

The Weekly British Colonialist

Wednesday March 8th 1871

End of the War.

The great war has at last come to an apparent termination. It was to have been a six weeks' war. It has lasted five times six. The grand army of France was to have marched to Berlin. Napoleon III. was marched willy nilly into Prussia; but the Prussian army marched through France and has made a triumphal entry into Paris! When Napoleon left the gay metropolis for the headquarters of the army, he ostentatiously announced his determination only to re-enter Paris a conqueror or a corpse. The former he can never do. The latter is even doubtful. If we are to accept the temper of the Assembly now in session at Bordeaux as an index to the national mind, Napoleon will never again sit on the throne of France. Having failed to find death at the head of his army, it is doubtful whether he will ever be permitted to re-enter Paris a corpse. What an eventful thirty weeks to Napoleon—to France—to the world. Think of Napoleon of three years ago, the proud entertainer of the great Sovereigns, himself the autocratic ruler of the first of nations. Look at him now, a moping prisoner in the hands of one who was then his guest. Think of Napoleon of three years ago, even of one year ago, whose word, whose very look was the barometer by which the price of rent rose or fell the world over; and think of him now, as one almost forgotten, whose very name now provokes scorn and bitter sneers from those same lips which then made the welkin ring with enthusiastic shouts of "Vive Napoleon!" And France, proud, chivalrous France, bowed down—no inspiring "Marseillaise" heard now—compelled to witness the invading army marching in proud triumph through Paris, her men and women turning away to weep! Think of her stoutly resisting the long and fondly cherished British frontier, but compelled to retire almost to the Pyrenees, surrendering some of her best provinces and strongest military positions. Who can think of all this and not be deeply moved? Surely France has been made to drink very deep the bitter cup prepared for her by an ambitious pretender. The war has been an awful one, and it must be a dark page in the world's history. Put even in that dismal and dizzy arena passing before the mind's eye, some bright spots are visible. The war, as ended, and it is presumable that peace will be re-established upon a less fragile basis. The war has happily been confined within the arena in which it originated. Had the other Great Powers been dragged into it, as well at one time threatened, how much more dire and widespread must have been the consequences. It is matter of special thankfulness to us, as a nation, that Great Britain has happily escaped the disastrous consequences of the war, that she has been enabled to maintain an honourable and dignified neutrality throughout the terrible struggle and that her offices of friendly mediation have not been altogether without good results, while her true position has since the recent sitting in London. The closing war has not only been an eventful one, but it has overturned calculations and defied human sagacity probably to a greater extent than any previous war. When, at the beginning of the war, the possibility of a Russian advance on Paris was hinted at in this journal, the idea was ridiculed. When the probable fall of Paris was predicted, both ridicule and abuse were the answer. In all these things have happened, and in have ceased to wonder. It only remains to hope that Prussia will bear herself well under such an astounding flood of success and augmented power; and that this may be the last which is to disgrace the civilization and Christianity of the age.

Aerial Tramways.

Aerial wire tramways, recently perfected in England by Mr. Hodson, C. E. are coming into more general use than as at first expected would be the case. The plan consists in the employment of a endless wire rope, supported by pulleys, which are carried at a considerable height from the ground on stout posts, the structure looking not unlike an ordinary telegraph line, more substantial, however, than telegraph lines are commonly made in these parts. A portable steam engine drives the rope at from five to eight miles an hour, carrying a continuous stream of boxes, each holding one hundred weight, more or less, as the case may be, of whatever matter may be transported. The rope is endless, so that the full boxes travel on one side of the supports, the empty ones returning on the other; the pendule by which the boxes are hung are specially formed to allow their passing the points of support, which they do with perfect ease. The line crosses the country boldly, having little or no regard to broken or uneven surface, curves or gradient. Here, then, is a railway without cuttings, embankments, tunnels, viaducts, or bridges, no matter how hilly the country to be traversed,

this is easily compensated by simply increasing or diminishing the bight of the standards; no matter what rivers have to be crossed, the wire railway will span them without a single pier. A five mile line, capable of carrying one hundred tons per day, with suitable steam power terminals and all complete, is estimated to cost £1,897,10, being at the rate of £379 per mile. Increase of carrying capacity would involve increase of cost, as, for instance, one capable of carrying one thousand tons per day would cost at the rate of £1,500 per mile. The rope may be driven by steam or water power or animal power; and the readiness with which matter may be taken up and set down in positions of infelicity as regards most other known modes of moving substances, would appear to point to this invention as singularly adapted for short transport from mines to shipping, the landing or shipping of goods in the absence of convenient wharves, and the like. The facility with which long spans can be made is another important feature. Spans of one thousand feet are made without any difficulty, and there seems to be no reason to doubt that twice, possibly three times that distance can be overcome. This will doubtless suggest to the reader's mind the adoption of the aerial railway to crossing the waters which separate this Island from the continent at Johnson Strait. This plan would also appear to be eminently adapted to the movement of coal from our mines to the ship, presenting, as it does, a medium very much cheaper than those in ordinary use, especially where the face of the country is unfavorable to the construction of tramways. We may mention the firm of Jamieson, Rhodes & Co. are agents for these tramways in this colony, and are prepared to supply full information, and take orders.

Court Fees.

The union of British Columbia with Vancouver Island found one scale of Court fees on the Mainland and another on the Island, the former scale being considerably higher than the latter. As the immediate result of a fusion of the Supreme Courts of the two sections, the scale formerly in force on the Mainland was extended over the Island. During the last session of the Legislature the Supreme Court Fees Ordinance 1870 was passed. This Ordinance empowered the Judges of the Court to make Rules, establishing a scale of fees. In June last a Rule was made establishing such a scale. It is a "aiding scale," providing for varying rates of fees in the different parts of the United Colony. Under it the rate here is considerably higher than it was previous to the fusion of the two Courts. Taking the whole colony it is very much higher. At all points beyond Nanaimo, on Vancouver Island, and beyond Yale on the Mainland, the rates are 50 per cent. higher than they are here. Beyond Queenstown the rate is exactly double. It is not easy to understand the principle upon which Justice is made so much more expensive in the interior than at the metropolis, unless it is that the price of justice is regulated by the price of beef and bacon. But the point to which we desire more particularly to invite attention is this, that under the Ordinance all the Fees of Court will go into the Dominion Treasury. This fact would appear to furnish an additional reason why the people of British Columbia should be at once relieved from these exorbitant Court fees. Furthermore, under this Order, in Probate an estate must pay 3 per cent. to the Court, in addition to other fees. Three per cent on an estate is a high rate, and sometimes mounts up to no inconsiderable sum. On an estate in Probate, a few days ago, it amounted to about \$600. All this, too, will go to the Federal Treasury. The rate is excessive and should be reduced. Previous to Union, estates in Probate on Vancouver Island were only required to pay a lump sum of eighteen dollars each. Still further, the officer of the Court is entitled under this Rule to charge 25 cents per folio for office copies of documents, whereas Solicitors are only allowed to charge 12 1/2 cents per folio. This is the more felt from the fact that the Court requires all affidavits to be filed and office copies to be taken before being read, which is not the practice in England and elsewhere in Common Law proceedings. Not only does this practice involve considerable expense, but it frequently entails no little inconvenience, as the Registrar cannot be supposed to be at all times accessible. These are matters of grievance if you will—which ought to be adjusted if possible during the present session; or, at any rate, before the colony passes into Confederation.

Saturday March 4.

The Saw Case.—Yesterday this curious affair which has created quite an excitement with some, and a good deal of merriment with others, was brought to a termination. The evidence was throughout clear that Rabson had possession of Howard's saw for nearly a month. The question terminated upon the point as to how he came in possession of it. Emma Rabson, daughter of John Rabson, 13 years of age, testified that Caroline Nunn, of the same age, loaned the saw to Rabson with the consent of Mrs Howard. Mrs Howard testified that she did not give her consent to the loan of the saw. The Magistrate said he regretted that such a case should come before the Court, but could not do otherwise. The case was one of feeling between the parties. The case was one of a trifling character to justify him in sending it to a higher court, especially where it affected so much the interests of a large family; he would say however that he thought the saw came into Rabson's possession through the girl Caroline Nunn, and he would therefore dismiss the case, intimating in the meantime to Mr Rabson that the general impression with the public is that he is a respectable man, and expressing hope that he will in future act more prudently.

METEOROLOGICAL REPORT FOR THE MONTH OF FEBRUARY—FISGARD ISLAND, March 1, 1871.—Rain fallen during the month 210.08,000 pt of 3/16. Number of rainy days, 10. Max. height of barometer Feb 1, 30.31. Min. height of barometer Feb 26, 29.50. Max. height of thermometer Feb 26, 72.8. Min. height of thermometer Feb 18, 30.46. Feb 3, the lowest 29.84, the 9th. The highest barometer Feb 18, 30.45. The lowest 29.84, the 9th. The weather during the past month has been very unsettled, especially the last 14 days. It is impossible to give any prevailing wind; it has been all round the compass, from east in a southerly direction, to west during the greater portion of the month. There was a slight fall of snow on the 12th and 22d inst. Considerable snow has been visible in the interior. The fall of rain this month cannot be very accurate on account of the strong winds and squalls. Feb. 1870, from 1st to 12th, the weather was very mild, from 13th to 18th, clear and frosty; the remainder of the month, with the exception of the 27th, which was frosty, foggy, calm and squally weather. Feb 1869—Up to the 10th strong winds and very equally weather, from 11th to 19th much milder with light winds at times; from 20th to 28th, light breezes and clear, frosty weather.

ROAD MEETING AT SAANICH.—At the instance of Assistant Surveyor General Peares a meeting of the settlers interested in a meeting of the settlers interested in the West Saanich road was held at Verdria's (Saanich) Tavern, on Wednesday, for the purpose of deciding where and how the road money should be expended this year. There was a large attendance. Mr J J Austin, on behalf of Mr Peares, placed the subject properly before the meeting. Mr Brown moved a resolution to the effect that work should commence at the end of the present good portion of the road, and be continued as far as the amount of money at the disposal of the Government would carry it, the work to be done in a thorough manner as far as it went. This resolution was carried unanimously. There was some discussion upon the principle of doing the work by contract, as distinguished from the present system of day work, but the discussion excited little interest and did not assume any practical or pronounced form.

REAL ESTATE is evidently advancing in value. At the sale of property at Mr Lumley Franklin's auction yesterday, the competition was quite lively and the lots were sold at advanced prices, indicating a decided improvement in public confidence as to the future of our Colony. The following were the prices obtained. James Bay subdivisions \$37 50 each, North Park street, lot 20, \$190, 835 Johnson street \$310, 8 lots Putnam street \$225, lot 3 Pandora street \$546, lots 623 and 623 Herald street \$420, Cadboro Bay, 5 acres per acre \$40; lot in Comoxia District \$80.

Business Cases.—The widely known shipping and commission house of Pickett & Harrison, San Francisco, has been dissolved by limitation. The business will be continued by Wm Pickett & Co. Mr Pickett was the founder of the Merchant's Line of sailing packets which has regularly plied for the past sixteen years between San Francisco, Victoria and other ports. The new firm have extensive connections which enable them to purchase in the best markets.

New Auction Firm.—Messrs Robt Plummer and Frank Pagden have associated for the purpose of conducting a general auction and commission business. Both gentlemen have been long and favorably known in the colony, and have started business at a time when the improved condition of the affairs appears to hold out flattering prospects of success.

It is said that the coal mines at Bellingham Bay and Nanaimo and the saw mills on Puget Sound will soon be deserted by their owners, who have caught the Omicron fever.

Dr LIVINGSTONE.—This great African explorer is really safe, and is expected to arrive in England shortly. The Philharmonic Society of this city is to be revived.

The H.B.Co.'s ship Prince of Wales has not been chartered to go anywhere.

H.M.S. Fawn is daily expected to arrive from Valparaiso.

Saanich Road.

Editor BRITISH COLONIST.—"It is never too late to mend," is a little old proverb. May I, through your columns, appeal to the Lands & Works Department, to mend their ways—for are not the highways their ways?—and I am sure that it is the honorable the Chief Commissioner, or in his absence the Surveyor General, will travel out of Victoria on the Saanich Road, he will find the way almost past mending, spite of the proverb. Speaking seriously, the Saanich Road is in a most disgraceful state; for miles the metaling is bare, and where it is not exposed, there are deep ruts, sufficient to break the wheels of any vehicle; and considering that along the Saanich Road a great part of the agricultural produce of Vancouver Island arrives at Victoria, and that the farmers are heavily mulcted in it Road Tax, whether the money is expended for their benefit or not, it is time that something should be done to the road in question. I hear it rumored that a road contractor has been seen on that road, lately; let us trust that "Coming events cast their shadows before them," his presence is but the shadow of some substantial benefit in the shape of a pick shovel and hammer, and plenty of stowaway axes to wield them in removing obstacles disagreeable to whom they may concern. You will say I am fond of proverbs, but let me remind the Lands & Works that "A stitch in time saves nine," and that when the road is repaired a barrow load of gravel here and there in the holes would save many a dollar. Take Equivalents Road (which by the way, is the most creditable use on the Island) as an example, and let the Lands & Works take an example from it, and let the roads be mended in future not more prudently.

Yrevez, March 1st, 1871.

Clergymen and Politics.

Editor BRITISH COLONIST.—So the Clergy are not to be allowed the exalted honor and unbespeakable privilege of a seat in our Legislative hall. What a dire calamity! But submission to such a deprivation is one thing, and the reasons for placing any class of men under civil disabilities in a free country is quite another affair. I have been anxiously looking for even one reason, or one reason, that will not be as applicable to some other classes of men—if not all—why ministers of religion should be disqualified for a seat in the Council, or any other civil right? Don't let them vote, as well the one as the other. We will hear next of a poll tax. Why not? Will you, or the hon Attorney General, or some one, give us some reason, or one reason, that will not be as applicable to some other classes of men—if not all—why ministers of religion should be disqualified for a seat in the Council, or any other civil right? Don't let them vote, as well the one as the other. 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