

The Weekly British Colonialist AND CHRONICLE.

Saturday, July 12, 1868.

San Francisco Visitors.

We sometime since published certain certificates in this paper from three leading and wealthy men in San Francisco, in favor of Vancouver Island over all others on the coast as a residence in summer for tourists, invalids and those seeking a change of residence during the summer for domestic reasons. We are happy to find the matter is now attracting much attention in San Francisco. It is stated upon the most reliable authority that had there been a competent vessel plying between the ports during this summer, we should have had at least from fifty to a hundred rich families from San Francisco sojourning here amongst us. It is safe to say that Victoria lost by this evil, at a low calculation, from \$50,000 to \$100,000; nor is it improbable that she has lost \$300,000. The families in San Francisco, (which this summer have small pox, measles, and scarletina in their midst, and every summer some epidemic), now talk in this wise:—“We hear so much about Victoria as a summer residence, we know so much about her beautiful and invigorating climate, that numbers of us are exceedingly anxious to spend the summer there, but we will not risk our families in such boats as ply between the two ports. Give us a good, safe and commodious boat, and rest assured she will be crowded. Our families gain nothing by going into the country here, and in every respect it would be cheaper for us to send them to Victoria for the season. How is it that the people and the Government do not unite upon some plan to put a proper boat on the line, so that we could make the experiment at least? Here, then, is the testimony of our neighbors below, upon a subject of grave importance to us; but the want of that unity of purpose between the people themselves, and between the people and the government, which would soon supply the required communication is the evil under which we labor; and in proportion as the Colony, by virtue of her merits, is daily forcing herself into more favorable notice, the want of unity is the more disgraceful and the more fatal. The Colony cannot do everything by herself to improve its condition, unless party differences and sectional interests are forgotten and abandoned for a time, that all classes may unite upon one great object of common good. Every year some 10,000 persons leave San Francisco to obey the laws of fashion, they get out of the inconveniences of that city into the inconveniences of the country, which they now admit is only a change of evils; they have incomes ranging from \$500 to \$20,000 a month; they are profusely liberal in their expenditure; and moreover a large proportion wish to come and spend the summer here, but there is no boat to convey them. Ought such a thing to be? There are difficulties in the way we admit, but they are not insuperable. Could not the Hudson Bay Company take the initiative, in connection with capitalists below in the purchase of the Moses Taylor, which is now for sale and which by being an American vessel would save nearly one half of her expenses over an English boat by Customs, Pilots and other fees in San Francisco, and get a subsidy from the Government. The company might consist of English and Americans conjointly. The maritime regulations of San Francisco render this necessary on account of the expense which would be thereby saved. The more this project is inquired into, and the disposition among the wealthy of San Francisco to support it, the more practical and important it will be found, even at the present time. Who will be the first to move? In bringing this matter forward again we feel pleased the reliability of the statement we make does not rest entirely upon our own information. In every particular, and even further than we have gone, we shall be supported by gentlemen who

have just returned from San Francisco, some of whom authorize us to use their names as references, if any persons feel inclined to learn the real state of feeling in that city upon a matter which, in various ways, is of such vital importance to ourselves.

Monday, July 13.

Nanaimo and the North.

The steamer Douglas arrived late on Saturday night and brings considerable news from above. She reports the Isaac Jeans of San Francisco, 1000 tons, loading for that place, and the arrival of Captain Frain with three steamers with an order for coal from Admiral Hastings. The whaling party were located at Deep Bay at the entrance of Bayne's Sound, and would commence operations last Saturday. The Douglas reports the waters alive with humpbacks, hundreds being seen both on going up and coming down. A man was drowned while forging Comox rivet by falling into a hole, was dead before assistance could reach him; his name was not learned. The Sparrowhawk was seen between 8 and 9 o'clock on Friday night, going up. Capt Spalding had gone over to Salt Spring Island to investigate the murder committed there, (already reported,) but anticipated considerable difficulty in getting at the real truth, owing to the character of some of the witnesses, who did not seem inclined to tell all they evidently knew about the matter. The crops in the interior are stated to be magnificent, and it is confidently anticipated they will be far superior to any yet grown on the Island. The Douglas brought down three head of stock, a few tons of produce freight and fifteen passengers.

BURRARD INLET.—By late advices from San Francisco we learn the lumber from this place is gaining ground every day in the estimation of the public, and that out at one of the mills brings one dollar a thousand over the market price at all times, though the reason of the preference was not given. The ship owners and masters in San Francisco complain bitterly of the difficulty of getting from the Inlet into the Gulf and the Straits, the navigation either way being difficult and tedious. It is said that if this difficulty were removed an immense increase to the business at the Inlet would take place immediately. Cannot we do as the Americans on the Sound, keep competent tugs to take the vessels out without delay, and thus enable them to make the time required by our patrons and customers below? The Colony is rapidly forcing itself into favorable notice everywhere, but somehow indifference and bad management amongst ourselves keeps her in trouble all the time. This is wrong.

NOTHING TO DO.—As will be seen by the up country news given by the Douglas, the whaling party formed, we believe, in San Francisco, are likely to make a very good thing out of the speculation. We learn besides that a large fleet of whalers keep leaving San Francisco to fish in the waters north of us, which are reported to be full of whales. Why should these things be done by others? It is a pity there is nothing here worthy the enterprise of our people. Yet what pays the San Franciscans might perchance, if tried, pay the Victorians. But then there is nothing to do here. Other people do not seem to think so. Hurrah for the croakers; fine fellows to let others get rich at our expense!

GOING TO JERICO OR SKETCHES OF TRAVEL IN SPAIN AND THE EAST, BY JOHN FRANKLIN SWIFT.—The author of the present sketches of travel is a well informed and observant resident of California, who, by the pleasant and fluent style of his writing, has succeeded in producing a most interesting book; and it is seldom we have read an account of travel that has afforded us so much pleasure. We can confidently recommend it to our readers, feeling assured they will derive a large amount of pleasure and information by the perusal of it. The book is got up in nice style by Messrs. Roman & Co., of San Francisco, and reflects great credit on that enterprising firm, and can be obtained from Messrs. Hibben & Co of this city.

FIRE BRIGADE.—The new steam fire engine is confidently expected out by the steamer after next. The event, it is anticipated, will be duly celebrated by a picnic or some other festivity. By the recent election we learn Mr. T. J. Burnes will be foreman, Mr. A. F. Keyser first, and Mr. Joshua Davies second assistants. The command of the engine, we hear, will be entrusted to Mr. Keyser, the water and hose to Messrs. Burnes and Davies. With an engine of such capacity as this is reported to be, the Victoria Department will be rendered very efficient.

POLICE OFFICE.—On Saturday, John McCaddin and John McGuire, of the steamship California, were before this court, under a charge of fighting on board. McCaddin was discharged, and McGuire remanded. There was also a second charge against McGuire of disobedience to lawful orders. Remanded for three days.

It is said the Americans derive their habit of whistling from the Chippewas.

THE SHIP ELLEN.—Messrs Sproat & Co's wharf wears a lively business aspect just now from the repairing of this vessel. She has been thoroughly overhauled inside and out, and everything is done that was needed to put her in a seaworthy condition. The repairs will all be completed by the end of the present week, when she will leave for Port Ludlow to load with lumber, and proceed to Hongkong. She will afterwards return probably to San Francisco. Captain London, an old Victorian arrived by the California to take command of the Ellen, and is now superintending the completion of her repairs.

TELEGRAPHIC.—The Telegraph Company's steamer Lizzie Horner will start for San Juan with despatches at one o'clock this afternoon. All messages left at the telegraph office previous to that time will be forwarded. We understand that the work upon the cable will be resumed on Wednesday next, with appliances better fitted to the purpose, they having been sent from San Francisco to meet the present difficulty. We wish the party success, as the absence of direct telegraphic communication is seriously felt by the business community.

NAVY CEMETERY.—The piece of ground set apart for the new Naval Cemetery, will be consecrated to-morrow at eleven o'clock, in the presence of the Admiral, the Governor, &c, by the Bishop of Columbia. The site is most picturesque, situated on the old road to Skinner's Farm, and the ceremony promises to be very interesting.

THE HARTFORD TIMES.—People to get up before five o'clock in the morning, and see Venus, the beautiful Morning Star, when upon a newly married man takes occasion to inform the Times that he can see Venus without the trouble of rising at that unseasonable hour.

THE AXE AFFAIR.—The man who had the axe taken from him says that now his saw is gone, and if found with a little bit of lamb's wool adhering thereto, it must be his, sure. By the bye, he asks us to say the bloody axe is still a missing.

By the last trip of the California, Mr Nicol, of the Nanaimo Coal Company, accompanied by Mrs. Nicol and family, arrived from San Francisco. It is the intention of Mr Nicol to remain at Nanaimo until the approach of winter.

THE ANNOU.—The ship Vidette, while being towed out of the Inlet on Wednesday by Captain Stamp's tug, was run aground. She was got off by taking 50,000 feet of lumber from her deck.

FROM NEW WESTMINSTER.—The Enterprise, Captain Swanson, arrived on Saturday from New Westminster with twenty passengers, the mails and express. No news of importance.

The steamer California will return tonight from the Sound, and is expected to leave for San Francisco to-morrow evening.

A PRINTING PRESS has been established in Siam under the auspices of the Government. The printers are Englishmen.

Over a hundred and seventy-five German newspapers are published in the United States, of which forty-six are dailies.

The Italians have an ungracious proverb: "So good that he is good for nothing."

Thirty-one editors fought duels in France during 1867.

British Columbia in London.

According to a recent official statement the Colony of British Columbia, with which Vancouver's Island was last year incorporated, continues to confirm the impression entertained by the earlier settlers as to its mineral richness. Although the white population of the mainland was only 6000, and the native about 40,000, the yield of gold was £200,000 the year before last, and is now believed to be increasing. To obtain this return only 3000 miners were engaged, and the average earnings was therefore £200 per man a year, which far exceeds any average ever reached either in California or Australia. Great hopes it is said, are also entertained of the prospects of silver mining in the Colony, some specimens from the Cherry Creek Mines having upon assay shown 1,300oz per ton. Meanwhile, great advances have been made in agriculture, especially as regards the growth of cereals and the manufacture of flour from home-grown wheat. In early days the Colony was described as a barren wilderness, the only resource of which was the gold hidden in its inaccessible mountains, and it was only during the year 1866 that its agricultural capabilities were conclusively established. The facilities for travel afforded by the completion of the wagon-roads and other communications tended gradually to remove the misconception. Settlers have taken up farms throughout the whole course of the roads, and large tracts of land have been cultivated and sown with wheat and other cereals with most satisfactory results. Steam and water-power grist-mills, according to the exigencies of particular districts, have sprung into existence, and home manufactured flour of a superior quality is already taking the place of imported flour. Stock raising has also been taken up vigorously and with great success.—London Times.

Reply to "Old Salt."

EDITOR COLONIST.—In a late number of your paper (which I only saw this morning) I read a communication signed An Old Salt, in which he pours out his virtuous indignation and wrath in a tissue of misstatements unbefitting a respectable man. In alluding to masters of vessels he says, "we ought to receive them readily and treat them decently, instead of letting loose a horde of wolves ready to devour them." Scarcely any ship comes here without getting into the hands of the landsharks. Now all this claptrap is simply nonsense. I am not aware that the people of this place have treated masters of vessels in an indecent manner. I believe that they receive as much kindness and attention here as they do in any of the British Colonies. Who are those wolves that Old Salt alludes to? They must be the agent of the vessels and the owners of the merchandise imported. Men who want their goods delivered in good order and condition, and if damaged or lost through the neglect of the ship's master, to get compensation for the same. I do not think that there is anything very unreasonable in their claims; I really believe that even the virtuous and indignant Old Salt would be very apt to ask for compensation for the loss of a bale or case that was sent to him from London and not delivered! Who are the landsharks that this paragon of liberality is so very severe on? It must be the Chief Justice, Registrar of the Court, the Sheriff and his deputies, including I suppose all our barristers and solicitors. I can inform this philanthropic gentleman that the members of the legal profession in this city are, without exception a more respectable body of men than I ever met with in a place of its size, and Old Salt knows it as well as I do. He whines about the captain of the K. N. being put into jail for a piece of machinery. The piece of machinery was a case valued in Liverpool at £500 which had been shipped on board the bark Kent and bills of lading signed for it by Captain Nantton. The owner of this case wanted his property; if not forthcoming he was willing to take Captain Nantton's own bonds for the amount; this the captain refused to do, therefore the only alternative the owner of the property had was to secure his person. He was put into prison, and having remained there a few days he gave the bonds which he ought to have given at first. Old Salt remarks that the captain of the Marmora was sued for damage of cargo. I don't think it a very unusual thing for captains to be sued for damaged cargo; I believe it is done in London, Liverpool, New York and Boston, &c. He says the Moneta suffered by fire in Burrard Inlet—was it the wolves and landsharks that committed this foul deed? Again, he says: In some respects the captains and owners may have been to blame, but it must be apparent that if our agents and brokers were alive to their own interests such misfortunes might be lessened. Old Salt is complimentary; he tells us in as plain language as he tries to express himself that our agents and brokers are the wolves and landsharks of Victoria. Save us from our friends, say I. He tells us our light houses are inadequate, our general charges exorbitant, and other difficulties multiply around us. Old Salt! please explain what you mean by other difficulties multiplying around us? It may appear to you very plain and intelligible but to me it is quite the reverse. If I am not very much mistaken in the identity of Old Salt, he is in my opinion one of the last men that should find fault with the wolves and landsharks of Victoria, for there is not a man in this town who has had more pickings out of distressed vessels than this same pure minded and conscientious Old Salt; for

When you live in a house All covered with glass, You should never throw stones At the people who pass. AN OLD SHELLED BACK.

Red River.

[From the Nor'-wester.] We have had the honor of a visit from His Excellency Governor Spence, of Manitoba. We learn that he was down on official business with His Excellency of Rupert's Land. We trust they came to an amicable understanding on international affairs, and that there will be no cause of coldness between the two countries; but if it be not impertinent, we would suggest the most dignified manner of carrying out a diplomatic intercourse would be by the appointment of ambassadors accredited to reside near the respective Governments, and we trust that His Excellency of Rupert's Land will at once see the propriety of appointing an Ambassador Extraordinary to reside near the Government of St. Mary's. We can safely challenge any country situated north of latitude 40 to produce a record of finer weather than we have enjoyed since the 15th of February. Hardly a particle of snow has fallen since that date, and the amount of snow has been sufficient to insure good sleighing until within the last two weeks. The snow is rapidly disappearing and every indication betokens an early spring, with no great amount of high water.

Bank of British North America.

The yearly general meeting was held yesterday at the London Tavern; Mr. T. H. Brooking in the chair. The report of the directors was taken as read. The Chairman remarked that the directors had been induced to inform the shareholders of the state of things in Canada, in consequence of which large failures had occurred, and banking business generally had been affected though not as regarded this bank to any great extent. The Bank of Upper Canada, it would be remembered, failed in 1866, and in 1867 followed the failure of the Commercial Bank. Since then another bank had got into difficulties, and was about to be wound up. These events combined had caused several minor failures, which had resulted in some though not very extensive losses to the bank. One of the directors, Mr. Glyn, having occasion to visit New York on business of his own, had offered to render any service he could in examining the affairs of the concern during his stay in America, and in accepting the offer the board had authorized Mr. McNab, their respected and able secretary, who had been in the service of the bank a quarter of a century, to accompany Mr. Glyn, and in conjunction with him to make a thorough investigation into the affairs of the several branches on the other side of the Atlantic. (Hear, hear.) They had already inspected the branches at New York, London, Hamilton, Brantford, and Toronto, and the reports received from them as to the state of those several branches were highly satisfactory. Persevering in the investigation the two gentlemen mentioned had at the time of the last advice arrived at Kingston. The prospects in British Columbia were promising, the yield of gold having increased, and many of the settlers, having turned their attention to the cultivation of cereal crops. He congratulated the meeting upon the very satisfactory position in which the bank stood, and concluded by moving the adoption of the report.

Mr. Carter seconded the motion. Messrs. Kingsford, H. R. Farrer, and A. H. Phillips, the directors retiring by rotation, were re-elected, and the proceedings terminated with the usual vote of thanks to the chairman and directors. Daily News, June 3rd.

Nova Scotia.

THE INTERCOLONIAL RAILWAY. The distance between Quebec and Halifax, in a straight line, is 404 English miles. The distance by the Major Robinson line is 630 miles. Of this 114 have been built to Riviere du Loup and 60 to Truro, leaving 466 still to be constructed. The course taken by the northern route resembles somewhat a very irregular parabola, winding along the shore of the Gulf of St. Lawrence, and then descending down the eastern coast of New Brunswick. Were the road built as the crow flies, it would come down through the state of Maine, which, by the way, both geographically and politically, ought to form part of British America. We trust there will be no further dilly-dallying in deciding upon the route. Delay will do nothing towards satisfying contending interests in New Brunswick. One section must be disappointed, and the only object ought to be now to ascertain which route combines the greatest number of advantages and is liable, on the whole, to the fewest objections; and let the line be fixed upon, the work begun, and carried out without waver, and with all possible energy. Let there be all possible fairness, but let there be firmness also. It is not twenty years since the Robinson survey was completed. Halifax Express.

Australia to Japan.

An attempt is to be made to open up a direct trade from Melbourne to Japan. The bark St. Bernard, which cleared out on the 24th of December, chartered and loaded by Mr. Tallerman, a well known Melbourne importer, was the first vessel to leave Hobson's Bay for a Japanese port. More than half the cargo consists of colonial produce, among which are about 100 tons of beef and mutton preserved in various ways, colonial beef and mutton hams, bottled fruits, leather, flour, hay, oats, horses, cows, sheep and furniture. Among the imported articles shipped for this new market were wines and spirits, clothing and firearms.—Melbourne Argus.

In the House of Commons on May 5th Mr. Whalley asked the First Lord of the Admiralty with reference to the sale of such of Her Majesty's ships as were not now required for the service, whether the use of such ships might be obtained for schools or other public purposes, subject to such conditions for their preservation and their return when required as the Admiralty might prescribe. Lord H. Lennox said: The Admiralty have already in many instances given ships for the purposes specified, and they will be glad to do so again, when it is practicable; but I would point out to the hon. gentleman that in many cases granting ships involves the fitting them up at an expense for which money was not provided in the public votes.

as to the probable out-turn of the epidemic. The epidemic reported on the side of the are no longer sufficient to watch the progress of a sufficient strength left to meet disasters. Whatever of the state of affairs, those cannot be gainsayed, must acquire an ugly appearance. Li-Hung-Cheng, upon the Imperialists' hopes at Tientsin, and appears to be designed for Pekin has, and that the Mohamandy to the Nienfei are in the southwest of Pekin. mineral wealth in the are beginning to assume gold in considerable found, and prospecting is used. The diggings are in Ohio. Daily Press (British) is the question: "Why should we have a Barlingame \$40,000 a m to resist the progress of a Sir Rutherford Alcock, is always ready to do China Daily News we read numbers of dead human and children, have floated down the river with them. We hear that the in several places up the and that the bodies the combatants and their horrible sight, and enough wear water for the next dogs are to be seen in ven here and Takoo, lyee gored. Japan. Political news is not satist the Japan papers claim favor of the Tycoon has that the temporal authority ill disputed by the friends Tycoon, whose adherents, those of the Mikado Osebi, the Tycoon, was submissive, however, to contest is carried on by and fighting was still sters were still at Yokoy considered unsafe. The do is in possession of the a military guard, but is still in the hands of the ls. Per contra, the city d by the Mikado's officers process is held with them all is still under the Amer States Minister having on not to deliver her to received orders from crew have been paid off appears, took the intelli and other Princes were with a force of 200,000 Admiral, with seven veset, kept up steam night ose of co-operating with is intelligence seven Dat once to put their foreg ch on Yedo, and report 60,000 men are actualy to from all directions, the great Southern Da have refused to fight for t, and with his troops is territory. Steamers are conveyance of troops to this may be expected in a cargo of them. is very scanty. A ship had been sent to the y the Hawaiian Consul, the purpose of growing es, the British Minister, to the Mikado, whom he ad of the Government. In Japan celebrated the a becoming manner, and his troops at Yokohama ON BOARD THE BRITISH long and painful invest- occupied the stipendi- Liverpool for several to a close on 2nd June, essors were examined, arly substantiated the former hearings, as parties and revolting wards the black men The second mate witnesses at some that the white men of the habit of thrashing coloured men. Mr. house surgeon at the who had examined the to their having upon bodies many marks of on the feet and ancles several ulcers, which for by his being hung the rigging as describ- prisoners were all at the assizes for in- dily harm.—English Sick Headache.—Thous- rrying annoyance when opened in warm, damp purifying Pills present a indigestion, biliousness, limited constitutions and are the best restoratives least consequences of remove distention, and obstructions of the bowels, action. For all abdo- y's Pills are the safest t give ease and con- the whole series of process of digestion, and very household. 43