

Tuesday, April 10 1866.

MANCHESTER AND INDIA.

It is astonishing how intolerable the best abstract principles occasionally become when worked out by selfish apostles. At the present moment the Manchester school of English politicians are the great free-traders. Their power is immense both at home and abroad. They see with more than ordinary satisfaction the successful result of the free-trade principle in a country like England—where money is plentiful, mechanical appliances beyond competition, and labor to be had almost for a song, and they naturally desire that their policy should be adopted by every country with which they have commercial connections. In some instances the efforts made in this behalf have been eminently successful. France has been induced to remove many of the restrictions which formerly hampered English productions, and Austria and other countries have been brought within the folds of commercial treaties. It is not, however, with France or Austria merely that Manchester desires to be brought into close commercial connection. The British colonies, the United States, and India are really the greatest subjects of her earnest attention. With all the remonstrances, however, and with all the arguments adduced in favor of abolishing duties on British manufactured goods, there seems a general disposition to adhere to the principle of raising revenue or fostering industry by duties on imports. The Manchester men are consequently rather nettled at the result of their efforts, and complain very loudly of the perversity of those nations or countries who are unwilling to accede to their demands. They go even farther. They denounce those who do not uphold the free trade policy, and call upon the Imperial authorities to take steps to compel India to relinquish her duties on imported English goods. Not content with this they demand that the Hindoo shall cultivate more cotton. The fact is Manchester has become, in its desire to have its mills and manufactures in full and constant work, almost a monomaniac. Apostles of free trade as her public men are, they attempt to carry out the doctrine with all the intolerance of the religious zealots of old. "The Manchester people," says the London Times, "assert that India is not so governed, administered, or managed as to yield the largest possible exports of a certain staple. Nothing is more likely, but why should it be so treated if the proposed result is not desired by the Hindoos themselves? There is a magnificent trade to be done in cotton, no doubt, and the Hindoo could perhaps get it, or a good slice of it, if they chose; but if they don't choose, that is surely more their business than ours. Here, however, are the Manchester manufacturers meeting and dogmatizing about the affairs of another people 15,000 miles off. Their case is not that anything is interfering with their own industry or their own work, but that the inhabitants of Bengal, and Nagpore, and Bombay are not devoting themselves to certain work and industry which the Manchester people think would be good for them. Why should not more of the land in India be brought into cultivation? Why should it not be all planted with cotton? Why should not the cotton be sent in a glut of cargoes to Liverpool? If nature, or government, or habit is in the way, why should not nature be subjugated, and government revolutionized, and habit transformed?"

The London Times is rabid enough occasionally on the policy of interfering in the management of those countries which can be either coerced or coerced, and in this instance its repudiation of the principle that nothing is right unless it brings grist to the Manchester mill, is as astonishing as it is hopeful. It acknowledges that there is something more important than even English manufactured goods—something to be listened to before the protestations and appeals of any particular political class in Great Britain—that in fact the people of any country should be allowed to make whatever laws, and follow whatever occupations they deem most suited to the country's capacity. The Manchester Chamber of Commerce think otherwise. They want the import duties at present levied on cotton goods in India abolished; they want a re-arrangement of the land tax; the introduction of a contract law between masters and men, and a more active prosecution of public works. Of course it is nothing to them that the people of India have to foot all the bills, and that they are the parties really most interested in any change, financially or otherwise. Up till the present time the enormous sum of \$250,000,000 has been spent on Indian railways, and \$10,000,000 has been in consequence added to the taxation; but English manufacturers want still more roads constructed—still more taxation added to the country. "The simple truth of all this," adds the Times, "is that Manchester wants raw material for her mills, and pounces upon India to serve her turn. Cotton stuffs cannot be manufactured without cotton, and cotton does not come in cheaply enough, or of a satisfactory quality, or with as much certainty as is wished. But who is to help that? When

money is offered for cotton, what more can be done? It would be a curious form for Free Trade to coerce any people into a particular industry." While the American war was raging the Hindoo made plenty of money by the cotton cultivation. Bombay rose like a magic city and speculation knew no bounds. But "in the very heat of the excitement," we are informed, "there came a shock and a recoil. Down went cotton in an instant, and the Indian husbandman was told that, in consequence of a little message just flashed along the wires of the telegraph, what had been worth half a crown to him in the morning was worth only fourpence to him in the evening. This was too much for his understanding, and he ploughed up his cotton path and sowed it with rice or grain." We have no idea that the British Government will lend itself to the agitation which is at present raging among the manufacturers, but the policy which these gentlemen are loudly enunciating only shows us how easily the advocates of a principle, however good in their particular case, may, by a career of extraordinary success, become as intolerant of opposing views or opinions as the most rabid fanatic.

CITY COUNCIL.

MONDAY EVENING, April 9. Council met at 7:30 p.m. Present—His Worship the Mayor, and a full board.

A communication was received from the Gas Company declining to repair certain damage at the corner of Comorant and Johnson streets, as it had not been occasioned by any act of theirs. The communication was received and placed on file. Leave was given to Mr. Hicken to remove certain premises.

THE RAVINE.

Messrs. Jessop and Spencer again called attention to the state of the Ravine between Broad and Douglas streets, which had not been repaired by Messrs. Joseph Bros. to the damage of the property belonging to the Wesleyan Church.

Mr. Gowen stated that he with the other members of the committee inspected every culvert between Douglas and Store streets, and he fully concurred in the report made to the Council. He had seen in the public print remarks addressed to Councilors Lewis and Layzell, and he wished to identify himself with their report and to assume his share of the responsibility.

Mr. Lewis wished to thank the reporters for the correctness of their report of what he had said. The Mayor ruled it out of order.

Mr. Jeffery, Secy., again maintained that the common water course should be preserved by the owners of the property. The present course was some 30 feet from its proper course, and if every person was allowed to throw stuff in and fill up the water course, the town might be flooded one day. He moved that the Clerk be instructed to request the owners to repair the culvert or otherwise it should be done by the Council at their expense.

Mr. Lewis drew attention to an announcement made on the 28th March, in the public prints, that negotiations were being made to settle the matter amicably between the trustees of the church and Messrs. Joseph Bros. with a view to prevent a repetition of the grievance. He again repeated that the Council had no right to run a culvert through private property. Manure, dead dogs, and debris of all kinds were thrown into the ravine and no doubt soil and manure washed down from the garden on the church property which Messrs. Joseph Bros. had an equal right to complain of.

Mr. Layzell favored the motion. Mr. Gowen was strongly opposed to the motion and hoped it would not pass. It was contrary to the principles of everything that was right and just that a person who happened to have property a few feet lower than another should be compelled at his own expense to keep open a water course, it should be done at joint expense.

Mr. Jeffery spoke in favor of the motion. Mr. Hobard looked upon the ravine as public property, and those who purchased the property around did so on the understanding that the water course was public property to be dealt with as necessity demanded. He spoke in favor of the course being kept open but moved that the matter be deferred till next meeting, which was carried.

RENT.

An account for \$450 due by the Council to Mr. Thos. Tronson for rent of the Council Chambers was read.

Of this amount \$75 was due by the present Council.

The amount was ordered to be paid when funds were in hand for the purpose.

SPRING RIDGE WATER BILL.

Council deferred the report of the private committee for consideration with closed doors.

SIDEWALKS AND NUISANCES.

The following report was read on sidewalks and nuisances: Sidewalks repaired—On Pandora street; Bath House, Government street; Store street (Driard); Government street, opposite Sandrie's (Tronson). Not repaired streets (Cochrane). Not laid—Christ Church Trust, Humboldt street.

Nuisances to be removed—Tong Hang, filth and rubbish, alley-way north side of Comorant street, between Store and Government; Peter, filth and rubbish in yard of premises, on the north side of Fisgard street; filth, filth and rubbish on premises on south side of Fisgard street.

Mr. Layzell remarked that unless some of these nuisances were removed, cholera or some other fatal disease might be apprehended. The clerk was instructed to require their removal within 24 hours, on pain of being summoned before the Mayor.

STAMP'S BUILDING.

Mr. Gowen drew attention to the fact that the contractors were neglecting to comply with the municipal by-law, by not keeping a light burning at night in front of Captain

Stamp's new building on Government street. CHRIST CHURCH TRUST. On motion of Mr. Lewis notice was required to be given to lay down the sidewalk on Humboldt street within three days.

A SAD NARRATIVE.—In Canada it is common for small farmers to go into the woods in winter as lumbermen, and one of this class, residing in Hawkesbury, left his wife and three children in their lonely farm house. Last Saturday afternoon, which was a very severe day, the woman was doing the necessary work outside, and, on coming in, fell ill, and lay down by the stove, where she died. The eldest child, a girl of seven, tried to cry to the next neighbor, three or four acres off, but the storm prevented them from hearing her. She then laid the baby in its dead mother's bosom to prevent it from crying; but when she perceived that the stove was getting cold and the baby chilled, she took it to bed, and made the other child lie on the other side, locking their arms together, in order to keep the baby and themselves warm. Providentially a neighbor came in next morning about ten o'clock, and found the dead mother, and the three little ones nearly dead with the cold. Horrible to relate, the cat had eaten off one of the fingers of the deceased mother.—Montreal Witness.

THE MORMANS.—Abraham Wells a Mormon who has arrived in Chicago for the purpose of marrying his fifth wife, writes the following curious note to the Tribune of that city:—"On my visit to Chicago I noticed an article in the Tribune in regard to Utah, that Speaker Colfax expressed a wish that President Young might have a 'revelation prohibiting polygamy.' To me a matter of some doubt. On the contrary, I have reason to know that Speaker Colfax eloquently expressed his gratitude at the domestic happiness of our community. I am a Meridian born and bred, and the husband of four wives, and what may seem strange to you, my mission here is one of love, to transplant a flower from this sterile (morally) latitude to bloom and flourish in our happy home. We have no wish to be admitted into your 'Union'—nor do we wish at one fell swoop to be divorced from our wives and families. It seems to me it would be wise to let us Mormons alone, and devote your moral lecturers to a community where a man or woman can marry or be divorced three times within as many years."

ST. JOHN OARSMEN have distinguished themselves away out on the Pacific. The gig Neptune, a boat built by Mr. Coyle, of Carlton, and rowed by John Dowling, Patrick Carney, Hiram Nice, and John Holland, had a match in San Francisco harbor a few weeks ago with a boat rowed by Californians, and came off victorious, making five time; but fair play was not extended to the crew by the judges, who awarded the prize to the American boat Kearsage, on some technical grounds. The Neptune's crew protested through their judge, Mr. Fanjoy, and have also challenged any crew of four men on the Pacific Coast.—St. J. Globe.

COMMERCIAL.

VICTORIA MARKETS.

SATURDAY EVENING, April 7. Business and prices remain about the same as at last report. Jobbing rates: FLOUR—Extra, \$9.00 50 lb; Superfine, \$8.80 50; Common, \$8.00 50 lb. OATMEAL—\$8.00 50 lb. CORNMEAL—\$8.00 50 lb. BUCKWHEAT FLOUR—\$7.50 50 lb. RYE FLOUR—\$8.00 50 lb. RICE—6 00/6 50 lb do do. BEANS—White, 36 do do; Bayos and Pink, 40 do do do. SUGAR—Raw, 8c 10c 1/2 lb; Refined do 18c 15c do. COFFEE—25c 28c 3/4 lb sack. TEA—35c 42c 3/4 lb chest. EXTRACT—Golden, 85 00 3/4 kg. CANDLES—\$5 75 50 lb 3/4 lb box. YEAST POWDERS—\$3 25 3/4 75 lb box. SOAP—\$2 50 50 lb. BUTYR—22c 25c 3/4 lb case; Ordinary, 37c 40c do 3/4 lb tin. BACON AND HAMS—25c 30c do in lots to suit.

CHEESE—22c 25c 3/4 lb case. WHEAT—2 1/4 3/4 do 3/4 lb sack. OATS—1 1/4 2/4 do do. BARLEY—1 1/4 2/4 do do. GROUNDED BARLEY—2 1/4 do do. MIDDLING—2 1/4 do do. BRAN—1 1/4 2/4 do do. HAY—1 1/4 1 1/2 do do bale. POTATOES—1 1/4 do do. ONIONS—2 1/4 3/4 do do.

COAL EXPORTS.

Statement of Vessels departed from Nanaimo, V.I., during the month of March, 1866.

Date.	Name of Vessel.	Master.	Tons.	Out.	Destination.
March	2 Star E Harris, Frain	61 05	Victoria		
	5 Schr Nor Wester, Whitford	59 15	N. West.		
	6 Slp Alarm, Hollins	15 05	Victoria		
	7 Sch Elk Diamond, McCallloch	100 00	Victoria		
	8 Schr Sir Jas Douglas, Clark	23 00	do		
	9 Schr E Harris, Frain	54 00	do		
	10 Schr E Harris, Frain	54 00	do		
	11 Schr Alexander, Lemasson	22 00	Sitka		
	12 H M S. Scott, Price	106 00	Esq'malt		
	13 Schr Industry, Carleton	54 15	Victoria		
	14 Schr E Harris, Frain	54 10	Victoria		
	15 Sch Elk Diamond, McCallloch	100 00	do		
	16 Schr Nor Wester, Whitford	52 15	N. West.		
	17 Star Otter, Lewis	57 00	N. W.		
	18 Sloop Alarm, Hollins	15 10	Coast		
	20 Star E Harris, Frain	59 00	do		
	21 Schr Sir James Douglas, Clarke	20 00	do		
	22 Schr W D. G. G. G.	30 00	San Francisco		
	23 Schr Elk Diamond, McCallloch	100 00	Esq'malt		
	24 Schr E Harris, Frain	54 00	Victoria		
	25 Do do do do	8 05	do		
	26 Do do do do	7 00	do		
	27 Do do do do	8 00	do		
	28 Slp Alarm, Hollins	15 10	do		
	31 Star Sir James Douglas, Clark	13 00	do		
Total					1896 10

EXPORTS.

Per schr PEEL to Honolulu, S.I.—1 pun run, 3 qr eks brandy, 1 do whiskey, 5 cs mdse, 100 bbls shooks, 6 do heads, 100 cs gin, 40 cs beer, 23,300 ft lumber, 12 ctds do, 16 ms coal, 45,000 shingles, 20 bbls salmon, 1 cs sheet iron, 2 bxs tin, Value \$4,567.

SHIPPERS.

Per schr PEEL to Honolulu, S.I.—Hudson Bay Company, John Wilkie and Co, Lowe Bros.

IMPORTS. Per steam ELIZA ANDERSON, from Puget Sound—45 bbls flour, 120 sheep, 13 hd cattle, 25 bxs apples, 150 doz eggs.

CONSIGNEES. Per steam ELIZA ANDERSON, from Puget Sound—J P Sayward, Anderson, E Dickinson, P Cline & Co, F Reynolds, C Wren, R Brodrick.

PASSENGERS. Per steam ELIZA ANDERSON, from Puget Sound—Mrs Carlton, Mrs Forsythe, Day, P Brown, J M Collins, Chas Kinney, Dr Scott, Jas Canny, Thos Danost, J P Carber, Major Hatter and wife, J P Williams, Mr and Mrs Davis, Smolly, L McErwin, W Roberts, Smith, T Miller, C Brown, J Clarke, Esq'ns Dow, J E Taylor, Mrs Hubbs & son, B F Dinneson, Chinnam.

MARINE INTELLIGENCE. ENTERED. April 3—Slp Alarm, Hollins, Nanaimo. Sch Thordike, Thornton, San Juan. Slp Lady Franklin, Pritchard, San Juan. Sch Shark, Turner, Sooke. Sch Laura, Hunt, San Juan. Slp Angelina, Jacklings, Port Angeles. Sch Eliza Anderson, Finch, Port Angeles. Sch Meg Merrelies, Pamphlet, New Westminster.

April 4—Bark Princess Royal, Marshall Port Angeles. April 5—Sch Eliza, Middleton, Saanich Slp Ocean Queen, Watkins, San Juan Sch Matilda, Meldrum, Burrard's Inlet Slmr Enterprise, Swanson, New Westminster April 6—Slp W B Naylor, Knight, Saanich. Sch Propeller, Keffler, San Juan. April 7—Slmr Enterprise, Swanson, New Westminster.

April 9—Schr Industry, Ramsey, Nanaimo Schr Annie, Elvin, San Juan Slp Leonede, Smith, New Westminster Str Enterprise, Swanson, New Westminster Schr Laura, Johnson, San Juan.

April 3—Slp Ocean Queen, Watkins, S Juan Schr Shark, Sawyer, Sooke Schr Meg Merrelies, Pamphlet, New Westminster. Str Eliza Anderson, Finch, Port Angeles Schr Discoverer, Rudin, Port Angeles Slp Thornton, Warren, Burrard's Inlet April 4—Sch Black Diamond, McCallloch, Nanaimo.

Sr Diana, Wright, New Westminster. April 5—Slp Alarm, Hollins, Saltspring Island. Slp Lady Franklin, Pritchard, San Juan Slmr Enterprise, Swanson, New Westminster Schr Thordike, Thornton, San Juan April 6—Sch Laura, Johnson, San Juan. Slp Hamley, Vaughan, Comox. Sch Eliza, Middleton, Burrard Inlet. April 7—Schr Pfel, Zengenha, Honolulu April 9—Slp Ocean Queen, Watkins, S Juan Str Enterprise, Swanson, New Westminster Slp W B Naylor, Drake, San Juan.

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BIRTH. In this city, on the 6th instant, the wife of Mr. J. Escowitz of a son.

BIG BEND GOLD MINES, British Columbia

The Safest, the Shortest and the Cheapest Route to these rich Placer Mines is by way of Victoria, Vancouver Island.

Passengers going this way have not to cross the dangerous Columbia River Bar, and the distance is over One-Third—or 279 Miles—Shorter by way of Victoria than by way of Portland.

The Governments of Vancouver Island and British Columbia have subsidised the following powerful steamers to carry miners from San Francisco to Victoria and New Westminster direct:—

The Hudson Bay Co.'s Slmr. Labour, Capt. Mount. The Cal. S. N. Co.'s Slmr. Active, Capt. Thorn.

These, or other first-class steamers, will run on this route regularly, and will connect at Victoria with swift River steamers carrying passengers to Yale, a distance of 175 miles. From Yale to Savana Ferry, a distance of 133 miles, there is a splendid Government Wagon Road and comfortable way-side Houses every few miles; over this road travellers can easily walk, or they can ride in Barnard's Fast Four-horse Stages. From Savana Ferry the Hudson Bay Co.'s new and swift Steamer Marten will run to Ogden City, upper end of Shuswap Lake, a distance of 111 miles. From Ogden City to the Columbia River, a distance of 84 miles, there is an excellent Government Paek Trail.

Miners Going to the Rich Mines of BRIDGE RIVER OR CARIBOO can do so by the Government Wagon Road

from Yale, over which it is easy to walk, or travellers can ride in fast Stages.

The Steamers running from San Francisco for the conveyance of passengers, by way of Victoria and the Fraser River, being under contract to the British Colonial Governments, the Rates of Fare charged are very low, and passengers are expeditiously, comfortably and cheaply conveyed from Victoria to the mines.

Distance from Victoria, couver Island to Big Bend, 473 Miles Distance from Astoria via Portland to Big Bend, 752 Miles

Miners going from San Francisco to the British Columbia Gold Mines will derive another great advantage by visiting the FREE PORT OF VICTORIA. In Victoria, Miners can supply themselves with every article they require, free of duty, and 25 to 50 per cent cheaper than they can buy similar goods in California or Oregon.

Distance from Victoria, couver Island to Big Bend, 473 Miles Distance from Astoria via Portland to Big Bend, 752 Miles

TABULAR STATEMENT OF DISTANCES, COMPILED FROM OFFICIAL AUTHORITIES. From Victoria, Vancouver Island.

To New Westminster, by steamer..... 80 Thence to Yale, by steamer..... 95 Thence to Savana's Ferry, by stages.....138 Thence to head of Shuswap Lake, by steamer.111 Thence to Columbia River, at a point 30 miles above the supposed head of navigation, by Government Trail..... 34 Thence to Gold Creek, by boats..... 20 473

From Astoria, via Portland. To Portland..... MILES Thence to the Dalles..... 95 Thence to Walla Walla.....110 Thence to Colville.....120 Thence to a point where the Trail from Shuswap Lake strikes the Columbia River.....121 Thence to Gold Creek..... 26 216

Showing that the distance to the Big Bend Mines is 279 MILES LESS BY WAY OF VICTORIA than by way of Portland.

The following Statistics, respecting the probable Time and Expense of Travelling from VICTORIA TO BIG BEND, have been compiled by Mr. F. J. Barnard, the well known British Columbian Express Agent and Stage Proprietor:

CLASS 1—By Stage over the Wagon Road, and including Meals and Beds through. Dist. Time. Rate. Meals. Victoria to Yale.....175.....24 hrs.....\$4.....66 Yale to Kamloops Lake.....133.....24 hrs.....45..... 6 Over the Lakes.....120.....15 hrs.....10..... 4 Head of Lake to Columbia River..... 35.....18 hrs.......... 9 Total number of hours travelling, 81 Total cost, \$78.

CLASS 2—On Foot from Yale to Lake Kamloops, taking Meals and Beds at Wayside Houses. Dist. Time. Rate. Meals. Victoria to Yale.....175.....24 hrs.....\$4.....66 Yale to Kamloops Lake.....133.....24 hrs.....45..... 6 Over the Lakes.....120.....15 hrs.....10..... 4 Head of Lake to Columbia River..... 35.....18 hrs.......... 9 Total time, 9 days Total cost, \$83.

CLASS 3—Men furnishing own Food on Steamer, Travelling on Foot from Yale to Lake Kamloops, and buying their own Provisions on the way or packing it with them. Dist. Time. Rate. Meals. Victoria to Yale.....175.....24 hrs.....\$4.....66 Yale to Kamloops Lake.....133.....24 hrs.....45..... 5 Over the Lakes.....120.....15 hrs.....10..... 1 60 Head of Lake to Columbia River..... 35.....18 hrs.......... 9 Total time, 9 days. Total cost, \$26 50. Victoria, Vancouver Island, 1866. 1615

Published by authority of the Victoria Chamber of Commerce.

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