

The Weekly British Colonist

Wednesday June 14th 1871

Mechanic's Literary Institute

The Intimation of the possibility of the Mechanic's Literary Institute of this city having been closed for lack of financial assistance will have surprised and pained many of our local readers. For our own part we cannot bring ourselves to believe that a community which can support some fifty licensed public houses for the sale of ardent spirits will allow the doors of its only literary institution to be closed. We are disposed to attribute the inadequacy of the support extended to the institution in question to a want of thoughtfulness; and it is with the hope of inducing serious reflection and corresponding action that the present remarks are offered. It is not proposed to wear the reader's moral essay upon the influence and tendency of this class of institutions; but we may be permitted to remark that if such institutions are to be of any assistance in older and more organized communities, they must be infinitely more important where comparatively few possess libraries of their own and where so many are deprived of the advantages and associations of the home-circle. A few words about the position of the Institute, and the difficulties and discouragements with which its Directory have to contend. The number of subscribers has been found altogether inadequate to produce sufficient revenue to meet current expenses, and, under these circumstances, the Board of Management have exhausted their ingenuity in getting up entertainments which would combine pleasure with mental improvement, with the hope of thus supplementing the ordinary revenue of the establishment; but these entertainments, although apparently successful, do not seem to have brought little financial relief, and the Managers have been pained to see the institution adding to its indebtedness month by month, without any apparent means of relief. In their anxiety to do their duty, the gentlemen composing the Board have not always been met with the spirit which the nature of their work entitled them to expect. These gentlemen, it should be remembered, give their services gratuitously, and have really no more interest in seeing the Institute in a flourishing and efficient condition than every good citizen ought to feel. Yet, without intending all this, these gentlemen are too often met in a way to lead one to conclude that they are indulged to be simply promoting their own individual interests, and that in their earnest efforts they are coming to be regarded as a very great nuisance. And here, again, we see how thoughtlessly the public will sometimes act. The directors and onerous services of the Directors are surely entitled to a very different reward. What is to be done? The city is now in possession of an Institute which could not be produced for less than five or six thousand dollars. Shall the doors be closed and all this property be sacrificed, and the largest and most important commodity in the Colony, the capital, left without a Literary Institute and Reading-room? On the lowest ground of pride, the credit of the place, surely an effort will be made to avert such a contingency. Let us hope that the gentlemen composing the Board of Management will add yet another to their long list of efforts in order to maintain so desirable an institution, and see whether the public can not be aroused to a sense of duty.

Unfriendly and Unfair

A friend has taken the trouble to send me a couple of numbers of a paper called the News, published at Montreal, Province of Quebec. Upon enquiry, we are credibly informed that the paper is the sole published organ of the American Northern Pacific Railway, and we might be permitted to form an opinion from the two numbers before us, we would conclude it to be tainted with Fenianism. It is considered proper to mention these circumstances in the outset, in order that the reader may be more fully appreciate the motives which dictated the article to which we are about to refer. In one number of the News we find a leading article which appeared in this journal in April last, commenting upon the passage of the terms of Union through the House of Commons, and speculating upon the probable treatment those terms would meet in the Senate; and it also contains an editorial article, commenting upon the same, in a spirit of unfairness and untruthfulness we little expected to meet with in the chief commercial city of the Dominion. We should not have deemed the article deserving of attention were it not for the circumstance of our esteemed whilom citizen, Mr. Sprague, having nobly and ably exposed the contents of British Columbia. It is not our intention to review the very offensive and unprovoked article in the News.

Railway Progress

Some months since we pointed out the probability of the Canadian Pacific Railway eventually finding its Atlantic terminus on the Island of Newfoundland. The Chicago Tribune in a recent article, touching the progress made on the lines between St. John and Halifax, and between St. John and Bangor, remarks that when these two gaps have been filled up there will be a railway from Halifax to Boston, and continues: "This, however, is but a link in the grand continental scheme. The road to Halifax passes through the town of Truro. The general scheme of continental railway includes a road from Truro in Nova Scotia to Aspy Bay on the northern extremity of that province; thence a ferry to Oyster Bay, in Newfoundland, and a railway from that point across Newfoundland to St. John, on the eastern extremity of the province, some 150 miles north of Cape Race. This will shorten the transit across the ocean to about 6 days. At the Bangor end of this line it is proposed to consolidate the existing roads, and by constructing new links, to establish a line from that city across the States of New Hampshire and Vermont, and North-eastern New York, connecting with the New York Central Railroad at Schenectady or Syracuse, and thus with the whole Western system of railways." By this means persons visiting Europe may from Halifax or Bangor, and by avoiding New York and Boston, proceed by rail to St. John's, Newfoundland, economizing two days of actual travel, and reducing the time at sea to six days. Four years ago the scheme seemed extremely visionary, but the completion of the railway to Halifax will have the effect, for the time, of making that point a place for the departure and arrival of passengers by foreign steamers, and will render the eventual transfer of the same business to St. John's, Newfoundland, a mere question of time.

Thursday, June 8th

Statue to Professor Morse—Interesting Event

The telegraphers of North America have by subscription erected a bronze statue of Professor Morse, the Father of the Telegraph, in Central Park, New York City. It will be unveiled on the 10th inst. Saturday evening, in the evening a reception will be held by the Professor at the Academy of Music. The lady who will be the first telegraphic message ("What hath God wrought?") on the 24th of May, 1844, will be present. At 9 o'clock, New York time, a message will be sent simultaneously to all the telegraph offices in the United States, Canada, Newfoundland, Prince Edward Island, and Cuba, conveying a sentiment from the Professor to which he will personally manipulate his signature. Replies will be sent from the following places: Victoria, B. U. San Francisco, Portland, Oreg., Salt Lake City, Cheyenne, Col., St. Louis, Chicago, Cincinnati, Louisville, New Orleans, Galveston, Charleston, Havana, Washington, Toronto, Montreal, Quebec, and St. John. The principal points of interest to the "outside" public will be found in the fact that the combination of circuits will be complete and that the message will be received at over 3000 offices at the same instant with no appreciable difference of time. Professor Morse is in his 81st year. The Governor of New York will preside at the ceremony. The Governor of Massachusetts, assisted by the Mayor of Charlestown, Professor Morse's native city, will unveil the statue. The message that leaves New York City at 9 p.m. will reach this city at 5-35 or 3 hours and 25 minutes before it is sent!

Curious Advertisement

The following extraordinary advertisement has appeared in a local print of limited circulation and patronage for some days past:

NOTICE

CALL ABOUT A WEEK OR TWO SINCE I had the honor to receive a notice from a certain person, who had the good fortune to be a member of the public, that he had a certain quantity of the stock of a certain company, which he was willing to sell at a certain price. I was very much surprised to find that the person in question was a member of the public, and that he had the good fortune to be a member of the public. I was very much surprised to find that the person in question was a member of the public, and that he had the good fortune to be a member of the public.

The Public Book

A paragraph appeared a few days ago in a local print wherein it is stated that the mail reviewed by which the Cariboo mails would reach here on Wednesdays, instead of Saturdays, were mentioned as a public boon. We would not see very clearly, at the time, where the boon came in, although the public were left to infer that the Cariboo mails would reach Victoria three days earlier. The arrival of the mail last evening cleared up the mystery. It turns out that this mail in the same which left Cariboo on the 29th ultimo, the same day as Bernard's express which reached us last Saturday left four days longer on the way! This is a public boon with a vengeance!

Hold Tight

On Friday last an Indian known as Comah stepped into the store of Messrs Noltemier, Government street, picked up a pair of boots and slyly left the shop, but however without being seen. One of the proprietors immediately gave chase to the thief, who after running as far as Church Hill, he was overtaken and was recovered by Mr Noltemier. The plea set up by the Indian was that Noltemier owed him for liquor and when he asked for his pay, Noltemier drew the boots as his (the Indian's) head. The magistrate disabled the story and sentenced the prisoner to 6 months hard labor.

Larceny Compromised

Charley, a Fort Rupert Indian, appeared at the Police Court charged with stealing money from Annie, an Indian woman. Annie appeared on the stand and stated that the prisoner had taken the money from her, but she was unable to identify the money as being her own. Charley had taken the money to keep it for her and that he had returned it to her. This evidence was contradicted by other witnesses, and the Court concluded that the money had been compromised and the prisoner was therefore required to find security of \$25 for the good behavior for six months. The defendant was discharged and the liberated witness was discharged.

Cheney

A Bescon Bill on Tuesday next will be played between the Victoria and Esquimalt First Fifteen. Following are the names of the Victoria Eleven: Richardson, B. Corwell, Fraser, Hubbard, Barkley, Drake, Beattie, F. Pardon, Duggan, Mathews. The Esquimalt Eleven are the same as before.

TERRITORIAL GRANTS

A bill has passed the Imperial Parliament permitting Canada to organize territorial grants in the country lying between Macinoba and British Columbia. It is about time that we heard of the passage of the bill ratifying the union of British Columbia and Canada.

MARRIAGE TODAY

The nuptials of C. F. Cornwall, Esq., member of the Legislature for Yale-Lytton District, and Miss Pemberton, will be celebrated at St. John's Church this morning at 11 o'clock, by the Very Rev. Dean Oridge.

TRADE LICENSES

Eight parties in answer to summonses, attend the Stipendiary Magistrate's Court yesterday and their arrears for Trade Licenses for 1870.

NATURALIZATION

Judge Green admitted twelve foreigners to citizenship at New Westminster yesterday morning, when he held a special court for that purpose.

The Swedish ship Corceus is due from San Francisco. She will load at the Planting Mills for Australia.

The steamer Emma, Capt. Peter Holmes, will sail for Port Eslington, Skeena mouth, on Friday. Fare \$15.

SAANICH ROAD is being put in first-class order.

Letter from Gilbert M. Sprout, Esq.

To the Editor of the MONTEAL DAILY NEWS: Sir—I would gladly say a word or two to remove some misconceptions in the article on British Columbia in your paper of yesterday. I believe you would not creditably of British Columbia were that province better known to you; and I am sure that your sense of justice will constrain you to admit that a whole population ought not to be judged by the tone of a single article in one of the several newspapers which circulate among them. In the present case, the editor of the British Columbian newspaper which you quote from is known to me; he has rendered services to Canada, and I believe, did not mean to make a charge of undue subservience against the honorable Senate of the Dominion. The words which you quote do not appear to convey more than an expression of opinion, that the Canadian Government is stronger in the Senate than in the Commons. This seems to me to be a fair public comment on the vote of power of British Columbia and Montreal in the Dominion. Parliament must be viewed, I think, in reference to the consideration that, though the population of British Columbia is small, the individuals composing it count for much at present, owing to the fiduciary position which they occupy as trustees of the Dominion for a great province on the Pacific. Moreover, viewed in a municipal and not a national light, the Senate is not to be regarded as the general interest of the Dominion, but as the province which is not held in political view with the present municipality which Canada possesses. In England, London has become almost a nation within a nation; her population is not far short of that of Scotland; but does London count in the councils of the empire? Representation according to population is a good principle, but it cannot be applied to any country without some suitable modification. I will not say that the Senate is high and through, for I feel that you mean no unkindness to the new Province, and that you have written under a misconception. Allow me once for all, as an old resident of British Columbia, to tell your readers that the people of British Columbia are moral, orderly, industrious and loyal. They have just pride in their country and in their own honorable exertion to improve it. No people are less open to the charge of rowdiness than they are. I believe you will find that the representatives of British Columbia will constitute a most force and not a rowdy element in the Dominion Parliament.

THE SEAL FISHERIES

The following passage occurs in the Ottawa letter of a local contemporary: "The seal fishery, this season has, so far, turned out a complete failure. Now, our Canadian exchanges have for some weeks past, teemed with articles upon the unprecedented, the marvelous success of this season."

ANOTHER CURIOUS ADVERTISEMENT

A single gentleman advertises in a local print of much circulation and less patronage for Board and Lodging, furnished, as unfurnished? The reader will be curious to know what furnished board consists of. Chairs and tables washed, down with sheets and counterpane? or knives and forks stashed on a paper? Unfurnished board probably means an absence of the above luxuries and a hearty meal on nothing. Apply, etc.

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LIBERTY EXPRESS

It will be seen by an advertisement in another column that Bernard's Express makes the trip from Cariboo to Victoria in five days and a half, or four days quicker than H. M. Mail. Bernard undertakes to put passengers through at the same lightning rate and with safety and comfort. Such enterprise deserves to be richly rewarded, and doubters will be by a discriminating public.

MAINLAND ITEMS

The Burrard Inlet road is being put in a thorough state of repair under the superintendence of Mr. Lewis, the stage proprietor. A company has started the business of putting salmon up in tin in the fishery premises opposite the town of New Westminster. The road will be collected at Yale for the week ending 3rd June amounted to \$549 90.

The Enterprise arrived from New Westminster last evening, bringing a Cariboo mail and the following passengers: Capt. and Mrs. Lyvick, Mrs. Young, Miss Anderson, Judge Giesse, Rev. Mr. Holmes, Capt. Lawrence, Messrs. Ellis, A. C. Wells, J. Chouder, J. J. McAllister and Davies.

STANDARD LIFE ASSURANCE COMPANY

The statement of this old and powerful company for 1870, was published yesterday. It shows a marked and gratifying increase of business and places the Standard Life in the front rank of all the Great Companies for which Britain is noted. Mr. Robert Burnaby is the agent for British Columbia.

FIREMEN'S FIDELITY

The Chief and Assistant Engineers of the Fire Department and the officers of the various companies, at a meeting held at the Deluge House last evening, decided to hold the Annual Picnic at Medbury Grove on July 1st—Dominion Day.

DANGER

A poor, degraded, victim of whiskey, appeared in the dock yesterday morning, with barely sufficient human intelligence to answer the word of guilt. The Court, with a reproval, seemingly unheeded, ordered the payment of 5s or 6 hours imprisonment.

STRAK BROKE

Capt. Swanson reports the buoy at Fisermouth out of position, one having been carried away and picked up in the middle of the Gulf. Capt. Cooper should be instructed to have them properly placed in position.

TRAVELERS' NOTES

Yale and Barkerville, B.C. Groceries & Provisions, Wines & Liquors, Dry Goods, Clothing, Agricultural Implements, CIGARS & TOBACCO, STATIONERY, Hardware & Crockery.

DRUGS, PATENT MEDICINES, &c.

And a complete assortment of the best and most reliable goods that we have to offer and are prepared to sell at the lowest market prices. We invite inspection of our Stock before purchasing elsewhere.

OPPENHEIMER BROS

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