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THE WEEKLY BRITISH COLONIST
And Victoria Chronicle.

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THE admission of this Colony to the benefits of Reciprocal trade with the United States would create, we believe, a largely increased demand for our lumber and coal, and open a door now hermetically sealed to the admission of many other of the native products of the Colony, without producing (what some may fear), an unfavorable effect upon the agricultural interests which are just springing into active life under the fostering influence of Protection. The splendid results of the Vancouver Coal Company's operations for the past six months furnishes a lesson which ought not to be lost upon our people; for if that company, with the heavy tariff of $1 40 on every ton of their product sent to San Francisco have successfully competed with the coal mines of California, and furnished an article so good that for certain purposes it cannot be dispensed with, it is quite reasonable to suppose that with the total abolition or a considerable relaxation of the duty, the bulk of the coal trade of the coast would fall to our share. The amount of coal imported into San Francisco from the 1st of January to 16th August, of the present year reached the figure of 85,000 tons, of which amount 18,900 were from Nanaimo, and 13,000 tons from Australia. Added to this there were 59,500 tons brought to San Francisco from the local or Mount Diablo mines, making a total consumption of 144,500 tons in seven months and a-half, or equal, in round numbers, to $255,000 tons per annum. Now, at least 200,000 tons of this large amount, under Reciprocity, would be required of British Columbia, and the near approach of the Pacific Railroad to completion, and the rapidly increasing traffic in consequence, lead to the belief that within five years the quantity of the fossil consumed on the coast will double that now demanded. If, then, the raising of (say) 40,000 tons of coal last year at Nanaimo, and the exportation of two-thirds of that amount to San Francisco, under the unfavorable circumstances of a hostile tariff and large importations from abroad, has produced a result so unexpectedly profitable that £6 shares have risen in value to £9, and dividends amounting in the aggregate to 38 per cent. for the past year have been declared, what would naturally be the effect upon the Colony were the tariff suddenly reduced to a merely nominal rate or knocked off altogether? The price of Nanaimo coal would be correspondingly lowered immediately; the success of the company now working that vein would inspirit new associations of English capitalists to invest in the opening of the numerous seams known to exist but remaining as yet untouched on the Island and elsewhere; a healthy competition would spring up between capitalists who are satisfied with a return of 5 per cent per annum upon their investments, and who at the present time are glad to obtain on first-class home security 1¾ per cent.; and before the expiration of many months, where there is now one, we should have twenty thriving communities on the Island supported by the investment of capital in the working of extensive coal seams. What we have said of coal will apply with equal force to our lumber productions under a similar state of things. Burrard Inlet lumber is already esteemed so highly at San Francisco as to bring $2 50 more per one thousand feet than Puget Sound lumber. The demand has already reached several hundred thousand feet per month; but knock off the [illegible] on the mainland would soon resound with the ring of the axe and the whirr of the saw. Remit the duty on whale oil, and fishing companies in the Gulf of Georgia would be counted by the score, instead, as now, being represented by the lowest numeral; admit into California the ores, wool, hides, tallow, lime, fish, turpentine, cranberries, etc., of this Colony free of Customs' charges, and our growth would be as rapid as it would be unbounded. Victoria would grow and prosper as the great market for goods required by colliers lumbermen and agriculturists; and so far from any injury resulting to the latter class from the introduction of cereal and live stock from abroad, the local demand for Colonial produce of every description from the thriving communities which would spring up along the coast must immediately become so heavy that none but a dog-in-the-manger policy would deny to others the right of selling in a market which we had no means at our command of supply. Those who seek to draw a comparison between the condition of the farmers under Free Trade and their condition under Reciprocity, fail to remember that under the former system our produce was shut out of American markets while we opened wide our doors to the admission of theirs. Under Reciprocity we only favor the Americans where they favor us, and surely our farmers on the threshhold of their own market need never be undersold by foreigners.

THE BARRATRY CASE.—The runaway schooner S D Bailey is owned by Capt Robbins (who was in command when she sailed from San Francisco in July last for Victoria,) and Capt Joseph Williams, formerly commander of the California, SS, running in this trade. Her measurement is a little less than 100 tons, and she had about 120 tons of goods on board at the time of sailing. Pickett & Harrison, San Francisco, acted as commission agents when she was receiving cargo, and they state that seven-eigths of the goods are insured, a few trifling shipments owned in Victoria only being excepted. The schooner first touched at Fanning's Island, where most of the cargo was landed and stored, the original marks being defaced. The vessel was then taken to Nelson, New Zealand, where she arrived August 25th. The remaining portion of the cargo—one-third of the original—was sold at auction at Nelson. Captain Robbins pocketed the proceeds of the sale and immediately left port on his schooner, announcing his intention of going to Melbourne. Arrangements were made for arresting him at the latter place, but the shrewd fellow changed his mind, and instead of going direct to Melbourne, was next heard of, October 3rd, at Lyttleton, giving out that he had come from Auckland.

SHARP RETORT.—A lady who cannot stand the severe strictures and large amount of ridicule upon the Grecian Bend and Pannier atrocities, follows up the fashionable follies of the men in a racy style, contending they have quite enough to do to correct their own absurdities in dress without meddling with those of the women. She says:—

'Look at them, girls, with their little hats, scarcely large enough to cover the small amount of brains they possess; their extremely short coats, that indicate a tailor rapacious for cabbage; their tight little pants, that certainly require the aid of a sausage stuffer to get into them; their *petite* little boots, in which they walk as though they were treading on a pavement of eggs, to say nothing of their little canes, little eye-glasses,——'

Perhaps in saying that much, she says enough.

FOR NANAIMO.—The steamer G S Wright will leave for Nanaimo this morning. The Grappler and Emily Harris left for the same place yesterday.

NEW JAMES' BAY BRIDGE.—The contract for the construction of a new bridge across James Bay, on the site of the present structure, was awarded yesterday to Mr Emery, for the sum of $3,800, his being the lowest tender. The new bridge will be eighteen feet wide; 4 feet 6 inches higher at the Government street end, and 2 feet higher at the Birdcage Walk end than the present bridge, and will have a sidewalk for foot passengers railed off from the portion devoted to the passage of vehicles and horses. In the [illegible] space of 40 feet, which will add to the appearance of the structure and lessen the cost of construction. The material will be all new; and the work, in Mr Emery's hands, will no doubt, be satisfactorily performed.

PUBLIC POUND.—The numerous complaints which reach us daily from every part of the city and suburbs of the depredations made by stray cattle, have induced us to inquire into the provisions of the Pound Act. It will be found, like many other legal acts, utterly inefficient as far as the principal grievance is concerned, for cows cannot be impounded under the Act; dogs, hogs, and goats being the only animals specified. It is said there was a special objection raised against cows being included, but whether it was by the Government, or by owners who live by their animals plundering private gardens, cannot be ascertained. It may be a slight satisfaction to the public to know that some of the members of the Corporation have been heavy sufferers.

MR JENNS' LECTURE.—Notwithstanding the inclemency of the weather, a much larger audience was present than could possibly have been anticipated. The character of the audience, composed as it was of all classes, shows how highly such lectures will be esteemed in this community, and how useful Mr Jenns will be when his great abilities and attainments are fully known. We shall endeavor to give a copious report to-morrow.

THE PRINCE VICTOR.—This vessel has finished discharging cargo, and will probably leave to-morrow for Burrard Inlet to load with lumber at Stamp's mill for Callao. The splendid condition in which the cargo of the Prince Victor has been delivered, ought to do away with local prejudice against vessels of her class.

THE What Cheer House, in San Francisco, that has been open for fourteen years, doing an immense business all the time, so that its proprietor has realized a heavy fortune, is now we understand closed up, because the damage done its walls by the recent earthquakes renders it unsafe.

THE ACTIVE, which sailed from Portland on Tuesday evening, had not arrived up to the hour of our going to press this morning. She was probably detained inside the Bar by the southeast gale encountered by the Wright on Friday.

THE St. John, N. B., oarsmen are determined to 'wear their blushing honors meekly.' They decline to endanger their well-earned reputations by rowing any future matches.

Brighton, England, is to have an immense marine aquarium, twelve hundred and fifty feet long, and with proportionate width.

THANKSGIVING DAY was generally observed yesterday by American residents.

Nanaimo Affairs.—$25 to be Expended in Repairing Bridges!

EDITOR BRITISH COLONIST:—There are few of us, it is often remarked, who have not at some time or other occasion to feel thankful that our condition is not so bad as that of others. How far this aphorism is applicable to the people of Nanaimo, as a community, it would not be an easy matter to decide. Certain it is, that in some respects, we cannot be in a more wretched condition than we are. If we compare our state with that of other places in the Colony of equal importance, it will be found that we have been the most systematically neglected of all. For seventeen long years the inhabitants have bore every burden imposed upon them—their property, wages and food taxed to aid in keeping the Government in existence, and, in return, what has been received? What has been done towards furnishing us with the conveniences the town has required and still requires? If we except a Police Court, a Magistrate and a Constable, can anyone point out what better we are off for having had the fostering care of Government? Look at our roads and bridges, neglected and tumbling to pieces. Harbor buoys are carried away and not replaced, and all this habitual want of attention is suffered while a large sum is exacted from our shipping for harbor dues, &c. Our school has been nearly starved out, and what is deplorable to think of here, is a town of so many years standing without a school-house belonging to the Colony. The magistrate and constable are necessary of course to collect revenue, &c.; and as to roads and bridges, the Vancouver Coal Co. (whose money has made all the roads and bridges in town) according to the Chief Commissioner of Lands and Works, ought to attend to these, because they sold the adjacent town lots! This is a well-conceived idea, truly. Reasoning *a priori* is it just why the Company have nothing to do with the bridges or repairs. The streets are really the property of the public, since their dedication to public use and the establishment by them of regular thoroughfares. But the Chief Commissioner should bear in mind the fact that the Company first bought the land from the Government, and with equal propriety and reason they might have asked (though in vain) to have bridges built and roads made at the seller's expense! Besides, who gets the licenses from the teamsters? The Government, although neglecting to repair bridges, &c., don't forget to collect the 'road tolls.' It is time, surely, the people should have a little more to say as to how the public money should be expended, and that we had a Government better able to control the administration of affairs, so as to conduce to the general good, and which would imitate and carry out measures calculated to build up the country.

It has been rumored that the Magistrate here has received instructions from the Government to have the principal bridge in town (the planks of which are quite rotten) made safe for people to pass over. One or two children have fallen into the harbor through holes, out of which planks have dropped, and but for the timely assistance of an Indian with a canoe, one, it is feared, would have been drowned. This circumstance, doubtless, has awakened the Sleepers and lead them to *consider* the matter of putting the Bridge in order, and after spending half a day's valuable time (cost to the Colony about $150) in looking into the case, the conclusion arrived at is that the *enormous* sum of *twenty-five dollars* is to be expended somewhere about the aforesaid bridge, the money to be paid out probably by instalments; supposing there may not be so large an amount in the Treasury! This is a pretty liberal allowance considering the office of Postmaster-General at Nanaimo is performed gratuitously.

Joking aside, the small sum of $400 would make the bridge as strong and as firm as ever, and if the Government cannot afford to expend that amount in Nanaimo it had better 'shut up shop,' let the bridge fall and itself too.

GO AHEAD.

NANAIMO, Nov. 18, 1868.

An Important —?

EDITOR BRITISH COLONIST:—I noticed that a posse of police had been despatched the other day to burn the old cabins, clothing and other 'ikstas,' on the Indian Reserve. This surely was not done a minute too soon. But has the same carefulness been manifested to the mansions and people on this side of the harbor? Has it been seen to that the houses were thoroughly cleansed and the clothing burned of those who have removed—and what has become of the clothing, blankets, etc., of those who have died? I do not wish to occasion alarm, but many believe that it has been taken away and stored in a house near Humboldt street. If so, we may have more of it. It would do no harm to institute inquiries into the matter.

ARGUS.

The International Four Oared Rowing Match between the Ward Brothers of New York, and the Paris Crew from St. John, N. B.

Yesterday the great international rowing match of six miles, for $3000, between the Ward Brothers of Newburgh, New York the representative four oared crew of America, and the St John, New Brunswick, crew, that so successfully represented that colony at the international regatta at Paris last year, was decided on the Connecticut river at Springfield, Mass. and resulted in the easy victory of the St John crew. The match originated out of a challenge from the Newburgh quartette of brothers to row any four oared crew in the world for from $1000 to $5000 a side over a course of five or six miles. This *defi* was taken up by the St John, New Brunswick crew, that had triumphed at the Paris regatta and after some negotiation the match was made to row for $15,000 a side over six miles, on the Connecticut river at Springfield, being the same course over which the Newburgh crew defeated a St John crew last year for $1000 a side. Both crews went into regular training and nothing could be finer than their physical condition when they stripped for the exciting contest yesterday.

Previous to the more important event of the day, a single scull race for a purse of $50 given by the Springfield Regatta Association, between John McKeil of Cold Spring, N Y and John O'Neil of Springfield, came off; two miles. It was won cleverly by McKeil in 15 min 51 secs; O'Neil's time being 16 min 5¾ secs. Then came the great race and both crews came to the post to contend for aquatic superiority. The betting, both during the morning and on the preceding evening, had been very heavy, all the money being invested at even. The backers of the St John crew fairly out bet the New York supporters of the Wards and at the start odds were offered on the former without meeting with many takers. The Judges in the winning stakeboat were Mr Stephen King of St John, for the New Brunswick crew, and Mr Tim Donohue of Newburgh, for the Wards; in the lower boat, Mr Charles E Potter of St John and Mr H Hasagen for the Wards. The referee was Charles M Brown of Orange County, N Y. The uniform of the St John crew was pink shirts and drawers, red and blue cap; of the Wards, white shirts and pink drawers, with white handkerchiefs round their heads. A drizzling rain fell during the entire afternoon, yet the banks of the river were lined with thousands of eager spectators. At precisely 12 minutes to 3 o'clock the boats drew into line and without the slightest delay the word 'Go' was given. The oars of both flashed into the water at the same moment and the boats sped on their way. The Wards at first drew perceptibly ahead and for three hundred yards they kept their lead amid the tumultuous shouts of their partizans. But before they had gone a quarter of a mile the long, regular, powerful stroke of the St John crew told a tale and quickly drawing on even terms; they in the few next strokes showed in front, and drawing steadily away, despite the almost superhuman exertions of the Ward crew, they turned the lower stakeboat, three miles down the river, six lengths ahead. From this point, on their homeward course, they steadily increased their lead, and came home the easiest possible of winners by fifty lengths; their time for the six miles being thirty-nine minutes twenty-eight and three quarter seconds. The time of the Newburgh crew was forty minutes twenty-eight and three-quarter seconds, or just one minute behind the victors.—*New York Sun.*

The War on the Parana—Evacuation of Timbo by the Paraguayans.

(From the Buenos Ayres Standard, Aug. 22.)

The Veneria arrived yesterday morning with the unexpected news of the evacuation of Timbo by the Paraguayans, and its occupation by the Allies. The Parana entered an hour later, bringing details of this feat of arms, and the news that the Allies were concentrating at Pilar, preparatory to making the grand move of crossing the river Tebicuari and invading Paraguay proper.

The Brazilian transport Charrua, lashed alongside an iron-clad, and accompanied by three others, ran the gauntlet at Fort Timbo, receiving a heavy fire of artillery. The transport was nearly sunk by a ball which tore away two of her plates; but the injuries were repaired, and she took up her cargo of troops safely from Tayi, in company with the other exploring vessels.

Next day the enemy abandoned Timbo, leaving five guns, spiked, which have fallen into the hands of the Allies. It is supposed the rest of the guns (says the *Nacional*) have been either carried off by the enemy or thrown into the river. This is manifest.

The Allies, after occupying Timbo, marched several divisions into the town of Pilar, and, according to the *Tribune* correspondent, sent a strong column inland, which had already crossed the Arroyo Nembucu, eight leagues south of the Tebicuari River. After the iron-clads had bombarded Port Timbo on the 16th, it was rumored the garrison surrendered, but this was incorrect. On the same day the transport Joinville, being lashed to the iron-clad Brazil, forced the passage under a hot fire, losing some men and sustaining certain injuries. The *Republica* states that there is a lot of torpedoes and a chain across the river above Timbo. A small garison is left at Humaita to defend the stores of the Allies while the gunboats are carrying up troops to make a diversion at the mouth of the Tebicuari.

"The King is Dead!—Long Live the King!"

A late file of the Madrid *Gazette* affords an apt illustration of the ease and rapidity with which the revolution in Spain was accomplished. On the 29th of September the *Gazette* appeared as usual, with the royal arms at the head of the first page, and containing an official announcement that 'Her Majesty the Queen, with her august family,' was still at San Sebastian, and that their 'royal health' was excellent. The next morning, without the interruption of a single day, the *Gazette* appeared with the royal arms displaced by those adopted by the revolutionary Junta, and not a word regarding the health of her 'august Majesty.' Nothing could more strikingly illustrate the suddenness and completeness of the collapse of the last Bourbon throne of Europe.

A London paper says that Mr Disraeli is very sanguine as to the result of the general election; not because he expects nomical supporters of himself to be returned, but because he has great faith in the Tory tendencies of the Tea-room Liberals. The hint is worth the attention of the constituencies.—*Scotsman.*

THE *Hants Telegraph* says that there is now living in the neighborhood of Portsmouth a soldier 85 years old, who fought at Waterloo, and has no pension.