

The Weekly British Colonist.

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The Conditions.

While it will become the duty of those acting for the colony in arranging the basis of union with Canada to see that the most favorable terms conformable with reason and justice to other sections of the Dominion shall be secured to British Columbia, it will equally become their duty to guard against being led into surrounding the question with conditions which can only render union impossible or at least postpone it indefinitely. That Canada is prepared to take us in upon the most liberal terms at all compatible with fairness and equity to all parts of the Dominion, there is no reason to doubt; but we have no right to expect that everything we may ask, reason or none, is going to be conceded. 'Reason,' says an old proverb, 'goes with the roasting of eggs.' Surely it should go with the construction of the Canadian Pacific Railway. The Executive programme three years has been named as the limit within which the work is to be commenced on this side of the railway. We are quite aware that this condition does not prohibit an earlier beginning, and we are greatly obliged to think that the work will be commenced at the earliest possible moment, without the slightest reference to any stipulated right of delay. The early construction of the railway is now regarded as a Dominion and a national necessity, both by the Canadian and Imperial Governments and people; and it is as idle to suppose that the inauguration of this great work will be delayed a single week on account of any stipulated right as it is to imagine that we shall be able to induce either or both governments to become bound to commence the work sooner than is practicable. At the same time, however, it is no more than right that the people of British Columbia should insist upon having something tangible to calculate upon as a condition of union; and inasmuch as the early construction of the railway must be an essential element in the success of Confederation, they are perfectly justified in requiring an assurance or guarantee from the Dominion Government that the commencement of the work shall not be delayed beyond a reasonable period. Now, the only point to be decided is one of time. What would be a reasonable period? It has been suggested in a previous article whether the time fixed in the Executive programme is not too remote; and, without presuming to pronounce dogmatically upon a subject only to be approached with the utmost thought and caution, we are still inclined to the opinion that the time might with reason be somewhat abridged—not that it will vitally affect the commencement of the work, but because it may exert an influence upon the question. There is little doubt in the mind of the present writer that if there were no such stipulation at all, the work would be begun in less than three years; for it cannot be concealed that it is one of these undertakings which is to be done at all, must be done speedily. But when we find those claiming to be ranked amongst the promoters of Confederation upon just and equitable terms as propounding in the most dogmatic way the proposition that 'Our representatives will not be doing their duty to the country if they do not insist upon one year being the extent of the limit as to time for both the railway and graving dock to be commenced,' we are bound to record our protest against such reckless assertion. With the commencement of the graving dock at Esquimalt the Dominion Government will have little or nothing to do. If that Government consent to guarantee the interest on the necessary loan for the work—and we apprehend there will be no hesitation about doing that—there can be no reason why even a year should pass before that very simple condition shall be fulfilled. But with the railway the case is essentially different. The Executive programme provides for the survey, being commenced immediately after union. That is rather more than the work of a day. The surveys made, and the route adopted, the Government must be allowed a reasonable time to receive and accept tenders for the various sections; and we greatly think that a year or more one year would be necessarily consumed in such a work of such magnitude and importance, we should not, even if we could, expect pledges which would impose such haste as would in all probability result in some fatal blunder, demonstrating the truth of the proverb, 'The greater hurry the less speed.' Probably two years might be a reasonable limit; but when we find professed advocates of a fair and equitable union advising the people and their representatives to name one year as the limit, and to insist upon that as a sine qua non of our acceptance of Confederation, we cannot but regard such as indiscreet friends or

disguised enemies of the cause. The period of the commencement of this side of the railway is a matter of most vital importance to the people of British Columbia; but they have to consider whether they would be promoting their true interests by insisting upon a condition to which Canada could not agree, and thereby either postponing union indefinitely or for a period which would more than make up the difference between one year and a reasonable period. It is clear that even the preliminary survey cannot be commenced till union shall have taken place; and unless terms are agreed upon by Canada during the present session of its Parliament the commencement of the great works to which we all look forward with so much anxiety will be just another year further away. Let these questions be approached with thoughtfulness, and decided in accordance with reason. A year's delay should not be incurred through sheer want of thought. How long it is since most persons in this colony talked merrily about the construction of an overland wagon road, and only thought of a railway as something in the very distant future? Are not those falling into the opposite extreme who would insist upon the work of actual construction on this side of the railway being commenced within one year after the admission of this colony into the Dominion? ... The Attorney General said the Council had not power to alter its constitution. He thought it only courtesy that the hon. member of the resolution should wait until he saw how far the legitimate hopes of the Council may be met by the government when the terms submitted by His Excellency are before them for consideration. ... Mr Drake presented a petition of rights from A. Watson, late Treasurer of Vancouver Island, in reference to the abolition of his office. ... The petition was read and on motion of Mr Alison was ordered to be printed. ... Mr Drake moved that the school teachers' petition be referred to a select committee. ... The Council met into committee of supply. ... Mr Drake moved that the school teachers' petition be referred to a select committee. ... The Council met into committee of supply. ... Mr Drake moved that the school teachers' petition be referred to a select committee. ... The Council met into committee of supply.

responsible government. I do not think the country is prepared for such a mode of government. The paucity of legislative material is such that we may have had men to represent us. In its present state the machinery of responsible government is not adapted to the colony; it would be like taking the machinery of the Great Eastern and applying it to a dairy churn. He did not think the real sense of the colony had ever been ascertained, and he thought that if the present constitution was modified, giving the representative element a preponderance, we should get all we required. ... Mr Barnard said the resolution was premature by just six days. Its discussion leads members into the discussion of the terms of the resolution submitted by the Governor in which was involved the question of responsible government. He would therefore move that the question of constitutional change be postponed until after the question of terms by the government is submitted to the Council. ... Mr Hilbrook said the present form of government was good and, as an Englishman, he felt proud of the officials of this government, and he thought the abuse which had been heaped upon them by the hon. member from Lillooet unjust. He only hoped that under Confederation we should get as good officials as we now have. ... Mr Humphreys explained that any severe remarks which he had made were intended to apply to the system of government and not to those who governed. ... Mr Robson said he would support the amendment, as he thought the question so connected with Confederation that it involved two speeches on the same subject. He thought at present members could not intelligently deal with the question. We want a form of government to suit our conditions. If we are to be a Province of the Dominion we want merely power to deal with our local affairs, and if we are to be a separate colony we want larger powers. ... Mr Wood said he would support the amendment, that the whole matter might be discussed at one time. He said there were grave considerations involved. There was a wheel within a wheel. He expressed himself as opposed to the present government, and with such a form he asked what would be our condition when we are confederated with Canada? ... Mr Drake said he thought the resolution begging the whole question, if he should vote for it he would feel himself pledged to Confederation. This question should have been discussed when the reply to the speech was under consideration and we should now wait until the terms of union were before the Council. If those terms do not contain such conditions as will give a proper form of government it will be for the people to reject them. He feared if we got responsible government the legislation would fall into the hands of men unfitted to conduct the affairs of the colony and there would be a division of the loaves and fishes. ... The Attorney General said the Council had not power to alter its constitution. He thought it only courtesy that the hon. member of the resolution should wait until he saw how far the legitimate hopes of the Council may be met by the government when the terms submitted by His Excellency are before them for consideration. ... Mr Drake presented a petition of rights from A. Watson, late Treasurer of Vancouver Island, in reference to the abolition of his office. ... The petition was read and on motion of Mr Alison was ordered to be printed. ... Mr Drake moved that the school teachers' petition be referred to a select committee. ... The Council met into committee of supply. ... Mr Drake moved that the school teachers' petition be referred to a select committee. ... The Council met into committee of supply. ... Mr Drake moved that the school teachers' petition be referred to a select committee. ... The Council met into committee of supply.

the salary of the landing waiter at New Westminster. Carried. Council adjourned till to-morrow at 1 p.m. Railroad to Esquimalt. The following is a copy of a memorial that will be circulated to-day for signature: To His Excellency Anthony Musgrave, Governor of British Columbia and its Dependencies. The humble Petition of the undersigned residents of the said colony SHEWETH— That the petitioners respectfully invite your Excellency to take into consideration the necessity which exists for railway communication between the city of Victoria and the port of Esquimalt. That this necessity will become more urgent in the event of the Confederation of the colony, as the terms proposed provide for the construction of a Dock in Esquimalt Harbor, and the existing establishments and the house accommodation of Victoria without railway communication will be to a great extent unavailing during the building of the proposed dock, whilst afterwards the loss of capital wasted in providing these necessaries will be permanently prejudicial to the best interests of the whole colony. That in other colonies the guarantees of the general revenue has been given for the payment of interest on the principal expended in providing railway communication between the capital of the colony and the head of ocean navigation. The petitioners, therefore, respectfully memorialize your Excellency to include amongst the terms to be tendered on behalf of the colony in view of Confederation with Canada a provision for the guarantee by the Dominion of interest on a sum of \$250,000 sterling to be expended in the building and equipment of a railway between the city of Victoria and the harbour of Esquimalt. And your Memorial will ever pray. SALE OF THE B.C. AND V.I. SAWMILL CO'S PROPERTY. Yesterday Mr Lemley Franklin at his sale room, offered by auction the British Columbia and Vancouver Island Saw, Lumber and Sawmill Company's mill buildings, mill site, land claims and other property at Burrard Inlet, including the steamer Isabel. The auctioneer having described the property Mr Jackson (Drake, Jackson & Aikman, solicitors) read the conditions of sale the principal of which was that the sale should be for cash. Mr Peakes (Peakes & Davie, solicitors) here handed a protest to the auctioneer from Capt Edward Stamp, in which the protestant objected to the sale of the mill property and steamer in one lot, as detrimental to the interests of the shareholders. Before the protest was read, Mr Jackson on behalf of the executors notified Mr Peakes that should the sale be at all injured by the protest, his client would be held legally responsible for damages, and called upon Mr Peakes to withdraw the protest. The auctioneer read the protest and proceeded. After some moments Mr Emil Sutor, amid a hot murmur, bid \$500 to start the sale, and M. J. O. Nicholson bid \$20,000, at which figure, after long dwelling on the part of the auctioneer, the property was knocked down. Mr Nicholson then announced that the purchasers were Messrs Dickson, De Wolf & Co, of San Francisco. ESQUIMALT RAILWAY.—A petition is in circulation praying for the insertion in the terms of Confederation of a clause guaranteeing interest upon the amount necessary for the construction of a railway between Esquimalt and Victoria. Why not include in the petition a line of rail from Nanaimo to Esquimalt, by means of which the coal might be shipped at Esquimalt? A petition to the effect would seem desirable, and, therefore, more entitled to favorable consideration by the Federal Government. ALHAMBRA HALL.—In consequence of the Theatre having been leased to the Bates Troupe, a company of talented artists, consisting of Miss Louisa Arnold, Miss Cummings, Mr Ellerton and Mr Morrison, will appear on Saturday evening at Alhambra Hall in comedy, burlesque, songs and dances. The admission will be 50 cents; reserved seats, \$1. Mr Frank Richards has become lessee of the Alhambra. FIRE.—The interior of a small house on Fisgard street, two doors above St. John's Church, was discovered on fire last night at 11 o'clock. The Deluge company were first on the spot and assisted in extinguishing the flames with buckets of water. John Balder is the owner of the house, which is uninsured. Damage, \$50. THE PRINCE OF WALES.—This bark was towed out to Royal Roads yesterday morning by the steamer 'Esquimaux.' She had on board as passengers Mrs. Col. Foster and family. The cargo consists of furs, lumber, fish, &c. The fair is valued at \$120,000. It is expected the Prince will make the run home in 120 days. THE POUND ORDINANCE.—This metropolitan law will be put in operation again to-day. Cases of high and low degree, towing, kicking and squealing will see men look to the north of Portland, Oregon, we observe, has lately put a very rigorous Pound Law in force. THE BUTLERMAN SAYS IT IS REMOVED THAT THE Marquis of Bute, designated at some of the going on in connection with the Esquimaux Council, has left the 'Esquimaux City' and is meditating a return to the 'church of his fathers.' GOVERNOR NEYBOURN'S ERRORS.—A large number of articles belonging to the estate of the late Governor Seymour were shipped on the bark 'Prince of Wales' for London. THE 50 BAGS OF GOLDBEARING QUARTZ from Bella Bella have gone forward in the Prince of Wales. The quartz will be smelted at Swanes. YORKSHIRE FUR MARKET.—Haywood has heard as the market for furs is a rate reduced pork sausage and 'hines' to a rate merely nominal. His celebrated hams and bacon still command the trade of colonists.

Editor MAIL AND GUARDIAN.—In the exercise of your editorial prerogative you have seen it to be your duty to criticize very severely the recent doings of the hon. member representing this district; you have also seen it to be your duty to admit the productions of anonymous correspondents, who evidently try to convey the idea, in not very choice language, that Mr Robson does not truly represent the views of his constituents, and that his character is such that he is not worthy of our confidence or support. It might, at first sight, be supposed that your articles and the letters accompanying them throw as much light upon the whole subject that nothing more can be said. But still there are a few important points upon which, if you will give us some information, many will thank you, for making clear that which at present is so puzzling. Making our way rapidly through the mass of rubbish lying on the surface, we get at once to the questions really concerning us as a city and district by asking— 1st. Is it not as our Representative in the Legislative Council that we have to do with Mr. Robson? 2d. In that capacity have we not the right to ask him to represent and advocate our political views, and to do all in his power to further our local interests? 3d. Will you tell us the points in which he has failed in his duty as our representative? 4th. Do you advise him to resign his seat in the Council, or to resign his seat in the Legislature, with a plain political and personal record for the past few years of New Westminister life, and with the ability to advocate and the experience to judge of the wants of this district and the Colony as a whole? Plain answers to these few plain questions are desired by many. The majority of the people of this district are well able to pass a political education to distinguish between abuse and argument, between sound and sense, between personal spleen and public interests; and you may rest assured that they will not be bamboozled with exhibitions of professional envy nor blinded by the swing of the political 'tomahawk' as so many are persuaded to turn their backs upon a faithful and well-tried friend by impudent sneers at a poverty incurred in their service, or by a pretence as to the facts. Furnish us with facts—small as with arguments, and we will be glad to do so. ANO. S. CLUTE, New Westminster, Feb. 15th, 1870. Captain Finch and the Mail. Editor BRITISH COLONIST.—In your yesterday's issue I observed a paragraph referring to this question, which conveys altogether a wrong impression of its merits. The matter is of more importance to the community than appears at first sight, and I desire in justice to the people to put it before them in its true light. Some years ago the Board of Pilots adopted a regulation—similar in spirit to one in England—that no vessel drawing over six feet should be charged pilotage in any shape. This regulation was adopted expressly to benefit such vessels as the 'Elias Anderson' and those of a similar draught, at that time running constantly between this port and San Francisco. Under its provision Captain Finch has been running his vessel to this port from the Sound free of pilotage, and as every one is aware has become very wealthy. More recently I am informed by one of the Pilots that the 'Anderson,' as often as 'otherwise,' comes to Victoria drawing over six feet, but in no single case during her long career has she been interfered with when thus legally liable to pilotage. On the score of liberality, then, Captain Finch has no ground of complaint, for certainly no such liberality would be extended on the other side of the water to an English vessel running to an American port. But this is not all. When the Olympia took the place of the 'Anderson,' our Pilots were aware she drew over six feet. Rather, however, than interfere with her and thus subject themselves to public animadversion, four of the five free of pilotage, but as one would not be content to speak of an ordinary obligation as their first right of half pilotage. Now comes the worst part of the tale: At the time Captain Finch left his bag of our old mail matter behind, he brought over two or three small bags of American mail because he did not leave them. By law Captain Finch cannot discriminate between American and English mails; if they present to him he must carry them, he has no choice in the matter. If his conduct in this case were brought before the authorities in Washington he would certainly receive a good knocking, if he did not lose his contract.

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