

Wednesday, September 29, 1869

Important Work.

As the close of another season approaches the mind naturally reverts to the failure and success—the misdoing and well-doing of the past. Prominently in the long catalogue of misdoing stands out the question involved in the continued absence of facile communication with the southern part of the Colony; and it is to this subject that the present remarks will be directed. We are free to admit in the outset that were matters as they used to be in Cariboo the grievance under consideration would be less felt. It is at a time when the population and the yield of our principal gold-field have dwindled down to a point not touched since the first large rush thereto, that people more acutely realize the thriftless sacrifice of the trade of the southern districts. It will have been observed from information recently published that the country watered by the Upper Columbia, commonly known as the Kootenay country, is steadily increasing in relative importance. Nor will the fact have passed unobserved that we are still dependent upon a wretched meandering trail or bridle-path as the sole means of communication, and that the few persons possessed of sufficient pluck and plod to attempt the passage are compelled to cross and recross the international boundary in order to reach a British mining camp, and in thus invading foreign territory, are exposed to loss, inconvenience and dangers before which less courageous people would spoom. In point of fact it may be said that the trade of Kootenay is virtually lost to the Colony; and it may fairly be added that, for a comparatively small outlay, involving no more than the value of the trade a single year, communication might be established which would secure to the Colony almost the entire trade. Indeed, it has been estimated by men of experience in such matters, that the amount which the supplies for that region have paid in freight alone during the present year would have sufficed to open such communication; and that freight, be it remembered, has been paid to foreign steamboat-owners and packers in the passage of these supplies through foreign channels. Now, if this be so, and there appears to be no room for doubt upon the subject, it is obvious that the policy, if one can so call it, pursued by our Government in withholding the expenditure necessary to establish such communication, is a penny wise and pound foolish policy. But the full breadth and depth of the injury being inflicted upon the Colony through the stupid policy of the Government in this respect does not appear at the first blush. Doubtless it is of great consequence to our merchants, steamboat owners, and packers, and indirectly to all classes, that the entire trade of an important section of the Colony flows through foreign channels. Yet this is by no means the only loss such a condition of things entails. Were that trade conducted through our own territory we should quickly find settlement and permanent development springing into existence in its wake. We have seen in the case of Cariboo how the construction of highways of traffic to the interior conduces to settlement. It is known that the nature of the country which would be intersected by a highway to Kootenay is such as would make it the most attractive in the Colony. In point of climate, soil, location, and water, it may, perhaps, be regarded as the garden of British Columbia, and the fact that its fertile valleys and luxuriant grass-ranges extend to the verge of the mining camp renders it certain that from these would the necessary supplies be drawn to sustain the mining population. It may be asked, "If such facilities exist for farming and stock raising, how is it that the supplies still come across the boundary line, notwithstanding the heavy duty imposed thereon by the Customs Tariff?" We have already said that settlement is very apt to follow in the wake of commerce. In the adjacent American Territory, where certainly no greater natural facilities exist, there are all the established interests and channels, for the most part created by that very trade the loss of which we are deploring. On our own side there is a total absence of these, and a comparison of the condition of things found existing on either side of the boundary line has the inevitable effect of preventing settlement to any appreciable extent on this side. But let a good and permanent highway be established, such as would at once command the trade of that region and the confidence of the people, and we should at once see the choice lands along the entire line of that highway, occupied by a thrifty population. And of what benefit, we would ask, are the Kootenay, or any other gold

fields, to the Colony unless their development is made to contribute to the establishment of interests more permanent than gold digging? The process of gold mining is an impoverishing one, so far as the Colony is concerned at least, unless made to contribute to more permanent development. The bare revenue derived from the supplies brought across the boundary line to support the miners is a mere illusory advantage. It would be better for the Colony that these mines should be hemetically sealed until the Government acquires sufficient sense to turn their development to some practical, permanent benefit, rather than that their rich treasures should be all drained away to build up a foreign country, as appears to be the case at present. This is no new subject. By referring to the proceedings of the Legislative Council, the Governor will find that it is at the Executive door the blame lies. A glance over the files of the leading newspapers of the Colony will show that the subject has long occupied public attention. May we not venture to hope that this subject will receive the early attention of His Excellency, and that the public will have some assurance before another season opens that prompt and energetic steps will be taken to bring Kootenay practically, as it is now nominally, within the boundary of the Colony?

Let Justice be Done.

Complaints reach us from Nanaimo. A population of six hundred souls—embodied souls—who eat and drink with full average heartiness, and who dress well, must contribute a considerable sum towards the colonial revenue, derived chiefly, as it is, from an import duty. During the first six months of the present year they have contributed \$765 82 in the form of harbor dues, which would be equal to \$1,531 64 for the year. The amount contributed by that community this year in the form of Road Tax is, we believe, \$1,500. These two items would make a little over \$3,000. The complaint is this: They have, year after year, contributed their quota of revenue, and they have done it in the most meek and uncomplaining way; yet of all their contributions not a dollar has been expended by the Government in local improvements. Now this is scarcely fair. Their representative in the Legislative Council was not remiss in his duty, during last session, in this respect. Day after day he rose in his place in the House, and urged upon the Government the duty of making certain expenditure in Nanaimo, not alone as an act of justice, but, and chiefly, because of the exigencies of the case. Decayed and dangerous bridges were described with an earnestness and pathos which leaves no room for a charge of indifference against their representative. Yet nothing practical has come of it all. The bridges still remain in a condition certainly in no degree improved by the lapse of time, and the streets continue to glory in all their primeval roughness, leaving the inhabitants to pick their way through rock and mire. Now, we contend this is not exactly the sort of treatment the people of Nanaimo have a right to expect from a Government towards the support of which they have so liberally and so uncomplainingly contributed these twelve or fifteen years. We do not pretend to suggest that any arbitrary rule should be laid down which would entitle a given community to expect a fixed proportion of the amount contributed towards the general revenue to be expended for local purposes. (Such a rule would manifestly be impracticable.) But we do contend that the people of Nanaimo have a right to expect that their just demands will be properly attended to and that necessary local improvements will receive a fair share of attention and of public expenditure. The circumstance of their having contributed some \$1,500 towards the revenue this year in road taxes, while their own roads and bridges are still left in such a wretched condition is one which must be peculiarly galling to the people of Nanaimo, and we do not think it is too much to predict that the collection of that tax will involve some trouble another year, unless a disposition to do justly by them be manifested meanwhile by the Government. We are disposed to think the people of Nanaimo would be studying their own interests in seeking to be incorporated as a Municipality, with a very simple constitution which would enable them to apply certain taxes to local purposes. Of course we should not expect them to do this until such time as the Government has given them a fair start, by performing a simple act of justice.

Sunday Sept 26th.

THE COQUETTE.—No anxiety is felt at the non-arrival of this brig from London. She is certainly overdue, but the Byzantium, also a brig, was 245 days in getting here from the same port. The Coquette has on board the fall and winter stocks of many Victoria merchants.

THE CRICKET MATCH.—The game of cricket between the Victoria and Otago Eleven, resulted in an easy victory for the Victorians. The first scored 91 in the two innings; the Victorians made 70 in the first innings, and 21 in the second, winning the game with 5 wickets to go down. The highest score on the winning side (23) was made by Gibbons; O. Green scored 16, and Tye, 15. On the Fleet side Elwyn made 18; Lital, Thomas, 10; and J. C. Thomas, 10. After the result had been declared the Victorians—minus Mr. Tye, one of their best players—continued playing and footed up, at the close of the innings, 64. The match proved highly interesting and was watched by a large number of persons. Here is the score:

VICTORIA ELEVEN.

Table with 2 columns: 1st Innings and 2nd Innings, listing players and scores.

OTAGO ELEVEN.

Table with 2 columns: 1st Innings and 2nd Innings, listing players and scores.

COWICHAN AGRICULTURAL FAIR.—The settlers of Cowichan, Chemainus and Salt Spring Island held their first Annual Fair on Wednesday last at Maple Bay. The attendance was large and the show proved in every way successful. Horses, horned cattle, sheep, hogs, poultry and cereals, vegetables, poultry and dairy produce, were exhibited. The stock and dairy produce were greatly praised, and the wheat was pronounced equal to the best grown in the Colony. After the certificates had been awarded (we quote from the News) "the popular President invited all present and absent to a Harvest Home Dinner at the Parsonage, at the end of October. Too much credit cannot be awarded to the President and officers of the Cowichan Agricultural Society for their efforts to make the exhibition successful, and to none is greater credit due than to its able Secretary, Mr. Henry Mariner." We learn that many of the articles exhibited at Maple Bay will be brought down by the Douglas on Tuesday for exhibition here.

The little half-breed merchant who sold poisonous whisky to an Indian, was fined \$10 yesterday by the Police Magistrate. Throw open the traffic to licensed dealers, and there would be no encouragement for little half-breeds to sell bad whisky to their whole-breed victims. If restrictions placed in the way of Indians getting grog would effect good, the natives of this Colony ought to be both numerous and prosperous to-day. Instead, they are sinking deeper in degradation and poverty, and are disappearing from the face of the earth like snow before the summer's sun. Suppose, now that the restrictive policy has miserably failed, we were to try the opposite plan.

NEW WESTMINSTER NEWS.—Elio Armeno, a native of Upper Canada, died at the Hospital on Tuesday of Bright's disease of the kidneys. The dwelling-house of W. D. Ferris, on Douglas street, was reduced to a shell by fire on Thursday night. The damage is covered by insurance. The Hyack Company were early on the ground and did good work in saving property. The Guardian has encouraging news from the farming district of Sumas. The agricultural interests are being pushed forward steadily. The new Methodist church is nearly completed.

GAMES very plentiful and cheap this year. California quail have become acclimated and form a staple article of food at this season in the hotels. The suburbs of the city and the roads leading thereto are alive with robins, which are daily bagged by the hundred by amateur sportsmen; last week three deer were shot and killed within a few hundred yards of the city limits; and fat salmon are caught by trolling along the wharves. This land does not exactly "flow with milk and honey," but it is a land of plenty, and no man possessing the strength and industry to shoulder a gun or fishrod need go hungry.

MORE PUNYANT THAN REFINED.—The San Francisco News Letter is responsible for the following:—"When the Austrian Haynau, woman-whipper, visited London, Barclay & Perkins' draymen got after the infamous villain and made it warm for him. The intelligence that Gen Butler is to arrive here in a few days, makes us sigh for a squad of Barclay & Perkins' draymen. A thought strikes us: Will not Morton's men win themselves an equal glory? Lo! a Thief is coming among us. The Lord send us a safe deliverance! We shall soon have the curious satisfaction of gazing upon the most abandoned human Beast, probably, that walks the face of the earth. God bless the Pacific Road!"

A WONDERFUL MUSHROOM.—Cloverdale Farm has long been noted for its Southdown sheep, fine wheat and big potatoes; but it has at last accomplished a feat that beats the world. Yesterday Doctor Tolmie sent to Dr. Ward's mushroom that weighs 1 1/2 pounds and is a yard in circumference! In all our life—part of which was bucolic—we never saw such a monster before. It may be seen in the Colonial Hotel window to-day, and on Wednesday it will be taken to the great Show.

FROM NEW WESTMINSTER.—The steamer Enterprise, Capt Swanson, returned from New Westminster last evening shortly after four o'clock, bringing a number of passengers and a considerable quantity of stuff for the Exhibition. Amongst the passengers were Mr and Mrs Wells, Mr and Mrs Moody, Mrs and Miss Bell, and Messrs McRoberts, McCleary, Parsons, seat, and Parsons, junr.

THE RESULT.—An Elko paper states that goods are laid down there from Chicago for the same freight charged from San Francisco. At this rate Chicago will be a successful competitor for a large amount of the trade of which San Francisco formerly enjoyed an undisturbed and unquestioned monopoly. The overland railway may not prove an unimproved good to San Francisco after all.

BURARD INLET.—The Marilda left for Victoria on Thursday. The B.U.M.S. sailed with a cargo of lumber from Moody's mill, for Lambayaque; she was towed out by the Isabel. Only one bark remains at Moody's. At the B.C.&V.I. mill's the Martha Rideout is expected to finish loading early next week; the Edouard is progressing.—Guardian.

THE BARK B. U. M. S., lumber-laden at Moody's was towed down by the steamer Isabel on Friday. The Isabel, owing to the financial difficulties of her owners, and the dissolution of the injunction of the Chief Justice, did not enter this harbor.

DIRECT STEAMER.—Mr Gareche has a telegram stating that the steamer Acive will leave San Francisco for Victoria direct on Saturday next.

A Californian's Opinion of the Canadian Pacific Railroad.

GRASS VALLEY, August 30th, 1869. EDITOR BRITISH COLONIST.—I see by some of your late issues that you advocate a railroad to the Pacific through Dominion Territory, and I firmly believe the time will come when posterity will bless you for your labors in that direction and that sooner than many people believe. I am with you and others interested, not forgetting our working friend Mr. Waddington, in the building of that road, and I believe every man in the colony—be he alien or citizen—should further the project as much as possible if he calculated to improve his property or his country. The work can be done if the Imperial and Dominion Governments and the people work together in the movement, and I have no reason to doubt that they will. When the question is fairly stated to the Government and they see that the people are in earnest to help in the good work, I think it should be built by the Dominion Government and assisted by the Home Government. First, all British America should be confederated, the road surveyed and the land laid out in sections of, say, 100 acres each, taking advantage of all locations adapted for town sites, the lots to be reserved until they could be advantageously sold to the highest bidder. Then issue pamphlets and spread them through the cities, town and agricultural districts of Great Britain, giving a true account of the country and its resources. It would perhaps be as well to have a competent man to lecture and explain the scheme which, according to my humble opinion, should be something like this: Townships should be formed consisting of several square miles of land, log or other houses built on each section actually taken up and settled upon—unless the parties themselves wished to build for themselves—and each township be stocked with a few cattle, seed, and farming utensils in quantities to suit the pockets of the intending settler, the Government receiving pay therefor in money or labor performed on the road at so much per day and board—as all laborers should be boarded by the Company or the Government. That plan I think would be better than the men boarded themselves, as thousands of them would not understand enough about frontier life to be economical. It would also insure men in the Old Country a living and so give them better heart to come and get a farm. It would bring out thousands of young farmers and mechanics who would otherwise be afraid to venture, not knowing enough about the country. The thought of owning their farms and workshop would inspire them. It would bring you thousands of the rising young people of Canada and the provinces, who now go to the States. All produce raised would find a ready market along the line of road for many years to come and fetch a good price, as it would open up much rich mineral country, and by settlement of the land the road would be creating trade. It should be started from both sides of the continent, but by one Company or Government so as to avoid the bad feeling engendered by rival Companies similar to the Central and Union Pacific Railroad which the Government has built for them. They are quarreling over the spoil. When the Dominion Railroad is built, Mr. Editor, the names of Victoria and Halifax will be better known to the commercial world than they are at present. The Great Northwest country is known to possess some of the best wheat land on the continent of America. The vast mineral sections of Cariboo and Kootenay will be opened up and the agricultural, mineral and timber lands of British Columbia will come into view, not forgetting the splendid fisheries. Many thousand immigrants would take that route to the Pacific instead of going the round about and expensive way they are now compelled to go. The carrying of the mails would go a long way towards paying the expense of operating the road, saying nothing of time, which is money.

G. W. A. CULTURE AND USE OF ONIONS.—An agricultural writer says: "These bulbs are not only popular, healthy and nutritive, but absolutely medicinal. I have known inveterate dyspepsia cured by the use of raw onions as a daily tonic and on philosophical principles. They have the same exciting influence on the coats of the stomach that they have on the eye, calling out gastric juice as freely as they do tears from the visual organs. For poultices they are invaluable."

Elopement in High Life in London.

There has been considerable excitement in consequence of a runaway match accomplished by one of those young ladies who, bent on marriage, cannot be restrained till the knot is tied. She does not seem to have been over particular, for, though this is her second elopement in a few months, the gentleman whom she has finally honored with her hand and two hundred thousand pounds, is not the one from whom she was severed at the altar on the last occasion. Then it was an adventurer; now it is the son of an Irish baronet. The lady is one of the two daughters of Dr. Brady, member for an Irish county. The doctor is one of the least eligible and refined of M. P's. Not that he is guilty of impropriety, but that his tone is decidedly below his position. This is natural considering that for many years he was occupied in the least reputable branch of doctoring in the Blackfriars road, one of the seediest southern outlets of central London. He made his fortune by marriage. His two daughters are said to have £200,000 apiece in their own right, and must be accounted splendid prizes; but the connection was not desirable, and the father kept the young ladies very close. Some time ago they were seen by an adventurer of good address, who shortly afterwards had a proposal made to him. He was in conversation with a middle-aged lady, supposed to be of high standing, but, like many other such ladies, not averse to "adu to her income." What did he think of the Miss Bradys? Oh, very nice; was there any money there? The middle-aged lady should think there was, two hundred thousand each. "Good gracious," said the adventurer, with wonderfully quickened interest. Would he like to go for it? Would he not? He might if she would make terms. Any terms she liked, responded the amorous swain. "Then," said the lady, "give me your note of hand for twenty thousand pounds, to be paid a month after you come into possession of Miss Brady's two hundred thousand. Ten per cent. won't hurt you." The bargain was struck. The lady was a friend of Dr. Brady, whom he would never have suspected of bad faith. She introduced her accomplice. He found the lady nothing loth, and, to make a long story short, they went off to be married. At the last moment the father discovered the affair, made chase, caught them at the altar, and was just in time to stop the marriage. Then he placed the would-be bride in some sort of duration, succeeded in keeping the affair out of the papers, and next day was seen riding out with his daughters as usual. But his reclaimed land looked slightly sulky. There were signs in her countenance of the mischief which has since come. Last week she ran away, and this time successfully. The happy man is Mr. Harcourt Lees, son of an Irish baronet. It is said that Dr. Brady's grief is much heightened by the reflection that his now son-in-law is the son and successor of a man who was one of Daniel O'Connell's fiercest opponents. But it strikes one as just possible that at such a moment a father think little of politics.

John Bright's Latin.

[From the New York Times.] There is one temptation to ill-manners which the best bred men in England never can withstand, and that is to publicly correct an error of an adversary in the syntax or prosody of a Latin quotation. The most recent and flagrant specimen of this sort of breeding was perpetrated the other evening in Westminster Hall by Lord John Manners apropos of an error alleged to have been committed by Mr. Bright in quoting a phrase from Ovid. The charge made was that Mr. Bright, in picturing Mr. Disraeli as coming down to the House with dishevelled hair, said, *crinis disjectus*, instead of *crinibus disjectis*. Lord John Manners, eager to prove that he at all events had not forgotten his declension, turned to the President of the Board of Trade with his eccentric Latin. The *New News* defends Mr. Bright on two pleas—first, that he was not guilty; and secondly, that it was nobody's business if he were. It says: "On the face of the matter it seems probable that Mr. Bright said, not *crinis disjectus*, but *crinis disjectus*, which is a good idiomatic phrase, following what is called the Greek accusative construction. The ear would scarcely distinguish the difference; and if Lord John Manners had possessed something more than that little knowledge which is a dangerous thing, with a proportionate degree of candor and good-breeding, he would not have assumed a ridiculous blunder. We do not affirm that Mr. Bright had Ovid in his mind; but he might have had, and his phrase, we dare say, did recall to Mr. Gladstone or Mr. Lowe a sentence in the letter of Medea to Jason: *Disjectaque comas, aversaque in ora Jacentium Inveni.*" The matter would not be worth writing a line about if it did not illustrate the miserable pailiness of temper which prevails in one member of the opposition, who if an hereditary aristocracy has any functions, ought not flatteringly to set aside the common courtesies of life. The reproach which was given to an Irish Vicar from the gallery of a Dublin theatre, and which consisted in the use of his family name in phrase "Manners, you rascal," might be proffered with advantage to the late Commissioner of Works. If Mr. Bright had made a slip, which seems very doubtful, good breeding would have let it pass. His Latin, whether it be eccentric or regular, does not bear on the Irish Church Bill.

PERSONAL.—We understand that the Rev. F. B. has justly earned by in the discharge of his ably performed during the

Mr. C. N. Young has Vice-Principal of this two years. I have ever tions and painstakingly gentlemanly and kind boy. He has superior Senior Mathematical class discharged his duty in the branch of the work. I have the greatest pleasure in wishing him every Signed, FRANK.

SUPREME COURT (In The B. C. and V. Junction was granted prevent plaintiff from the judgment recently the Supreme Court of against the defendants, the plaintiff from suing in the Supreme Court on the Mainland. The day dissolved the plaintiff must now sue of the Mainland before property of the defend affairs, is it not?

