The Weekly British Colonist

Wednesday May 3rd 1871

## Water vs. Dust.

It is admitted on all hands that Victoria is a pleasant city, a most desirable place of residence and healthy withal. But, with all its charms and advantages, it is not altogether free from drawbacks. The prevalence of dust upon its streets during the dry months we are disposed to regard as not the least of its drawbacks. Not only is the dust a nuisance which penetrates residences and place of business, to the injury of goods and furniture, but it penetrates eyes and ears, nose and mouth, producing a condition quite inimical to bodily or mental comfort—in fact intensely disagreeable. Worse still, it penetrates the respiratory organism, producing disease and death. How to free the city from this nuisance becomes, therefore, a question of no little importance, one to the consideration of which it is the object of the present remarks to invite attention. For, say, one hundred dollars the Water Company would supply the water necessary to keep the dust quiescent upon the principal thoroughfares of the city during the dry months in each year. A man with a horse and cart sought to be able to apply the water—services which ought to be covered by, say, five dollars per diem. Inasmuch as the ratepayers generally have a common interest in the matter, let the water be paid for out of the Municipal revenue—no constitutional difficulty in the way of that, we opine. Inasmuch as those residing or doing business upon the streets to be watered have a further and particular interest in the matter, let them pay for the application of the water. Say one hundred persons were willing to contribute their quota, it would only amount to five cents each per diem—half the price of a cigar or a glass of grog; and we need not say which investment would contribute most to the comfort and health of the investors. It may be that to defray the entire expense from city funds would be regarded as the better way. Certainly such a plan would possess the advantage of avoiding considerable trouble; and the whole cost spread over so large a surface would really be so infinitessimal to each rate-payer that it is difficult to believe that any one would object. Whichever course may find most favor with the public, we would earnestly urge the immediate adoption of some steps towards freeing the city from so very decided a nuisance. In doing this the citizens will not only be promoting their own health and comfort, but they will be rendering Victoria much more attractive at a time when it is important she should put on her best dress and most winning smile.

## Taking Possession.

On the 3d inst. in the Canadian House of Commons, Sir Geo E Cartier announced that the supplementary estimates would be brought down on the following day, and that measures would be taken to extend the Government Departments to Manitoba and British Columbia. In reply to a question, he said that it was the intention of Government to ask for a vote to cover the expense of a survey of the route for the Canadian Pacific Railway, as it was proposed to dispatch a surveying party to the Pacific without awaiting the formal completion of the admission of that colony, it being considered of the greatest importance that the present season should not be lost. It will thus be seen that the Canadian Government are determined not to let the grass grow under their feet, inasmuch as the great railway enterprise is concerned, and so earnest are they in the work that it is actually proposed to take possession of the Pacific Province before they have an actual title to it. Well, there is no reason to fear that British Columbia will dispute the right of Canada to enter and take possession. The surveying party will be in little danger of meeting with such a reception as was extended by the Winnipeggers to the representatives of Canada who attempted last year to take somewhat premature possession of the Northwest. The representatives of Federal authority will be quite sure of a hearty welcome to the shores of the Pacific, no matter if they do come a little before their time. Indeed, they will be all the more welcome on that account, inasmuch as the people of this colony will not fail to discover in that circumstance evidence of the thorough and practical earnestness with which the Dominion Government is determined to make the union a living and acting reality. No better evidence could be desired than this that Canada was impatient for extension to the Pacific in order that she might be placed in a position to press forward that great arterial highway without which the Dominion could be little better than a galvanized corpse. It is evidence, too, that Canada has statesmen equal to the task of creating an empire.

Wednesday, April 26.

SUSPICIOUS CHARACTER.—A stranger appeared in the dock yesterday charged by officer McMillan with being a suspicious character; that he had been in the city about two weeks during which time he had paid neither for his board, nor lodging, and further, that he had obtained money under false pretences. Mr C Trehart, of the Oriental Hotel, testified that the prisoner, under the name of James Green, lodged at the Oriental one week for which he did not pay, and further, that on Saturday the 15th the prisoner asked him for $5, stating that he had money in the bank but could not draw it till Monday. Witness gave him the 'piece' on the promise that it would be returned on Monday, which it was not, and witness further stated that from enquiry he is satisfied that prisoner had no money in the bank. The magistrate thought the charge too serious to be hastily dealt with and he therefore remanded the prisoner two days.

THERE are at present in Germany upwards of 25,000 widows and 120,000 fatherless children.

## Another Audacious Burglary.

About 9 o'clock on Monday night, John Schenck, who is employed at Rhodes' Bakery and sleeps in a rear room, retired to bed and soon fell asleep. About three hours afterwards he was awakened by a noise proceeding from the store, whereupon he left his bed and went upon a voyage of discovery through the building. Discovering nothing unusual he returned to bed and again courted the drowsy god. In the morning, at 4½ o'clock—his customary hour of rising—Schenck got up and prepared to bake some bread, but upon opening the back door he found a wooden chest which had stood beneath his bed when he went to sleep the night before, lying in the yard, the lid thrown back and a number of papers scattered about. The sum of $125 in gold and silver coin, and a nugget valued at $25, were missing. Passing into the store he found a hole in the counter over the till, the catch of the lock pushed back and the till relieved of $2 in short bits. Some of the goods off the shelves had been placed on the counter and two meerschaum pipes, that were left lying on a shelf the night before, were found on the floor near the back door. Further investigation developed the fact that entrance was effected in the following ingenious manner: The building is erected over the ravine and in order to place it on a level with Store street a space of fifteen feet deep was left beneath it. The burglars quietly pried up a plank in the sidewalk and crawled beneath the building, climbed one of its supports, lifted a trap-door and entered the bakery, where, after the first alarm, they pursued their purpose unmolested. The sum of $190 in gold in the pockets of a pair of pants that hung behind a door, escaped the notice of the thieves, who are evidently members of the same gang that robbed the stores of Mr Bossi and Mr Shotbolt and entered the Police Barracks. It is to be regretted that these outrages have become of such frequent occurrence lately and that no clue that will lead to the arrest of the depredators has as yet been obtained.

DR BROWN.—It may interest our readers to learn that Dr Robt Brown, so well known in this colony as the commander of the first exploring expedition on this island in 1865, has now, after having joined in various expeditions and resided for some time in the Danish and German universities, settled in Edinburgh. In that city, we learn by last mail, that he has engaged in various scientific researches and has delivered his valedictory address as President of the Naturalists Club while resigning his office to Sir Robert Scot Skirving, who succeeds him by rotation. Dr Brown has just been elected President of the Royal Physical Society on its one hundredth anniversary, and vice-President of the Botanical Society, under which he pursued his researches on this coast. The Government has also appointed him one of the Lecturers on Natural History in the Science and Art Department.

QUEEN CHARLOTTE ISLAND COAL.—A sale of 75 tons of anthracite coal was yesterday effected by the liquidators of the Queen Charlotte Coal Co to Mr C F Millard at $10 per ton. The coal lies on Brodrick's wharf. It will be shipped hence by the schooner Greyhound for San Francisco in the course of a few weeks. The steamer Otter on her way down from Skeenamouth will call at Skidegate Bay next week and bring down a cargo of anthracite coal. It has been ascertained by actual test that the substance at first discarded by the company's workmen as worthless slate, is in reality magnetic iron, and that it will yield 40 per cent. of ore! This important discovery, we believe, was made by Mr James Deane of this city, some months ago, and enhances greatly the intrinsic value of the mine which was lately sold for a song not to the tune of $6800.

THE SURVEY.—The Supplementary Estimates submitted to the Dominion Parliament on the 4th inst contain an item of $270 000 for the Pacific Railway. This sum is intended to cover the expenses of the exploration and survey about to be undertaken at once. Regarding that portion of the route lying east of the Rocky Mountains the Canadian Government is already in possession of a considerable amount of information, and it is understood that the first object will be to explore the country on the west of the great continental watershed, with a view to locating the Pacific section of the railway. With this object in view it was the intention of the Government to dispatch surveyors to the Pacific without delay, and it is probable that the party will arrive here early next month.

VICTORIA DIRECTORY.—Mr Edward Mallandaine announces that his valuable work is in press and will be issued about the middle of next month. It is probable that the forthcoming directory will have a much enlarged circulation, as it will contain much information of value and importance to the Dominion, and its value as an advertising medium will be therefore much enhanced.

A NOTORIOUS TURNED UP AGAIN.—H G Wright, *alias* Fitzgerald, who dashed like a meteor through this city about a year and a half ago, and left many mementoes of his visit behind him in the form of debts, has turned up in New York city, where, aided by his woman Arabella, he has been doing a brisk business in bogus life insurance policies under the name of Wilson. With his usual good fortune Wilson escaped the clutches of the officers sent to arrest him and is still at large.

THE TARIFF.—The debates in the Canadian House of Commons on the Confederation resolutions afford a tolerably strong argument against retaining our present tariff, viewing the subject from a British Columbia stand-point. Several of the Ministers used it as an argument in favor of the terms that by retaining the present tariff British Columbia would contribute much more towards the Federal revenue than under the Canadian Tariff!

THE 'ENTERPRISE' THROUGH THE CANON.—A telegram from Dr Trevor to Mr Edgar Marvin announces that the Upper River steamer Enterprise got through Cottonwood Canon on Monday. This canon is only half-a-mile long and the steamer Victoria will convey passengers and freight from Soda Creek to its foot, where a portage will be made to connect with the Enterprise which will ply between the head of the canon and Fort George, a distance of about seventy miles. Between road-steamers and river-steamers Fraser River is putting in a strong bid for the Omineca traffic.

THE ATHLETIC SPORTS.—The committee for the furtherance of these sports have nearly completed their arrangements. Numerous prizes will be offered to competitors. The Governor's Prize (a valuable one) will be run for in the 8-flight hurdle race, in which there will be many contestants. Stuart & Keast, with customary liberality, have donated a cask of their excellent brew and $5, to be run for by the blue jackets. It is probable that Mrs Musgrave will present the prize to the winners.

FOR THE CROUP.—The following remedy for croup is going the rounds in our exchanges. It is said to give almost instant relief even in cases where other remedies have failed. It is nothing more than allspice tea. Make the tea of whole grains of allspice. It seems at once to cut the phlegm loose and relieve the child. It is simple and worthy of a trial.

REV MR PUNSHON AND PARTY sailed on the Olympia for Puget Sound. Mr Punshon was announced to lecture at Seattle yesterday morning. A great many persons assembled on the wharf to say good bye to the party, who have created a very favorable impression in this colony.

SEVERAL parties of miners have started from the Dalles, Oregon, and are coming overland to British Columbia. Several large herds of horses and cattle are also being driven in.

UNDER BONDS.—Charley, the Fort Rupert Indian, who was on remand charged with having a bunch of keys illegally in his possession, was yesterday before the Police Court and ordered to find security for good behaviour in the sum of $25 or suffer imprisonment three months.

THE ENTERPRISE sailed at 10 o'clock yesterday morning for New Westminster, carrying Mr Thos Buie, Miss Laumeister, Mrs McMicking, Mr J A Mara, Mr P H Clarke and 40 other passengers, and a fair freight.

THE PACIFIC.—As we announced on Sunday last would be the case, the N P T Co's steamship Pacific sailed yesterday for Victoria via Portland. She will be due at this port on the third or fourth proximo.

A NEW BRICK.—A new brick building is to rise like a Phœnix from the ashes of Francis' store on Fort street. Tenders will be received till Friday by Mr Lewis, architect.

THEATRICAL.—Mr and Mrs F M Bates have secured an engagement at the California Theatre, San Francisco, at a salary of $50 a week each, and have played their farewell engagement at Portland.

Six logging camps with 800.000 feet of logs, illegally cut on U S Government and railroad lands, have been seized within a few days on Puget Sound.

WHISKEY SELLING.—Charles Montgomery, charged with selling whiskey to Indians, was before the Police Court yesterday and remanded one day.

THE GRAPPLER with 70 passengers sailed at 5 o'clock yesterday afternoon for Skeenamouth. She had also a good freight and a Royal Mail.

FOR THE SOUND.—The Olympia and Isabel, steamboats, sailed yesterday morning for Puget Sound.

## The Confederation Debate.

FIFTH DAY IN THE CANADIAN COMMONS.

Hon Sir Geo E Cartier moved the second reading of the address to the Queen, for the Union of British Columbia with Canada.

Mr Mackenzie said he did not propose replying to the speeches delivered by hon members opposite on the previous evening, as there was nothing in them. He merely wished to enter his protest against the extraordinary address now about to be read a second time. He therefore, moved the following: Resolved that this House, while willing to give its best consideration to any reasonable terms of union with British Columbia, is of opinion that the terms embodied in the said address are so unreasonable and unjust to Canada that this House should not agree thereto.

Hon Dr Tupper said he had not taken any part in the debates on this subject so far. He had listened with mingled pain and pleasure to the speeches of the hon members. He had heard with pain old friends of Confederation opposing this union movement. He defended the policy of the Government at considerable length, arguing that everything conspired to favor the construction of the Pacific Railway. While the United States had to contend against great natural difficulties in pushing their railways to the Pacific, the territory through which the Canadian route would lie was of great natural fertility and presented comparatively few engineering difficulties to the construction of a railway. It gave us a pass through the Rocky Mountains 2,000 feet lower then the best pass through that chain on American territory. The hon member for Lambton (Mr Mackenzie) had endeavoured to show that the route from Nippissing to Fort Garry was an almost impassable wilderness. Only last session the hon member had taken a very different view of the question and had stated that the very best route to the west lay through Canadian territory North of Lakes Huron and Superior. The hon gentleman could not say that he had heard anything to present the matter in a different light. There were then, all these favorable circumstances to aid this great enterprise, but in addition to all that, the route—once opened—would place Canton and Liverpool 1,000 miles nearer than by any other line of communication that could be found. The hon member had pleaded for delay in order to submit this question to the people, but the hon gentleman had taken the ground on a former occasion that Parliament, representing the people, could act for them in a case like this.

Mr Mackenzie said this was a very different matter. When the Confederation scheme was mooted he (Mr Mackenzie) went before his constituents and presented the matter to them in twenty speeches held in different parts of his constituency and told them if they were not favorable to Confederation they might elect some one who would oppose it in Parliament, he would not.

Hon Dr Tupper admitted that the honorable member for Lambton was an important member of this House, and honored the intelligent electors who sent him to Parliament, but he did not represent the whole people, and the Confederation scheme was not submitted to the country generally. But this question had been submitted to the people of British Columbia and the terms had been accepted by them. It was not new to the people of Canada. Six months ago the Toronto *Globe* had published the terms and they had appeared in other leading paper. No objections were urged against them that he had heard of, till now. He did not believe the people were so wanting in intelligence that they would silently submit to terms which did not meet their approval without protesting against them. When a small question of duties came before this Parliament, the people who disapproved of them petitioned against them, and the Press generally discussed the matter very thoroughly. It was absurd, therefore, in the face of these facts to say that the people were taken by surprise on this question, or that the scheme met with their disapproval. But if this House had accepted the position which the hon members of the opposition wished to force the country into, they would bring discredit on this country which would probably be fraught with consequences which might be irreparable. The hon member for Sherbrooke (Sir A T Galt) had raised a question as to how far this enterprise lay within our means. The hon member had done better justice to the position of the Dominion in a former speech in which he had depicted the prosperity which Confederation had brought upon the country. It showed that the hon member who first presented Confederation in a tangible shape, in the year 1858, had spoken with prophetic zeal when he referred to it as the great means of elevating them, not only in the political, but in the financial and commercial scale. The friends of Union might proudly point to the present position of the Dominion as irrefragable proof of the correctness of that statement for the prophecy had been more than realized. The Confederation was but a movement of yesterday, and the result already was a large surplus in the treasury after meeting all the Dominion engagements that the necessities of the local governments required, but the Government of the Dominion could come down, and not only point to the prosperity of every one of its component parts, but, at the same time, show that this Dominion had entered on a career of financial prosperity hitherto unknown in Canada. If this had been the result in the past, what might we not expect in the future. Two years ago the hon member for Sherbrooke, in his criticism on the budget speech, had complained of what was not in it, rather than of what it did contain, and had said that some provision should have been made for opening up the North West. He (Dr Tupper) thought the Government deserved credit rather than censure for having adopted the suggestion. (A laugh.) In reply to the objections of the hon member for Lambton about the cost of the proposed railway, he referred to the fact that its construction should be undertaken by a private company. No one had disputed the necessity of providing means of communication with the North West in order to settle it, yet hon gentlemen opposite complained that large grants of land should be made to any company undertaking the construction of a railway. Yet it was only by means of a railway that the country could ever be settled, and the Dominion could give infinitely better land for the purpose than the United States had offered or could now offer to American companies. The reservation of large blocks of lands which would be greatly enhanced in value through the construction of this railway, would enable the Government to offer largely any offer they should be called on to make. Confederation had changed the whole story of financial difficulty, and had enabled the Government, the other day, partly without their consent, to reduce the taxation of this country by $2,000,000—thus, too, at a time when they were constructing the Intercolonial and other kindred works and preparing to improve the canal system of the country—without embarrassing the Government. He believed, also, that if the railway were built, the Northern Pacific road would either be abandoned or become a branch of the Canadian Pacific. It could never compete with our line, running as it did through a much less fertile country than our Northwest, and lying between one blind and the Canadian colonies. This union was a question of such magnitude, when regarded in the light of the status it was going to give to this Dominion, that he was naturally tempted to descant upon it. He believed God and Nature had placed it in the power of this Parliament to take up this question and give us advantage in connection with becoming the great highway of communication, not only across this continent but between Europe and Asia. The Government would be recreant to their trust if they failed to meet the wishes of this country as expressed by the majority in this Parliament and carry it to ward to a successful issue (cheers).

Mr Scatchard, Hon Mr Huntington, Mr Rymal and Mr Thompson spoke in support of Mr Mackenzie's amendment, urging much the same arguments that had been presented in the earlier stages of the debate, the principal objection being that the railway enterprise was a 'leap in the dark.' The amendment having been put and lost by a majority of eighteen—the vote being yeas 66, nays 86—

Hon Sir A T Galt rose and said it might be considered that the address was practically carried, but he desired before its final passage to place on record an explanation of the terms under which the address was understood to be adopted. The Government had stated as a reason why these terms should be accepted that it was not their intention to undertake the whole cost of the railway out of the money reserves of the Dominion, but that they proposed to do it through the intervention of company as to whom they would be prepared to give subsidies of land and money, and further that this was the understanding between themselves and the delegates from British Columbia. He therefore moved:—That the said address be not now read a second time, but that it be read a second time on Monday and that meantime it be resolved that, in accepting the terms of the union with British Columbia, this House understands that the engagement for the construction of the Pacific Railway within ten years is subject to the understanding, had between the Government of the Dominion and the Commissioners from British Columbia, that the said railway should be constructed through the medium of private companies receiving subsidies in money and land, and that it was not intended to pledge the Dominion beyond the obligation of its money resources to the loyal and earnest prosecution of the work, without entailing undue and excessive burdens on the country.

Hon Sir George E Cartier said this amendment was equally objectionable with the others that had been moved to prevent the passing of the address, and he would announce to the House and to the hon member for Sherbrooke that the Government intended and determined that this great railway should be carried out by companies and not by the Government, and through the means principally of land grants and small money subsidies, and further that early in the ensuing week the Government would place before the House a resolution by which to take the sense of the House with regard to the manner in which that railway should be built, and he might announce beforehand that the decided opinion of the Government was that when the sense of the House had been so taken they would carry it out more prudently with regard to the expenditure of the country than was proposed in the amendment of the Honorable member for Sherbrooke.

Mr Mackenzie and other members of the Opposition objected to the amendment as too precise and vague in its terms. The amendment was lost, the vote being yeas 72, nays 126, and the main motion was carried, and the address read a second time.

On motion of Sir George E Cartier the address was ordered to be engrossed and a motion for a message to His Excellency, praying His Excellency to transmit the address to Her Majesty the Queen, was carried. The address to His Excellency was ordered to be engrossed, and to be presented by such members of the House as belonged to the Privy Council.

On the 4th inst, Sir George E Cartier moved that the House go into committee on Wednesday to consider a resolution stating that the Pacific Railway should be constructed and worked by private enterprise and not by the Dominion Government, and that public aid be given to secure the undertaking should consist of such liberal grants of land and such subsidy in money or Government bonds, not unduly pressing on the industry and resources of the Dominion as Parliament shall hereafter determine.

Mr Blanchard raised a point of order, which was to be decided on the following day.

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Estate of Chas. Evans, deceased.
CREDITORS ARE REQUESTED to send in their claims to Mr Barnard, Yale, and parties to pay the amounts due by them to him.
JANE EVANS, Executrix.
Victoria, 1871. apl imday

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THE INTEREST IN THE COLONIAL Hotel at New Westminster, now doing a Good Business.
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apl 4 w

CARDS.

DR. SELLS BOWDEN—THROUGH THE MEDIUM of the Colonist I want to state the very great good that has been done me by you. One year ago I was so nervous I could not lose my palate. I tried many performers without beneficial effect until I went to you, when I was supplied with an artificial palate which has given entire satisfaction. I recommend any person similarly afflicted, or requiring anything in the Dental line, to call on you.
Respectfully,
C. HERBER.
apl 1m

The Artificial Palate.—Card from Dr Barnard.
To the Editor of the Colonist.—To the young and hardly initiated Dentist, I have no doubt the maiden effort of inserting an artificial palate for the Boy Herber is a difficult one. Herber's case might seem like the achievement of some great feat or work, but really it is a very simple thing to do. A little skill on the part of the manufacturer, unless by the addition of a "velum palati" and uvula, he so restores the power of the vocal organs and makes that which before was sure to escape in an inconvenient manner, now assumes some tangible form and can convey to those about him the expression of his wants or the meaning of the sensations he may wish to articulate. I happen to be well posted in the case of Mr. Herber, and was the first Dentist he consulted thereon. Mr. H. appeared to me about a year ago, but as his mouth was not then in a state for taking an impression, he called on me a couple of weeks or months subsequently, at which time I not only took an impression of his mouth but got an FAC-SIMILE of the same in plaster, built his gutta percha plate with velum palati and uvula attached, which he wore about the city for an hour or two and then returned to tell me that he was satisfied that his speech and swallowing were improved thereby, that as soon as his brother should arrive from San Francisco he would give me the manufacture of an artificial palate for him. His case is not the worst I ever saw or of which I have hitherto taken an impression. As long ago as 1841-2, before Mills Bowden was thought of or saw the light, I took an impression of a similar but worse case, inasmuch as the bones of the upper jaw had not continuity in front of the upper lip under the nostrils, but a space of an inch or more there, like an inverted V. Dentists are not as thick as blackberries in this country and I therefore must doubt if "many persons were tried" and only "Mills Bowden" was found to give entire satisfaction.
I do not believe from my conversation with Mr. Herber that he ever had 5 impressions of his mouth taken by Dentists, unless Mills Bowden took four himself, and if he did, I will venture to say that if Mr H were put upon his oath as to who got the best and most thorough impression of his mouth, he would say it was Dr Barnard, and that he also was the first man to convince him of the benefit of an artificial palate.
Had Mr. H., as he promised, employed me to put him in an artificial palate, neither this Card nor that of the self-praise Doctor would ever have found an insertion in the columns of the Victoria Colonist.
C. FRANCIS BARNARD, M. D.
Douglas St., March 6th, 1871.