and terminus defined in two years. You now ask us to decide both route and terminus before a survey has been made. The demand is an unreasonable one, and we cannot agree to it." Such may be presumed to be, in substance, what our delegates would have a listener to. And then? Some people will say, "Oh, but Canada can't do without British Columbia, and would come to our terms." It has been shown in a previous article that it might suit Canada very well to concentrate her energies upon opening up the Northwest, leaving the last link to be added in due time. It must be tolerably clear that the Canadian Government can afford to

wait for two or three years, for they could find nearer home an ample field for the employment of all their resources and energies. It will be perfectly clear that the local Government can afford to wait for two or three years, and not be badly off either! The officials would need neither to toil nor spin; and yet their food and raiment would be sure. Mark this: Delay Confederation and we continue with the present form of Government; for, be well assured that although the new Legislature will have the right to pass measures for increasing the powers of the people and neutralizing those of the Executive, every measure looking in that direction would undoubtedly be vetoed by the Governor so long as Confederation is rejected. The local Government could, therefore, specially well endure delay. Can the people afford to incur several years' delay, and that, too, upon a doubtful issue? Can the people of Victoria so readily reconcile themselves to endure for an indefinite period the present condition of things? Are they so in love with the present Government as to lengthen out its span of existence for a few years longer? Will they be prepared to postpone, certainly for one year, probably for three, the establishment of a fortnightly line of British steamers to San Francisco and a semi-weekly line to Puget Sound? Are they quite willing to put off indefinitely the expenditure of three-quarters of a million on the Graving Dock, and a very large sum upon the Penitentiary, the Hospital and a new Custom House and Postoffice? Are they really reconciled to postpone for a term of years the inauguration of those great railway works which are to produce the magic effects depicted not long ago in the columns of a local print? And all for what? Will the delay render the location of the railway terminus at Esquimalt one whit more secure? Certainly not. The location of route and terminus must abide the survey; and the survey assuredly will not precede Confederation. View the subject as we will, to break up the present admittedly excellent terms without the slightest hope of securing better, and indefinitely postpone Confederation without the least hope of finding ourselves in any better position as to securing the object of such delay, is to act an inexplicably foolish part, a part which we apprehend the people of British Columbia are in little danger of acting.

The report of the Saturday night meeting which was published in the *Standard* yesterday, was, for the most part, a true and faithful one, and that is a compliment we have seldom an opportunity of paying our contemporary. The report was, with a few exceptions, copied *verbatim* from our columns! But there is a thread of inconsistency and unfairness running through what we suppose we must call the leading article which appeared in the same paper. The meeting is pronounced "a perfect success." So we thought; but in an entirely different sense from that claimed by the advocates of making the terminus a *sine qua non* of Confederation. "All effort was made," it is asserted, "to defeat the object of the meeting, but it was all in vain." If the object of the meeting was to make the terminus question a *sine qua non* of Confederation, all effort was made to defeat it; but, so far from failing, it was eminently successful. But if the object of the meeting was, as stated over and over again by its principal originator (Dr Tolmie), to use every endeavor to secure the terminus of the railway without imperiling Confederation, nobody, so far as we are aware, opposed it. "Mr Robson," it is stated, "concurred with Mr Carey and opposed the resolution, which was the same as he had voted for at the preliminary meeting." Now this is extremely unfair and, in fact, grossly untrue. Neither at the preliminary meeting nor the public meeting did Mr Robson oppose the proposed object of the resolution. He only and solely opposed the covert purpose of some of its supporters—a purpose to delay or break up Confederation by an artful dodge. Mr Robson yields to no man in an honest desire to see the principal coalfields of the colony connected by railway with the chief seaport town; he claims to be amongst the most earnest and sincere advocates for the terminus of the Transcontinental Railway being located at that point which will give it the greatest possible advantages in competing for the carrying trade of the world, and he conceives Esquimalt to be that point; but he is distinctly and decidedly averse to indefinitely delaying both Confederation and the Railway by going to work in a wrong

headed and impetuous manner. That is, in a few words, the difference between the position taken by Mr Robson and that taken by Mr DeCosmos.

SAULT STE MARIE CANAL.—Our readers will doubtless recollect the difficulty which occurred at the Sault Ste Marie Canal, a few months ago in respect of the passage of the British steamers employed in conveying stores &c., for the Red River expedition. It will be remembered how the United States authorities took a mean advantage of the canal being in their territory in order to impose a paltry obstruction to the Expedition. That circumstance is scarcely to be regretted, inasmuch as it has served to arouse the Dominion Government to the necessity of possessing a Canal of their own at that point, and the construction of such a canal is now being set about in earnest. The present Canal, as it appears, affords only 12 feet of water, and is, therefore, altogether inadequate to the trade of the west. The Canadian Canal is to be of such a character as to afford passage for the larger class of vessels, and it will thus give the Dominion a very important advantage. It is stated in the *Portage Lake Mining Gazette* that if the Canal had 14 instead of 12 feet of water the Marquette iron region alone would save over \$200,000 in freight this year. This will give some idea of the magnitude of the interests involved in a better Canal. The iron and other mineral interests of Lake Superior are yet only in their infancy, and the opening up of the Canadian North-West must add immensely to the importance of a facile passage for larger ships. Canada is, therefore, acting wisely in constructing a canal in her own territory, and in making that canal of such a character as will meet the rapidly expanding wants of the great country seeking an outlet that way.

THE MERCANTILE CANDIDATE.—Unusual pressure upon our space has prevented an earlier notice of the third and last candidate for the representation of this city. As one of our most prominent merchants of long standing, Mr Henry Nathan, it is too well known to require any introduction to this community. His address is in another column and speaks for itself. Short, lucid and sufficiently pronounced upon the cardinal political issues of the day, it will compare favorably with some more labored productions. Mr Nathan is a gentleman of ability, and has the interests of the colony in general, and of Victoria in particular at heart. It is somewhat remarkable that Victoria, pre-eminently a commercial city, should have so long been content to be without a merchant man to represent it in the Legislature. Upon the new Council must devolve the duty of settling commercial questions of the greatest importance and the candidature of Mr Nathan would, therefore, appear to be most opportune. We are glad to learn that since his canvass commenced he has been singularly successful, meeting everywhere with the greatest encouragement; so much so, indeed, that amongst his friends his election is regarded as a sure thing.

THE BETTER WAY.—Under this head will be found a suggestion deserving of attention. While regarding all present agitation upon the subject as ill timed and of no possible utility, we are convinced that if any effort is to be made with a view to rendering the terminus more secure, to the island the suggestion thrown out by the doctor has greatly the advantages of the other modes of procedure. It is decidedly more practical and businesslike, while it is free from one of the most objectionable features of the other. The doctor assumes that the railway will be brought to Esquimalt if practicable, and provides a remedy if impracticable. The other scheme, as it appears to us, proclaims great want of faith in its promoters as to the natural advantages of Esquimalt as the terminus, and their doubts as to the practicability of reaching it. Of the two the doctor's is, beyond all controversy, the better way.

THE CAPTURE OF A CANAL.—We alluded some time ago to the very extraordinary blunder made by the United States authorities in locating the St. Clair Falls Canal on the Canadian side of the boundary line. Notwithstanding that a portion of the American press affected to treat the allegation with ridicule, it would appear to have been well founded, as the following paragraph, dated at Toronto, Oct 10th, shows: "The gunboat *Albatross* arrived here at noon yesterday. Hon Mr. Langview on board. They came through the new canal constructed by the American government on St. Clair Falls, and took possession of it for the Dominion government, hoisting the British ensign. It must, indeed, be gallant to the Great Republic to be caught by the 'green Kanakas' in making such a blunder, to say nothing about the expenditure of half a million in constructing a canal for a neighbor."

DEATH OF JUDGE CHANDLER.—Late exchanges inform us of the death of Judge J. W. Chandler, of New Brunswick. He died suddenly at Monroton on Sunday the 2nd October, having attended Divine Service in the morning. Judge Chandler was an active and able politician, and a progressive school, and was for several years a member of the Local Legislature. Taking an active part in maintaining the Confederation scheme, he received a Judgeship upon its completion. The deceased leaves a brother, the Hon Edward B. Chandler, who was one of the Confederation Delegates to London in 1866, and who is now a Senator and a Commissioner of the Intercolonial Railway.

THE NAVAL CONTRACTS.—No tender for supplying the navy will be received after noon to-day. The awards will probably be made public to-morrow.

The Trans Ocean have sent a letter, or an address, as it is called, to Major Wallis, Secretary of the Lachine Boating Club, conveying the sincere thanks of the Crew to the Club for the great hospitality and fairness with which they were treated upon the occasion of the late contest. They, at the same time, take occasion to pay the following compliment to the St. John's Crew: "We cannot conclude without paying a tribute of admiration to the stoutness and rare courage of our opponents in the late match, the Paris Crew of St. John, N. B. We are proud in having contended with men of their resolution, ability and intelligence, and beg to acknowledge the straightforward conduct which has characterized them since we made their acquaintance."

FANCY GOODS SALE.—Messrs Pickett & Co announce the first fancy goods sale of the season. A large number of English, French, German and American goods suitable for the approaching season will be offered on Friday, commencing at 11 o'clock. The list comprises vases, decanters, punch-bowls, lawn flowerpots and figures, dolls, work-boxes, busts, statuettes, silver-plated ware, etc. A desirable invoice of shoes, gaiters, brushes, brooms and baskets, cigars and groceries will be offered.

ACCIDENT TO A CABLE.—On Saturday night the steamer *Enterprise*, fog-bound, cast anchor between Sidney and James Islands where she rode till Sunday morning, when, on raising the anchor, the telegraph cable connecting the islands was found upon one of the flukes. The cable did not appear at the time to have been injured; but no current having been obtained through it since, it is supposed that the outer covering of the cable was abraded and that repairs will be necessary before communication will be restored.

THE BELLA BIRD DRAMATIC TROUPE.—Mr G F Bird and Mr Glover, of the Bella Bird Dramatic Troupe, arrived last evening. The troupe will arrive on Wednesday by the California. Among the members are Leo Hudson and her trained horse Black Bear, the Pixley Sisters (old friends), Mrs Bella Bird, Miss Eva West, W Ellerton, Tony Ward, Chas Thornton, S Dennis and several other artists. The first performance will be given to-morrow evening at the Theatre.

DEATH OF MR. N. M. HICKS.—Mr Nathaniel M Hicks, a former resident of this city, and latterly a merchant of Keeganay, died yesterday afternoon of heart disease. Mr Hicks was a native of St John, New Brunswick, and aged about 50 years. He came to Victoria in 1838, and took an active part in the organization of the Fire Department and was one of the first Board of Councilmen elected after Victoria City was incorporated. Mr Hicks leaves a wife and many friends to regret his departure.

DIED AT HOME.—Benjamin Saunders, Esq, a visitor from Fort Wayne, Indiana, was stricken with paralysis in this city on the 20th June last. He recovered sufficiently to enable him to travel home, where, we see by a Fort Wayne paper, he died quite suddenly on the 15th September last. Mr Saunders (who was a relative of Capt Pritchard of this city) was a native of Bristol, England, aged 70 years, and had been magistrate at Fort Wayne for many years.

THE FIRST FAULT.—The *Guardian* calls upon all the Mainland constituencies to send their representatives pledged to support the claims of New Westminster and Burrard Inlet as the terminus of the Dominion Railway. This is the natural result of one of the most useless and injudicious agitation-ever started in this community.

NEWFOUNDLAND.—Advices from Newfoundland state that Mr. Alsop, the Colonial Secretary of the Anti-Confederation Government, has been defeated at Trinity Bay by John H Warren, the Confederate candidate, by a majority of 150. A reaction in favor of Confederation is setting in.

REPAIRING THE CABLE.—Superintendent Lamb will start to-day for the scene of the break in the *Enterprise*, which will tow around a scow on which has been reeled a new piece of cable. The fault is supposed to be about 50 feet from the Sidney Island end of the cable.

CORRECTION.—From the list of prizes awarded at Mrs Wilson Brown's School were omitted the names of Miss Fanny Palmer, who obtained the prize for composition and general attention; and of Katie Parker and Annie Monte, who received prizes for good conduct, reading and spelling.

QUINCEA NEWS.—GERMANEN CRUISE THE NEW ELDERADO.—A letter received by Mr A S Bates of Deep Creek, from Wm McInnes, a most reliable miner, states that Jim May and Duncan McMartin were taking out 25 to 50 oz per day to the hand and Black Jack a yeastpowder box full of gold daily.

The steamer *Eliza Anderson*, Capt Fipob, arrived from the Sound last evening at half past nine o'clock with 50 passengers and a large quantity of live stock and other freight. We are under obligations to the Purser for the usual favors. The *Anderson* will sail for the Sound to-day at 10 a.m.

The *Enterprise* departed all Saturday night by the fog, did not reach port until 7 o'clock on Sunday morning. She brought 70 passengers, Barrard's Express, with letters and telegrams, but no mail.

THIRTY DAYS' GRACE.—Thomas Shakespeare was yesterday brought up from remand and, convicted for selling whisky to an Indian. He was mercifully allowed by the Magistrate one month before appearing for sentence.

AN EXPENSIVE BIRD.—Jim, a Port Rupert Indian, was yesterday convicted and fined \$25 for hitting another Jim, a Hydash. If the Port Rupert bird fails to pay the cash he must suffer imprisonment two months.

DISCHARGE.—Charles, a Port Rupert Indian, was charged with a assault upon Jim, a Hydash. The prosecution failed to prove a good case and the accused was, therefore, discharged.

The mail steamer *Isabel* arrived from the Sound last evening at 8 o'clock, bringing 54 passengers and an overland mail. Captain Starr has our thanks for late files of *Seppid* and Oregon papers.

FOR THE SOUND.—The mail steamer *Isabel*, Capt Starr, will sail this morning for Port Townsend at 10 o'clock, and will connect with the *Aida* for Olympia and way ports.

TWO TRIPS.—The *Enterprise* will make two trips to New Westminster during the current week. She starts on her first trip at 9 this morning.

THIEF.—Terry Quinagan was yesterday charged with stealing a leg from a Chinaman. The accused was remanded to-day.

The California did not leave Portland until yesterday at 4 p.m.

NAVAL.—H. M. S. *Chanticleer*, from San Francisco, arrived at Victoria on the 27th September.

Spots on the Sun.—A wonderful commotion of the solar surface—OBSERVATIONS BY PROFESSOR HAWLEY. (From the Pittsburg Commercial.)

Here, where the remarkable changes of the solar surface have formed the subject of repeated observations, daily maps of the position of the spots are made. And their singular variations have been the object of most interesting scrutiny. The side of the sun now turned towards us is today covered with hundreds of them of all sizes and in all stages of growth, while the opposite side, to be presented to us a few days later, is comparatively bare. The area of one of the large spots, which is now near the centre of the disk, has been computed from careful measurement and found to exceed 2,300,000,000 square miles. Such immense numbers convey no definite impression, and perhaps a more vivid idea of the size may be gained by comparing it with that of the earth, whose entire area is less than a tenth part of that just given.

This is the area of the penumbra—an immense expanse of variegated forms crossed by channels and convergent streams of luminous matter, all shifting under an action like that of some whirlwind which is twisting them from one position to another, and changing their forms from hour to hour. The current appears sometimes to rush downward, carrying with it great masses of the luminous matter to lower depths, and opening, as it does to black cavities of a size commensurate with the scale on which this action is carried on. The largest of these cavities is seen to be overhung with parts of this brilliant surface, which visibly break away in enormous portions, and sink in it out of sight; indeed, it is quite within the truth to say that a globe the size of the world might be dropped in without touching either side. It is impossible to convey an adequate idea of the impression of infinite and inexhaustible energy, of which one is conscious while beholding this with adequate optical aid. Masses the size of whole continents are utterly changed in shape, and disappear from one day to another, sometimes while the observer watches them, and the whole spot is, to all appearances being slowly rotated by the cyclones which are visibly working there.

This is one of many centers of similar action, not all on the same scale, but baffling the eye by their number and incessant changes of form, which the draughtsmen labor after in vain, and which the photograph can but imperfectly render. At one of our largest observatories the photograph is employed to make a daily chart of these changes, and a professional observer in such matters, but our own planet is too intimately connected with these phenomena not to make them claim some interest from all of us. Why these great magnetic needles move responsively to these great changes in the sun, or why aurora will light up the winter sky, at intervals more frequently repeated as this solar action is more violent, are questions which astronomy is trying to answer. The fact that they do so is certain—the cause is still wholly unknown to science.

MECHANICS' LITERARY INSTITUTE.—The annual meeting of the Mechanics' Literary Institute will be held this evening at 8 o'clock. The business will be to elect officers and a committee to serve during the ensuing year.