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ADVERTISING RATES BY ARRIVAL IN ADVANCE.  
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Streets, Victoria, British Columbia.

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Conveyance of Mails and Postage Rates.

Although it is proposed to associate in a single article the two subjects of mail conveyance and postage rates, it is not that we recognise any necessary connection between them, but simply as a matter of convenience. Indeed we are disposed to regard as a pernicious error the disposition evinced by some to recognise the cost of mail conveyance as a legitimate basis for postage rates. In commerce, rates of freight are doubtless an element, sometimes a very important one, in the basis of prices. In 1861, it cost as high as 75 cents a pound to freight supplies from Yale to Williams Creek. Now it costs but 8 cents. The consumer in the former case expected, as a matter of course, to pay more than the consumer in the latter. The difference would at the very least be the difference in the cost of transport. And it could not well be otherwise. It does not appear to us, however, that a principle which is inevitable in commerce should be recognized in postal matters. The pound of bacon must pay its freight money; the letter need not—should not, in all cases. As a matter of fact it does not do so in this colony. If it did postage rates would need to be very, very much higher than they are, for the year's revenue from postage would not suffice to give British Columbia a month's mail service. Indeed it is well understood that to increase the rates of postage is not to increase the revenue derived from that source. The experience of other countries has established the fact that the lower the rates of postage the larger the revenue derived therefrom. Nor is the principle strange or difficult to understand. The inevitable tendency of high postage rates is to discourage correspondence. With postage at 5 cents three letters would be sent where only one would be sent were it 10 cents, and so on in still greater proportion as the rate increases. We do not mean to say, however, that such would be the immediate result. But we do nevertheless affirm that such is the inevitable tendency of cheap postage. This theory has been so clearly and forcibly demonstrated in the history of the United Kingdom, the United States, Canada, and, in fact, in the case of every civilized country where the experiment has been made, that no words from us in support of it will be necessary. Thus, then, it is found that, viewed from a mere commercial or dollar and cent stand-point, cheap postage is the true policy of every civilized nation. But there is a higher point of view from which this question should be regarded. Intelligence is the cornerstone of a free government. Cheap literature is a vital necessity of the progress and welfare of a free and enlightened people. An efficient mail service and cheap postage may, therefore, not unfitly be regarded in the light of a great civilizer; for not only does the mail constitute the medium for the transmission of letters, but, if conducted upon liberal principles, it constitutes also the chief medium for the dissemination of knowledge. That British Columbia does not enjoy either an adequate mail service or cheap postage rates it is not necessary for us to assert. Of that fact the colonists, and more especially those residing in the interior, are but too well aware. In the first

session after union the member for New Westminster succeeded in carrying a resolution establishing a uniform postage rate throughout the colony, of five cents on letters. By a government vote, at a subsequent stage of the Postal Ordinance, that rate was replaced by a sort of sliding scale, ranging from 5 cents in the lower country to 25 cents to all parts beyond Lytton on the Mainland. It need scarcely be said that in this, as in many other things, the Government was penny wise and pound foolish, regarding the matter even from the lower ground of finance. The present scale of postage is a libel upon the civilization of the colony. Besides, it is a great wrong to the people in the interior. Why should the colonist on the other

cents for a letter when the colonist in the lower country pays but 5 cents? It is not a sufficient answer to say that it costs more to send a letter to the former than it does to the latter; for that is a doctrine no longer recognized in the postal administration of civilized countries. There would be more force of reason in such a theory did the postage pay the expense of transmission; but we have seen that such is not the case; and it cannot reasonably be expected to be the case in this colony for many years to come. The expense of maintaining the mail service is for the most part met out of the general revenue; and the colonist residing east of the Cascade Range is not the least contributor to that revenue. As a measure of enlightened policy, as a matter of evenhanded justice to all sections of the colony, a more efficient mail service and a more liberal scale of postal rates is demanded. A notice appeared in the *Government Gazette*, a few weeks ago, intimating that tenders would be received till the 1st day of August next for the conveyance of mails through British Columbia. A notice appeared in Saturday's *Gazette*, announcing that the date for the reception of such tenders has been postponed till the 1st day of October. The present contract does not expire till the 1st day of March, 1871. While commending the Executive for thus taking time by the forelock, and affording ample opportunity for competition, we must be permitted to express a hope that, if Confederation is as near as most people appear to think and as there seems to be every reason for supposing it is, the next mail contract will be a Federal, not a Provincial one. It has been stated that the present mail service is as inefficient as the scale of postage is exorbitant. Why should it be sought, presumably on the brink of Confederation, to project so inadequate and unsatisfactory a postal system into the new political existence of the colony? If this matter be only held back and properly managed there can be no reasonable doubt that the Dominion will be quite prepared to establish a very much more efficient mail service throughout the colony, as well as extend to it all the benefits of the liberal postal rates which obtain in Canada. If, however, we needlessly project the present system into the future it can scarcely be expected that we shall have a more liberal one forced upon us. Looking at the matter from a selfish point of view, the fact that the postal service will form a Federal charge under Confederation constitutes an additional reason why the present mail system should not survive separate colonial existence. Were it not for this we might hesitate to recommend a poor and weak Government to undertake single-handed such a service as the interests of the country and the just expectations of the people demand.

HOPING.—The climate and soil of portions of this colony would appear to be peculiarly adapted to the culture of hops. Like most other interests this is yet in its infancy, but is susceptible of great expansion. The present hop grounds are chiefly at Saanich, where the yield is stated to be from 900 to 1000 pounds to the acre. Some idea of the profitable character of this crop may be formed from the fact that the price never falls below 50 cents and has frequently reached \$1 25 a pound. At the former the acre would yield about \$500 a year; at the latter \$1250. Owing to the great superiority of our hops there would be little trouble in finding a profitable market abroad. The dearthness of labor is without doubt in the way of the present development of this particular interest. Yet even white labor ought not to be beyond the reach of hop growers so long as the above-mentioned prices rule. Hop picking would appear to be that sort of employment for which Chinese are peculiarly adapted, but it is worthy of consideration whether Indian labor might not be successfully utilized in that way. It might be well were the Agricultural Society to offer such a prize for the largest and best hop farm as would tend to stimulate that industry.

FRENCH BENEVOLENT SOCIETY.—Mr Julius L. Franklin has been appointed agent at New Westminster for the French Benevolent Society. The new building recently purchased by the Society for its use is being fitted with hot, cold and steam baths, parlors, &c, at an expense of several hundred dollars. The grounds will be laid out in grass plots and flower beds and the French Hospital will soon possess all the comforts of a private residence in an older and more settled community than ours. The amount of good this excellent Society has effected in relieving sick and destitute men is very great, and its benefits are not confined to the children of *la belle France*. All nationalities, upon payment of a monthly fee of \$1, may become members and enjoy all the privileges.

## Accession Day.—The Regatta.

Yesterday the lovers of variety were certainly gratified to the extent of their tastes, both in the character of the sports and the state of the weather. At an early hour of the morning the sun struggled through a heavy bank of ominous looking clouds and shed a pale light on sublimity things and a pleasant day was generally predicted. About 11 o'clock the clouds again rolled across the face of Old Sol and about him out from view, whilst a few great drops of rain fell like the 'fat tear' of Mr Pecksniff upon the bald head of his aged and wealthy relative. The prognosticators of a wet day croaked like ravens and the family of I-told-you-so assumed to have taken possession of the streets. At noon, however, the great gods of the Zealous and Sycilla, indulged forth a Royal Salina in honor of the day, and the

The polished mirror of the lake, in which the deep reflected sky appeared a calm, sublime immensity below. By one o'clock the town was deserted. Every means of conveyance from the trimlooking four-oared gig to the patched and leaky canoe, and from the lumbering omnibus to the spavined rickshaw, having been impressed to carry people to the Gorge—the scene of the Regatta. Here all was enjoyment and merry-making. Hundreds of people had selected eligible spots on either bank from which to obtain a good view of the races, and the ladies had spread snowy-white cloths on the ground and brought forth from the mysterious depths of sundry suspicious-looking baskets such an abundance of good cheer that the appetite of the most dyspeptic individual was tempted and ample justice was done to the regatta. After lunch the parties scattered through the groves, listening to the sweet strains of the Zealous Band, or joining in the merry dance at Dodd's Pavilion, which was presided over by Mr Haynes and his admirable band. At 15 minutes to 2 o'clock the first boats started in

THE REGATTA.  
1st Race—Two pair of sculls. No coxswain. Prize \$25. Victor—J Jackson and J Vaughn. Tye—A Theakston and J Alexander. Fair—J Jay and A Kest.  
The boats got well away together, but after the first few minutes the Victor took the lead, the Fair second. About two hundred yards below Curtis' Point the Victor took the Fair's water and kept the lead all the finish. The long stroke of Messrs Jay and Kest was admirable, but it was no use against the Victor, as she weighs about 50 per cent less than the Fair. The Tye was nowhere.

2d Race—Blue Jacket race in ships' boats. Three boats entered for the race—the Zealous, Sparrowhawk and Boxer.  
The Zealous took the lead from the start and won the race one minute ahead of the Sparrowhawk. The Boxer broke an oar and lost so much ground that she was quite thrown out of the race.

3d Race—Four-Oared Race. Prize \$45. Long course. Amateur—J Jay, J Kachapell, H Howarth, A Lang, F Norris, coxswain. Phantom—Craw from H M S Boxer.

If the boats had been equal this would have been a splendid race, as two finer crews we never saw here. The Amateur being the better boat, took the lead and came in easily four or five lengths ahead, putting 38 strokes a minute. Time, 15 minutes. We would like to see these crews change boats.

4th Race—Single Sculler's Race. Prize \$15. Short Course. Victoire—J Jackson. Dominion—J Bibby.

Again in this race the boats were most un- equally matched, the Dominion being a beautiful light skiff, and the Victoire a boat for two pairs of sculls. As was expected, the Dominion won easily.

5th Race—Four-Oared Race for Boys. Prize \$25. Long course. Amateur—F F M, E Wall, D Stewart, J Sayers, F Morris, [coxswain]. Tye—Thos Thornhill, O Jackson, Wm Bowden, D Deary, E Bowden, [coxswain]. Phantom—W Cameron, R Hall, J Friedman, J Patridge, H Price, [coxswain].

After a deal of maneuvering for position, the boats got a fine start, in a few strokes the Tye took the lead and kept it for a considerable distance but was eventually overhauled by the Amateur, who won easily by five lengths. The Phantom dived show up at the finish. The Tye rowed a very plucky race.

6th Race—Galleo Race. Prize \$20. Long course.

Two galleos competed for this race, which, as 1869, was the best of the day; for a long time the canoes were neck and neck, and it was doubtful for three-parts of the race which would be the winner as length the Spanish canoe drew ahead and won.

The Pair-Oared Race between the Victor and Tye did not come off in consequence of the boats being unequally matched.

The Duck Hunt wound up the day's sport, and caused a great deal of fun, as the duck took to the water at the start and was captured under the water by two of the hunters, but as they could not get him into their boat he was let go and was not afterwards caught.

The success attending the Regatta was in a great measure due to the admirable arrangements of the Committee and of Lieut Fitzgerald, R N, Judge, Capt Raymer, Umpire, and Mr Morgan, Hon Secretary.

We would suggest that at the next Regatta the boats be handicapped as the Races are very much detracted from in consequence of the inequality of the boats.

The steam yacht *Leristad* did good service in towing up and down small boats. Just after the last race was over the sky suddenly became overcast and the rain poured down in a perfect torrent, wetting many of the excursionists to the skin and giving more than one a lasting souvenir of the Regatta of 1870.

SIR JOHN A. MACDONALD.—The Toronto *Globe's* midnight dispatch of 29th May states that Dr Grant had slim hopes of Sir John A. Macdonald's recovery. The extreme heat [the thermometer 82° in the shade] had been greatly against the invalid.

## WASHINGTON TERRITORY ITEMS.—Great preparation for celebrating the great national anniversary are being made at Seattle.

Horse races will come off on Friday and Saturday the 1st and 2d. Several good horses are expected to enter from Victoria. On Monday, the 4th, the Oration will be delivered by the Hon O Jacobs, and the Declaration will be read by M Hall, Esq. Arrangements have been made by which the Verano and other steamers will run between the Sound and Victoria for, the occasion, carrying passengers at reduced rates. Yesterday week four prisoners escaped from the Penitentiary at Shelacom. Three of them, being ironed, were captured, and returned to their old quarters. The steamer *Wenat* has been placed on the Cowitz river, with the intention of making tri-weekly trips, to connect with the stages running between Olympia and Pumphrey's Landing, thus greatly facilitating travel between Olympia and Portland. Recollections of Robt's Judge. A party of surveyors, fully equipped, have gone up the Skagit river on their way to the Pass through the Cascade Mountains, to make a survey for the Northern Pacific Railway Company. The steamer *Hart* ran into the wharf at Port Townsend and had to undergo repairs. On the 19th an elderly man named Darby, who had been wandering about insane for some time, was found dead on the beach below Heller's wharf, Whidby Island.

## THE FENIAN RAID.—Canadian exchanges received last night are filled with accounts of the several skirmishes which took place between the Fenians and the Canadian Volunteers last month at Pigeon Hill, Trout River, Huntingdog, and Freiligsburg.

In all of these encounters the Fenians fled in wild disorder before the brave Canadian Volunteers, casting their arms and accoutrements from them, and not a few bit the dust under the influence of the Snider rifle. Indeed their hesitancy of foot and proximity to the boundary line alone saved them from total annihilation, and on one or two occasions their pursuers were with great difficulty prevented from crossing the line. The greatest praise was bestowed upon the Volunteers by General Lydsey and other British officers, and veteran U S soldiers declared they never witnessed braver or more soldierly bearing during the civil war. The affair of O'Neil's arrest caused unbounded indignation among the Fenians, who charged him with having preconcerted the whole affair, and it was asserted that could they have got hold of him they would have lynched him. The Fenian colonel Donnelly died of his wounds. A Fenian captain was shot, and several officers were wounded. Not a Canadian was killed and scarcely one hurt. In fact it would be difficult to conceive of a more complete routing. Every time the Canadian Volunteers had the good fortune to come within shooting distance of the Fenians they appear to have produced a 'Bell's Rags' on a small scale.

## REGISTRATION WANTED.—Most persons will probably be surprised to know that there is really no record of the names of passengers leaving this colony by the San Francisco or Portland steamers.

This is a serious defect. A regular register ought to be kept of all passengers arriving in and leaving the colony. This is important not only for statistical purposes but as a means of tracing individuals. Suppose, for instance, the San Francisco steamer should be lost on her downward trip, what means would there be of ascertaining who were on board? Just fancy friends and relatives below telegraphing up to ascertain if such and such an one was a passenger only to receive the answer that we had no means of ascertaining. What would be thought of? For purposes of life insurance and in a variety of other ways it is not only desirable but highly necessary that such registers should be kept. In what particular way this should be done we do not now propose to point out. There could not, however, be any great difficulty about it. Supposing it were made a regulation that every passenger boat entering or leaving should make a certified return of passengers to the Commissioner of Customs?

## COMING NEARER.—From the way population is tending towards Oregon and Washington Territory there is every reason to believe that we might come in for at least the spray from the wave. But we must use the means. Our neighbors do not look idly on. They are ever on the alert, with their emigration agencies abroad and their Labor Exchanges and other agencies at home. The fresh arrivals are not left to stay or leave as they list, but every effort is made with a view to settling them upon land, or assisting them to obtain such employment as they may want. How different it is with us. No steps whatever to induce people to come here; and when they do come they are apt to conclude they are not wanted.

## EDUCATION IN ENGLAND.—The cost of the State-inspected Church schools is nearly equally divided between the State, the local subscribers to the schools and those who send their children there. Each pays a little more than \$300,000 a year, or at the rate of 8s. 8d. per child, the whole average cost per child being \$1 6s. Disputing schools receive annually about \$100,000 from the State, \$120,000 from those who send their children there, and \$70,000 from local subscriptions. Under the operations of Forster's new Educational Bill these conditions will experience some change.

## IMPROVING PROSPECTS.—According to the information reaching us from the agricultural districts on the Island crops have been greatly benefited by the recent showers. On the Uplands, crops were becoming stunted and sickly, but they have now taken a fresh start, and there appears to be every reason for expecting more than an average yield.

## THE STEAMER OLYMPIA, Capt Finch, arrived from Puget Sound last evening, bringing 30 passengers and a quantity of Sound produce.

Mr Finch, the purser, has our thanks for late papers and other favors.

## How IT WAS ARRANGED.—The Governor was to have been married on the 18th, return here on the 4th, remain a week or so, proceed to New Westminster, and remain there for three weeks. The circumstance of the Sparrowhawk not having reached San Francisco till the 17th may possibly have slightly disturbed the first part of the programme.

LOTTERYMANIA.—It is stated that so great was the demand for tickets for the San Francisco Mercantile Library Lottery that two printing offices could not turn them out fast enough. The greater part of the 200,000 five dollar tickets have been disposed of, and this notwithstanding the cry of 'hard times' in California.

## DEAD.—Henry Benny, who shot himself with intent to commit suicide a short time ago, died at 10 o'clock last night. Last week he appeared to be in a fair way of recovery, being able to walk about, but a day or two ago he had a relapse and died quite suddenly.

## INTERNATIONAL AMENITIES.—The citizens of Seattle have sent a cordial invitation to the people of British Columbia to join them in celebrating their great national anniversary. This is as it should be between neighbors. It will be remembered that we had many visitors from the Sound on the 24th May, and it is but fitting our people should return the compliment.

## THE FLAGSHIP ZEALOUS.—HMS Zealous will sail for Frasersmouth to-day. En route she will anchor off the American camp at San Juan Island, which will be visited by Admiral Farquhar and officers. After a stay of two days at Frasersmouth the Zealous will sail to Nanaimo, where Admiral Farquhar will take the gunboat *Boxer* and run up to Comex. The Zealous will return to Victoria in about nine days.

## FRACTURE.—M Francis, a farmer at Colwood, while riding a horse towards town on Sunday morning was thrown by the animal putting his foot through a hole in Parsons' Bridge, and sustained a fracture of the leg. Dr Davis was sent for and set the limb.

## THE 'VICTORIA STANDARD' was unfurled to the breeze of public opinion yesterday morning. It is about the size of *The Colonist* and lays down the same political platform, viz:—Union with Canada only on Good Terms, and Self-Government. We wish our new contemporary all the success it deserves.

## MR DALRYMPLE took some fine photographs of the Gorge and the races yesterday. They will be sent to the 'Illustrated London News.'

## THE HON. A. R. WELMORS, of New Brunswick, has been appointed a Puisne Judge in that Province.

## Great Destruction of Property by Fires in the Woods—Loss Over One Million Dollars.

(From the New York World, May 11th.)  
The recent fires in the woods in Orange, Dutchess, Ulster and Sullivan counties have been the most extensive and serious ever known. The Fishkill hillsides were reported on fire nearly two weeks ago. The forests of the Shawangunk range of mountains have in flames during all of last week. At one time the entire backbone of ridges for several miles seemed almost one continuous pathway of fire. Pillars and clouds of smoke hung over the district by day, and lurid seas of flames glared upon the darkness of the night, making the valleys below like some fiery furnace. On Thursday and Friday the scene was magnificent and appalling. From the present calculations the loss will be over a million of dollars. This estimate includes immense quantities of cut wood, trees, ship joints, and several dwellings on the hillsides. One family at Briggsville had a narrow escape from a horrible holocaust. The fire gained so rapidly that almost before they were aware of it their dwelling was surrounded and but one narrow strip of open ground along the roadside left as an avenue of escape. Although the air was stifling with smoke and overpowering with heat and at times the road itself was obscured from view, they succeeded in saving themselves. One child, about four years old, was carried, and nearly died from suffocation. These half-wings and their garments and shoes shriveled. A large number of cattle are supposed to have been destroyed. The bones and charred remains of several have been found. A party of four gentlemen, consisting of A. R. McDonald, S. V. Randolph and Edward Riely, of this city, and E. M. Spencer of Hartford (Conn.), also had a narrow escape from perishing in the conflagration. They had been out beyond Ellenville, about the brooks and mountains, trout-fishing and hunting, and camped for the night on Friday on the Drowned Land hill. After watching the glow of the flames, which appeared to be some considerable distance away, they went to sleep, having no apprehension of danger. After midnight, Spencer was awakened by a strange, crawling sensation under his person, and instantly discovered that the ground in the vicinity was perfectly alive with snakes, which had been driven there by the devouring fire. A moment's glance revealed the fact that they were hemmed in by walls of fire, although at some distance, yet rapidly gaining on them. It was the work of but a moment to rouse his sleeping companions and run for life down the hillsides. The heat was scorching, and the smoke blinding and stifling. Guns, fishing rods and everything was abandoned in the flight. At one point they were obliged to dash through the blazing underbrush. Their clothes were on fire, and Riely's long beard was cropped close off by the scorching heat. Their feet, their faces and hands, were more or less blistered and their clothing nearly destroyed. McDonald was obliged to borrow a farmer's coat to return home in. The whole party arrived here Saturday evening, seriously, but not dangerously scorched. The fire is still smoldering, and large parties of men are out endeavoring to prevent their further spreading.