The Weekly British Colonist.

Wednesday February 9, 1870

The Conditions.

It will be readily conceded that of all the conditions usually attached to a union of this colony with Canada, that of the early establishment of railway communication from sea to sea is the most important. True, there are those who profess to regard the enterprise as Utopian; but that cannot be helped. If the railway scheme be Utopian, so also is Confederation. The two must stand or fall together. 'Land and Water' communication won't do; waggon roads are out of the question. Nothing short of continuous railway communication will meet the exigences of the case. There is no reason to doubt that the Dominion Government realizes this and is prepared for the emergency, whether by Imperial backing we do not care now to enquire. Would it be too much to ask as a condition of union that the Pacific end of the railway shall be commenced simultaneously with the eastern end? Such a condition would not appear to be at all unreasonable. All admit the importance of haste in this matter. That portion of the road west of the Rocky Mountains, whenever built, must be built from this end, inasmuch as the material will have to come by way of the sea. This being the case there could be no good reason for leaving the Pacific section untouched until that on the east of the great watershed shall have been built. Indeed it would appear to be equally in the interest of the railway company and the colony, the Dominion in fact, that this end should be commenced simultaneously with the other. The point is one of very great importance to British Columbia. The 2500 miles east of the Rocky Mountains has been estimated to cost one hundred million dollars. At the same rate the Pacific section would cost, say, twenty-five million dollars. Who shall estimate the benefit to this colony of the immediate prosecution of such an undertaking? Why should that benefit be delayed until the eastern section shall have reached the Rocky Mountains? It is now that the colony needs it most. The next condition in order of importance we conceive to be the establishment of a line of mail steamers between this colony and San Francisco. In any event the completion of railway communication will be a matter of some five or six years, and it will readily be admitted that it would never do to let the steed starve while the grass is growing. The establishment of such a line of steamers as would be run in the interest of the colony, making weekly trips and carrying freight and passengers at such rates as would tend to promote commercial expansion, and attract population is a scheme which, viewed in the light of immediate results, is scarcely second in importance to the construction of the Canadian Pacific Railway. Nor do we anticipate the slightest difficulty in obtaining such a condition from Canada as the granting of a mail subsidy sufficient to enable a good line of steamers to be established, so soon as this colony shall have become a part of the Dominion. That done, and a thorough Emigration Agency established at San Francisco, and most of our readers will agree with us in thinking that a tide of population and prosperity will set in admirably calculated to constitute the connecting link between present stagnation and that larger measure of expansion and prosperity presumably to be inaugurated by the opening of the Canadian Pacific Railway. Indeed, too much stress cannot be laid upon this condition; for it is the one of all others upon which must depend the early return of colonial prosperity. There are now in California thousands, and there will soon be tens of thousands, who would gladly seek homes in British Columbia, were they but made aware of the advantages it offers, and did the means exist of reaching it with an ordinary degree of comfort, safety and economy; and if the minimum value be placed upon immigrants, it will be found that the outlay necessary to establish such communication would prove a specially profitable investment, both as regards the Dominion and the Province. The assumption of the public debt of this colony by the Dominion, and the per capita and other money allowances and grants more or less clearly indicated in the Organic Act, are conditions which scarcely call for any lengthened remark; suffice it to say that as this colony must ultimately constitute the most valuable and important Province in the Dominion, and as it is at the present time the most needy, the Canadian Government should be willing to meet us in a generous spirit in all such matters. Nay, we are gratified to know that such is the disposition; and it only remains for those who conduct the negotiations on our behalf, while asking nothing unreasonable, to obtain the most favorable terms possible.

Direct Steam Communication.

Elsewhere we have dealt with the subject of direct and efficient steam communication between this colony and San Francisco, under Confederation. But, inasmuch as Confederation cannot reasonably be presumed to take place in time to render such an arrangement available during the present year, it becomes our duty to consider how we shall provide for *immediate* necessities. This colony will receive a large accession to its population during the approaching spring, *provided* any means exists for such population to reach the colony. Do we really want population? Some. It will not come to us, to any great extent at least, unless some better conveyance be provided than the 'floating coffin' which, at rare and uncertain intervals, is drifted to our shores. In reply to a memorial from this community the Governor regrets that he has not the means of establishing facile communication. We would respectfully invite the attention of His Excellency for a moment. The colony is now paying a monthly subsidy of one thousand dollars, for which it receives no value. Ben Holladay puts the subsidy in his pocket for 'spending money,' and laughs at our unsophisticated softness. Let the twelve thousand dollars a year we are now throwing away be compressed into the three spring months, with a view to producing *good* semi-monthly direct communication, and let the balance of the year take care of itself. Do this, and do it at once, and the colony will receive ten fold returns for an expenditure now little better than useless. There now; we have found the money, and indicated the way to use it. But Executive action must be prompt and decisive.

Wednesday Feb 2

City Council.

FRIDAY, Feb 1st, 1879.

Present, the Mayor and a full Board.

Financial statement of Fire Department laid over for one week.

Communication from C Wren, asking for payment of balance of fees; referred to Finance Committee.

Councillor Carey suggested that all old outstanding debts be paid before any new contracts be entered into. Carried.

Committee on the impounding of J W Williams' horses reported that the first charge of not properly impounding the horses was sustained; and that the second charge of insufficient food was not sustained.

The Mayor believed that Mr. Williams used every endeavor to prevent his horses comitg to town, and that after impounding they were imperfectly housed. Under these circumstances he had no objection to the remission of one-half the penalty.

Councillor Carey questioned the right of the Mayor to remit the fine 'on his own hook' without the concurrence of the Council.

A discussion here sprung up which lasted for some time and the matter was finally deferred.

It was proposed and carried that a Poundkeeper should be appointed at a salary of $45 per month, and that 50 cents per diem be allowed for the keep of horses and horned cattle, and 25 cents for goats, pigs and dogs.

Adjourned.

DUTY ON COAL.—The Committee of Ways and Means of the U S Congress have decided to report in favor of admitting coal free of duty. The impositions of the Eastern Coal Companies, who have combined to charge enormous rates for their product, has induced this. Were the duty on coal abolished, Nova Scotia and British Columbia would soon rank among the most important coal producing districts on the American continent. But we do not believe the movement will be successful so long as the Americans entertain the belief that they can 'starve' British Columbia into the Union. And it is just here that Annexation petitions are productive of their greatest harm. They raise fallacious hopes in the minds of American statesmen and induce them to give another turn to the screw, when, if the petitions were not sent, they would be disposed to listen to reason.

CHIEF JUSTICE NEEDHAM.—British Columbians will learn with a feeling of deep regret that Chief Justice Needham has accepted the position of Chief Justice of Bermuda (salary £1800), and will shortly leave his scene of judicial labor to fulfil the duties of the new appointment. As a jurist we doubt if the Chief Justice has a superior on the continent; and the fidelity, impartiality and honesty of purpose with which he has discharged his duties, coupled with the goodness of heart and public spiritedness which have prompted him and his estimable family to be foremost in advancing every good work, has taught all classes to regard them as friends.

PRINCE EDWARD ISLAND.—The subject of Confederation is exciting considerable interest in Prince Edward Island. It was understood that, in pursuance of the earnest wish of the British Government, the Government at Ottawa had made definite propositions to the Province, with a view to immediate union. Great anxiety was felt as to the precise nature of these propositions and as to whether the Island Government intended submitting them, and if so in what way, to the people. It is said the politicians of all shades are content that the question shall be decided by a frank expression of public opinion, which is understood to be inclining towards union.

ENGLISH SHIPPING.—The Alpha at Liverpool, and the Corsair at London, were loading on the 18th December.

MECHANICS' LITERARY INSTITUTE.—A performance in aid of the Piano Fund of the Mechanics' Institute will be given on Friday evening at the theatre. The Carter Troupe, Miss Arnot and other ladies and gentlemen have consented to appear in pieces entirely new in this locality. The proceeds of the performance will be devoted to paying for the splendid grand piano recently purchased by the Institute. We have only to mention the fact to ensure a crowded house.

AN EXAMPLE WORTH THE FOLLOWING.—Wells, Fargo & Co have reduced their rates on letters to the United Kingdom from three to two bits per half ounce. Are we to have a corresponding decrease in the Postal rate? or is the Government prepared to be outdone in liberality by a private company which extends to its patrons the advantage of the recent reduction in ocean mail rates?

TOLERABLY CORRECT.—London dispatches of 14th January tell us that the *Pall Mall Gazette* speaks of the petition from this Colony to President Grant as the work of American politicians intended as an offset to the Alabama claims. It believes the petition, if genuine, would have been addressed to the Queen. The *Morning Post*, in an editorial article of the same date, states that trans-continental railway alone will save British Columbia from Annexation to the United States. In this the *Post* expresses the opinion enunciated in this journal for many months.

MR. COLEMAN'S LECTURE was listened to with marked attention last evening by a respectable audience. The lecturer described with much minuteness the various routes to the Sound and the ports and passes. Rev T Somerville occupied the Chair.

COMFORTABLE.—Mr Thomas Paton, the retiring General Manager of the Bank of British North America, receives a pension from the company of $5000 per annum.

THE City Council of Boston wouldn't extend the freedom of the city to Prince Arthur. The revolutionary Bostonians were more hospitable. They got up a great Tea-Party for George III.

TOWN LOTS of Seattle were sold by auction at Portland, Oregon, at $10 apiece. The refusal of the U S Government to grant lands or issue bonds for the North Pacific Railroad, has produced the depression.

THE lumber mills at Tacoma have closed and discharged all their hands. Other mills will soon do likewise. The discharged men will generally go to Omineca.

SENTENCED.—F Graveile, the wood thief, has been sentenced to one month's imprisonment with hard labor.

THE Eliza Anderson left for Puget Sound at 11 yesterday morning.

Two hundred German families are on the way to Washington Territory.

THE bark Oamaru, lately wrecked on Whidby Island, has been abandoned.

The Controversy.

EDITOR BRITISH COLONIST.—The controversy provoked by Mr Pemberton being ended by his throwing up the sponge, and as I am informed that some of our American residents have taken offence at some of my remarks, and as I neither wish to give offence or to be misunderstood, I would state that I have lived for many years in the United States, and what family I have had were born there, in dear New England. I have ever admired the Americans for the many noble and beautiful traits in their national character; and I am proud to class many among my warmest friends, and only wish that we had some thousands more living among us. But as blood is thicker than water, and as I love my own family best of all, so do I love my own country before all others; and while admitting that there are many things that we could copy to our benefit from the institutions of the United States, I at the same time believe that there are many things they might adopt from our Constitution to their advantage; but I must say that while they continue American citizens and reside among us, we shall expect them to abstain from interfering in our politics, and that any further attempts to subvert the government of our country will not be tolerated by our people. All we ask is, while they continue to enjoy the advantage and protection of our laws, they will be as obedient to them as they expect British subjects resident in their country should be to theirs.

Mr Editor, for the uniform courtesy and valuable space extended to me in this discussion, I thank you. B WALLACE.

HOLLOWAY'S OINTMENT AND PILLS.—Changeable Weather.—Throughout the year the keen easterly winds sorely test the weak one—the rheumatic, and the neuralgic. To subdue the first indications of the malady Holloway's well-known remedies should be applied at once; each day's neglect make the treatment more difficult and the issue more dangerous. The pills throw off all impurities, cleanse the lungs, regulate the circulation, and overcome inflammatory tendencies, and the Ointment well rubbed in over the affected part, checks all erroneous action, draws all surplus blood, which is creating mischief, to the surface, and there gets rid of it, by increasing the capillary circulation of the skin and augmenting its exhalements.

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☞ Beware of the pernicious counterfeits; always ask for the Florida Water prepared by the sole proprietors Lanman & Kemp, New York. 547P

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Hair Nets
Ribbons
Trimmings
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Patent Linen Thread
Spool Cotton
Table Oil Cloth
Oiled Silk
Tablecovers
Hickory, &c.
Pants, Pilot, Tweed, Doeskin, Black Ribbed, Moleskin &c.
Vests, Black Cloth, Pilot, &c.
Inverness Capes
Boys' Suits
Baltic Shirts, Black & White Checked and French Flannel
Flannel Shirts
Hickory & Serge do
Hats, Blk & Col Felt and Plush
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Umbrellas
Black Silk Handkfs
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Fish Lines
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Sago
Tapioca
Cholet's Vegetables
Price's Candles
Sardines
Malt Vinegar
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The Conditions.

Having alluded to the two great essentials of successful Confederation—the early construction of an interoceanic highway and the placing of 'rolling stock,' so to speak, upon our ocean highway—and having, in a very summary way, disposed of the monetary part of the question, let us now turn attention to the subject of the commercial policy to be adopted by this colony And this brings us to the crux of the whole matter. The generality of people will say we have nothing to do with this point, as it is purely and essentially a Federal one. For ourselves we are not content to relinquish a matter of such momentous concernment without a struggle. While admitting that the subject of dealing with commercial tariffs is one which necessarily falls within the scope of Federal functions yet we are not prepared to think that the Province might not be conceded the legislative power to establish a free port on the seaboard. It is quite true that circumstances might transpire which would render it unnecessary to have recourse to such an expedient. The commercial policy of the Dominion might undergo such changes as would enable us to enjoy all the advantages of free trade, without many of its disadvantages. Many persons prefer to think that there will not be a return to reciprocal commercial relations between the Dominion and the United States. Although we differ from that view, for us, for present purposes, assume it to be so. The United States is about to remove the duty from coal. The laws of political economy are inevitable and overpowering, and a whole nation could not long remain ignorant of the fact that it was suffering from the high price of coal, not for the benefit of the Federal exchequer, but pure and simple for the aggrandisement of the Pennsylvania monopolists. The suffering was not confined to coal alone, but it permeated every article and every interest therewith directly or indirectly connected. Thus goods manufactured by steam were increased in price by the high cost of steam, travelling on railroads were made more expensive, and, not to go into the unpleasant catalogue, the poor man had no joy in his fireside because there was a continual draught of greenbacks as well as air up the chimney. There can be no doubt that the hoped cidal coal owners of Pennsylvania are doomed; coal will enter the United States free, and Nova Scotia on the Atlantic, and British Columbia on the Pacific, will become the great supplies. The Dominion Government is about to meet the natural productions of the United States with a protective duty. In these two items, then, we have assurance that we shall enjoy under Confederation one of the most important advantages which a reciprocity treaty would confer, while we will, at the same time, enjoy that protection to our own infantile industrial interests which such a treaty would deprive us. But there is another and still more important commercial change which whatever others may think, we prefer to believe lies in the no distant future, the British American Empire. The original idea of a colony was a place into which might be transplanted the surplus population of the old country, and where home manufactures might be received without the possibility of competition. That idea underwent gradual modification, until the colonies, in an anxious struggle for revenue, met all manufactures alike with tariffs. And it is just here that Imperial dissatisfaction came in, and until now the question of the utility of the colonies has become matter of discussion. As history is said to repeat itself, so, we are disposed to think this, the really correct idea of colonial relations, will be repeated, and British America will be made the instance. The very idea of a British Empire in America is little better than mythical unless the surplus population of the old country be poured into its boundless wastes. In order that this may be done it must not only be made the national policy, but the national interest. Once convince the Imperial Government that every subject transplanted into the wailing soil of the new Empire will not only be a doubly fruitful, but a much larger consumer of British manufactures than could possibly be the case by remaining at home or migrating into the United States, and the greatest scheme of the age is accomplished. In this is, of course, implied the admission of British goods duty free, or at a merely nominal duty, and this we conceive to be the real idea of a second British Empire. Under such an arrangement the chief elements in favor of a free union would, of course, be swept away. But it is in the absence of certainty that such a policy