

# THE WEEKLY BRITISH COLONIST.

VOL. II.

VICTORIA, VANCOUVER ISLAND WEDNESDAY, DECEMBER 7 1870. NO. 50

THE BRITISH COLONIST  
PUBLISHED DAILY BY  
DAVID W. HIGGINS

TERMS:  
No Year, (in advance) \$10 00  
Six Months do 6 00  
Three Months do 3 50  
One Week 0 25

WEEKLY BRITISH COLONIST  
PUBLISHED WEDNESDAY MORNING.

TERMS:  
One Year \$10 00  
Six Months 6 00  
Three Months 3 50

OFFICE: Corner of Hastings, Government and Langford  
streets, adjoining Bank of British Columbia.

## AGENTS.

S. D. Levi, Nanaimo, V. I.  
Giles & Clark, New Westminster  
Barbara's Express, Vancouver  
do do Victoria  
do do Seattle, W.T.  
do do Portland, Oreg.  
do do San Francisco  
Crosby & Lowe, Olympia, W.T.  
Mr Perkins, Seattle, W.T.  
David Sims, Port Townsend  
Hudson & Menzies, New York  
F. Algar, II Clement Lane, London  
E. Street, 55 Cornhill, London  
L. Fisher, San Francisco

## The Canadian Pacific Railroad.

Not long ago we came across an able and interesting paper in which the natural advantages possessed over all the other transcontinental routes by that of the Canadian Pacific Railway were very forcibly pointed out. According to that paper, taking Halifax as the Eastern terminus, we have a saving in water travel between Great Britain and Asia of 1,460 miles. Computing water travel at 14 miles an hour, certainly the maximum speed, this difference will give an advantage in time of 104 hours. One hundred and four hours less confinement on ship-board. One hundred and four hours less tossing and sea-sickness. Furthermore, the distance from Liverpool to Shanghai by this route is four thousand miles shorter than by the Cape, while Liverpool is five hundred miles nearer to Halifax than to New York. Professor Maury has demonstrated that the trade winds and ocean currents place Vancouver Island on the way of the road from China and Japan to San Francisco so completely that a vessel trading under canvas to the latter place would take the same route as if she were bound for Vancouver Island. Add to this our superior harbors, monopoly of coal-stores, and shorter, safer, cheaper route across the continent, and it must be admitted that the Canadian Pacific will possess fair advantage. But the most interesting feature of the paper referred to is the proposition to make St John's, Newfoundland, instead of Halifax, Nova Scotia, the Eastern terminus of the Canadian Pacific Railway. Science has more effectively annihilated time and space on land than on water, in so far as least as travel and commerce are concerned. The great object is, therefore, to reach the minimum of ocean travel, by taking the maximum of land travel. To this end it is proposed to connect Newfoundland with the mainland by means of a steam ferry, and make St John's the terminus of the railway. It is asserted that steamers constructed mainly with a view to speed can readily accomplish the voyage between Valencia and St John's in one hundred hours. Thus the Atlantic ocean passage proper would be reduced from two hundred and sixty-four hours, as at present, to one hundred hours. Were this scheme carried out, it is claimed that the Canadian railway would not only possess enormous advantages over all others, but the Atlantic portion of it would export patronage from rival lines. Applying the same theory to the Pacific which has been applied to the Atlantic, the reader will at once see the absurdity of having the railway finally terminate on the Mainland, when it can be made to tap the American ocean commerce at Esquimalt, while yet that commerce is one hundred and fifty miles distant from their own terminus on Puget Sound. The Canadian line will be brought into more direct competition on the Pacific than it will on the Atlantic, and the truth is we cannot afford to waive the advantage which a terminus at Esquimalt would secure to it. Comparing the scheme for making the Eastern terminus of the railway on Newfoundland with that of making the Western terminus on Vancouver Island, it is encouraging to remark that the natural difficulties which present themselves in the way of the latter are infinitesimal indeed, when compared with those of the former. This is true, whether we take into account the bridging of the waters which separate Vancouver Island from the Continent, in the neighborhood of Johnson Strait, or crossing by means of a steam ferry between Burrard Inlet and Nanaimo. The reader will dis-

tinctly understand that, in insisting upon the final terminus of the railway being at Esquimalt, we leave the question of route to be decided by the engineers. All that we do in that respect is to assume that there are only two routes between which to choose, viz, that which follows the Valley of the Fraser to Burrard Inlet, and that which takes a more Northerly course and seeks the seaboard through Bute Inlet. To decide which of these routes is to be taken must be the work of those engineers whose final report is to form the groundwork of legislation and financial action; but in deciding between these two routes a comparative facilities presented by the two for reaching Vancouver Island, Esquimalt is the goal which the engineers must keep constantly in view. Distances, grades, curvatures, cuttings, fillings, bridges, ferries, all must be calculated, measured and viewed in the light of ESQUIMALT THE FINAL TERMINUS. There must be no mistake here. It is just at this point where useful agitation comes in. It becomes the duty of every patriotic person to press upon the attention of all the Governments and communities concerned this terminus question, with all its momentous and wide-spreading consequences. This is no question of faction or locality or of the price of town lots. It is one which should, as far as possible, be separated from all such paltry considerations—viewed and advocated from the higher and more national standpoint. Let the people of New Westminster sing the praises of the valley of the Fraser. Let the irrefragable Waddington land the incomparable advantages of Bute Inlet. These can in no way touch, *must not be permitted to touch*, the cardinal proposition which all should unitedly defend, viz: *By whatever route the railway may reach the waters of Georgia it must find its final terminus at Esquimalt.*

## The Hamilton Murder.

It will be needless to rehearse the circumstances attending the recent murder of Hamilton, in the neighborhood of Nanaimo, for they must still be fresh in the reader's recollection. It would seem that justice is not content that Jim should die for the secondary part he is believed to have played in that feudal tragedy, while Quinnam the believed principal, gets off with three years penitentiary. If only one must die, the verdict of public opinion in that community best fitted to judge is that one should be Quinnam not Jim. The reader will recollect that both of these Indians were concerned in the murder. They were arrested. At the suggestion of the Constable who had him in charge, Jim confessed. According to that confession Quinnam was the principal, Jim merely accessory after the fact, and that through fear of the more athletic and terrible Quinnam. But Quinnam, too, confessed; and, according to his story, the facts were reversed, Jim being the principal, and Quinnam acting the part of accessory after the fact. Upon being put on trial there was, unfortunately, little or no evidence adduced against them beyond their own statements. Under these circumstances what was to be done? The Attorney General informed the Court that he did not think it advisable to proceed with the trial without having one of the prisoners as evidence for the Crown. He proposed, therefore, to take Quinnam's evidence and proceed with the trial against Jim. The Chief Justice said he had foreseen the difficulty that would arise, inasmuch as the confession of each could only be used against himself and not against his confederate, in case of both being tried. Thereupon Quinnam was made Queen's evidence, and Jim was, upon his evidence, convicted and sentenced to death. But why was Quinnam selected as Queen's evidence? Both had confessed; but Jim was the first. Each told a story very similar to the other; but the people of Nanaimo believed Jim's story, because they knew it to be more in accordance with the character and antecedents of the two Indians. Quinnam, by far the stronger, the more addicted to drink and the more terrible and unscrupulous, was not likely to be found playing a secondary part. Quinnam's name frequently appears on the Police records. Jim's never. And, besides all this, circumstances have come to light since the trial—circumstances which might be ought to have been adduced at the trial—calculated to confirm the theory that Quinnam was principal and Jim a reluctant accessory. Under these circumstances the people of Nanaimo felt extremely dissatisfied with the result of the trial. The Indians, with the result of the trial. They express their too, are dissatisfied. They express their astonishment and disgust with British justice which would hang Jim for confessing, and let off Quinnam, whom they appear to regard as the real criminal; and it is asserted that the influence may be most fatal upon the Indian mind and disturb the good understanding hitherto subsisting between the two classes. The people of Nanaimo, to be their duty, under these circumstances, to take action in the matter. The result is a petition to His Excellency the Governor, praying that such respite may be granted to Jim as will enable further investigation to be made. The petition was presented yesterday by Mr Arthur Fenney, a highly re-

spectable resident of Nanaimo, deputed by the petitioners for that purpose. The matter is doubtless involved in more or less difficulty; but there can be no difficulty in the way of granting the prayer of the petition; and if it should subsequently be made to appear that the verdict of public opinion has been justified by fact, it is earnestly to be hoped that the Executive will make use of its prerogative to the very utmost in order to correct an unfortunate error which, uncorrected, might evolve untold mischief. The question is one of no little interest, as involving considerations of abstract justice; but it possesses a peculiar importance to the people residing near the scene of the horrible crime. In fact, the insecurity to life and property amongst the isolated settlers is something very serious, more serious than can be realized by those at a distance.

Since the above was put in type, we learn that His Excellency the Governor has granted a respite to Jim, in answer to the petition. This is the first step towards the right direction, and we sincerely trust that the matter may be followed up with the zeal and earnestness which its importance demands.

## TUESDAY, Dec 6th.

MISS ANNIE AND MINNIE PIXLEY.—These young ladies will leave today for home via Puget Sound. Not only are the Misses Pixley actresses of acknowledged ability, who are destined to earn considerable distinction on the American stage, but the chaste character of their performances and their private worth have rendered them favorites with all classes of the community and made their engagements profitable to themselves and interesting to the public. Wherever the young ladies may visit they will speedily become universal favorites. We speak from our friends on Puget Sound a genuine welcome and support. The troupe will perform at Olympia tomorrow evening.

FROM NANAIMO.—The stmr Isabel, Captain Starr, came down from Nanaimo on Sunday morning, and continued her course to Port Townsend without touching here. Mr Finney, of Nanaimo, by the kind favor of Capt Starr, came down by the Isabel, and was set ashore at Cedar Point. She towed out the Ocean Pearl, laden with stone from the Newcastle quarry, for San Francisco. The Victor, although over due, had not arrived at Nanaimo. It was understood that H.M.S. Sparrowhawk will remain there till some time in February next. The miners' strike continued, and there was no news of importance.

JIM'S RESPITE.—We learn that in response to a petition from the people of Nanaimo, presented yesterday by Mr Arthur Fenney, His Excellency the Governor has respited Jim, the Indian under sentence of death, in order to give an opportunity for further investigation regarding the degree of criminality of Quinnam, the Indian upon whose evidence Jim was convicted. It was intended that the steamer which takes up the respite this morning should have taken up the death-warrant.

ASSAULT ON THE HIGH SEAS.—J Douglas, mate of the bark Ada was, before the Police Court yesterday on a charge of assaulting H. Saggan, seaman, on the 3rd of October last. Douglas pleaded guilty to the charge, and the Court fined him \$5. Two other seamen also charged Douglas with assaulting them on the high seas, but failed to make their charges good and the Court dismissed the cases.

CHEAP CANDIES.—It will be seen that Mr Piper has reduced the price of his pure and wholesome candies. Think of 25 cents per pound for candy. It was formerly sold at \$1. We believe Mr Piper's retail prices are now lower than the wholesale prices in San Francisco. This is the result of home manufacture and local enterprise.

GREAT HOLIDAY SALE.—R F Pickett & Co's great sale of holiday goods ex Ada and Pelican will come off or about the 13th inst. Papa's and mama's and beaux should reserve their purchases until they have had an opportunity of inspecting these articles.

\$20 FOR \$15.—It will be seen by reference to our advertising columns that Mrs Levy, Government street, is holding out unusual facilities for sweetening the holidays. The reduction in the price of English and French confectionery is peculiarly gratifying, and is sure to be appreciated at this season.

SALE OF LOWE BROTHERS' STOCK.—Mr Franklin, tomorrow, will hold a sale of the balance of stock of Lowe Brothers, at the store of the firm on Wharf street. The lot comprises groceries, wines, ship chandlery, teas, tobaccos, etc.

MECHANIC'S LITERARY INSTITUTE.—An entertainment by amateurs will take place this evening at the Mechanic's Literary Institute. Several musical gems will be sung by ladies and gentlemen who have generously tendered their services.

SNOW.—The foothills are clothed in virgin white. Mount Douglas has received its winter crown, and mining operations have ceased. In town, on Sunday night large flakes came down, melting as they touched the ground.

FROM THE SOUND.—The steamer Olympia, Capt Finch, arrived from Puget Sound last evening at 6 o'clock, bringing 54 passengers and a quantity of livestock and other freight. Parser Finch has our thanks for late papers.

The Nanaimo Coal Company advertise the following reductions: Nanaimo coal, \$5 50 per ton. Newcastle, \$4 50. Slack or cross, \$2 50 per ton.

The Enterprise will sail 8 o'clock tomorrow morning for New Westminster.

REMANDED.—Thomas George Smith, under arrest on a charge of suspicion of the murder of Baker, was before the Court yesterday and again remanded for three days.

ANOTHER REDUCTION.—Brodrick & Co announce a further reduction in their coal. They are now selling the best Nanaimo at \$9 and Newcastle at \$8 50 per English ton, delivered.

THE COAL REDUCTIONS.—Mr Kriemler announces a fall in coal to suit the times, viz \$9 for the Nanaimo and \$8 50 for the Newcastle article.

UNSEEN MIND.—John Perry was yesterday examined at the Police Court on a charge of being of unsound mind. The Court dismissed the case.

HEAVY MAIL.—A heavy English mail came through last night per Isabel. Thirteen sackfuls of letters and papers will be distributed this morning.

TAX CASES.—One case of school tax and nine of road tax were adjudged at the Police Court yesterday.

The steamer Isabel, Capt Starr, arrived at 10 o'clock, with the mails and 22 passengers.

The Masons of Port Townsend are preparing for a grand ball on the evening of the 27th December.

## The Railway Terminus.

EDITOR BRITISH COLONIST.—One cannot but feel disappointed that the real objects of the petition presented to His Excellency the Governor by the deputation were not prominently brought out. Those objects most assuredly were to point out to the Canadian Government:

1st That the Terms of Union declare that the railway shall be constructed from the Pacific towards the Rocky mountains.

2d For the purposes of the railway the only harbors suitable are those upon the shores of Vancouver Island, and very probably Bentinck Arm.

3d That although the petitioners firmly believe the route to Vancouver Island is perfectly practicable, yet that some unknown temporary obstacle may prevent the immediate construction of the entire line, which, however, is improbable.

4th That it is absolutely necessary if the railway is to prove a success, that it must come to suitable harbors, better and more convenient than the one held by the American North Pacific railway.

5th That the harbors upon the Gulf of Georgia are entirely unfit for the terminus of the railway, seeing that it is intended more for foreign trade than for domestic use. Therefore, if the Canadian Government were allowed blindly to fall into the error of placing it at Burrard Inlet, their whole scheme would be frustrated and certain failure would be the result. Of course it would not be in accordance with the terms to place it there.

It will be seen from this that there is in reality nothing 'sectional' in that petition. That the Governor should not like to send it is not wonderful. That he made disparaging remarks about it is not improbable; but he must know that to send a petition except through the Governor is not according to usage or constitutional custom: That the deputation were right in insisting upon its being sent is certain, because now the Canadian Government, being forewarned, is in a position to take a fair view of the whole subject and shake off delusions about Burrard Inlet.

That Vancouver Island is better suited for the purposes of foreign commerce than any other portion of British Columbia cannot be disputed. It is admitted to be so by all acquainted with its situation and advantages; but it by no means follows that the Canadians are acquainted with the fact. Indeed they may have been purposely kept in ignorance of it, or rather may have been imbued with Burrard Inlet ideas. It may be supposed that the advantages of Vancouver Island will certainly attract and bring the railway; but look at the influences arrayed against it:

1st Many Government officials hold lands upon Burrard Inlet or the banks of the Fraser. We need not point them out, but they are in the Executive Government and elsewhere.

2d The Canadian Government having already been deceived about Vancouver Island, that deception is actually being kept up by parties now in Ottawa.

3d All the foregoing, whilst defaming Vancouver Island, will most assuredly forget to mention that the route by the Fraser is of the most expensive and impracticable character. That with the Terminus at Burrard Inlet and San Juan in the hands of the Americans, the latter will hold the key and can at any time prevent access to it. That should the railway come down the Fraser it will run near the American frontier, but if made along the other route it will be beyond their reach. That if at Burrard Inlet, it will have a terminus far inferior to the North Pacific Railway and with which, therefore, it will not be able to compete.

4th That the surveys have to be made by the Canadian Government, who most probably will employ the Land Office officials here to do the work. From the attitude of the officials the people of Vancouver Island may form some opinion as to what chance they will have of getting a favorable report for any other route save that of the Fraser; and the Canadian Government may learn when too late the mistakes it has committed.

5th That it is, therefore, absolutely necessary at once to take steps for undeceiving the Canadian Government and others, and also to diffuse right and proper opinions in substitution thereof.

For the foregoing reasons the deputation were right in insisting upon the transmission

of the petition to Canada: (as they were in duty bound to do) and the public may learn some of the reasons why Vancouver Island, although the best suited for the terminus of the road, will be left out in the cold altogether, unless its inhabitants combine and bring all the force and influence they can possibly muster to frustrate the machinations and conquer the peculiarly interested advocates of Burrard Inlet. We have to do it for the sake of the Canadian Government as well as our own. It is not a sectional but a patriotic spirit. We have the Terms on our side and every advantage in the shape of geographical situation, harbors, &c.; and let every one with heart and soul try all he can do to disseminate that knowledge not only through British Columbia and Canada, but also through every nook and cranny of England. Let every, and myriads of friends will seize and send their help to confound their politics and frustrate their knavish tricks.

## LAST NIGHT'S DISPATCHES.

### British Columbia.

New Westminster, Dec 5.—The steamer Onward went into winter quarters on Saturday last. Weather fine, but frosty at night. A little snow fell on Friday and Saturday nights, but all disappeared in the day time. Thermometer 32. No news of importance.

YALE, Dec 5.—7:30 p.m.—The weather here during the day was rather cold owing to a high wind from the northeast, but the wind moderated towards evening, which is now very pleasant. The barometer has been falling rapidly since 4 p.m., and now stands at 29.35. Thermometer is 2 below freezing. YALE, 5—10 a.m.—Weather here extremely cold and cloudy with wind from the north-east. Thermometer stood last evening at 17 below freezing and barometer 29.75. Freezing slightly. Nothing exciting here.

### Europe.

LONDON, Dec 3.—The Duke of Mecklenburg says an engagement occurred on Friday near Mantua. After a hard fight the French were defeated and driven back. The 16th French army corps was driven to Lofigny with the loss of several hundred prisoners and 11 guns.

Tours, Dec 3.—Fighting continues with the army of the Loire without advantage to either side.

The Prussians have been repulsed from Antigny.

LILLE, Dec 3.—The evacuation of Amiens by the Germans is confirmed. They blew up the bridge between Albert and Arras to protect their retreat.

It is reported that Mantraffel was hastening towards Paris.

LONDON, Dec 3.—The fighting at Brie was severe, the Germans being exposed to a heavy fire from the French forts, but at 3 p.m. the French were compelled to retire, leaving many prisoners. The French wounded refuse the offer to be sent back to Paris.

Gambetta has issued an address wherein he says the army of the Loire will remain entrenched at present, and also that Ducrest has not met with the opposition he had expected.

LONDON, Dec 4.—Two sorties occurred yesterday. One of them was repulsed; in the other the French gained two villages near Brie-sur-Marne.

A shell was accidentally fired into Paris on Dec 2d.

The French lost 1800 prisoners, 20 superior officers and 7 guns since the bombardment of Belfort commenced.

Turkey will accept a conference. Granville insists on the withdrawal of the original circular.

### Utah.

SALT LAKE, Dec 3.—A few days since E F Tracy, agent for Wells, Fargo & Co in this city, received a dispatch from Eiko, Nevada, stating that two lawyers named Beinfeld and Rand of Eiko, had a consultation with Taylor, one of the Central Pacific Railroad robbers, after which they suddenly left for the east.

Tracy immediately placed the matter in the hands of the police here, who put a detective on the track, and as soon as Beinfeld and Rand arrived here on the train, followed them west of this city to near where Taylor was captured, and arrested them in the act of digging up the stolen treasure, amounting to \$2000 in greenbacks and 45 ounces in gold dust, which was taken from them, and on digging further down found \$300 in coin. The prisoners are now in custody and say that Taylor told them where the treasure was hidden, and that they were to act as his counsel.

### Oregon.

PORTLAND, Dec 5.—Stm Orisamme arrived here on Sunday, and is advertised to leave on the 7th at 4 p.m.

PORTLAND, Dec 5.—The Montgomery Castle will begin loading grain in a few days for Liverpool. Eighty miles of railroad will be completed tomorrow.

SALM, Dec 5.—The city election passed off quietly to-day. The only contest was for the Marshalship. J W Fisher, independent candidate, beat Glover, Republican nominee, for that office. The City Council stands 4 Democrats to 4 Republicans.

### Washington Territory.

OLYMPIA, Dec 5.—Revenue cutter Lincoln arrived last evening, bringing Governor Salmon and suite on their return from Victoria.

The directors of the North Pacific railway are expected on Wednesday and from here will proceed down Sound on a short tour.

The amount of land entered at the Land Office does not seem to be decreasing since the withdrawal of the railway lands.

Gen McKinnay, former Superintendent of Indian affairs for W T, is expected to arrive this week, to resume his position.

PHYSICIANS  
York August 18th, 1866  
tion my PREPARATI  
JOHN he component  
BBS, JUNIPER BERRIES  
he, in vacuo. naiser B  
a fine gin.  
extra  
s obtained from Junip  
used and a small propo  
than any now in use.  
gils, is of a dark color.  
space; the action of a fine  
siple), leaving a dark a  
the color of ingredien  
predominates the small  
ents are added, to prev  
it will be found not to  
acopces, nor is it a Symp  
cases where fever or  
have the knowledge of  
preparation  
with a trial, and the  
with your approbation,  
and confidence.  
Specially,  
T. HELMBOLD  
ist of 19 year's experience  
ing Chemists in the World.  
NOVEMBER 4 1854  
H. T. Helmbold; he occup  
residence, and was success  
where others had not been  
were favorably impress  
price.  
WILLIAM WRIGHTMAN,  
nan, Manufacturing Chemist,  
streets, Philadelphia.

BOLD'S  
EXTRACT  
CHU!  
Indiscretion. The exhausted  
accompanied by so many  
which will be found, Indis  
Memory, Wakefulness, Hor  
of Evil; in fact, Universal  
inability to enter into the  
STITUTION  
Weakness, requires the aid of  
invigorate the system, which  
CHU is valuably does. If in  
Co mption or Insanity  
Extract of Buchu  
is unequalled by any  
complaints incidental to the  
age.  
Extract of Buchu  
ROSE WASH  
from the system diseases  
patron, at little expense, little  
convenience or exposure, com  
pleasant and dangerous reme  
ry, in all these diseases.  
SE  
Extract of Buchu  
ans, whether existing in male  
cause originating, and no mat  
It is pleasant in taste and  
s, and more strengthening  
of Barts or Iron.  
can down or delicate constitu  
at once.  
that, however slight may be  
cases, it is certain to affect the  
powers.  
quire the aid of a Diuretic.  
CHU is the great Diuretic.  
everywhere. Price \$1.25  
for \$6.50. Delivered  
the symptoms in all com  
DRESS,  
HELMBOLD,  
ical Warehouse,  
Y, NEW YORK,  
GENUINE unless  
engraved wrap  
sible of my Chemi  
and signed  
HELMBOLD.