

## The Weekly British Colonist.

Wednesday September 7, 1870.

## The Public Lands.

In Tuesday's edition of this journal appeared a communication highly suggestive of useful thought. The first idea is that the most profound ignorance pervades all classes of the community respecting the resources, and more especially the agricultural resources, of the Colony. Repeated allusion has been made in these columns to the fact that even this by no means extensive Island is still for the most part a sort of terra incognita—that, beyond the mere fringes of it, comparatively nothing is really known. But it is to another phase of this ignorance that we would more particularly advert. Although the immense sweeps of rich prairie and delta lands on the Lower Fraser have been known for a full decade, have been the subject of frequent newspaper articles, and have to some slight extent been taken up by thrifty settlers who are rapidly tending to silence, yet a prominent and intelligent member of the principal community has, to his evident amazement, just discovered the fact! How many are there in the Colony who know, and who know, believe, that there is between the Mouth of the Fraser and the town of Hope a sufficiency of open land of the very richest kind, and for the most part ready for the plough, to furnish Homesteads for ten to fifteen thousand families? Yet such is an undeniable fact. In this singular spot the country drained by the Lower Fraser, it must not be inferred that this region possesses a monopoly of such land. It is only selected as a convenient illustration of the general subject. Nor should it be inferred that our correspondent of Tuesday is, as far as relates to the subject in hand, ignorant above all dwellers in the Colony; for quite the contrary is the fact. His case is merely taken to illustrate that of hundreds more. The next, and perhaps the most practical idea presented to the mind is the utter inadequacy of existing organization, or, perhaps, it would be more consistent with fact to say the total absence of any organization for conducting the would-be settler to a desirable Homestead. A new corner needs direction, if not encouragement; and we must be permitted to say, what is really nothing new, that there does not appear to exist in the Lands Department the means adequate for that purpose. We fear that we are quite justified in saying that many a valuable settler has been lost to the colony just because there was no means of discovering a suitable Homestead, although there is, in reality, no scarcity of the most desirable and inviting land awaiting settlement. It will still be within the recollection of some of our readers that, during last session of the Legislative Council, an effort was made to obtain a select Committee for the purpose of enquiring into the management of the Lands and Works Department, with a view of making such suggestions as might tend to increase the efficiency thereof. The attempt was defeated by an overwhelming vote, a result which we cannot but think was chiefly owing to misapprehension as to the spirit by which the supporters of the resolution were animated. The head of the Department, while personally not objecting to the enquiry, opposed it upon general principles, claiming that the movement implied something wrong in the Department, and that, as a matter of principle, it would never do to admit a precedent which would read any and every public department liable to become the subject of enquiry, upon a mere resolution of the House. That there was some force in the objection must be admitted, and that the attempt was not made in the wisest possible way we will not deny; yet, feeling, as we do, that the sole desire was to promote the public interest, and to do it with as little unpleasantness as possible, we must ever regret that the majority who voted to throw out the resolution altogether did not assist the minority in so modifying and amending the mode of procedure, so as to enable all to unite in one common effort to render the administration of the most important public department more adapted to the wants of the country. There was no intention, at least on the part of a majority of those whose votes were recorded with the ayes, on the resolution in question, to find fault with persons. It was the system that they desired to improve. And every week's experience only tends to show how much the system needs improvement. As that Department should be exhibited a panoramic view, so to speak, of every district which may be partially settled or inviting settlers, indicating the lots taken up, and those open for preemption or purchase, together with the fullest possible information respecting the character of the

land both occupied and unoccupied, and generally, all such information as would enable the intending settler to come to an intelligent conclusion of a sufficiently definite nature to warrant the trouble and expense of a journey to whatever locality might appear to promise the greatest advantage. And even then it is questionable whether it would not be well that he should be furnished with a guide; for it must never be forgotten that these settlers are worth from one thousand to fifteen hundred dollars a piece to the colony. Such information, it is greatly to be feared the Department does not now possess the means of imparting. In truth the circumstances under which the intending settler is sent out are such as to render a hunt for land in British Columbia too much like sending a ship to sea without a rudder or compass, or, to use a still more homely illustration, like a search for a needle in a haystack. This question of adjusting the administration of the public lands to the wants of the colony is one of its importance in view of Confederation, inasmuch as the right to deal with these lands will not be transferred to Ottawa.

## "Fragrant Aspect of Cariboo."

Under this heading the *Sentinel* of the 20th has a sensible and hopeful article. A falling off in the aggregate output is admitted; but it is claimed that the gross yield of the mines is not the true gauge of assured prosperity. The deep diggings of the present, with their steadier yield, and the greater fixity imparted to population must be regarded as more than an equivalent for the fabulous strikes of bygone days, while the disposition to bring the forces of science and capital to bear upon ground and ledge hitherto untouched gives promise of better times in the not distant future. There can be no doubt about the correctness of this view. If those diggings which yielded a fortune in a week had their advantages they had their disadvantages too. While they lured all who were foolish enough to go, and to look for Aladdin's cave, were unwilling to bestow their labor upon ground that would not give fabulous returns. Thus everything was unsettled, and the great masses were, as a matter of course, unemployed. It took time and the stern teaching of adversity to bring a people's dissipated and excited, down to more sober ideas and common earnings; and it is a matter of no surprise that all were not apt scholars. Yet everyone must see that the condition of things existing in what are falsely regarded as the halcyon days of Cariboo, although resulting in individual enrichment, could not contribute to general and permanent well-being. Ten thousand dollars suddenly put into the hands of a lucky individual miner was very apt to be carried off, leaving the Colony so much poorer; but that sum in the hands of ten or, better still, twenty miners must relatively benefit many, with a prospect of their remaining in the country. Those were not, therefore, the best days for the Colony when every California steamer carried away its quota of lucky miners with their ten, twenty, fifty, one hundred, and even two hundred thousand dollars a piece. It is now, when the gold miner consumes for the most part the productions of the country, and when the masses are taking out wages and upwards, that the development of our mines really contribute to permanent prosperity. It is questionable whether in earlier times their development did not tend to colonial impoverishment. Every interest is now upon a better basis, and we quite concur in the view put forward by our contemporary that after all the day of small things in this respect may truly be regarded as the day of good things. The advent in Cariboo of the Lane & Kurtz Company, with their Meadows opening and quartz-crushing machinery, and capital may justly be regarded as the dawn of a new era.

As we should be. We understand that arrangements have been made with the Government, by which persons coming from foreign parts to compete at the approaching Agricultural Exhibition will not be troubled about Customs duties; and also, it has been arranged that the Government steamer Sir James Douglas will run upon that occasion to suit those desiring to attend the Exhibition, remaining here long enough to enable them to be present during the two days, and carrying both persons and articles for exhibition down and up free of any charge whatever. This arrangement cannot fail to exert an important influence upon the movement, and it, at the same time, affords gratifying evidence of increasing appreciation of the importance of such effort on the part of the Government. Everything would now appear to indicate that the coming Exhibition, undertaken in the first instance with so much fear and trembling, will, in point of magnitude and success, far exceed all previous ones. There is every reason to expect a very much larger attendance from Puget Sound, and even from the Strait.

SEATTLE.—Amid the depression, in money and other business operations which has prevailed throughout the ports and towns on Puget Sound this season, the town of Seattle has been an exception from the general pressure. There, whilst other places have been suffering severely from the depression caused by the almost entire prostration of the lumber trade, prosperity seems to have kept a steady advance, and at no time in its history has it presented stronger inducements for permanent investment than at the present. The people of Seattle, although they have a strong belief that either the main or a branch line of the North Pacific Railroad will terminate in the vicinity of their town, base not their hopes on that contingency alone. In favorable geographical position, and fine harbor, with all the surrounding resources of mineral and agricultural wealth which it possesses, give a firm assurance, that Seattle, regardless of the immediate location of the railway terminus, is destined to be a place of wealth and importance. Not relying, as do nearly all other towns on the Sound—on the lumber trade alone, Seattle has but one sawmill, which is a fine steam mill owned by H. L. Giesler, Esq., a man of much enterprise. This mill not only supplies all the lumber for local purposes, but occasionally ships to foreign ports. The only brewery on the Sound is here, owned by Messrs Schmiegel & Brown, men who well understand the business and who turn out sufficient ale to supply the whole territory of a quality equal to any on the Pacific Coast. The town is well supplied with hotel accommodation and of a creditable character. The Occidental, by Collins & Co., is the largest and most commodious for travellers requiring rooms; but the Occidental, by Leary & Wheeler, is becoming the favorite with those who love to enjoy a good meal. In regard to schools Seattle stands at the top of the list. It has all three churches; no theatre or other prominent place of amusement except the Pacific Gardens, recently opened by Mr. P. Guillemier, who has at great cost erected a building and laid out walks and otherwise ornamented beautiful grove on the hill slope at the rear of the town which promises to be one of the chief attractions of the place. The growing point of interest and celebrity is the press. The *Tri-weekly* and *Weekly Colonist* are decidedly the best and most popular paper published in the territory, and under the able and judicious management of Mr. S. L. Maxwell, the proprietor and publisher, its patrons have little to fear from the corrupting influences which are too often successfully brought to bear upon the public press.

FOOTING.—The editor of the *New Westminster* paper devotes an entire leading article to personal abuse of ourselves because we had the impudence to advertise upon the published address of one of the candidates for the representation of that District. We were always under the impression that such addresses were a legitimate subject for newspaper remark; but it would seem we were mistaken. Did it not occur to our contemporary that his readers would have been better satisfied with an attempt to meet our position on the tariff question with argument? We greatly misapprehend the intelligence of the people of New Westminster if they approve of this mode of treating an important question. Viewed in the light of the official Terms of Confederation just published, the passage in the address in question must appear still more ridiculous. Better eliminate it altogether.

THE SPIRITUALISM AT FAULT.—Under this heading, we yesterday stated that the young man reported dead by spiritual telegraph had proved to be alive in California. The friends of the young man correct this statement. They say that he started from San Francisco on an excursion train which left that city in June for Boston, and that he has not since been heard from by them. They have telegraphed to California, but can obtain no tidings respecting him. The spirit states that he died at a place called Oaklands (State not given) of a lung complaint, and that his friends will soon be apprised of the fact by letter. Considerable anxiety is naturally felt by the relatives of the young man; and should the intelligence of his demise so strangely received be confirmed by letter, spiritualism will receive many new converts in this city.

LECTURE.—Mr. Murphy has, by request of several friends, adopted as the subject for his lecture "The Irish in the Service of France." Mr. M. will glance at the earlier battles of the Celt and Frank against the Romans, and detail minutely the wars of Louis the 14th and 15th, in which the historic Irish Brigade won their name. In his lecture he will notice the battles of Marlborough, Prince Eugene, Villeroy, Soufley and Marshal Saxe. The public may expect an interesting and logical lecture. The lecture will take place at Alhambra Hall. Admission 50 cents.

THE DIRECTORS of the Agricultural and Horticultural Society will meet at New Dominion Hall, COLONIST BUILDING, at 2 o'clock this afternoon, for the transaction of business. The captains of the Sound steamers have liberally consented to bring stock intended for exhibition free of charge for freight.

THE ESQUIMAULTERS saw a strange sight yesterday. For the first time since 1859, there was not a single ship of war in the harbor; and the only craft—barring the whitehall boats and ploughs—at anchor was Williams & Arthur's water-boat. Eleven years have passed since a period of such dullness was experienced at Esquimaux.

STIRRING AND DROWSY NEWS may be looked for at any moment from the Belgian frontier. A great battle must shortly be fought in the vicinity of Montmedy, and should McMahon be used up, the Prussians will next be heard of in front of Paris. Should, however, the victory be with the French, the Prussians will find it difficult to maintain a footing on French soil.

CHICKEN SOUP.—A spring has been discovered in the vicinity of Klebo the waters of which have the flavor of chicken soup. Frank Laumetier has secured the property and is now running a soup establishment from which he anticipates large results.

AN EARLY START.—The *Enterprise* will sail for New Westminster at daylight. She will run up to Sumas and receive on board 100 head of beef cattle from the Hudson Bay Co's farm at Similkameen, returning here on Saturday night or early Sunday morning.

PUBLIC LANDS.—Regarding Confederation as imminent the British Columbia Government has lately declined to sell Crown Lands in large sections. An offer to purchase 8000 acres by a company of gentlemen was declined a few days ago.

NAVAL.—H. M. S. Sparrowhawk sailed yesterday morning for San Juan Island with supplies for the garrison and H. M. S. Scylla which is lying at the English Camp. The Scylla will go to Nanaimo and Esquimaux.

DISCHARGED.—Wm Middleton was brought up on remand before the Police Court yesterday on a charge of being a rogue and a vagabond, and upon examination was discharged.

LOW WATER.—The Fraser is at a very low stage and is falling rapidly. The onward experienced much difficulty in reaching Yale last trip and the *Guardian* advises up country merchants to forward their fall supplies without delay.

A BIG UR.—A skate was caught in the harbor, off Hospital Point, last evening, weighing 84 lbs and measuring 5 feet 8 inches in length by 4 feet 4 inches in breadth. His skate lay at the Phoenix Saloon, where it attracted much attention.

BURNING ROAD.—We are glad to learn that all the bad portions of that road have been macadamized, and that it is now in excellent order.—Thanks to Mr. Nicholson's careful superintendence.

TEN STEAMERS ALIDA and Eliza Anderson sailed for the Sound yesterday at 2 a.m. The competition between the rival boats is very keen and rates of freight and passage are merely nominal.

MR. A. PERL, late of this city, has become a fixture at New Westminster, where he has established himself in a flourishing drug business. We wish our late conferee a prosperous career.

COLLEGIATE SCHOOL will reopen to-day with the same staff of teachers who have successfully managed the institution in the past.

TOWED OUT.—The Princess Royal was towed out of the harbor yesterday afternoon by the *Enterprise*. She will proceed to San Francisco and take a cargo of wheat to Europe.

SUPPLYING WHISKY.—Gabriel Sorabarb was yesterday convicted by the Police Magistrate for selling whisky to Indians and was remanded one week for sentence.

VICTORIA CITY.—Hon Dr. Helmecken and His Worship Mayor Trimble are spoken of as probable candidates for the City Representation in the next Council. And has expressed his intention to stand.

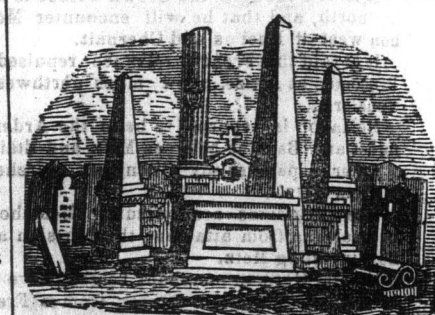
THE MONARCH OF THE SEAS.—Talk about your King Williams and your Dunderbergs and Blunderbergs, Bah! The turn ship Captain, commanded by Captain W. T. Bargoyne, went to sea for the first time a month or two ago. In company with the Monarch and Volage she completed her course to the Bay of Biscay, and throughout her cruise from the 16th of May to the 6th of June, experienced all kinds of weather. The Captain is the first vessel of this kind built under the direct supervision of Captain Cowper Colles, in the famous ship-building yard of Messrs. Laird, Birkenhead. The problem which Captain Colles wished to solve was, how to build a three-masted ship with low free-board, which should be able to keep the ocean at all seasons, and also to fight her guns in the heaviest weather. Apparently the solution has been found in the Captain. The Monarch, which brought over the remains of Mr. Peabody to America, is well known as among the most magnificent specimens of naval architecture ever produced; and in the late cruise was magnificently handled by a picked crew, familiar with and proud of their favorite ship, while it was just the reverse with the Captain. Yet both in sailing and fighting qualities the latter was generally thought superior. An "eye witness" says:—

"Upon the boldest morning of May 30th Vice-Admiral Sir Thomas M. C. Symonds, Commander of the Channel Squadron, showed the Captain to a severe but practical test. At 9 A. M. signal was made from his flagship, the *Minotaur*, for the Captain to full sail and fire 25-ton guns, with battle line charges and shot. The Admiral kept close to her in the *Minotaur*, placing himself on her bow-quarter, so as, he might closely watch her behavior and firing. The ship was placed in position to the sea, and the guns were fired to windward, and then whirled round in every position with regard to the

sea, the turret being trained by steam in all directions. Nothing could exceed the ease and precision with which the guns and turret were worked, nor was there any inconvenience experienced in the turret from the influx of water. On a prior occasion—the 25th of May—the Admiral ordered the Captain to get up steam and follow him. She was then ordered to fire at a mark, while the *Minotaur* lay close at hand to watch the movement of the Captain's guns and turret, and the direction of the shot. At this moment it was blowing hard, with a heavy sea, but not a whole gale. A target was dropped over board, and when 1,000 yards to windward of the Captain she commenced firing. The third 600-pounder shot demolished the target; upon which the Admiral made the signal, "Well done, Captain." Later in the day Sir Thomas Symonds placed the Captain in every conceivable position as regards the sea, training her turrets in every direction, firing repeatedly with blank cartridges, and scrutinizing her attitudes and behaviour with watchful vigilance. At the conclusion of the day he made signal, "Well done, Captain. I am much pleased."

The Captain and Monarch are not mere hulks to creep about the mouths of harbors, &c., but real sea-going cruisers, and are universally acknowledged to be the two most formidable ships of war afloat. The first trip of a vessel never does it full justice. Deficiencies will be found coming to light only upon actual trial, and this was the case with the Captain. In spite, however, of all this, the trial was acknowledged by all to have been most satisfactory. A vessel that can fire a six hundred pound bullet and smash with it a target at a distance of a thousand yards, and that in a gale of wind, must be a very formidable machine both for offensive and defensive warfare. In short the Captain won high laurels for herself, in the estimation of her officers and crew, as a first rate sea boat, furnished with good and comfortable accommodation, perfectly ventilated, and, finally, as the most formidable fighting machine that, in their opinion, was ever yet sent to sea.

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## ALIDA.

## CAPTAIN—E. A. STARR.

## Arriving here upon schedule time every MONDAY evening and leaving every TUESDAY night.

## The Weekly British Colonist.

Wednesday, September 7, 1870.

## The Official Terms.

So completely does the terrible war now devastating the fairest part of Europe overshadow every other subject that there is very little relief for more commonplace and less exciting themes of everyday existence. And yet the subject indicated by the caption under which we write involves considerations sufficiently important to every British Columbian to demand instant and earnest attention. In another column will be found the official Terms of Confederation agreed upon at Ottawa, and very soon to be submitted to the acceptance or rejection of the people whom they most nearly concern. And now that these Terms are longer surrounded by the mist of diplomatic reticence, the consideration them can be approached with more precision and less guesswork. It will seem at a glance that, upon one or two points of considerable importance, were a little astray; yet our forlashedings were for the most part tolerably correct, while the assertion that Terms were returned to our Government in a form really more favorable to the colony than that in which they left hands will find ample justification in the text. To particularise, inasmuch as money generally constitutes the most interesting, if not the most important element in all such matters, let us turn to the financial part of the Terms first, will be observed that the population basis falls somewhat below our reckoning. We were induced to believe it fixed at one hundred thousand, but put down at sixty thousand. This just one-half of what the Government scheme ventured to claim, and far thousand less than we were led to expect. The difference is chiefly important as influencing financial results. As we now far it will affect these, will give us \$48,000 a year less, the per capita grant, and \$33,300 a less from the interest estimated on difference of public debt. And here influence on the finances stop—\$81 less a year. But a set-off, and considerably more, will be found in eleventh section, wherein it is provided that the Dominion Government, in consideration of certain land grants for the purposes of the Canadian Pacific Railway, pay the sum of one hundred thousand dollars annually to British Columbia. Section four also expresses an advantage which was scarcely reckoned upon under the original scheme, and which, for present purposes, be expressed in figures at \$25,000 a year. Thus we shall receive from Dominion: Annual subsidy, \$35 interest on difference of debt, \$33 per capita grant, \$48,000; payable consideration of land grants, \$100 making a total of \$216,000 which shall receive half-yearly in advance from the Federal treasury with pay our Provincial way. We shall now dwell upon the less direct advantages, or attempt to strike a balance between the Colony and the Dominion, but shall take a glance at one or two of the new more noticeable features in the before us. The provision for a weekly mail service between Victoria and Olympia, to be performed by adapted for the conveyance of passengers, is a new and important feature. Indeed, it will influence upon the trade of the colony, scarcely less felt than a fortnightly communication with Francisco. Looking to the completion of the Northern Pacific Railway, even more important than the Francisco connection. It will serve that section five, sub-section provides for the maintenance telegraphic system by the Dominion Government, thus relieving the of about \$10,000 a year. It is seen that we were substantially in regard to the provision made the Customs tariffs. Probably the important section of all the four that which relate to the Canadian Pacific railway. And here we find language employed as definite terms are satisfactory. May it be permitted us to congratulate theists upon the final and complete of all that doubt with which parties in this colony so assiduously labored to surround this the greatest to us, most important enterprise day? After all the sneers we heard for asserting the feasibility scheme and the certainty of its undertaken by the Dominion Government it is peculiarly gratifying to find this item in the Terms, too language at once so decided and unequivocal. The assurance of an Indian policy as that hitherto used by the British Columbia men's sounds very like a piece irony. We were not aware

