

Tuesday, February 11, 1868

The provisions of the new Municipal By-Law which came into force on the 1st instant appear generally to give satisfaction. The taxes levied under it are all within the bounds of reason; but in the case of Trades Licenses, the expression used is so ambiguous as to render it difficult to distinguish where the retailer ends and the wholesaler begins. The By-Law defines the term "wholesale trade" (after enumerating certain professions or callings) to mean "all persons who sell articles in bulk or unbroken packages." Is the grocer who sells a box of candles, starch or tea "in bulk" comprised in this category? and will he be called on to pay \$5 or \$20? We believe the Corporation intend that all traders who sell "in bulk" as an exception instead as a rule shall pay only \$5, and that the higher rate shall apply only to those who sell principally or altogether "in bulk." But the By-Law does not explain itself and there is a feeling of uncertainty in consequence. The tax on horses kept "for private use" is also indefinite. Does it mean an animal kept for the recreation or pleasure of the owner—a carriage or a saddle-horse? or does it mean a dray-horse as well? The tax of \$2.50 per annum on dogs we highly commend. No person owning a good dog ought to object to paying a small sum for the privilege of keeping him; and the dog that is not worth paying \$2.50 for must be a great nuisance that it would be doing the owner and the public a service to knock on the head. The tax of 1/2 of one per cent. on real estate is not out of the way, since from most improvements effected through city taxation an immediate benefit results to real property amounting to \$7,000. It strikes the sources from which to draw this money. There ought to be more heavily taxed articles, burthen which

A few days
Washington City
Territory, stated that a bill had been introduced into the American Congress to provide for the construction of a railway from the town of Vancouver, on the Columbia river, to Steilacoom, on Puget Sound. The distance is about one hundred miles; and Congress donates to the company twenty sections of public land lying on each side of the road for every mile of rail laid. The construction of this road would, it is believed, make Puget Sound what Nature intended it should be—the entrepot for the whole of Washington Territory and Oregon. The dangerous navigation of the Columbia river would be avoided by vessels sailing direct to Puget Sound, and passengers and freight discharged at either Steilacoom or Seattle would be whirled over the road to Columbia river in three hours' time, and as Vancouver is distant only six miles from Portland, two railroad bridges and a short rail would connect the latter place with the former and make Portland the true terminus of the road. The cars that left Steilacoom in the morning with freight from abroad would return the same afternoon laden with the products of the country for shipment. The serious damage to trade and commerce resulting from the closing of Columbia river by ice during the present winter must act as an incentive to the Oregonians to contribute towards the speedy construction of the proposed line. The waters of Puget Sound are never frozen; and we misconceive the character and enterprise of the people of Oregon and the adjoining territory if we are mistaken when we say they will avail themselves of this splendid opportunity of placing themselves in direct and certain communication with the finest sheet of water for commercial purposes in the world.

Saturday, Feb 8.

Bankruptcy Court.

[Before His Lordship Chief Justice Neidham.]

Re C W Wallace—Bankrupt surrendered. Mr Ring for bankrupt, Mr Copland for official assignee. No amended accounts having been filed, a fortnight's further time allowed to file same.

Re Willis Bond—Surrendered for second examination. Adjourned for arrangement sine die.

How to TEST THE COLD.—A gentleman who passed down the wagon road from Cariboo during the late severe weather relates an ingenious device, invented by a wayside innkeeper, for testing the cold. The traveller, on reaching the inn to put up for the night, remarked that the weather was very severe. "Yes," said Boniface, "very severe; the thermometer got down to 78° below zero at 10 o'clock this morning." "Seventy-eight degrees!" echoed the astonished guest. "That is cold." "Yes, sir, seventy-eight degrees; and I haven't the least doubt it would have gone to a hundred if the mercury hadn't froze." "How did you apply the test?" asked the interested traveller. "Sir, I'll tell you. I've got two thermometers. I hung one of them outside last night, and when I got up in the morning the mercury was down to 39 degrees and frozen stiff and solid. I saw from that if it hadn't froze it would have gone still lower; so I got the other thermometer and hung it up alongside the first, and in an hour the mercury in it was down to 39 degrees and frozen stiff, too. Adding the two thirty-nines together makes 78 degrees of cold, and if I had had a third thermometer I haven't a doubt it would have fallen to 22 and made up the hundred. The coldest weather on record, is it not, sir?" The guest assented and said he would send half-a-dozen thermometers from Victoria for the special use of his host.

PETROLEUM FOR STEAM ENGINES.—The apparatus of Col. H. M. Foote, of Boston, for burning petroleum for steam engines, has been imported into this city, and has been tried, with complete success, at Mission street, where the following were whose machinery

MASONIC.—Robert Burnsby, Esq., of this city, has been appointed under the English Register District Grand Master of the Masonic Lodges in this Colony. The commission is issued by the Earl of Zetland, who is Grand Master of England, and Earl de Grey and Ripon, Deputy Grand Master.

ROBBERY.—A house across Rock Bay occupied by a Mr Murphy, was entered by robbers on Wednesday, and robbed of a quantity of clothing.

FOR BARRARD INLET.—The steamer Isabel, having in tow the brig Levi Stevens, sailed for Barrard Inlet, where the brig will load with lumber for Sydney, Australia.

GIVEN UP.—The three deserters that were in custody were yesterday given up and sent on board the bark Mercara, upon the application of Capt Conroy.

Our special dispatch announces the arrival of the Del Norte at San Francisco yesterday morning.

Traswork of putting the cable into the ship Nightingale, at Esquimalt, commenced yesterday morning.

Confederation.—No. 3.

EDITOR BRITISH COLONIST.—In letters numbers one and two, I presented the chief 'terms and conditions' in the British North America Act that would have to be included in the addresses to the Crown to secure our admission, those 'terms and conditions' being the exclusive powers of the Parliament of the Dominion and British Columbia respectively. It is my intention to direct attention in this letter to the 'terms and conditions' requiring special negotiations, because they are not included in the B. N. A. Act, and arise from the peculiar circumstances of this country.

In addition to the 'terms and conditions' already enumerated, the following terms of admission, in my opinion, should be agreed to by Canada and British Columbia, viz:

1. Canada to become liable for our Funded and Floating Debt, estimated at \$1,500,000, with the annual Sinking Fund and interest thereon.

2. Canada to pay annually by semi-annual advances out of her Consolidated Revenue Fund to British Columbia for the support of the local Government and Legislature, a Fixed Subsidy of \$110,000 per annum, and a Per Capita Subsidy of \$1.25

an express provision to the contrary, impose her own system of taxation on this country. The Customs tariff of Canada is her principal source of revenue. Her tariff averages nearly 13 per cent. on all imports, and her list of free goods is larger than ours—over a third of her total imports. Our tariff averaged, in 1867, 17 per cent. on our imports. Consequently, if our tariff would produce a revenue of \$325,000 in 1868, the Canadian tariff, if imposed here, would only yield \$250,000. That would make an additional deficit of \$75,000, making the total deficit as follows:

Total deficit under Tariff of British Columbia \$139,401
Additional deficit if Canadian Tariff were imposed 75,000
Total deficit \$214,401

From this statement, it is apparent that Canada, if she consented to our admission on the above terms, would expend annually in this country \$214,401 more than the revenue derived from it. But that is not all. The above first estimate of deficit is predicated on an estimate of our Customs, under present tariff, for 1868. It is, however, very questionable whether it will yield \$325,000 in 1868. In 1867 the imports of merchandise into this Colony were about \$1,300,000; the Customs (other than the amount for double duties at New Westminster in the early part of 1867), \$230,000, or \$95,000 less than the above estimate of \$325,000. If the returns of Revenue in 1868 were not to exceed those of 1867 the above deficit under our tariff would be increased to \$234,401.

The annual deficit of Canada in and for British Columbia would therefore be as follows:

1. Total deficit under our Tariff, estimating Customs of 1868 at \$325,000 \$139,401
2. Total deficit under our Tariff, if the imports of 1868 did not exceed those of 1867 234,401

3. Total deficit if Canadian Tariff were imposed here, and assuming the Customs of 1868 would yield \$325,000 under our Tariff 214,401
4. Total deficit under Canadian Tariff, if the imports of 1868 did not exceed those of 1867 289,401

In other words, with respect to last item, the total revenue derived by Canada in and from British Columbia, if the imports of 1868 or the future did not exceed those of 1867, would be \$201,000. The expenditure assumed being \$490,401, would make the annual deficit \$289,401.

Hereafter I shall take occasion to consider the inducements that may be held out to Canada for repayment of either of the above deficits, in case she consents to take the responsibility of sharing with us the Government of this country.

Before concluding this letter, I will make a passing allusion to two heads of expenditure enumerated above—Penitentiary and Overland Road.

One of the exclusive powers of the Dominion of Great Britain, provincial rights granted under the Imperial Parliament, 'It is, therefore, we were to become a province of the Dominion, we should be a Territory of a Territory of Great Britain, with our charter of Provincial rights granted and guaranteed by the Imperial Parliament. A. D. C.

British Columbia and the Dominion.

The subject of Confederation having of late been brought prominently into notice, with the intention of inducing the people of this Colony to come under the Dominion of Canada, renders it desirable that they should be exhorted not to be carried away or guided by romantic ideas or sentimentalism on the one hand, or on the other hand allow their troubles and misfortunes to drive them into ill they know not of. Romance or sentiment will neither fill the pocket nor feed the little ones.

If any one will take the trouble to examine the map he will readily see why Canada should have been anxious to unite with her Nova Scotia and New Brunswick. She required at least an outlet to the ocean, open at all seasons of the year and through domestic territory. That she should have offered great inducements to Nova Scotia and New Brunswick; or that they should have been desirous of joining Canada, will not occasion any surprise. Such an Union would put an end to much jealousy and ill feeling, prevent the cut-throat commercial system then prevailing, and join together people who had many interests in common and whose proximity rendered it desirable that they should live in peace and amity. The erection of a railway uniting these provinces, and by thence maintaining the commerce of the country within their own borders, added very much to the advantages of union. It may, at all events, be concluded that those provinces joined themselves together because they believed it to be to their material interests to do so. It would be well if the people of this Colony would ask themselves what interest they have at present in common with Canada, a country at least fifteen hundred miles distant, and indeed, why they should seek to join the Dominion at all just now?

That the statesmen of the Dominion should, in the excitement of a new birth, believe the Dominion of Canada should extend from ocean to ocean, and that they should desire to obtain the intervening territory is but natural. That they should see in such an extension great benefits to themselves, or that they should undervalue the cost and overvalue their resources is not at all to be wondered at. That the Canadians in this Colony should

be endued with the enthusiasm of their countrymen and attempt to aid them in their desire is at least creditable to their patriotism;—nay, that they should persuade themselves or even believe that the Dominion could benefit materially British Columbia, may be attributed to the same enthusiasm; but, however natural it may be for Canada to desire to naturalize the Dominion by the acquisition of British Columbia, it is equally natural that British Columbia should wish to benefit herself, and to see whether she cannot do this better by herself than in conjunction with the Dominion. To see, in fact, whether she cannot carry on her own business better alone than by being a small partner with but little influence in a new and untried firm, known, indeed, chiefly by the extensive system of advertising by its friends and admirers.

I had written thus far when my eye fell upon the third letter of the hon. Amor De Cosmos and the terms of Confederation (or rather some such terms) he proposes. At first sight it seems very captivating that the Dominion should spend in this Colony upwards of Two Hundred Thousand Dollars more than she receives from it and allow representatives from British Columbia to vote away moneys to which they do not contribute. Why should the Dominion do this? I presume to pay for a valuable territory and in order to hold it and prevent it falling into other hands. It appears, however, probable that Mr De Cosmos has made a small mistake as to the amount of revenue of British Columbia, and probably a mistake as to the amount of taxation that would be imposed by the Dominion. According to the North American Act, Section 102, all revenues over which the Government had control previous to Confederation become after Confederation the property of the Dominion Government. Now, the revenue of British Columbia, adopting this view of the case, is not \$350,000, as stated by Mr De Cosmos but about \$500,000 and the additional sum is derived from trading licences, mining licences, road tolls, and so forth. Here then we have the Dominion receiving \$150,000 more than stated. It may of course be said that the articles of agreement should state what revenues the Dominion should appropriate. Of course the agreement must, otherwise British Columbia will assuredly not agree. Mr De Cosmos also bases his calculation almost solely upon the tariff; but is the tariff the only mode of raising money in the Dominion? I fancy I have seen somewhere in print that a Stamp Act was to be enacted and some other internal and direct taxes. If such be the case the revenue of the Dominion from British Columbia would be even still greater than \$500,000, and might perhaps be even more than she would receive from the Dominion. It would be well, at all events, to learn what the taxes of the Dominion are, because until they be known, we must be most

well upon this subject even the color of an opinion are still weightier arguments in favor of Confederation than the official stand-point. Reciprocation of doors of California, Oregon Territory to our lime, tar, turpentine, and other products, which are found in inexhaustible quantities throughout our land. Trade by a treaty would be great. The farmers of this Island from a Treaty of Reciprocity the condition of the far Trade as an example of shadows." The cases With Free Trade our wide open to the producer but the foreigner took produce to close and double-bar produce of this Island procity secured, the same goods that ruled here allowed to enter America similar footing; and if, an arrangement the driven out of his own would be his own. system of Government upon goods entering England or any of her p federation would secure Canadian manufactures minion makes every des that can be manufactured States, vessels loaded at Quebec for this port cargoes on our wharves a zeen per cent, that we paid were the goods bro or American ports. Such commercial advantages from Confederation. The tages are so clearly laid epitulation of the "term Mr. DeCosmos that they sition here. One word as

He thinks the annual loan will be somewhere between \$289,100, an estimate consider at all unreasonable the benefits that would expenditure of so large every year, it would

VICTORIA.

A Proposal.

EDITOR COLONIST—No doubt the entire people of the Colony are unanimous in desiring the speedy reduction of the expenses of the Government, and the full restitution of our political rights. But there appears a little difference of opinion as to the best mode of accomplishing our desires—differences so slight that I think a committee consisting of six or seven persons selected from both sides would in the course of a few hours agree on a resolution which would be unanimously accepted by the people, and instead of appealing to the Governor with two appeals of a somewhat contradictory character, we should go with one only; plainly indicating the conditions by which Confederation would be acceptable to us, and deprecating any agreement of a binding character between the two Governments, until having been first submitted to and approved by the people. But as the matter now stands it requires nothing more than for the Governor to be backed with an address from his subordinate Council, to open and conclude a binding arrangement with the Dominional Government, without any reference to the people concerned. A BRIFON.
February 6th. 1868.

PURGE OUT THE MORBID HUMORS OF THE blood, by a dose or two of AYER'S PILLS, and you will have clearer heads as well as bodies.

Tuesday, February

It is better to meet disaster for it. The sailor who and foresees a hurricane and encounters a storm-wreck; and the legislator some evils half subdues them which appeared in these day morning over the junior city member of Council, we regard as an exhaustive and telling of uniting the Colony which has yet appeared on writer shows in a clear manner the "terms" upon the consummation of the down plainly the basis upon vote to consign the destiny into the keeping of the Dominion. These terms an assumption of our debt; ance of \$130,000 to def of our local Government, the salaries of the Lieut Judges, and such officer fional Government as are collection of the revenue Dominion; the construction within two years; in the Senate and House and a responsible local Go writer proceeds to point deficit that will exist expended each year by within the borders of the amount the General Government from the revenue. He thinks the annual loan will be somewhere between \$289,100, an estimate consider at all unreasonable the benefits that would expenditure of so large every year, it would