

The Weekly British Colonialist AND CHRONICLE

Saturday, April 11 1868

For several years, in fact from the earliest days of the first gold fever in 1858, we have felt it was impossible for Victoria to attain to any commercial importance, to attract shipping to her shores, or to become a port where disabled vessels would naturally seek the means to enable them to proceed on their voyage, unless a great desideratum was supplied. This desideratum is a dry dock or patent slip—an apparatus and a spot within the harbor of Victoria where a ship may rely on receiving the attention her wants demand. It has been urged over and over again, on the streets, in the legislative halls and by the Press upon the notice of the local Government, the Imperial Government and upon capitalists generally that the need was great and the profit certain. It has been shown time and time again that the great fleet of merchant ships that constantly plough the waters of the Straits in quest of lumber and coal frequently require repairs which can be only temporarily effected here or on the Sound, and that at a risk of subsequent loss they are forced to proceed on to San Francisco, where facilities abound, there to undergo a thorough overhaul at enormous expense. Instances have been cited without number of thousands of dollars that would have been expended in refitting ships at this port which, under the circumstances, have been expended elsewhere because the means for effecting the repairs are not at hand. For years we have seen money going through the Colony seeking investment. Bubble copper, copper, gold and silver companies have arisen from time to time, and found ready sale for their "feet" and shares at perfectly astounding figures. Real estate has reached prices appalling to experienced speculators. Enormous sums have been sunk in the purchase of mining claims, situated nowhere, by parties who hoped to enjoy their otium cum dignitate for the remainder of their days from the dividends which they implicitly believed would be realized from the investments. There was just enough uncertainty and doubt about such investments to insure success. When money was flush here, such "speculative" gold would be approached a capitalist with a proposition to build a dry dock; show beyond the shadow of a chance of failure that by investing \$15,000, \$20,000, or \$30,000 in the construction of a patent slip capable of raising vessels of 1000 tons, a handsome profit could be realized, and that the town would be benefited by the money spent in it, and he would invariably turn his back and lay out his surplus capital in the purchase of feet in a bubble company. In vain a long catalogue of distressed ships, and long columns of figures representing the same laid out in their partial reft might be gone over; in vain he might be told that twice as many more ships, despairing of being accommodated here, had sailed for the harbor and taken refuge at ports on Puget Sound, where the facilities for patching and repairs equal to our own. The project was altogether too tangible—the "risky" element was wanting, and away went Mr. Capitalist, in nine cases out of ten to throw his surplus cash down the shaft of a promising copper or coal mine. So we have gone on from year to year, and after an existence of a decade as a recognized commercial port, Victoria is still without the means of affording accommodation and thorough repair to a disabled ship. We are pleased to observe that the City Council, with commendable energy and wisdom, have determined that this condition of things shall not continue for a moment longer than they can help; and at their last meeting it was resolved to apply to the Legislative Council for authority to create a loan, not exceeding \$35,000, the money to be expended in the construction of a patent slip within the harbor of Victoria capable of taking on a vessel of 800 or 1000 tons burthen. It was shown by Councillor Gibbs, when introducing the resolution, that at the lowest estimate (ten vessels per year of 250 tons each, and allowing each vessel to remain on the slip but five days), deducting \$2100 for interest, at 6 per cent, on the loan a profit of \$900 would remain to the city, should it decide to work the slip itself; while were it leased to a shipbuilder bound down to pay all expenses connected with its working and maintain it in repair, the rent would prove a source of revenue to the city, and the legitimate supplies of the ship and crew while in port would be a source of much profit to the merchants. Numerous

instances can be quoted wherein ships have declined to come here to refit, because we possess no patent dock; the owners of the Rosedale paid \$8000 for having that ship taken on and off the ways; the brig Byzantium lately spent \$6000 in repairs; the ship Silas Greenman, \$4000; the Constantine, Nicholas Biddle and gunboat Forward, about \$15,000 on repairs to their hulls. We might fill a column with the list. A great majority of the vessels damaged in these waters are temporarily "patched" on the Sound and undergo thorough repair at San Francisco, a course that involves the owners in considerable expense; but with the proper apparatus this would soon become a favorite port for vessels requiring docking—the cheapness of material giving us a decided advantage over any American port. We hope this question of the loan will be vigorously pressed, and that another season will not be allowed to pass and find us still unprepared for business.

Thursday, April 9
The California will sail from San Francisco for Victoria on Saturday next the 11th. Why are the sailing days of this steamer so ill-timed? The Panama steamer is not due until the 12th at San Francisco, and were she even to arrive on the 11th, the time afforded for sorting the letters would be so short as to render it impossible to send them on by the California. On the 10th of last month, as the Panama steamer was entering San Francisco harbor, the California left it, and but for the kindness of the Captain of the steamer Constantine the mails then due would not even now have come to hand. The California, Oregon and Mexican Steamship Company are paid well for bringing our mails, and they really ought to study the convenience of the Colony more, especially when the delay of a day is a matter of small importance to them. Cannot the Company be induced to detain the steamer until the Panama mails are aboard, and if not, then we hope the suggestion elsewhere in this impression with regard to the G. S. Wright will be adopted.

"DOCTORED" SPIRITS.—Dr. Dickerson, who it will be remembered lectured at Yester's Hall one evening a few weeks since, and on attempting a repetition of the next evening failed to be "inspired," has made two attempts to lecture at Olympia and "weakened" on each occasion. The spirits under whose inspiration he was to hold forth would not vouchsafe their aid, and all attempts to rally them failed. Perhaps they were not our proof?

A TELEGRAM yesterday announces that the steamer Geo. S. Wright, purchased to run on Puget Sound, will sail from San Francisco for Victoria via Portland on Monday next, 13th inst. The authorities should manipulate the wires and request Messrs. Kamm and Tarbell to bring along the English and Canadian mail bags, which will reach San Francisco about the 12th inst.

HEAVY SHIPMENTS OF COAL.—The shipment of coal from Nanaimo for the month of March was 5453 tons 15 cwt. The shipment for February was 4500 tons, which was the largest since the establishment of the mine up to that time; but the shipment for March exceeds that of February by nearly 1000 tons.

WEDDING FAVORS.—It is our pleasing duty to acknowledge the receipt of the customary favors from Mr. and Mrs. Wm. Dalby, both of this city, who were "joined in matrimony" last evening, at the residence of the bride's father. We wish the young couple a happy future, unmix'd with alloy.

It is a pity to see several of the sidewalks lately renewed presenting a dilapidated appearance already, the result of willful destruction on the part of some person. We hope the Mayor will inflict the severest penalty in his power upon any person convicted of the offence.

DEAD BODY FOUND.—A dead body was found on the beach at Beacon Hill yesterday. The body was that of a white man, but was in an advanced stage of decomposition; the head being gone entirely. He had on a white undershirt and a red overshirt; the left arm was tattooed.

BENEFIT OF GEORGE MARSH.—This talented young actor, a resident for four years of Victoria, will take his first benefit on next Monday evening. George is a pains-taking and meritorious actor, and deserves well of the Victoria public.

WHO'S LOST A COW?—A dun cow has been lying for five days on the beach, below Beacon Hill, on a line with the flag-staff. It is hoped this paragraph will meet the eye of the owner, and that he will alleviate the sufferings of the poor animal.

The ubiquitous Smith family were in Court yesterday—the husband and wife having agreed to disagree. The difference was settled by the wise counsel of the Magistrate, and the pair left the Barracks in comparatively good humor with each other.

THE CAPITAL OF BRITISH COLUMBIA.—We learn by telegraph that Victoria has been decided on as the future Capital of British Columbia. It was an act of justice long deferred.—Seattle Intelligencer.

THE CAMELION went to sea at 2 o'clock yesterday afternoon. She is under orders to proceed to Panama and relieve H. M. S. Boon, which vessel will then call for this station.

POSTPONED.—The entertainment for the benefit of the Volunteers is unavoidably postponed. When it takes place a first-rate bill of fare will be offered.

THE military authorities wish to charter the steamer New World to remove the garrison and stores from St. James to Sitka.

THE export of lumber from the Teaklet mills, since January 1st, exceeds seven million feet.

THE Enterprise returned from New Westminster yesterday afternoon, bringing a few passengers and a small express.

ARRIVALS.—The ships Shooting Star and El Dorado, bound for Nacalme, arrived yesterday from San Francisco.

The ship Nicholas Biddle, wrecked on Race Rocks fifteen months ago, is now nearly ready for sea.

THE B. O. Examiner will henceforth be published at Yale.

CONFEDERATION MEETING AT NEW WESTMINSTER.—At the meeting held at New Westminster to consider the propriety of uniting this Colony to Canada, on Monday evening, the following preamble and resolutions were adopted:

Whereas, from information recently received there appears to be a desire on the part of the Canadian Government to have British Columbia at once admitted into the Dominion; and whereas, the history of this Colony indicates too plainly that we have little to expect from the Imperial Government so long as we occupy the helpless position of a Crown Colony; be it therefore

Resolved, That it is the deliberate opinion of this meeting that British Columbia, as a whole, would be promoting its true interests by seeking immediate admission into the Dominion of Canada, upon fair and equitable terms.

Resolved, That while the terms of this union in detail must be left to be negotiated by the several Governments interested, this meeting expresses its opinion strongly that two conditions should be particularly insisted upon, viz, the assumption of the public debt of this Colony by the central Government, and the construction of an overland wagon road across the Rocky Mountains to reach the waters of the Gulf of Georgia at Burrard Inlet, via Yale and New Westminster.

Resolved, That the hon. John Robson, H. McRoberts, E. Brown, J. T. Scott and W. Clark, Esq., be and are hereby requested to act as a committee to prepare and present to the Legislative Council, now in session, through his Excellency the Governor, an address requesting action to be taken at once in favor of having this Colony admitted into the Dominion of Canada, and indicating the principal terms that would be acceptable.

The following amendment was lost, only five or six voting for it:

Resolved, That this meeting, while favoring Confederation and acknowledging that the same must be the ultimate destiny of British Columbia, is of opinion that the proper time for such a step has not yet arrived, and that the interests of this community would be better served by a postponement of the consideration of the question.

A RACE FOR LIFE.

No man ever sacrificed so much time, or so much property, on practical or speculative speculating, as the Earl of Oxford. Among his experiments of fancy was the determination to drive four red deer stags in a phaeton, instead of horses, and these he had reduced to perfect discipline by his exhortations and short journeys upon the road; but, unfortunately, as he was one day driving to Newmarket, their ears were saluted with the cry of a pack of hounds, which, soon after crossing the road in the rear, caught sight of the "four-in-hand," and commenced a new kind of chase, with "breast-high" alacrity. The novelty of the scene was rich beyond description; in vain did the lordship exert all his charioting skill—in vain did his well-trained groom energetically endeavor to ride before them; in vain did the weight of the carriage, were it of lead, for they went with the certainty of a whirlwind; and this modern phaeton, in the midst of his electrical vibrations of fear, but fair to experience the fate of his namesake, "Lucky," however, his lordship had been accustomed to drive this set of "fiery-eyed steeds" to the Inn, at Newmarket, which was most happily at hand, and to this his lordship's most fervent prayers and ejaculations had been ardently directed. Into the yard they bounded, to the dismay of grooms and stable boys, who seemed to have lost every faculty upon the occasion. Here they were "luckily" overpowered, and the stags, phaeton, and his lordship were all instantaneously huddled together in a barn, just as the hounds appeared in full cry at the gate.—The Orb.

Can a Fenian be a Boan Fide Citizen of the United States?

This question is started by the Evening Post, which maintains that if the Irish Republic is a verity and not a myth, all parties who have sworn allegiance to it have thereby renounced their allegiance to all other countries, and consequently are not entitled to the protection of such other countries. The argument is so plausible that it is strange it was not advanced before. Evidently the Fenians themselves have never had the slightest suspicion that, in swearing allegiance to a

government whose headquarters are established in Ireland, and in accepting the bonds of such government as genuine and legal money, they were renouncing their claim to the protection of the United States. Although the question is but newly broached here, it is hardly possible that it has escaped the acumen of the law officers of the British Crown, or that Mr. Seward has not long ago had his attention directed to it, either by intuition or by suggestions from the other side. The renowned and extended efforts, therefore, of the Fenians, to compel the United States Government to extend its protection to them in foreign countries is not likely to succeed. Protection to American citizens abroad is a principle which our Government should and undoubtedly will maintain at all hazards; but, if Fenians are not American citizens—what then? I doubt not but that, if the British Government can only obtain positive proof that George Francis Train is really what he has frequently boasted of being, namely, a full-blooded Fenian, the career in England of that frothy individual will be summarily ended.

At the Fenian meeting last week at Cleveland, which was addressed by Gen. O'Neil, Col. Walsh and other prominent leaders, the speakers pledged 100,000 Fenians to the American Government in the event of a war with England. When that event happens it will bring with it the day of England's tribulation and Ireland's opportunity, and then will be the time for Fenians to strike an effective blow for the liberation of the Green Isle. Some of our sensation papers are predicting that such a war will surely come within two years; at farthest, notwithstanding the smooth words that passed a day or two ago between Mr. Johnson and the new British Minister. The nervous anxiety betrayed by Lord Hobart, in his controversy in the London Times with "Historians," to have the Alabama claims settled on the basis proposed by Mr. Seward, is a suggestive fact in this connection. It is asserted in Washington letters that Mr. Thornton, the new Minister, has a carte blanche for settling these claims with Mr. Seward without further recurrence to the home Government. Such a recourse is not without many precedents in diplomatic history. A Government which is preparing to back down from pretensions which "circumstances," if not a returning sense of justice, have warned it ought no longer to be maintained, will naturally seek, by such a transfer of negotiations, to smooth over the mortification of defeat.

But I have wandered from the question, which must not be left without a reference to our old acquaintance, Hon. Thomas D'Arcy McGee. This individual, who is seldom out of trouble, has managed to get himself into the bad graces of his countrymen in the Canadas, by a false statement, recently made by him touching the St. Patrick's Society of Montreal. He asserted that this organization was complicated with the Fenian movements upon the frontier, and that the record books of the Society had been burned because they contained evidence of such complicity. The officials of St. Patrick's published a certificate, signed by the Mayor of the city, and three or four other societies, contradicting this statement; point blank. Having thus vindicated itself, the Society summarily expelled McGee from its membership.

French Medicines, GRIMAULT & CO. Chemists to H.I.P. Prince Napoleon, PARIS. The most recent medical discoveries, founded on the principles of Chemistry and Therapeutics, they must not be confounded with secret or quack medicines, as their names sufficiently indicate their composition; a circumstance which has caused them to be appreciated and prescribed by the Faculty in the whole world. They widely differ from those numerous medicines advertised in the public papers as able to cure every possible disease, as they are applicable only to a very few complaints. The most stringent laws exist in France with regard to the sale of medicinal preparations, and only those which have undergone an examination by the Academy of Medicine and have been proved efficacious, either in the hospitals or in the practice of the first medical men, are authorized by the Government. This fact must be a guarantee for the excellence of Messrs. Grimault & Co.'s Medicines.

NO MORE COD LIVER OIL! Grimault's Syrup of Iodized Horse Radish. This medicine has been administered with the utmost success in the Hospitals of Paris. It is a perfect substitute for Cod Liver Oil, and has been found most beneficial

in Diseases of the Chest, Stomach, Lymphatic Disorders, Green Sickness, Muscular Atony, and Loss of Appetite. It regenerates the constitution in purifying the blood, it being the most powerful depurative known. It has also been applied with happy results in Diseases of the Skin. Further, it will be found to be of great benefit to young children subject to Humors and Obstructions of the Glands.

CONSUMPTION CURED! Grimault's Syrup of Hypo-phosphite of Lime. This new medicine is considered to be a sovereign remedy in case of Phthisis and other Diseases of the Lungs. It promptly removes the most serious symptoms. The cough is relieved, night perspirations cease and the patient is rapidly restored to health.

NO MORE DIFFICULT OR PAINFUL DIGESTION! DR BURINDU BUISSON'S (Laureate of the Paris Imperial Academy of Medicine) DIGESTIVE LOZENGES. This delicious preparation is always prescribed by the most reputed medical men in France in cases of derangements of the digestive organs, such as Gastritis, Gastralgia, Long and Laborious Digestion, Wind in the Stomach and Bowels, Emaciation, Jaundice, and Com plaints of the Liver & Lungs.

NO MORE COPAIBA OR CUBES! Grimault's Capsules and Liquid Extract of Matico Vegetals. Where all other preparations have failed these preparations will always effect a cure. These insure rapid and extraordinary cure of severe recent and chronic cases of private disease. They are used in the Hospitals of Paris, by the celebrated Dr. Ricord, and found greatly superior to all other known mineral remedies and Copal and Cubes. The injection is used in recent, and capsule in more chronic cases.

GENERAL DEPOTS: In Victoria—Messrs. LANLEY & CO. 215 WATERLOO WAY. In Paris—At Grimault & Co's 45 Rue Richelieu.

THE FIRST GOLD MEDAL PARIS EXHIBITION, 1867. J. & F. HOWARD, Britannia Iron Works, Bedford, Patentees and Manufacturers of CHAMPION PLOUGHS, STEAM CULTIVATORS, STEAM PLOUGHS, HARROWS, HORSE RAKES, and other Agricultural Implements.

During the Sultan's v saw a wedding procession and desired to speak to the interpreter stating Seigneur wished to speak that Turks frightened her honor. The Sultan then finger a ring worth £400 intended to present to the

Japan. The victorious rebels entered and burned a house of the Tycoon number of Government but U. S. ship Iroquois, and ultim own frigate, the Kayou, which lated left for Yeddo. The gations were all forced at Oosaka, and make the best of Klobe, which place was placed under the protection forces. Shortly afterwards and Frenchman were att wounded by a body of Japan The Japanese out of Klobe, five ships belonging to the da the guns of our vessels. A rived from Satsuma, but was Ministers would confer with the Prince's themselves. After a high functionary from the Mi Emperor himself, arrived an interview, which led to the state of siege and the acquies eigners in the altered state of traspired that the Emperor but a child, was still supren orders issued in his name ma throughout the land. The fo had already been entered into settlement would be placed officers of the Daimios, who w those of the Tycoon. The lo signers would be paid, and official, who was the means break, should be decapit prompt and decisive action of ers had a wholesome effe Japanese, and no further trociated. On the departure tionary, it was understood distant day the Ministers w Emperor at Kiota. The Ty at Yeddo and great efforts w made to collect troops from and to purchase arms and Several foreign steamers, am S. S. Co's steamer Herman played in the conveyance of the coast of Yeddo, and acti actions of defence were en Yokohama was garrisoned 2,500 troops, of whom 500 e from the Tycoon's body gar men. Nagasaki was quietl point to a determined sta coon in his capital is in a position; if he can only find and good generals be may of the Empire without diffic

Sir Morton Peto in the of Bankruptcy. The balance sheets of the of which Sir Morton Peto w were placed before the L ruptcy Court January 16t sorry we cannot tell any c how the affairs exactly stand else can at the present mo are vast arrays of figures, debts and credits so gigan wouder men could sleep in under these vast responsibility ner two firms, and three p neither the firms nor the p condensed, apparently, to a thing under six figures in column. Messrs. Peto and the credit of their profit ac on 31st December, 1863, \$ Morton Peto personally was same period £467,000; Mr 000; and Mr. Crampton. These three partners has their own industry. It is say how they stand now; for when they were forced to placing their affairs in b wealth of the partners need ed upon the state of the firms, and the firms had hanging over them as £1,48 to the London, Chatha Railway, for which Peto Crampton had become se 4,000 shares of the Imper Credit Association. The given in the accounts which afford some heartless scrib scolding remarks against the partner who is chief k public. It is as well t should be known, for they but honor on Sir Morton three years and a half b and charities amounted while his house and pers were £62,500. Looking balances in his favor, no asset that Sir Morton was in performing these liber how few men, even with la their favor, have the heart example.—London Star.

"Bridget" said a mistre servant, "where's the grom man. Is it just after giving owa cousin, O'Flaherty, o holes it's no good at all."