

THE WEEKLY BRITISH COLONIST.

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NEW WESTMINSTER VERSUS BRITISH COLUMBIA.

A story is told of a Chinaman who very recently followed in this city the interesting occupation of transferring other people's property to his own premises without giving an equivalent for the articles so removed. This vocation was sometimes carried on singly and sometimes in company, but whether alone or collectively the business was eminently successful. One day, however, John became lonely and dejected; he had discovered to his sorrow and to his loss that honor did not always dwell among thieves, that his companions in danger were not always to be trusted. His legitimate share of the spoil came to the magnificent sum of \$300, but the treasurer of the company insisted that he should accept \$60 and give a receipt for the full amount. John, it is needless to say, revolted at the idea; his innate love of justice, especially where his own interests were concerned, spurned the disgraceful offer, and he determinedly urged his legitimate claim. The other celestial as determinedly refused; words ran high, and at length, as a last resort, John picked up the \$60 and applied to the police. He had an honest claim against his countryman for \$240 and he was bound to have the money. Of course he obtained the necessary assistance, but what was his dismay to find that he as well as the treasurer was taken prisoner, and that instead of getting his \$240, the \$60 which he had received were taken from him. It is useless to attempt to account for John's short-sightedness; there is nothing new in the moral; crime has its blindness that leads inevitably to retributive justice. Self-aggrandisement and overreaching are sure in time to bring with them their own punishment.

We bring forward the Chinaman's case as illustrative, to a certain extent, of the misfortunes of a more important firm than that of the celestial speculators. In the colony of British Columbia there is a community of enterprising people who live near the seaboard, and who have a happy knack of making every other community in the country contribute to their sustenance. But few resources of their own, they depend on the crumbs that fall from the traffic going to and returning from the mines, and being in this dependant position, living on the industry of men delving in the earth many hundreds of miles from the sea, one would naturally think that they would at least show a little gratitude to their benefactors—would render some assistance to lighten the burdens of the merchant and the miner of the interior. Like the romantic heroes of the Abuzzi, however, these denizens of British Columbia's capital have only one way of affording relief, and that is by lightening the pocket. So soon as the miner gets his provisions past their houses he is called upon to pay \$3 for tonnage dues; so soon as these provisions get above Lytton and Lillooet \$40 a ton additional is added; so that the resident of Cariboo, for the privilege of being the only producer of wealth in the colony, is called upon to pay to the Government on many articles of consumption fifty per cent. more than is paid by the favored inhabitants of New Westminster. This is a very nice scheme so long as it lasts; but the imprudence of our ambitious friends of the capital seems to promise a similar result to the indiscretion of the Chinaman. Not content with making the consumer in the interior bear nearly the whole brunt of supporting the Government, New Westminster must take his money for its exclusive benefit, and expend it on forcing ocean steamers up the Fraser. To maintain this expensive hobby for a year will cost, at the rate at which the British Columbian Government has contracted, the sum of \$48,000. Here then is nearly \$50,000 taken

from the Treasury—taken from the pockets of the people of the interior—for the sole object of giving a temporary value to the water lots at New Westminster. Never has there been a greater outrage on the tax-paying population of any country; and the people of British Columbia, generally, have felt it keenly. Had the absurd steam contract been avoided, the Government could have very readily abolished the obnoxious road tolls without adding a single new impost, and thus relieved the heavily-burdened miner and merchant of Cariboo. The subsidy, however, has been granted; and the Government is left to face an indignant populace who still demand the abolition of the invidious road tolls. The Administration is in a quandary. If it abolishes the road tolls

it must make up the deficit by a new tax, which instead of being paid by the already too heavily burdened miner must be spread over the shoulders of the entire colony. Accordingly when Mr. Cornwall brings forward his motion that the road tolls at Lillooet and Lytton be abolished, that the tonnage dues be abolished, and that \$6 a ton be levied on all imports, we find the officials so divided that the resolution only passes by eight to six, if we include the presiding officer. Now comes the retribution for the steam subsidy. New Westminster is called upon to pay, after years of immunity, something like her quota to the revenue. Cariboo and the upper country generally demand, and justly too, that there shall be no invidious distinctions in the taxation—no differential scheme that compels those who have to pay dearest for the necessities of life to contribute most to the taxation. New Westminster is however horrified at the proposition. Its inhabitants are in arms, and every noble institution from Maga Charta to the Fraser river Lightship is called into requisition to inspire the true-born Britons of the capital with a proper amount of rampant patriotism for the occasion. Mr. Birch is to be told that Britons never will be slaves, and that the inhabitants of New Westminster will never submit to the indignity of being called upon to pay their proper quota to the Government of the country. They find out that roads are only made for those people who are farthest from the seaboard. If Cariboo can have her freight reduced fifty per cent. it will add to the prosperity of the mines, but the mines cannot, under any circumstances, add to the prosperity of New Westminster. Never, we believe, has there been in any country a more humiliating spectacle than this outcry of a community to evade its proper share of the public burdens, and never has there been so much nonsense spoken at a public meeting. What may be the effect of the clamor on the mind of Mr. Birch, we cannot say, but if the inhabitants of Cariboo and the Upper country generally allow their interests to be again sacrificed to the whims and selfishness of New Westminster, they will deserve all and more than all the calamities that are likely to befall a too patient and wrong-enduring people. What is really required is not that New Westminster should pay in common with the rest of the colony \$6 a ton on the imports—for then she would not be contributing more than three-fourths her proper share—but that the whole of the internal imposts should be abolished, the officials employed in their collection discharged, and the revenue collected by a single staff of officers at the New Westminster custom-house.

THE DEBATE IN THE INSTITUTE.

TO THE EDITOR OF THE BRITISH COLONIST:—Sir—Permit me to correct a misconception under which your labor in your remarks upon the recent debate in the Mechanics' Institute. You say "Mr. Lorimer, having in an unguarded moment been induced to impugn the recent action of the House of Assembly in regard to the initiation of money votes, brought forward a resolution before the debating club of the Institute," &c. Allow me, sir, to assure you that I never suffer myself to be induced by any man or set of men in the way which you evidently imply. I never express any opinion, for the holding of and for the expression of which I am not willing to accept all the responsibility. I am quite content to be one of the fifty who either "from want of experience or want of judgment" believe that the House of Assembly in regard to the estimates has exercised a constitutional power (the power to reduce taxation) in a most unconstitutional manner; and permit me to say, that during the recent debate I have neither seen any statement, or heard any argument, that has induced me to change that opinion.

Yours respectfully,
W. LORIMER.

A NEW MOTIVE POWER.—Messrs. M. M. Burdin and Bourgot of Paris, who have been experimenting over 30 years, have completed a hot air engine so constructed as to be adapted to a furnace resembling that of a common steam engine. They expect they will be able to introduce a new motive power that will prove superior to the steam engine now in use.

BRITISH COLUMBIAN COUNCIL.

Abolition of the Road Tolls.

The following report of the debate in the Legislative Council on Wednesday last appears in Saturday's *Columbian* and is worthy of republication in *extenso*, to show the selfishness of some of the members, and the ludicrous arguments brought forward to make the miners of Cariboo pay the great proportion of the revenue. The report appears to be singularly one-sided.

ROAD TOLLS PETITION.

The House went into Committee of the Whole upon the petition, Hon. Mr. Brew in the chair.

Hon. Attorney General Crease asked leave to withdraw his resolution of the previous day. Leave granted.

Hon. Mr. Homer's resolution of the previous day was taken up and discussed. The Hon. Attorney-General moved a resolution to the effect that the subject of reducing the road tolls be referred to the Imperial Government. He said that since the previous debate fresh difficulties had presented themselves to his mind. For instance, Mr. G. B. Wright had a claim in respect of the Lillooet Alexandria road for all tolls accruing therefrom, after defraying cost of construction. The hon. gentleman went on to point out the difficulty of abolishing an established toll which was part of the security for the loan. He said that altogether apart from Mr. Wright's claim, to abolish these tolls without the consent of the public creditor would seriously injure the credit of the colony in the English market, and would be considered as little short of repudiation. He thought that under all the circumstances the course he proposed to adopt was the most practicable one, the only one in fact, upon which His Honor the Administrator of the Government could act.

The Hon. Mr. Franks spoke at some length, but so indistinctly as to be inaudible to our reporter. His remarks appeared, however, to afford some amusement to the House.

Hon. Mr. Cornwall spoke against the Hon. Attorney-General's resolution, and moved one to the effect that the road tolls at Lytton and Lillooet be abolished, and that an impost of six dollars a ton be levied upon all imports.

The Hon. Mr. Trutch spoke against the Hon. Attorney-General's resolution. He said that Mr. Wright had a claim for the tolls in excess of the cost of the construction of the road; but the claim was utterly valueless, inasmuch as nothing could ever be realized upon it. He characterized the legal difficulties raised by the hon. Attorney-General as mere clap-net thrown out to intimidate members.

Hon. Mr. Smith moved that the tolls at Lillooet and Lytton and the Tonnage Dues be abolished, that a specific duty of \$3 per ton be levied upon all imports, and that half a cent a pound be collected upon the trade of the southern boundary. This resolution was not seconded.

Hon. Mr. Holbrook spoke at some length against Mr. Cornwall's resolution, explaining in a very able manner the ruinous effect it would have upon industry and manufactures upon the Lower Fraser as well as Burrard Inlet and along the coast. He instanced the case of Captain Stamp's Mills. English capitalists, who were also shippers to the colony, had invested large amounts in the lumber and spar business, on Burrard Inlet. If before these operations commenced in good faith, and were fairly under weigh, such an impost as this was created, it would render it absolutely impossible to carry on the enterprise, and the lumber trade would be driven away to a foreign country, and capital effectually excluded from the colony. Captain Stamp had distinctly told him that if such a measure were passed his operations at Burrard Inlet would at once cease. He proceeded to show that the lumber and spar establishments already existing and in course of establishment would employ about 2000 persons, and be the means of bringing a large amount of foreign shipping weekly to our shores, and would, by closing our mills, prevent ships from obtaining return cargoes.

Hon. Mr. Homer followed on the same side. He stated that when Captain Stamp's mill was in operation, the three mills would produce 13,000 feet of lumber per diem, which, at an average value of \$10 per thousand for rough and dressed, would represent \$1300 a day, or a sum equal to \$390,000 a year. The spar trade as carried on by one firm alone, would represent \$200,000 more, which would make, in round figures, \$600,000 a year in the lumber trade alone, and that without calculating upon the introduction of more mills, a thing certain to take place, if reasonable encouragement be given. He said it would hardly be necessary to tell the House that if the resolution to impose \$6 a ton on imports was passed, it would put an absolute stop, not only to the lumber trade but to every other enterprise in the lower country as well. The hon. gentleman pointed out the absurdity of charging the same upon a ton of hay, bricks or coal as upon a ton of sugar, tea or silk. He said the enormous debt contracted for constructing roads to the mines—roads constructed at the request of those using them, and with the distinct condition that the present tolls should be collected upon the trade passing over these roads—now absorbed about one seventh of the entire revenue in providing for interest and the sinking fund. The miners, at whose request, and for whose special benefit these roads were constructed, now coolly turn round and seek to be relieved from those conditions to which they were voluntarily a party, and shift the burthen upon the shoulders of those who were no party to the bargain and were not in any way consulted about it. The miners were a transient population. If they left, upon whom would devolve the responsibility of paying that debt? Why, upon the permanent population of the colony, which was almost altogether confined to the lower country—upon the very population, in fact, that it was sought to ruin and drive

from the colony, if the proposed tax should be levied. He also alluded to the great inducement to smuggling which would be given by so heavy an impost, and the consequent increased expense in protecting the revenue against fraud.

The hon. Attorney General spoke strongly and very ably against the resolution. He administered a scathing rebuke to Mr. Franks and Mr. Walker. Mr. Walker had said, "I am not sure I know much about the matter." And yet, with his confessed ignorance, he proposed to adopt such a sweeping change in the fiscal system of the country! The hon. gentleman expressed his surprise that the Treasurer, standing, as he did, in the position of the Chancellor of the Exchequer [sensation] should propose to cut away a large source of revenue without being prepared to show clearly to the House how it was proposed to raise an equivalent. He [the Treasurer] had said that he would support any of the resolutions, "there is good in some of them." He had also said, "Looking at the matter with a certain degree of carelessness, I think I am right in saying that the imposition of tonnage dues at New Westminster would not be unfair." Now, was that the language with which the Treasurer of the colony should deal with so important a fiscal change? If he was really in doubt upon the subject, and had only "looked upon it with a certain degree of carelessness," was he in a position to support a resolution which contemplated so radical a fiscal change, when he, of all others, ought to seek to guard the revenue of the colony—who was paid a large salary for protecting that revenue? He [the Attorney General] considered the measure an extremely doubtful one, considered merely from a revenue point of view. It would strangle the interests of this town, and of the lower country, and thereby cut off a very large source of revenue. The port of entry ought to be encouraged, not damaged by a policy so suicidal. The hon. gentleman alluded to the fact that the House was asked to abolish the Road Tolls upon the ground that they would prevent the Fraser river route competing successfully with that by way of Oregon. This being the confessed basis of the proposition, one fact and figure before members, showing that the change was necessary. Yet nothing of the kind had been attempted by a single supporter of the resolution. The only data before the House, with respect to the relative cost of freight upon these routes, had been supplied by the hon. member for New Westminster. That gentleman had given a careful and succinct statement of the relative merits of the two routes, supplying all the links in the chain; and that information, evidently compiled with care, went to show that there was no necessity for removing the Road Tolls—that this route had a decided advantage, notwithstanding these tolls. He alluded to the interference with vested rights, and the fact that the proposed impost would not only render investments already made, and interests already created in the lower country a total loss, but it would effectually prevent any further investment. He at present knew of \$200,000 of capital about to be invested here, which would not be done, should the proposed change not be carried out.

Speeches were also made by hon. Ball, Walker and others, in favor of the resolution, but we must say they were devoid of argument to a striking degree. When the resolution was about to be put, its supporters appeared to think it would pass better by substituting the words "and equivalent" for \$6 a ton, and the change was accordingly made. Before a vote was taken the hon. Mr. Homer, as a *demier ressort*, asked the supporters of the resolution to alter the phraseology, so as to have an equivalent raised by an increased *ad valorem* duty instead of a rate upon the weight of goods, and pointed out to the House how unfairly the plan they proposed would operate. They were inexorable, however, and appeared determined to force the measure through in the most obnoxious form, despite of every argument and in total disregard of all warning.

Hon. Mr. Smith announced his determination to vote against the resolution. He was most anxious to see the Road Tolls abolished, and he had hoped that some plan for reducing them, at least 50 per cent. would have been agreed upon; but it was impossible to support a measure which, while it only contemplated reducing these tolls one-half, proposed such an unfair and unreasonable impost as \$6 per ton upon imports, a rate which would prove utterly ruinous, and therefore impracticable, when applied to many kinds of goods.

The House divided with the following result:—Yeas, Ball, Trutch, Franks, O'Reilly, Elliott, Haynes, Walker and Cornwall, 8; noes, Crease, Hamley, Homer, Holbrook and Smith, 5. The noes claimed the Chairman's vote, arguing that in Committee of the Whole he had a right to vote. The yeas strongly opposed this, and would not allow the hon. Mr. Brew to vote upon the question. The hon. Mr. Holbrook asked to have the names of the yeas and noes taken down, and also the fact placed on record that of the five unofficial members three had voted in the negative.

The committee rose, reported progress, and the report was adopted upon the following division:—Yeas, Trutch, Franks, O'Reilly, Elliott, Haynes, Walker and Cornwall, 7; noes, Crease, Hamley, Brew, Homer, Holbrook and Smith, 6. The House adjourned till 3 o'clock on Friday.

FRIDAY'S PROCEEDINGS. The House met at 3 o'clock yesterday, all the members being present. The minutes of previous meeting were read and confirmed.

MESSAGES. A message was read from His Honor the Officer Administering the Government, signifying his assent, in Her Majesty's name, to the Joint Stock Companies Ordinance.

Also, a message recommending certain alterations in the Trades Licenses Ordinance.

Also, a message requesting a conference with the Legislative Council upon the resolution recommending the abolition of the Road Tolls, and the imposition of an equivalent upon imports, in the form of Tonnage Dues.

The House adjourned during pleasure for the purpose of waiting upon his Honor.

PUBLIC MEETING AT NEW WESTMINSTER.—The action of the Legislature of the Sister Colony in abolishing the road tolls at Lytton and Lillooet, and passing a resolution to impose an additional import tax of \$6 per ton was the means of a public meeting being convened in the Hyack Hall, New Westminster, on Thursday evening last. The President of the Municipal Council, through whom the meeting was convened, and the principal speakers appear to have been Messrs. Holbrook, Wm. Clarkson, John Robson, W. D. Ferris and J. T. Scott, and the following resolutions were carried. Proposed by Mr. Wm. Clarkson, seconded by Mr. J. G. McBeau:—

Whereas, the line of roads leading to Cariboo were constructed at the special request of the people of the interior, and upon the express condition that the existing tolls should be imposed upon the trade passing over the same; and whereas the revenue derived from such tolls has fallen short of the interest upon the construction, the expense of keeping these roads in repair, and the expense of collection; be it therefore Resolved,—That this meeting is of the opinion that the Road Tolls cannot at present be abolished, either in whole or in part, without gross injustice to a large class of colonists, and serious injury to important and permanent interests.

Proposed by Mr. John Robson, seconded by Mr. W. Clarkson, Whereas, a resolution has been passed by a majority of one of the Legislative Council recommending the abolition of the Road Tolls, at present collected at Lillooet and Lytton, and in lieu thereof, the imposition of an import tax equivalent to the amount abolished, in the shape of Tonnage Dues, which would not be less than \$6 a ton; and whereas, such an impost would completely destroy existing interests upon the Lower Fraser as well as at Burrard Inlet and along the coast, and effectually prevent commerce from ever being established at the Capital, as well as render impossible the development of the immense forest and other resources of this District; be it therefore Resolved,—That this meeting appoint a deputation to wait upon his Honor the Officer Administering the Government for the purpose of representing to his Honor the disastrous consequences certain to result from placing the proposed tax, or any additional burden, upon the imports by way of the Fraser River at the present time, and urging upon his Honor the duty of withholding his sanction from the measure proposed by a small majority of the Legislative Council.

Moved by Mr. Ferris, seconded by Mr. Withrow, Whereas, a new Customs Tariff was adopted at the last session of the Legislature, upon a basis which it is confidently believed is calculated to exert a most salutary influence upon the commerce of the Colony, especially now that the means of establishing direct trade are afforded; and whereas, that tariff has not been long enough in operation to have a fair trial, be it therefore Resolved,—That it is the mature conviction of this meeting that to increase, or in any way disturb the Customs Tariff at the present time, would prove most fatal to the best interests of the Colony, by unsettling its commerce, destroying the confidence of commercial men in the stability of our legislation, and preventing the investment of capital in any permanent enterprise.

A deputation consisting of the Chairman and Messrs. J. Robson, R. Dickinson, S. P. Moody, E. Brown, and J. T. Scott was appointed to convey the Resolutions to his Honor the Officer Administering the Government, and Messrs. McMicking, Clarkson, Scott and Ferris were appointed a Committee to draft a petition to his Honor to obtain signatures and to present the same to Mr. Birch.

STRUGGLE WITH A MADMAN IN THE MAIN-POST.—A man having the appearance of a sailor stepped from the quay of the London Docks and ran up the rigging into the mainpost of the barque Bertha, armed with a marinespike handspike, and knife. As soon as he was noticed by those on board he was requested to come down, but in spite of threats and entreaties he persisted in remaining, brandishing the handspike and threatening to murder any one who attempted to molest him. Several attempts were made by those on board and others to dislodge him, but, as he was armed with such formidable weapons, there was no one would venture more than half way up the rigging, especially as it was stated that he was a madman. He remained there about an hour and a half, causing a great crowd and much consternation amongst the employees of the dock company and others. At last a policeman had the bravery to go up alone, and, climbing into the mainpost, suddenly closed with him, and a desperate struggle at the risk of both their lives then took place. A sailor, however, belonging to the ship ran up the other side of the mast and assisted to disarm him. Two or three other policemen then went up, and, after securing his hands and legs, they lowered him down and took him to the station.

Eggs are worth 50 cents per dozen in France—a higher price than was ever known before. If the Gallic cock still crows, the Gallic hen has ceased to cackle and "eggs is eggs."

Stage over the Wagon Road, and Meals and Beds through.
Dist. Time. Rates. Meals
.....175....24 hrs....\$4....\$6
aloops
.....133....24 hrs....40.... 5
.....120....15 hrs....10.... 4
Col.
.....35....18 hrs......... 9
of hours travelling, 81.
78.
From Yale to Lake Kamloops, and Beds at Wayside Houses.
Dist. Time. Rate. Meals
.....175....24 hrs....\$4....\$6
aloops
.....133....5 days......... 20
.....120....1 day....10.... 4
Col.
.....35....2 days......... 9
days.
53.
Furnishing Food on Steamers, in Foot from Yale to Lake Kamloops, and Beds at Wayside Houses.
Dist. Time. Rate. Meals
.....175....24 hrs....\$4....\$6
aloops
.....133....5 days......... 5
.....120....1 day....10.... 1 50
Col.
.....35....2 days.........
Days.
26 50
Cover Island, 1866. fe15
Authority of the Victoria Chamber

STEAMER
TO
& Way Ports.
OTHER NOTICE. STEAMER
"S. DOUGLAS" will leave Victoria for the East Coast as far as following days, weather permitting:
Nanaimo every Week.
Victoria at 8 A. M., on Tuesday
Lillooet 1 P. M. do
Burrard Inlet 2 P. M. do
Nanaimo at 2:30 P. M. do
Victoria at 8 P. M., on Tuesday, and
Wednesday.
Victoria at 8 A. M., on Thursday
and about 11:30 A. M., Thursday
Lillooet " 12 P. M. do
Burrard Inlet " 1 P. M. do
Nanaimo " 2 P. M. do
Victoria at 8 P. M., on Friday, then as in
command.
By W. PEARSE,
Acting surveyor General.
No. 115
ND COLONIAL
Company,
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& LIFE.
RIZED CAPITAL,
00, - - Stg.
e, 69 Cornhill, London.
REVENUE APPOINTED
The Company for Vancouver
Columbia, we are now prepared
and issue Policies of Insurance
on Lives and Survivorships, at
information can be obtained at our
Victoria, V. I.
LOWE BROTHERS.
Benevolent Association
ZED NOV. 11, 1863.
ASSOCIATION
for mutual provident
and social intercourse, and
the Colonists of Highland
now in full working order
by a small monthly fee, the pro-
moted as a fund to meet
their number who may require
of sickness or destitution.
may desire to join the body
at the residence of the Water-
street, where they may see a
Bylaws of the Association, and
residence and references.
meets on the first Friday of each
to hold an annual Gathering
Highland Games, etc.
Business.—The Bylaws are now
AMES HENDERSON, Secy.
NOVAL.
S CLEANING
RENOVATING!
ULER
ED HIS STORE FOR
ing and Renovating, to the
Enterprise Saloon on Govern-
early opposite the St. Nicholas
163
C NOTICE.
RLAND TELEGRAPH!
Telegraph Extension
MPANY.
FREBY GIVEN, TO ALL
concerns, that this Company
responsible for any debts con-
in whomsoever in its service or
voluntarily or otherwise, unless
all have been previously ex-
by either James W. Pitfield,
or myself, who alone are em-
ployed by the British Columbian
Company of Vancouver Island.
Office, New Westminster,
1866.
EDMUND CONWAY,
Assistant Engineer.