The Weekly British Colonist

Wednesday, December 28 1870

Our Next door Neighbors.

Washington Territory is on the eve of revolution. The Directors of the Northern Pacific Railway Company have decided to build, *at-once*, a piece of railway from the mouth of the Cowlitz river to Olympia. This piece of road will be about eighty-five miles in length, and will connect the Puget Sound country with Columbia River, connecting with the Oregon Central Railway. This road will be hurried to completion, five hundred men being required to work on it now. The calculation is to have it completed before another winter sets in; and when the favorable character of the country to be traversed by it is borne in mind there appears to be no reason for thinking the calculation extravagant. The Cowlitz-Olympia road, it must be observed, will only be a branch of the Northern Pacific Railway; yet its influence will be sufficient to cause a revolution in Washington Territory—it will put an end to stage-coaching through mud and torrent. It will give the Territory railway connection with California—with the East. The tide of emigration has already set in towards Puget Sound, and it will rapidly increase in volume. Land speculation will set in next summer and sweep the line of country from Cowlitz to Olympia like a prairie fire. Capitalists will become interested in every line of speculation, in every department of industry. A huge wave of population, activity and development is about to roll over that country, sweeping away all vestige of past stagnation, stripping the moss from the backs of the early settlers. It is no exaggeration, therefore, to say that Washington Territory is on the eve of revolution. What is all this to us? Another flag floats over that country. It is separated from us by a broad water and an artificial boundary line. But mere artificial distinctions cannot fully stem the tide of revolution or restrain its natural and inevitable influences. And as for the inland sea which forms the natural division, why, "Seas but join the nations they divide." But, to drop figure, it is utterly impossible for Washington Territory, we will say Puget Sound, to become the theatre of all this rushing, dizzy change and development without exerting a greater or less influence upon us, its next door neighbor. Whether that influence is to be for good or for evil must depend to a very great extent upon the action of our people and the policy of our Government. And, here, who can but see the enormous advantage British Columbia would possess in a free port? With that established here, Victoria would virtually be the shopkeeper for Puget Sound. 'Free Port' upon our signboard would constitute an irresistible invitation to 'come and buy.' It will be one of the first duties of this people, under Confederation, to obtain from the Dominion Government the restoration of the free port. Nor do we apprehend much difficulty in convincing the statesmen of the Dominion of the propriety of such a step. But there is another sense in which the establishment of railway communication between Puget Sound and California possesses no little interest to the people of British Columbia. Until the Canadian Pacific Railway shall have been completed the sole channel of egress and ingress is through the neighbouring States. At present the voyage to San Francisco is, in time, risk, discomfort, expense, scarcely less than a ride across the continent. So soon as railway communication to Puget Sound is completed the people of this Colony will virtually have trans-continental railway communication, with a steam ferry across the intervening water. It will, indeed, be a great convenience to be able to take the railway train at Olympia and take a ride across the continent. But, in all this there is a lesson which our own Government, as well as that of the Dominion and that of the United Kingdom, would do well to read, mark, learn and inwardly digest. The Canadian Pacific Railway must be pushed vigorously forward, or it may be too late! The Dominion, in embarking in the scheme of building up an Empire stretching from ocean to ocean alongside the Great Republic, launched out upon thin ice, and it must slide quickly or break through!

Friday Dec 23.

FATAL ACCIDENT.—St Mary's Mission, on the Lower Fraser, was on Saturday last the scene of one of the most melancholy and distressing accidents it has ever fallen to our lot to record, resulting as it did in the death of the Rev Father Lamure. The accident occurred under the following circumstances: Deceased accompanied Brother Ryan to a neighboring farm, the latter taking with him a double-barreled shot-gun. On the way they playfully ran a race, and after running a distance of about 200 yards the Father got ahead of the Brother a few feet, when a bramble caught the hammer of the gun and set it off. The contents entered the leg of Father Lamure, causing such injury as resulted in his death the same evening. He was conscious to the last and endeavored to soothe Brother Ryan, assuring those present that the thing was purely accidental. An inquest was held on Monday, when a verdict was rendered in accordance with the above facts. Deceased was greatly respected and had been very successful in instructing the pupils at the Mission.

The Western Union Telegraph Company and the "Standard."

The grievance which Mr DeCosmos imagines he has against the Western Union Telegraph Company and its officers formed the burthen of two weighty articles in that gentleman's paper yesterday; and at the risk of wearying our readers we propose to refer to one or two of the charges which he has put prominently forward. In the first place, let us consider the position he occupies respecting Mr Mumford's letter. He has put Mr Wootton in the witness-box to prove that on Tuesday he received a letter bearing the mail-date of San Francisco, Dec 10th, and bearing the superscription of the Telegraph Company. Well, what does Mr Wootton's testimony amount to? He did not open the envelope—he did not see it opened, therefore he cannot swear to its contents. For aught he knows it may have enclosed a damning letter from the company, a love-missive from one of its female operators or a Christmas-box from the General Agent. Mr Wootton's evidence, therefore, is worthless, and he may stand down. The only other witness we shall call is Mr DeCosmos himself. He testifies that he has had frequent communication with the heads of the company during the Summer;—that he sent several letters to them and received several from them. Now, assuming (remember! we only assume) that the letter placed in his hands by Mr Wootton on Tuesday was *the* letter which Mr Mumford wrote offering to put him on the same footing as the COLONIST—why, we ask, did he not publish the letter on *Wednesday* morning? Why did he suffer the ink, in which one of the most slanderous articles he ever penned was printed, to dry before making an humble apology for his mis-statements? Mr DeCosmos' evidence, then, amounts to 'only this and nothing more:' that he received the letter on Tuesday (no one believes him!) and that he intended to conceal its arrival until after he had discharged all his venomous shafts against the Company. His evidence being worthless from its unreliability he, too, may stand down.

With respect to the charge that the Company furnishes us with telegrams at a lower rate than they supply them to the *Standard*, if we assume (we do not admit it) the charge to be correct, what claim can he urge to be admitted to the same privilege? The COLONIST has been a customer of the company for several years and has paid it during that period many thousands of dollars. The *Standard* has been a customer of the company six months, and has only paid to the trifling sum of $2400. When the contract with the COLONIST was made the *Standard* had no existence, and because, six months afterwards, Mr DeCosmos saw fit to start an emphemeral paper—a mere personal organ to sound his own praise—would the company be justified in admitting his sheet to the same privileges that a solid, substantial, permanent newspaper of twelve years' standing, such as the COLONIST, might enjoy? Were they to do so, what confidence could any firm repose in the company, or what business man could securely base his operations for a moment upon any contract or agreement he might make with them?

The fact of the matter is that Mr DeCosmos has not a good case against the Company. Instead of being *overcharged* he is *undercharged* by one-half the regular rates for transmitting news from Portland to Victoria. *Two cents* per word is the regular charge, and the *Standard* has only paid *one cent* per word. Puget Sound papers are charged two cents per word and why should the Company be expected to send the news further for less?

Our own opinion is this: that the *Standard* has been a losing concern from the commencement; that even were there no telegraphic bills to pay the losses would still be large; and that the hullabaloo raised against the Company is merely a subterfuge to allow the ostensible owner, in retiring, to lay the blame of failing upon the Telegraph Company and the COLONIST instead of attributing it to the true causes—his own want of ability and common sense, added to the palpable fact that two morning newspapers cannot live in this community.

PUGET SOUND ITEMS.—From the Seattle *Intelligencer* of yesterday we glean the following:—J F Wetton has just arrived from the Sultan River mines, having 31½ oz. of gold taken from that river. Hitherto mining has been confined to the river bars, but there is every reason to believe that good bank-diggings exist, and some very fine specimens of coarse gold have been found in paying quantities thirty feet above the water. There were only fourteen miners at work when Mr Welton left.....A grand ball for the benefit of the Olympia Fire Department will come off this (Friday) evening.... On the same evening the Seattle Cornet Band will give a grand ball at the Pavilion.... Owing to the freezing of the Cowlitz, and consequent difficulty in furnishing supplies to the workmen, no more axmen and lumbermen are wanted for the present at Monticello....A miner, named McFarland on Sultan river some three weeks ago, killed a black bear weighing over 500 lbs.

OMINECA.—According to the latest news from the great Eldorado of the North, the winter had fairly set in. A few companies were still at work, but many had been obliged to leave for the lower country owing to the scarcity and dearness of provisions. The Omineca river was frozen over, and some of the miners were sleighing provisions in to Germansen creek. Snow lay on the portages to a depth of about eighteen inches. The Payne co for six days' work paid a dividend of $700 to the share. A freshet occurred on Germansen creek doing considerable damage.

ONTARIO VS. QUEBEC.—From a carefully compiled statement in the Toronto *Telegraph* it appears that the Civil Government of Quebec costs annually $181.411 more than that of Ontario. Legislation costs it $89.680 more. The Administration of Justice costs it $195.-241 more. Charities and Hospitals cost $132.-760 more. While, on the other hand, Ontario spends $29.525 more on education, and $466.-651 more on public works and buildings.

THE MARKETS.—In no branch of production has British Columbia made such important advances as in stock raising. A few years ago it used to be said that stock could not be raised to advantage on the Island, and we remember a cockney friend who contended stoutly that geese and turkeys couldn't be fattened on the Island—'there was something in the *hair*,' he said, 'that prevented it.' A turn through the markets today will convince the most skeptical on that point of their error. At Stafford & Hicken's there is beef raised by Habert of Chemainus, lambs and sheep raised by Stafford & Hicken, a 500 pound, prize hog raised by N C Bailey, and sucking pigs from H King's, Cedar Hill, any of which will compare favorably with any on the coast. At Reynolds' Government street shop we were shown a three months' calf, weighing 253 pounds, raised by K McKenzie, Esq; beef just from the rich bunch-grass of Semilkameen valley that dress 1250 pounds, and fat fall lambs, from Smith of Saanich, of extraordinary size. At John Murray's Victoria Market, there is a hog weighing 493 pounds, raised and fed by John Murray (as Pip in 'Great Expectations' was raised) 'by hand'; an enormously fat Island calf, only two weeks old; several of the celebrated Yakima beeves, so much in request here, and prize lambs and sheep. Ex-Mayor Harris has on his hooks beef, mutton and lamb as good as the best in town, veal that cannot be beaten and pork raised by *Mr* Harris himself. We advise our readers to visit the markets to-day.

(FROM NANAIMO.—The steamer Sir James Douglas, Capt Clarke, arrived from Nanaimo yesterday, bringing about the usual amount of freight, and a few passengers, amongst whom were the Rev W Aitken, and Mr *Myers*, of Nanaimo, Mr Sinclair and Mr and Mrs Habert of Chemainus. The ship Shooting Star is under the chute taking in a cargo of coal for San Francisco. The ship Ada was discharging the machinery for the Coal Company and would proceed to Burrard Inlet for a cargo of lumber at Moody, Dietz & Nelson's Mills. Since the Sparrowhawk left, on Wednesday morning, there has been observed a disposition to insubordination on the part of some of the miners. There still exists a good deal of dissatisfaction in the public mind respecting the course of justice in the Hamilton murder case. The general conviction remains that the wrong man has been executed and that the ends of justice have not been met. Especial dissatisfaction is felt anent the result of the petition of the people of Nanaimo for a respite to Jim and for further investigation. The miners on strike, have been holding meetings, and they sent a deputation to the Managers on Tuesday. A proposition to resume work on certain terms was made to the miners, but was finally declined. H.M.S. Boxer is expected up about the end of the present week, with a view to preventing disorder.

LOWER FRASER ITEMS.—The Rev Father Lamure, of St Mary's Mission, was accidentally shot on Saturday. The painful accident occasioned deep and widespread regret.... Eight sailors from the Golden Age, at Burrard Inlet, were brought up before the New Westminster Police Magistrate, on Monday, on the charge of refusing to do duty. They were severally sentenced to two weeks' imprisonment, with hard labor, or until ordered on board by the captain.... The New Westminster Municipal Council has appropriated a sum of money towards prizes for the pupils attending the public school.... The Volunteer Prize Presentation Ball is fixed for the 30th inst. One hundred and five invitations to the same had been issued. The Governor's Prize Cup, a very handsome one, had been received.

FROM FRASER RIVER.—The steamer Enterprise arrived from New Westminster yesterday at 4:30 p.m, with about 12 passengers, amongst whom were Hon P. O'Reilly, Capt Raymur, W H Menton, Rev Mr Russ and Mr Johnston. Ice was forming in the river.

THE SKEENA TRAIL PETITION.—One hundred and eighty names are attached to the petition to the Governor, asking that a trail be cut from the headwaters of Skeena river to Lake Tatlah. It will be presented today.

THE GORGE.—A fine oil painting of the Gorge and surroundings has just been painted by Mr John Banks. The view is beautifully portrayed and may be seen at Fawcett & Co's.

THE YALE-LYTTON ELECTION.—Full returns show that Mr Cornwall received 119 votes and his opponent only 26. Thus Mr Cornwall received ninety-three of a majority, or nearly four times as many as the entire vote cast against him.

FROM NANAIMO.—The barkentine Victor, Capt Walker, passed down from Nanaimo on Wednesday bound for San Francisco with a cargo of 977 tons of coal. She was piloted by Capt Sebiston.

A WHILOM BRITISH COLUMBIAN.—An Ontario exchange of the 28th Nov. says:—"Mr Cameron, better known as 'Cariboo Cameron,' has the contract for the construction of a lighthouse at Cape Magdalen, and was proceeding thither in a schooner with a cargo of materials when he was overtaken by a storm and compelled to throw a large quantity of timber overboard. A portion of it has been recovered."

PUGET SOUND MAIL SUBSIDY.—A deputation waited on His Excellency the Governor on Wednesday with respect to subsidizing the mail line of steamers on Puget Sound. His Excellency declined to recommend a subsidy in consequence of the imminence of Confederation.

THE GREAT CANADIAN BILLIARDIST.—It will be recollected that, at San Francisco, on the 26th Nov., Dion, the great Canadian billiardist, played with and beat by 595 points, out of 1500 Deery, the champion of America. A three column telegraphic report of the match was published in the Toronto *Telegraph*.

THE steamer Olympia, Capt Finch, arrived at 1 o'clock yesterday afternoon from Puget Sound with 28 passengers and a small freight. She will sail again at 2 o'clock this morning for Olympia and way ports.

DROWNED.—Capt Sherwood, who formerly commanded the Gussie Telfair and other vessels belonging to the North Pacific Transportation Company, has been lost from a ship which he was piloting into a port on the coast of Japan.

SENT UP.—Leon Morelle, charged with an attempt to rob Mathias Rowland, was yesterday, after an examination before the Police Court, committed for trial at the next assize.

GRAIN-GROWING.—This year Mr Colbraith of Soda creek raised one hundred thousand pounds of grain, while his neighbor, Mr Dunlevy, raised 85,000 pounds.

BRISK TRADE.—The Quesnelmouth merchants have done a brisk trade this fall with the Ominecaites, their stocks of clothing having been quite exhausted.

IN GOOD ORDER.—We learn from recent arrivals that the wagon road between Yale and Cariboo is in excellent order, smooth and firm.

A LINGERING DEATH.—The Indian who was stabbed in Oriental alley six months ago died on Tuesday night at the Indian Reserve, where had lingered since the stabbing.

SKATING.—Harris' Pond was thronged yesterday with skaters. The votaries of this graceful amusement are numerous.

THE STEREOPTICAN will be exhibited at the Theatre Royal this evening. Its power is said to be wonderful.

THE ship Montgomery Castle is loading for London with wheat at Portland and is about half full.

RETURNED.—Among the passengers by the steamer Olympia yesterday was Henry Rhodes, Esq, from Portland.

DEATH.—Phil. Smith, a telegram from his wife states, died at San Francisco at ten o'clock yesterday morning.

THE PRESIDENT'S MESSAGE will be found on our first page.

YESTERDAY was the shortest day.

The Eavesdropper.

EDITOR BRITISH COLONIST.—I had hoped that some more able pen than mine would have come to the defence of outraged modesty. I refer to a paragraph which appeared in the *Standard* of Wednesday, headed 'Between the Scenes.' In that paragraph a private conversation, overheard by your eavesdropping contemporary, at the Theatre Royal, on Monday night, is retailed to the public. Not only is female modesty thus outraged, but a wanton insult is offered to the Governor and Mrs Musgrave, as well as to Her Majesty's Naval officers on this station, and those families who receive them. The man who could only give a miserable *five line* notice to the really excellent entertainment and devote nearly half a column to outraging the finest feelings and the most sacred rights of Englishmen is surely unfit to be admitted into respectable society. Assuredly he is no credit to 'The Fourth Estate.'

JOHN BULL.

Two Years Ago.

EDITOR BRITISH COLONIST:—However averse to the introduction of personal matter into political controversy one may be, I cannot but acknowledge the justice of the scathing which you administered to Mr DeCosmos, in your Sunday's issue. There is one important fact, however, which appears to have escaped your observation. Having preserved in my scrap-book a series of letters from the pen of Mr DeCosmos, published in your columns, in 1868, I find in No 3 *his* terms of Confederation stated. The financial terms are, a fixed subsidy of $110,000, and a *per capita* subsidy of $1,25 '*taking* 20,000 *as our present minimum population*. Thus the money subsidies which Canada would have had to pay us under that grand scheme would have just been about one-half of what we are to get under what may be denominated the Musgrave scheme. Nor is there less contrast on the subject of overland communication. The former scheme asked Canada to construct a 'waggon road' from Lake Superior to the head of navigation on the Lower Fraser.' Not a word about a railway with its consequent millions of expenditure. Not a word about a line of steamers to San Francisco, or to Puget Sound. Not a word about a Graving Dock, Naval Station, Geological Survey. 'Canada to grant to British Columbia representation in the Senate and Commons of the Dominion.'—No word about the number of representatives. Oh, no! Trust Canada for that. But the point to which I desire to direct particular attention is contained in section 6: 'Canada to insure representative institutions to British Columbia, with a Responsible control over the Government *within six months after our admission*.' What do you think of that, Mr Editor, for a man who is now prepared to reject Confederation upon what you properly call immeasurably better terms unless Responsible Government be granted *simultaneously*? But Mr DeCosmos is in *opposition* now, and that makes the difference.

NORTH AMERICAN.

CHRISTMAS, 1870.—The show of fancy goods for the season will commence on Saturday next, the 17th inst, at London House, Government street.

President Grant's Message.

That portentous and, we take leave to add, pretentious State paper called the President's Message has at last come to hand through the old-fashioned medium of the mail-bags. Too weighty a document for transmission over the wires, it fills six closely printed newspaper columns. Considerations of space prevent more than a hasty glance at those points most likely to interest the great bulk of our readers.

BOUNDARY DISPUTE.

A corps of U S engineers discovered in April last that the commonly received boundary line between the United States and the British Possessions, in the neighborhood of Pembina, is 5700 feet south of the true position of the zenith parallel, and that the true line would leave the Hudson Bay Company's fort at Pembina within the territory of the U S. At the request of the British Government the company remain undisturbed for the present; but a joint commission and a properly defined boundary east of the Rocky Mountains are recommended.

ANNEXATION OF SAN DOMINGO.

Congress is earnestly urged to decide upon the best means of acquiring San Domingo. So convinced is the President of the great and numerous advantages to flow from its acquisition, and of the great disadvantages and calamities of non-acquisition, that he believes the subject has only to be considered to be approved.

CANADIAN FISHERIES.

The President regards the course pursued by the Canadian authorities towards the fishermen of the United States as not having been marked by a friendly feeling.

NAVIGATION OF CANADIAN WATERS.

The principal rivers in Europe and elsewhere are alluded to in support of the position that the United States in common with Canada has a right to the free navigation of the St Lawrence. It is asserted that the greatest living British authorities admit that the claims over that river set up by their country are weak in law and still weaker in equity; and her pretentions in that direction are contrasted with the claims she set up with respect to the Mississippi, which river she claimed the right to navigate on the ground of possessing a small domain in which it took its rise. The whole nation, says the President, is interested in securing cheap transportation from the States of the West to the Atlantic; and the hope is expressed that the Government of Great Britain will see the justice of abandoning the narrow and inconsistent claims to which her Canadian provinces have urged her adherence. The Atlantic would be in foreign hands. Their vessels on trans-Atlantic voyages would have access to U S lake ports, which would be denied to American vessels on similar voyages. To state such a proposition is to refute its justice. The judgment of European jurists and statesmen is that the inhabitants of a country through which a navigable river passes have a natural right to enjoy the navigation of the river to and into the sea, even through the territory of another Power.

THE ARMY

Has been gradually reduced so that on the 1st January, 1871, the number of commissioned officers and men will not exceed the number contemplated by law.

THE NAVAL EXPENDITURE

Last year fell under nineteen millions, being one million less than the previous year. The estimates for 1871 are twenty and a-half millions, with nine and a-half millions necessary for permanent improvement. It is not wise statesmanship to leave a country with over five thousand miles of coast line in both oceans, exclusive of Alaska, and containing forty millions of progressive people, to rest satisfied without the means of either protection or redress, or the enforcement of its foreign policy. A plan will be submitted to Congress by which naval vessels can be built and repairs made with great saving upon the present cost.

REFORM IN OFFICIAL APPOINTMENTS.

The attention of Congress is called to the present highly objectionable mode of making appointments to the civil service, and the necessity for radical reform in the same. The present system is embarrassing to the Heads of Departments, while it imposes arduous and thankless duties upon the Representatives and fails to secure the best men.

That portion of the Message relating to the Alabama claims having already appeared in these columns, need not be alluded to now.

PUBLIC NOTICE.

NOTICE IS HEREBY GIVEN THAT the Crown Grants of Surveyed Lands in the former Colony of Vancouver Island and its Dependencies (excepting only those in Victoria District) as well as on the Mainland of British Columbia, the purchase money of which has been fully paid, will on proper application for the same be at once issued.

Such Crown Grants will be made out invariably in the names of the original purchasers from Government, unless in such special cases as are provided for under the "Crown Grants Ordinance, 1870."

Applications must be made by letter, addressed to the Chief Commissioner of Lands and Works and Surveyor General, giving the Christian and Surnames in full, of the persons to whom the Crown Grants are to be made, and enclosing the receipts for the purchase money of the Land referred to.

Should it be inconvenient for the person in whose name any such Crown Grant is made, to receive the same at this Office, it will be handed to any Agent duly authorized by some instrument in writing to give a receipt for the same.

JOSEPH W. TRUTCH.

Lands & Works Office,
Victoria, Dec 15th, 1870. dc20

PUBLIC NOTICE.

ALL PERSONS IN OCCUPATION OF Surveyed Lands in the undermentioned Districts, viz—

Esquimalt,	Quamichan,
Metchosin,	Somenos,
Sooke,	Cowichan,
Highland,	Cedar,
Kennedy,	Chemainus,
Lake,	Cranberry,
North Saanich,	Mountain,
South Saanich,	Nanaimo,
Shawnigan,	Comox,
Cowichan,	

the right to purchase which Lands is legally held by Pre-emption Record under the "Vancouver Land Proclamations of 1861 and 1862," which Records were made prior to the 1st January, 1870, are hereby required to pay into this Office the amount of the Installments due thereon, on or before the 31st March next ensuing.

By Command,
JOSEPH W. TRUTCH.

Lands and Works Office,
Victoria, B. C., 9th December, 1870.