

The Weekly British Colonist AND CHRONICLE

Saturday, May 16, 1868.

We make room to-day with much pleasure for a letter from Mr Waddington, written to a gentleman in this town. The letter discusses matters of interest to the public in an agreeable style, and will no doubt be read with interest.

London, March 20th, 1868. Mr. Dux Sir, I duly received your letter of January 31st, and also a number of the BRITISH COLONIST of the 28th, for which I thank you. You say you are sorry I did not write you from Canada, but will you say when you find that I have not written to you at all for the last three months? The truth is I have been so busy, and for some time after reaching England was so unwell, that I had neither time nor inclination to write. As you will have seen, my visit to Canada was a complete success, and I was perfectly happy there; but were things to go on much more slowly. I am working my way, however, and gaining ground; and I observe that people of the first class receive me and listen to me with deference. My first public appearance in London was at the Royal Geographical Society the other day, when I read a paper, of which I enclose you a report from the Standard. The meeting had been announced by the Times and by seven other papers to my knowledge, so that the room was crowded; six or seven hundred persons, among whom were many of the aristocracy and other well known people, being present. In short, it was a great success, and the reports of the proceedings have made the rounds of almost all the papers. One of them, entitled Land and Water, an aristocratic paper, concludes as follows: "And the pioneer who has cleared away the preliminary difficulties deserves at our hands the highest praise, and from the people to be benefited by his exertions, the deepest gratitude." What say you to that? The Illustrated News is also going to take the matter up, and insert one or two sketches of Bute Inlet scenery. As to the company which I am trying to form (for no elements of any such thing existed on my arrival) it was immediately agreed to abandon the absurd Traction Engine scheme, and adopt a narrow gauge (3 ft. 6 in.) railway, as being the cheapest and easiest of construction. The capital to be £800,000, with power to increase to a million. Financial schemes are at present most difficult to bring forward, owing to the dreadful crisis two years ago, the effects of which are still felt; but I have put the thing into good and influential hands, and have every reason to believe that all success is only in forming the company, but also in arousing people here to the importance and necessity of an overland route. I had an audience of three-quarters of an hour last week with the Duke of Buckingham, which was the whole was favorable; and as to the public question, I am getting up a deputation of members of Parliament and city merchants, with Mr. Roebuck at their head, to see the Duke of Buckingham on the subject previous to bringing it before Parliament, if necessary. I had intended continuing the letters of which I sent you the first from New York, but have been too busy ever since. I enclose you, however, "A Visit to Downing Street," which has cost me the work of an evening to write, and which you can give to the Colonist if merely to keep one before the public of Victoria. Canada Victoria. I had a visit to Downing Street, where Old Nick undoubtedly still lingers, and where he is said sometimes to appear. It was my first visit, and I must say neither the length nor breadth of the street, nor the shabby brick Government buildings which surround it on one side inspired me with much respect. After passing two or three apparently small private doors, but with brass plates, on which were engraved, "Chancellor of Exchequer," "First Lord of the Treasury," etc., without meet-

ing anything which might correspond to the idea of a Colonial Office, I entered after some little hesitation a small open porch at the end corner, and found myself in a kind of vestibule, where, having some doubts as to my whereabouts, I enquired of an elderly and very respectable looking person, who appeared to be an attendant, whether I was in the right quarters, that is to say in the Colonial Office. He soon put an end to my doubts by confirming the fact, and on my explaining that I was from British Columbia and came on Colonial business, directed me to the second floor, where I should find the Head of the Department, whom I wished to see. I bowed my thanks, and turning to a little door which he showed me, I now began to ascend a narrow, dark twisting staircase, where a stout man coming down put a stop to my progress, for it was totally impossible for us to pass each other without climbing over the balustrade, a feat which neither of us seemed inclined to attempt, and one of us must either go up again or the other come down. In this dilemma I recollected that, coming as I did from one of our most distant colonies, but where the highest tone of politeness and civility prevailed, it was my duty to give way, so I immediately made the volte subito, and came all the way down stairs again. The stout respectable gentleman following me smiled and bowed. I felt pleased at the happy way in which I had represented Vancouver Island, and then again began the ascent. In the meanwhile a large basket was being actively worked up and down the middle or well of the staircase, some four feet square, by means of a rope and pulley, so that the basket came knocking against my gaiter fingers on the balustrade, and I found out that the attendants were lowering large bundles of waste papers, probably petitions, colonial remonstrances, and the like, into the vaults below. The idea struck me as ingenious, nor could I but admire the contrivance thus employed to get rid of all such bothersome encumbrances. In spite of all difficulties, however, I at last reached my destination, that is to say the second floor, where another attendant, seeing me looking about, took pity upon me and asked me what I wanted. I answered that I was from British Columbia and that I came on colonial business, and gave him my card with a bow, on the strength of which I was shown into a small room with about seven corners where I was left to meditate. A few minutes after, the Head of Department or Clerk, a gentlemanly looking person of about thirty-five, entered the room, and asked me whether I was Mr. Waddington, added that my visit had been expected for some time, and we passed into an inner room where two employees were busied in writing, at the same time that they might serve as witnesses to all that was said. Now I am not going to relate the conversation that ensued, both because certain portions of it were of a private nature, and because it would be premature to make known the remainder. But I may mention one thing which struck me beyond measure, namely, that the Head Clerk of a Colonial Department was totally ignorant of all that had taken place in Ottawa in December last, and of the resolutions which were then passed concerning the annexation of the Saskatchewan territory a country as big as Great Britain, France and Ireland put together, as if the lethargic burden of prosperity, which evidently weighs on this country, rendered even its ministers apathetic and our Government officials, like parish beaules, knew nothing beyond the little plot of ground called England. I was, however, most politely received; the answers given me, it is true, were of a most vague and general character, but smooth and sweet as honey without one word of contradiction. Finally I bowed myself out, and when I had worked my way down the narrow ugly staircase again, and through the mean entrance into the street, where I could breathe the fresh air, such a thing existed in London. I began to reflect upon what were the results of my visit. Unfavorable they were decidedly not, favorable was a question. And after further pondering the matter, at least came into my mind whether the shabby buildings I had just left, and which were undoubtedly the head-quarters of Colonial Government, might not be also the head-quarters of humbug. As I am to return there shortly, I shall be better able to tell you in my next whether I was mistaken.

ALFRED WADDINGTON.

Royal Geographical Society. The meeting at Burlington House on Monday evening, Sir Robert I. Robinson, Bart., in the chair, was very largely attended to hear an important paper on the Geography and Mountain Passes of British Columbia, in connection with a proposed Overland Route, by Mr. Alfred Waddington, a gentleman who has for five years devoted his time and very considerable sums of money in exploring expeditions, both under his own direction and that of competent engineers, with the result of the discovery of a feasible route for a railway through the Cascade Range, followed by the partial opening of 222 miles of road through a previously unknown country from the coast to the mouth of the Quetzalcoatl River, and which must necessarily form the first link in any future overland route. From this point, whence a road leads to the Cariboo gold mines, the Upper Fraser River is navigable for steamboats for 280 miles farther up to the Leathor or Yellow Head Pass through the Rocky Mountains, and shortly after the watershed forms the limit of the colony. The author, having carefully described the geography of British Columbia, stated that the superior advantages of the Bute Inlet route are in its central position, fine site for town, harbors accessible at all seasons of the year; its safe and easy connection with Victoria and the ocean, and the proximity of the coal mines at Nanaimo. The harbor at Bella Coola, on the Bentinck Arm trail—the only other feasible route to the mines—is situated 435 miles further to the north, and has been pronounced to be totally unworthy. On the Bute Inlet route the snow, owing to its more southern latitude, melts fully three weeks sooner than on the Bentinck Arm trail, and the road is dry, entirely exempt from snow slides, and level the whole way through. Another item in favor of the Bute Inlet route is its great strategical security in case of any difficulties with our American neighbors. The Fraser River, from Fort Hope runs for 80 miles parallel to the boundary line, and at distance varying from 6 to 12 miles from the coast from New Westminster to Hope and the interior has been constructed between them. So that a detachment of a few hundred men could at almost any point intercept communication and literally starve out the whole colony. The Bute Inlet route, on the contrary, would be perfectly safe, and its approach impregnable. The paper was concluded with remarks upon the urgency of a direct communication between the Canada and the Pacific through British Territory, a fact which is becoming every day more and more evident. In a political point of view, and as a natural consequence of the late Confederation, it would contribute essentially to its prosperity, for so long as there is no overland route any communication with British Columbia must remain a myth and the Red River Settlement continue isolated, instead of becoming a valuable annex to the union. At present England has no other communication with the Pacific, but by New York and San Francisco, and in case of war with the United States the only possible postal line would be through her own territory across the Rocky Mountains. Whereas by opening an overland intercourse a mail service would be established forthwith, not only to British Columbia and Vancouver Island, but before long to Australia and Asia. In the United States the Central Pacific Railway passes over what is commonly called the Great American Desert, a vast tract of country destitute of wood and water, dry, barren, and unfit for the habitation of man. Yet, in spite of this drawback, and though San Francisco possesses no coal for steamboat purposes, it is progressing rapidly, and the time is not far distant when it will be opened. Passengers mails and the lighter kinds of goods will pass over it, and it is calculated to divert a great part of the trade of China and Japan from the Old to the New World. If, therefore, said Mr. Waddington, we do not wake up we shall bitterly regret the lost opportunity and an important traffic, which might easily be carried over our own territory, and which from our position ought naturally to belong to us. In his supplementary remarks Mr. Waddington pointed out the extreme fertility of the land on the Saskatchewan and the Fraser, the vasty great engineering difficulties surmounted by the Americans in their San Francisco route, and the important effect on China and Pacific commerce which would follow the opening of a line. The President having noted the importance of the observations concerning the open plain of Columbia. Capt. Richards said the salvation of the country depended upon its communications with Canada, and in the main, confirmed the author's views. Mr. Dr. declared the Saskatchewan impassable for steamers, which had also been the result of investigations by the Hudson's Bay Co. Mr. Dallas, ex-governor of Vancouver Island, confirmed this view, considering it imperative to have a railroad, and that it would not do to depend on the river for so great a distance. Dr. Chesdale thought that a road might be made from the Thompson across to the level country, which was the main part to be opened out. The land was agriculturally the highest value as the Americans well knew. Dr. Garrett advocated the production of a large scheme, which he was sure would be well supported in England. In reply, Mr. Waddington quoted authorities for his statements as to the passages of the Saskatchewan and Fraser. The thanks of the meeting were graciously tendered to Mr. Waddington for his communication.

NEW ZEALAND.—The native tribes have at last determined to live in peace with the white population finding the latter with the same. Some great king (whose name is not given) and the tribes immediately supporting him, have had spies everywhere to ascertain the real desire of our people on the subject of their future relations and intercourse. Finding the most friendly disposition prevailing amongst all classes of English, the natives have voluntarily proposed a grand general meeting at which the first pipe of peace is to be smoked, and the path barred for ever. It will be well for the colony if this be carried out. New Zealand is a rich country and capable of being made of great importance to our commercial interests. The long and bloody struggle for mastery which the natives have maintained has of course militated against her progress, but with peace with them in future, her career will be brilliant. CANTON HOUSE, HEAD OF VICTORIA ARMS.—E. C. Holden, late of the St. George Hotel, Victoria, city, respectfully informs his friends and the public generally, that he has leased the above property and is prepared to receive a few Boarders and Summer Visitors. The house is situated in one of the most beautiful and picturesque spots in the colony. Fishing, hunting, bathing, boating, and every other rural recreation can be indulged in by visitors patronizing this house, and it will be the constant effort of the proprietor to make the stay of his guests pleasant and agreeable. The domestic arrangements being under the immediate supervision of Mrs. Holden, lady visitors will receive every attention. The garden and grounds are in course of preparation for Croquet, Swings, Quoits, &c., and a convenient landing for boating parties is being made. Refreshments of all kinds (except wines, ales and spirits) furnished at all hours. The proprietor, thankful for past favors, trusts that the citizens of Victoria and vicinity will favor him with their kind patronage. COMMERCIAL DEPRESSION.—The effects of the commercial collapse of 1856 in England have got yet, ceased to be felt. In the Inland Revenue Department at Somerset House a register is kept of all persons paying duty on carriages and horses. Since 21st December last no less than 1660 have left notices at that office of their intention to discontinue their carriages in order to be exempt from the duty during the financial year 1868-9. It is estimated that the loss to the revenue therefrom will be at least £10,000 per annum. The late stock-jobbing mania appears to have had a very respectable class of victims. ABOUT THE HUNDRED THOUSAND.—The wires were put in operation this morning to ascertain if some mistake had not been made in the number lost by the late volcanic eruption in the Sandwich Islands. It appears a mistake was made by one of the officers on the Sound. The real number lost is 100 persons, but that even is a large number. In photographic telegraphing such a loss may easily occur, but it does not do to have them too often. PORTLAND SHIPPING.—The British ship Andrew Jackson, from Shanghai, McCallum, Master, 1223 tons, arrived on Thursday morning. She cleared from Shanghai on the 30th of April; off the coast of Japan experienced heavy weather and the sails were carried away. The only vessel seen was a whaler bound north. The Andrew Jackson will load at Port Gamble for Shanghai. THE STEAMER ACTIVE returned from Nanaimo yesterday afternoon with 280 tons of coal. The miners, as reported by the Emily Harris, had resumed work, a compromise having been made between the company and themselves. The Active left for Portland at 4 o'clock this morning, taking a mail and a few passengers. THE SCHOONER GROWLER.—A conviction daily grows in the community that the wreck of this vessel may be traced to foul play. We have heard a number of circumstances in connection with it certainly of a very suspicious nature. The case is in the hands of the proper authorities for investigation, and no doubt the real cause of the disaster will be ascertained. POLICE COURT.—Mr. Sellock of Esquimalt was fined \$20 yesterday for committing an assault on one of H.M. seamen, by drawing a loaded pistol. The affair rose out of a charge made by Sellock against the sailor of robbing a bill. The sailor bore an excellent character and seems to have acted with great forbearance. ROYAL MAIL STEAMER CO.—The large steamer of this company leaving Southampton passed through Colon (Annapolis) thus obviating the transfer of passengers and goods to a branch steamer at an intermediate port in the West Indies. Spratt & Co., Wharf Street and the Victoria agents for this line. WE mentioned yesterday that a League was under formation in the city of Victoria for the purpose of centralizing the action of the Colony in its efforts to secure Confederation. The principle of the League is admission on equitable terms, and representative Government. The signatures are already numerous and highly respectable.

From Sitka.—The schooner Black Diamond arrived at Nanaimo from Sitka on Thursday last. She will coal and return to that port. The round trip was made in 34 days. She has a mail for this city, which was brought down yesterday. A rumor prevailed in town yesterday that "Billy the Bog" was drowned by falling from a rock-tower by the Otter. We have endeavored to ascertain the truth of the report, but failed to do so. LOER SHIP.—The Anna-Dorothea has been totally lost near Waldron Island. This vessel was loaded at Moody's mill, Burrard Inlet, for Sydney. The steamer Enterprise left for New Westminster yesterday morning with a number of passengers for the upper country, and an average freight. A FEMALE died on the 14th February last, at St. Joseph's Home, Notting Hill, at the advanced age of 102. THE steamer Polifotoky sails for San Francisco direct on Sunday morning. EDITOR COLONIST.—In looking over your issue of yesterday in relation to the Patent Slip question, I find that Mr. Wood, the so-called Solicitor General and would be Attorney General, has since he happened to become a member of the Legislative Council, displayed a tact for refined Billingsgate which no gentleman of that Council, be he ever so apt, could hope to attain to the perfection shown by Mr. Wood. When that honorable(?) and learned gentleman attacks the honesty of the Mayor and Council of Victoria it strikes me he has overbored the mark. Perhaps he judges the Council by some weak point in his own organization. Yet who can fathom the depth of that learned and truly analytical mind. The learned gentleman must have been making himself a chemical analysis, and did not fear to squeeze his own gabag. Does he consider that such displays of frothy oratory will bring grief to his legal mill? I should think not; the people of this city know too well what is to put or such a commodity. Let the honorable and learned gentleman stick to his profession and try to make an honest living, as others are striving to do, and the country will give him credit for it much better than by imposing improper motives to those who are striving under very great difficulties in every possible way to improve the condition of the city. A TOWN COUNCILOR. Victoria, V.I., May 6th, 1868. SHIP BUILDING IN UNITED STATES.—The shipping interest by the Hon. J. A. Pike of Maine: "The cost of ships built in this country is very greatly more than of those built in the British Provinces. Both labor and material are vastly less there. A St. John ship of a thousand tons can be produced for \$45,000 in gold, while the same ship would cost a Maine ship-builder \$85,000 in currency. This is an enormous difference. But it must be recollected that everything there that enters into the ship is greatly cheaper than with us. We all know that no article of manufacture can be made here for much, if any, less than double the cost before the war. But in addition to other items of enhanced cost, with which everybody is familiar, the ship-builder has to contend with the high duties levied upon ship-building materials. I have here a list of duties (in gold) upon articles actually used in building a seven hundred and fifty ton ship in my district in 1865. It was prepared by a careful and intelligent gentleman and is reliable: 76,620 lb iron at 1c 7/16 \$766 20 6,200 lb spikes at 2 1/2 cents 155 00 1,500 lb spikes, galvanized 37 50 9,000 lb castings 135 00 32,363 lb chain cable at 2 1/2 cents 809 00 7,068 lb anchors at 2 1/2 cents 159 00 1,114 lb clinch rings at 2c 22 28 16,990 lb hemp cordage at 3c 509 70 7,535 lb manilla at 2 1/2 cents 188 37 12,261 lb yellow metal for sheathing 367 82 5,180 yards duck at 30 cent 500 00 860 bushels salt at 18 cent 116 00 Oil, lead, copper, bolts, nails and paint 50 Sundry smaller items 589 90 Total \$4,531 14 This places the matter in its true light, and it is hoped that the United States Congress will soon learn wisdom and remove the heavy taxes now chargeable on materials used in shipbuilding, and at the same time abolish the absurd restriction which that our British shipping from the coasting trade of the United States. The heavy restrictions upon trade are no benefit to any country in the long run, and especially to a nation such as the United States having within itself such extended and diverse interests. The above article shows how people learn wisdom by pecuniary experience. The Americans find the decrease in their shipbuilding too serious a thing to be trifled with, and are now advocating the most liberal measures even to allowing British shipping to share the coasting trade of the United States. THE Earl of Dalhousie is Grand Master of the Masons in Great Britain. He is the sixth of the family who has held that office.

The Weekly British Colonist AND CHRONICLE Saturday, May 16, 1868. The North West Territory federal... Whoever may be... ed old Tarter, acting of amateur editor. News, he relieved him in a sub-leader as fo... The Key of Confede... umbia with Canada is... please return it to B... Theatre Royal. We... news from the Weekly... March 20th.—The Nor... also appears, has assume... aspect. Whether or n... eriment perceived that... ment at Ottawa are un... opening up to settleme... of land lying waste in... not yet known; but th... they have refused to im... made with the Confer... year. They have refu... control of the North W... Government of Canada. And in an item in... "The formation of a... motion of Confederat... the COLONIST; but sine... eriment declines to gi... definition of the North... hope of realizing any... with Canada is of... the head." In another colum... nal appears an articl... written evidently b... than its Tarter edito... as follows: "To Confederat... look for the much need... too evident that a chea... erment cannot be obt... rent regime, and the f... Confederation under the... government can otherw... be convinced of their... Evidently the M... model newspaper! free press, each edito... own opinions no mat... opinions clash or no... acid of the amateur... in the following clas... Mandarin dialect: realizing any advan... is effectually knocke... whilst the other edi... deration alone can f... reform; and the fev... Confederation must... of their error." there may attach t... makes it a point to... of the same subject... or however ludicrous... may appear to the p... justify the conducto... to a public journal v... deceive the public by... statements. No one... justify the News i... statements when w... is no truth in the tv... its columns stating t... Government had rel... the North West Ter... and particularly whe... of its mis-statement... in the same paper i... its extracts. The... from the News appe... Globe of March 20th... its Ottawa correspon... 13th, and is so far... tract. But a part... in making this ex... stating it was so rep... pondent of the Glob... ed to the Coalition... without such oppo... correct information... as are afforded... of government jour... place, the News, in... made an extract th... the date of March... same number of the... its parliamentary... 16th and 17th, are... ments of Sir John... premier, and Mr M... of public works, on... Hon Mr Holton enc... answer had been receiv... authorities to the Adm... the Canadian Parliame... the Annexation of the... to the Dominion. Sir John A. McDona... had been forwarded a... quite sure, be treated... an address would be... hands of Her Majesty... courtesy and attention... to every Province con... pire. There, was no