

# THE WEEKLY BRITISH COLONIST.

VICTORIA, VANCOUVER ISLAND, WEDNESDAY, FEBRUARY 2, 1870.

NO. 6.

## THE BRITISH COLONIST

PUBLISHED DAILY BY

DAVID W. HIGGINS,

TERMS:

One Year, (in advance) .....	\$12.00
Six Months .....	4.00
Three Months .....	2.50
One Week .....	25 cents

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OFFICE—Colonist Building Government and Langley streets, adjoining Bank of British Columbia.

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AGENTS:

S. D. Lovell, ...	Victoria, V. I.
C. G. Clark, ...	New Westminster
Barnard's Express, ...	Kelowna B.C.
do, ...	Yarrowside
do, ...	Richfield
do, ...	Barkerville
do, ...	Camerontown
do, ...	Clinton
do, ...	Olympia, W.
Mr. Perkins, ...	Seattle, Wash.
Mr. Perkins, ...	Port Townsend
Mr. Smith & Son, ...	New York
2. Agar, ...	11 Clement's Lane, London
2. Street, ...	30 Cornhill, London
L. P. Fisher, ...	San Francisco

### The Conditions.

Turning from a discussion that cannot possibly aim at higher and more profitable results than a demonstration of the impracticability and unprofitableness of its object, let us invite serious attention to a subject of more immediate concern, and the discussion of which promises more practical consequences. One of the first matters which will claim the attention of the Legislative Council as soon to convene, is that of the union of this colony with the Dominion of Canada. The question will come up doubtless in the form of a Government measure; and it is presumption that the Executive will be occupied during much of the time they intervene in deciding upon the conditions that shall be submitted to the House for transmission to Ottawa. It is fitting, therefore, that the subjects of conditions should, at such a moment, take precedence of every other, and it is fitting also that all circumstances as those that call who take an active share in public affairs shall lay aside personal hobbies and extreme crochets, and, by coming together in a spirit of earnest patriotism, seek to promote the common object of rendering approaching political changes as beneficial as possible to this our adopted home. Such is the spirit in which we shall endeavor to approach this most important subject; and, however fortunate the colony may be in having two representatives sitting at the Executive board, that circumstance does not, above all, from the duty of pointing out what we conceive to be at once the rights and the most pressing wants of the country, although it doubtless has a tendency to render the task lighter and more hopeful. The importance of Executive action in this matter may be gauged by the difficulty there is in effecting, in a House composed as ours is, any material change in a measure which has previously received Executive endorsement; hence our solicitude that the programme which is to be brought down to the Legislative Council may be in the main such as the unofficial members can endorse, and such as the country can accept. So much has already appeared in these columns upon the subject of "conditions," that we can hardly be expected to bring forward anything absolutely new; we can scarcely even hope to present bold ideas in new dress. Inasmuch as we prefer to regard the form of government this colony shall enjoy under Confederation in the light of a general consequence rather than a condition, it may be best to dispose of that point at an antecedent proposition. It would ill become us to ignore the existence of some diversity of opinion upon the subject of immediate consideration. Strongly impressed as we are with the idea that, however simple and crude the form of government bestowed on this colony might necessarily be in the first instance, it should still possess the essential element of direct responsibility to the people; we meet those whose opinions are entitled to much respect—nay, very great weight—who entertain a different belief. There are those, even beyond official circles or influence, who conceive that the colony has not quite reached that condition which would enable its affairs to be most satisfactorily administered by a Cabinet whose members are directly responsible to the people. It is argued that there is a paucity of suitable material from which to select heads of departments by the popular vote, and that where the population of much of the colony is so erratic, and public opinion on many questions is still

to a great extent vacillating, good men would not care to accept onerous and responsible appointments which could only be held by a brittle and capricious tenure. While admitting that there is much force in this view, yet the answer is this: Under Confederation we shall be relieved of those more complex questions of legislation which might threaten to crack the brain of our embryo statesmen; and whether it be now or years hence, we shall have to begin with the A. B. C. of legislation. Mistakes there doubtless will be, begin when we may; but is it not as well to begin at once, and we shall the sooner have passed that inevitable period of creeping, stammering babyhood? Besides, if we look across an international line which some appear anxious to see obliterated we shall find that communities equally crude but not hesitated to assume the full powers of self-government. Whatever course it may be deemed best by the Executive to adopt for the present with regard to departmental officers we venture to think that we do not misinterpret popular sentiment when we tell the Government plainly and emphatically that no system will be acceptable to the people which does not give them a real control of their own local affairs. It is all very well to say that the Colony does not possess material out of which to make departmental officers. The present officials being sole judges, of course it does not; but we prefer to believe that they are not the most competent judges in this matter. The present political constitution of the Colony is but fitted to bring out the latent talent of the community, and we are apt to think that responsible government, if inaugurated to-morrow, would bring to the surface the existence of which has been little dreamed of by the governing classes. Look at other colonies. From what stratum of society, for instance, was O'Shaughnessy drawn? In the most important colonies have not the most able statesmen been drawn from the plebeian grade? The control of provincial affairs by the people under Confederation we are still inclined to regard as a sine qua non. The people will not submit to a feudal or perpetuation of a mock pseudo-representative form of Government, and any attempt to tack any such thing upon a measure for Confederation would be to fly in the face of public opinion so repeatedly, unanimously and毫不动摇ably expressed. But here we are, at the end of our column, and the first condition not yet

carried up, New Year's. Whilst passing along Cormorant street at 4 o'clock on Sunday morning Sergt McCarthy's auction was drawn to a pile of paper blazing in a recess between two houses. The officer extinguished the fire and was moving on when a celestial emerged from one of the houses and set off a pack of Chinese fire crackers in honor of the New Year. Having more regard for the safety of the town than respect for the New Year, McCarthy nimbly steered his steamer and brought him before the Police Court. Yesterday morning when he was tried.

**The Canadian Pacific.**—Is this interesting little book Mr. Pemberton thus refers to the proposition to construct an overland route south of the forty-ninth parallel? In short, taking into consideration the mountain pass, the hopelessly barren nature of the country traversed, and the circumstances of having for its outlet the bar of the Columbia instead of the Straits of Juan de Fuca, this route cannot compete with that proposed to be made in British territory. It cannot be urged that the extension of the American line to Seattle, a port on the east side of Puget Sound, as talked of, would make the comparison more favorable to the American line, by the distance of St. Paul's from Seattle is 2025 miles, of which 1152 miles would pass through an unoccupied region affording but little game at uncertain seasons, and at a late season not a sufficient supply of grass for animals. Governor Stephens of Minnesota believes that the most desirable route to the Pacific will be found in the possession of Great Britain; and that a great interoceanic communication is more likely to be constructed through the Saskatchewan basin than across the American desert—the craggy and comparatively rainless areas of the southern latitudes within the territories of the United States. As there is nothing to apprehend from compulsion, adds Mr. Pemberton, let us examine a little further into the detail of the line proposed, and the soil and climate of the country through which it passes. Then follows a glowing description of the country and of the commanding position this colony must occupy as the highway and the half-way house between Europe, Asia, and Australia, both for mails and merchandise, and the whole is concluded with such a nice intimation about the desirability of consolidation of all the British North American provinces, the author very properly adding, As Judge Haliburton on a similar occasion remarked here, "A fool's errand is to suppose they want to be propitiated." How very pre-.

**SHOCKING MURDER.**—On Sunday morning, about one o'clock, two Hydah Indians were stabbed by another Indian at a small house in Oriental Alley. One of the men died immediately, having been stabbed twice in the heart. The other lies in a very dangerous state. The murderer made an attempt to stab a third Indian, but was knocked down and beaten until the arrival of special officer Ferrel, by whom he was taken to prison. The Coroner empannelled a jury to hold an inquest over the remains of the dead man and the prisoner was fully identified as the wounded Indian. The enquiry was then adjourned till Thursday.

**ARRIVAL OF THE S. S. CALIFORNIA.**—The steamship California, Captain Rogers, arrived from Portland at 6 o'clock last evening, anchored in the outer harbor and sent her mail and express ashore, after which she continued on to Port Townsend. The California sailed from Portland on Saturday last. The mail and express having come via Portland, furnished nothing but late news when they wanted to be propitiated. How very pre-

**MARINE TELEGRAPH.**—A general expression of disappointment heard at the vessel—perhaps we should say inability of the Government to respond to the prayer of the memorialists for direct steam communications. Cannot a step be taken to meet the prayer half-way? If Ben Holiday has no boats to spare for the service at a reasonable rate there is the elegant Olympia towed up for want of business, or the late Russian steamer Alexandria lying idle at San Francisco, March 1st. Mrs. Goodhue extended the general courtesy of their facilities to

**MR. W. M. ELLERTON'S BENEFIT.**—We are pleased to announce that in addition to Miss Louise Arnot, Mr. Geo. Pauncefot has consented to appear at the benefit of Mr. Ellerton to-morrow evening at Preparation to make the benefit a great success. All the legal courtesies of their law offices are

**THE CALIFORNIA.**—Manufacturers of the highest quality of coal, oil, and gas, and the like, are to be had at San Francisco. Shall we try the experiment?

**THE CALIFORNIA.**—There is a steam hammer at Danville, Pa., which cost \$40,000, and which will crack a solid cannon ball with a 60-ton blow.

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**EXTRAORDINARY DEFENCE.**—A man named Gravelle, of Goldstream, was charged yesterday before the Police Magistrate with stealing wood from Smith's pile at Swan Lake. Two witnesses swore that they saw Gravelle at the pile after dark loading his cart with wood. The prisoner said that he came to town from Goldstream in the morning. On the way he picked up a piece of cordwood which he was carrying. On the way he picked up a piece of cordwood which he was carrying. The storm by which the working of the Overland Telegraph was interrupted upwards of a week, also stopped the trains for three days and caused much suffering among the passengers.

**VERY BAD.**—John Kennedy alias Fogarty has been further remanded by the Police Magistrate to await the injuries sustained by Kuy, at his hands, or in her feet.

**NEW YEAR'S CALLS.**—The ceremony of New Year's calls was observed yesterday by Chinese residents, who received many visitors of the Caucasian type at their houses.

**THE DARK BABY.**—The bark Ruby hauled out from the wharf at Esquimalt yesterday afternoon. Her repairs are complete and she will sail about Saturday for Australia.

**JOHN HOWE.**—John Howe, of Victoria, is removing his whole family to the more commodious premises lately occupied by A. Frankel, on Wharf street.

**THE ELIAS ANDERSON.**—The Elias Anderson arrived at half-past 11 o'clock last night from Puget Sound.

**THE MUNICIPAL COURT OF REVISION.**—The Municipal Court of Revision will hold its first sitting on Monday, 7th February.

**CONFEDERATION OR ANNEXATION?**

**EDINBURGH COLONIST.**—Mr. J. D. Pemberton has favored us with another long letter, in reply to which I shall take up as little of your space as possible. The greater part of his letter being taken up with a reiteration of what was contained in his first letter, I shall pass on to notice the two new points put forward. The first he calls his clear point, and tells us that he lays great stress on it. The second, seemingly not quite so transparent in his estimation. How far he has succeeded in making either of them appear clear is for your readers to judge.

**EDINBURGH COLONIST.**—Let us look at his clear point on which he lays so much stress, and see what it is made up of. It consists of a few grammars of the Colonist at the sordid simplicity of the American steamboat owners, whose boats run to Victoria, the vexatious annoyances of the petty officials of Ucluelet, the irregularity in the delivery of our mails (in the absence of any postal arrangements), the American miners carrying their gold to the States, and so on. It consists of a few grammars of the Colonist at the sordid simplicity of the American steamboat owners, whose boats run to Victoria, the vexatious annoyances of the petty officials of Ucluelet, the irregularity in the delivery of our mails (in the absence of any postal arrangements), the American miners carrying their gold to the States, and so on. 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The Weekly British Colonist.

Wednesday February 2. 1870.

## The "Times" on the Colonies.

In another column will be found a communication upon a subject of considerable importance. Let us, in the first place, crave indulgence while we set our correspondent right in regard to the attitude of this journal. The position of the Governor has scarcely been defined as that of a partisan instructed to effect Confederation with Canada whether the people desire it or not. It may appear to serve a purpose to put the case in that form; yet facts do not justify it. What we have said and still say is this: It is the known policy and determination of Her Majesty's Government to form one great empire out of the scattered possessions in North America. The Governor, as the Representative of the Queen, is instructed to promote that policy in so far as this colony is concerned; and there is little reason to think that a few refractory hundred would be permitted to stand in the way of the great Confederation-scheme; for it must be remembered that without British Columbia the whole thing must fail to the ground. The Union which appears singularly attractive to some persons; and we would experience no little difficulty in believing our correspondent to be so ill-informed upon the subject as his contemptuous remarks would seem to imply. There is one passage in the communication which we confess to having read with considerable surprise. Our correspondent tells us that he has been educated in the belief that national distinctions are but ridiculous, that the less civilized a nation, the more claimish it is, and that all such exact lines of demarcation are becoming perceptibly fainter. In addressing breathing an ardent desire for Confederation, would tell the colonists that Her Majesty was prepared, if need be, to employ a little gentle coercion. To intimate anything of the kind would have been as impudent as gratuitous. The language in which our correspondent defines the colonial policy of the British Government is somewhat strained and expresses too much. We equally anticipate the freedom of action on the part of the official members in voting upon Confederation at the approaching session. The second accusation brought against this journal has not, we are bound to say, the slightest foundation in fact. These columns have ever been open to the free and fair discussion of the subject of Annexation; nor have we so far forgotten what is due to the opinions of those who may differ from us as to attach to a proper expression of such opinions the terms "loyal" or "treasonable." We have learned to respect the opinions of others too highly, and to place too much importance upon the right of freedom of discussion, to be capable of perpetrating any such impudent folly. Where does our correspondent find the Colonial Minister privately intimating that England deserves to part with some of her most distant colonies? Nowhere, unless in the columns of some unreliable paper like the Times. Every enunciation of the colonial policy of the Empire goes to show that while Great Britain earnestly desires to retain her colonies, she will not retain them by force. More than this has never been intimated by any person or paper representing the Government. It is asserted that Great Britain has held this colony at a loss for twenty years. We are greatly puzzled to know how that can be, seeing she has uniformly refused to expend a single dollar on its behalf, while the regiment of her placement it has fed may not unreasonably be accounted an Imperial gain. Loss, indeed! What loss has Great Britain ever sustained by this colony? Our impression has been that the balance lies on the other side of the ledger. There is no reason to doubt that, under Confederation, the Naval station will come back. That can easily be secured as a condition. The allusion to our right to frame commercial tariffs is a piece of special pleading unworthy of its author. Do not all the colonies enjoy the same right? Do not the most important of them enjoy the right more fully than we? Have they not enjoyed it in by gone years, when the colonial policy of the Empire was less permeated by infidelity and tainted by "shop"? How, then, can we accept that circumstance as a proof of our insignificance in Imperial estimation? If it proves anything at all, it proves the very reverse. Our correspondent entirely misquotes Mr. Gladstone upon the subject of Imperial guarantees. During last session, when the subject of guaranteeing loans for the Union was under consideration, Mr. Gladstone laid down the axiom concerning such guarantees that they should not be given except for Imperial purposes. Conformably with this, Parliament guaranteed Canadian loans to the extent of over five million dollars. Now, in order to understand the meaning and intention of the words "except for Imperial purposes," we have only to look at the objects for which the Canadian loans were raised, viz., to build the Intercolonial Railway, and to pay for new territory, the acquisition of which was deemed necessary to the completion of the Confederation scheme. Would the construction of the Canadian Pacific Railway be less entitled to be regarded as falling

within the line of exceptions set up by Mr. Gladstone? We think not; and here we have reason for believing ourselves in perfect accord with Imperial sentiment. It was only the other day that we found a much more reliable London paper than that quoted by our correspondent, adopting this view, and the last English mail brings to us a statement made by a member of her Majesty's Government, confirmatory of what might well be gathered from Lord Granville's despatch to our own Governor, viz., that so soon as the Governor moved that a committee be appointed to investigate the matter, Councillor Walker seconded and the motion was carried.

Councillor Grow rose to suggest a Committee of the Whole.

The Mayor.—There is no use in such a motion. What is the use of having a dispute over everything that comes up? I alone have the power to appoint committees, and I appoint Councillors Russell, McKay and Allsop.

Councillor McKay asked leave to withdraw on personal grounds, and the Mayor approved Councillor Carter.

Communication from H. Rhodes calling attention to the dangerous state of Cormorant street near the Orleans Hotel. Referred to Street Committee.

Councillors Carey and Gervin here called attention to the 3rd Section of the Municipal Ordinance, which gives the Council power to appoint committees.

Councillors Russell and Walker from the Street Committee reported that there were no dangerous sidewalks on Cormorant street between Quebec and Douglas streets—but thought that a temporary wall should be laid to places where children do not go.

The Clerk was instructed to write to the property owners and call their attention to the O. disease.

Councillor Russell reported the View street drain cut out of order, and its repair was ordered.

Consideration of the motion for an increase of the Clerk's salary was postponed for one week. The impression of the Council is that the Clerk is greatly underpaid, and the Mayor and all the Councillors bore testimony to his capability and industry.

The Widow's Cow, which everyone thought the Road Law had finally quieted, has come to life again and stalks the streets seeking whom she may kill. Yesterday she ventured upon Yates street, where she was beset by a gang of yelping vagabond dogs, which have also taken advantage of the temporary relaxation of the law to crawl from their hiding-places. We have not heard of any forays on cabbage gardens; but citizens had better prepare for a siege.

DEATH.—Andrew Phillips, formerly owner and captain of the colonial schooner Alpha, wrecked about two years ago near Barclay Sound, burst a blood vessel while on board the steamer Olympia on Snowy evening and died in a few minutes. Phillips was a Scotchman by birth, and was a member of British Columbia Lodge, F & A M., of this city.

No News.—Our delayed dispatches contain no news of importance. The wires across the continent have been buried for seven days beneath gigantic snow-drifts. The latest dispatches received at Portland on Friday were from San Francisco, and they only brought an item or two of the 18th.

Direct STEAM COMMUNICATION.—A memorial was in circulation yesterday, and numerously and influentially signed, asking His Excellency to provide direct steam communication with San Francisco—a communication which shall be satisfactory and beneficial in its character.

SALE OF THE BAR HIVA.—This splendid

business property, together with the saloon and hotel buildings, will be offered at auction by Mr. Franklin on Friday. In view of the anticipated immigration the sale possesses great importance to persons seeking either a permanent or speculative investment.

The steamer Eliza Anderson, with a small

Washington and Oregon mail and express,

came in at daylight yesterday morning, and

left again at 11 o'clock for port on the Sound.

The PARISH OF WALES.—This bark has

commenced discharging on the Hudson Bay Company's wharf at Esquimalt. Goods for Victoria consignees will be brought around to this city on Friday.

ACCIDENT TO A CHILD.—A little girl, daughter of Mr. C. E. Bunting, fell and broke her right arm yesterday morning. The little sufferer received prompt medical attention.

The steamer Emma arrived from Bur-

rad Inlet last evening, bringing the Great

Maximian iron, who returns after a most suc-

cessful professional visit to the lower river.

The Oregon announces the demise of

Capt. John H. Couch, who settled at Port

land in 1843.

ARLO.—The schooner Discovery was

raised a day or two ago at Thetis Island and

sailed into the harbor yesterday. The dam-

age is slight.

The wrecked bark Maria J. Smith has

been seen afloat south of Cape Flattery,

and a steamer has been dispatched to tow

her inside the Straits.

MASONIC FUNERAL.—The remains of Alex-

ander Phillips will be interred today with

Masonic honors.

It costs five dollars to keep a dog at

Seattle. There are only 22 licensed canines

in the place. Happy land!

Bear Creek, Idaho Territory, has been

again nearly destroyed by fire.

The schooner Eliza, laden with stone for

the new French Hotel, arrived yesterday.

Within the line of exceptions set up by

Mr. Gladstone?

We think not; and here we have reason for believing ourselves in perfect accord with Imperial sentiment.

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seconded and the motion was carried.

Councillor Grow rose to suggest a Com-

mittee of the Whole.

## City Council.

Tuesday, Jan. 15, 1870.

Council met at 7½ o'clock. Present—The Mayor, and Councillors McKay, Russell, Gervin, Carey, Walker, Allsop.

Communication from J. W. Williams, claiming a refund of pound fees for the reason that there was no postmaster at the time the animals were seized, and that the horses were not properly cared for.

Councillor Russell moved that a committee be appointed to investigate the matter. Councillor Walker seconded and the motion was carried.

Councillor Gervin rose to suggest a Committee of the Whole.

The Mayor.—There is no use in such a motion.

What is the use of having a dispute over everything that comes up? I alone have the power to appoint committees, and I appoint Councillors Russell, McKay and Allsop.

Councillor McKay asked leave to withdraw on personal grounds, and the Mayor approved Councillor Carter.

Communication from H. Rhodes calling attention to the dangerous state of Cormorant street near the Orleans Hotel. Referred to Street Committee.

Councillors Carey and Gervin here called attention to the 3rd Section of the Municipal Ordinance, which gives the Council power to appoint committees.

Councillors Russell and Walker from the Street Committee reported that there were no dangerous sidewalks on Cormorant street between Quebec and Douglas streets—but thought that a temporary wall should be laid to places where children do not go.

The Clerk was instructed to write to the property owners and call their attention to the O. disease.

Councillor Russell reported the View

street drain cut out of order, and its repair was ordered.

Consideration of the motion for an increase

of the Clerk's salary was postponed for one

week. The impression of the Council is that

the Clerk is greatly underpaid, and the Mayor

and all the Councillors bore testimony to his

ability and industry.

First, then, with regard to the Empire.

Owing to its remoteness and peculiar geo-

graphical position, this colony is a source of

weakness and not of strength to England,

commercially improvable in peace and un-

defensible in war, if a separation is earnestly

desired for at home, a peace offering and a

precaution, it is not just possible that we

might better display our patriotism by aiding

than by opposing separation? Secondly,

with regard to its effects upon the colony.

If a connection by railway with Canada shall be found to be a financial impossibility, standing as this colony soon will at the terminus of a transcontinental railway ready-made, a brilliant future might still be in store for it.

I, sir, have been educated in the belief

that national distinctions are but relics of

barbarism—that the less civilized a nation,

the more claimish it is, and that all such

exact lines of demarcation are becoming

perceptibly fainter under the combined in-

fluence of education, the press, electricity

and steam. But in this case, I positively fail

to discover a difference between our brethren

in Canada and those in the States, unless it

be this: Canada is an English colony which

has obtained its independence by peaceful

means, and the States as English colony

which has obtained its independence by a

war forced upon it by tyranny and injustice.

Are we to bear the less goodwill towards the

latter because it suffered such injustice? or

ought we not to sympathize with it for

that very reason? Americans to us are not

a foreign nation. We boast of the same lan-

guage, we speak the same language, and left

our homes under similar circumstances.

First, then, with regard to the Empire.

Owing to its remoteness and the

difficulty of retaining sailors in a

gold country and having no commercial

interests to protect; in fact, as insignificant

do they consider the latter, that they al-

low us to frame a tariff, which, distance be-

ing taken into account, places the introduc-

tion of British goods at a decided disadvan-

tage in competing with American. But how

in the event of war? Would England ex-

ploit her dependency commercially valuable

as the colony is? We have no doubt that

she would be exceedingly sorry to see Eng-

land part with all her colonies.

Have you seen a recent leader in the Times

doubting the mutual benefit of Confede-



## The Weekly British Colonist.

Wednesday February 2, 1870.

## Victoria under the 'Stars and Stripes.'

The cause of Annexation has ever found few disciples outside of this city. There are two reasons for this. It is Victoria that must be chiefly affected by the change. Leaving entirely out of sight those 'relics of barbarism,' loyalty and patriotism, it becomes almost a matter of comparative indifference to the Mainland. True, they might have to exchange Judge Begbie for Judge Lynch; they would have to pay more than double of what they do now and more than three times of what they would have to do under the Canadian tariff, upon everything of foreign growth or manufacture; they would have to contribute, in the form of stamp, income and other oppressive inland revenue taxes, their full quota of the crushing debt piled up by a war in which they had neither part nor share; their country would be flooded with live stock and the various productions of the adjacent Territory, against which protection would be impossible; they would have to enter the 'Lobby' at Washington and purchase dearly the smallest instance of Federal patronage. Yet these considerations, important as they are in the aggregate, dwindle into insignificance when compared with those involved in the case of Victoria. The second reason why Annexation is confined to this single community consists in the fact that here is to be found the principal American population, the element out of which the party is chiefly formed. But, taking a purely business view of the subject, let us consider a few of those matters in respect of which Victoria will be more affected by Annexation than the Mainland part of the colony—that is to say, to those already mentioned disadvantages in which this community would, of course, have to share in common with those residing on the continent; and, perhaps, in a higher degree, on account of accessibility and contiguity. And here the salient point have already been so well and forcibly presented by a correspondent that little more than amplification can be expected from us. It has been well said that with Annexation all hope of the presence of a fleet in these waters would be utterly and forever extinguished. Let us reflect for a moment upon the full import of this consideration. The people of Victoria have become so accustomed to the presence of the fleet that probably nothing but the loss of it would enable them fully to realize the magnitude of its advantages. Our correspondent has intimated that it is already lost; but the assertion must have been made without due reflection. So far from this being the case, there is every reason for expecting that Esquimalt will be more formally and permanently than ever the headquarters of the British Naval force on the Pacific. There is certainly no reason why it should not be secured as such under Confederation. The more material advantages of the presence of the fleet may, with every regard to moderation, be estimated at a million dollars a year. It would take considerable lobbying at Washington to procure the annual expenditure in this commodity of an equal amount of Federal gold, and even then part of it would have been drawn from our own pockets, which is not the case with British gold. Let the merchants and tradespeople of Victoria be deprived of the Naval command, and they would indeed have occasion to complain of quiet times. But there are other advantages which flow from the presence of the fleet. It gives national prestige to the place, honours society, and tends to make Victoria additionally attractive as a place of residence. But it is when the question comes to be viewed from a purely commercial and maritime stand-point that the most serious consequences present themselves to the thoughtful mind. Assuming for our present purpose that the 'Stars and Stripes' wave over this city, do we believe that any one of the transcontinental railways will find a terminus on Puget Sound? Is there that profound thinkers in the East and in the West prefer to believe the seat of commerce for the American Pacific will be? Is there to be found in this community a man so blind as not to see that the terminus of interoceanic railway communication and the consequent establishment of the seat of American commerce on Puget Sound are conditions synonymous with the extinction of America? Victoria as a commercial and maritime centre? To British Victoria, with a free port or a liberal and enlightened commercial policy, these conditions would prove beneficial rather than hurtful. But let us look at our position as an American town, apart from this exceptional development on Puget Sound. Why is it that, in spite of our own stupid commercial restrictions and American obstructions and jealousies, antagonies, we still attract an inconsiderable foreign trade?

Simply and solely, because Victoria is British, and English and French goods can be introduced here under a tariff averaging considerably less than one-half of that which prevails in the United States. Make Victoria American, extend to it the same tariff, the same taxes and commercial conditions which prevail on Puget Sound, and what possible reason could exist for people coming from there to here? None whatever. Even our own Mainland trade would then find greater attractions on Puget Sound than here. But a trade, important now, would be capable of indefinite expansion under more favorable conditions. Under Confederation, with free port, or even with the Canadian tariff, this city must forever be without a commercial rival North of San Francisco; and it would ultimately even surpass the palm with the 'Bay City.' To give an idea of the difference between the Canadian and American tariffs it may be stated that we quote from a reliable Eastern authority: 'The United States tariff averages 48 per cent., while that of the Dominion averages but 15 per cent. But there are other grounds upon which the balance of the consequences of Annexation would be equally against us. As an important province of the Dominion, this colony would be the sole representative of a great and powerful European nation, as well as of the younger nation on the Pacific, commanding, as it does, a truly proud position as the sole possessor of coal stores, good fishing grounds, good harbors, and the key of the true Northwest Passage. But deprive it of its national identity and prestige, and it at once becomes one of many small and struggling American communities on a coast line extending from Silka to Mexico with every one of which it will have to elbow its way in Washington 'Lobby' and in a general commercial scramble. Are our people prepared for all this? Are they willing to sell their birthright for so doubtful a heritage? These are only a few crude thoughts which have casually presented themselves to the mind of the writer, and are stated more with a view of eliciting discussion than with the hope of carrying conviction; and we should be glad to see some sober arguments advanced by those who protest to think that Annexation would prove beneficial to British Columbia.

**THE PACIFIC RAILROAD—NEW ARRANGEMENTS.**—On the 1st inst. a new and reduced tariff of fares on the overland railroad went into effect. The rates are now, first class fare to Chicago and St. Louis, \$118.; to New York, \$140.; to New Orleans, \$150.; to Philadelphia, \$138.; and to Boston, \$143. The fares by second class are: To Chicago and St. Louis, \$92.; to Philadelphia, \$110.; to Baltimore, \$109.; and to New York, \$110. All payable in green-backs. The separate emigrant train has been done away with, and in future a second class car will accompany the through daily express train. Delays occasionally occurred by the special emigrant trains, passengers being frequently ten days in reaching New York. Now they will go through as quickly as the first class passengers.

**THE EDUCATION BOARD.—**—The Municipal By-law levying a tax of \$2. on each male adult resident in Victoria School District, received the sanction of His Excellency the Governor on the 27th inst., and will come into force in fourteen days thereafter. It is rumored that less than \$500 will be submitted in the estimates for school purposes in this district. Five hundred dollars, however, is the largest sum that can legally be taken from the general revenue, and applied to the purposes of education in any one district. The school tax will produce about \$1500. Will \$200 be sufficient to pay the working expenses of the establishment, and the salaries of three teachers? We should say, decidedly No.

**THE DINNER STREAMER MINUTE.**—The Government has returned an answer to the memorial asking for the establishment of direct steam communication with San Francisco. While recognizing the necessity for frequent and cheap communication, Government meets the petitioners with the old excuse—'no money.' The reply, however, states that should the Hudson Bay or any other company of capitalists desire to establish a line of steamships, Government would be happy to entertain any proposition they might have to make.

There is good authority for saying that the negotiations for re-opening the Alabama claims question will not be definitely settled until the assembling of the British Parliament in February, it being uncertain whether the British Ministry would be sustained by Parliament in committing itself to any definite course or change of policy ascertained in the past. An expression is desired from that body before the Ministry formally agrees to the propositions made by Minister Motley.

**THE COMPROMISE-ANNEXATION DISCUSSION.—**—We devote a large portion of our space to-day to communications, which will be found interesting. We invite discussion on this subject, only enjoining upon our correspondents brevity and freedom from personalities.

**ASSAULT UPON A WOMAN.**—J. Kennedy was brought before the Police Magistrate yesterday on a charge of assaulting a woman brutally. A witness said the woman was bed, injured, and the Magistrate remanded the prisoner until Monday. Mr Courtney applied to have Kennedy admitted to bail, which was taken into consideration.

The amateur concert for the benefit of the Indian Fund of St. Andrew's Church took place on the 10th of February, commencing at 8 p.m. Citizens of every class will gladly assist in removing a debt contracted in the erection of the beautiful edifice to which the St. Andrew's congregation worship.

**THE SEA LION HOTEL.**—The Sea Lion Hotel was not sold yesterday by auction. \$1950 was bid, but the establishment was withdrawn, as an offer of \$2000 had been privately made.

**BURGLARY.—**—A small quantity of groceries was stolen from the store of Mr T. Russell, Fort street, before daylight yesterday. The thieves entered through a window.

The steamer Enterprise yesterday brought from Esquimalt a cargo of goods from the bark Prince of Wales.

A MAN named Gravelle is in custody on a charge of stealing a quantity of cordwood from W. Smith of Swan Lake.

The steamer Emma, Captain Eversbank, sailed for Nasimbo and wayports, and Burrard inlet this morning at 7.

**A CARD.**

**EDITOR BRITISH COLONIST.—**—The *Mainland Guardian* reports the Hon. Mr. Barnard has addressed a public meeting at New Westminster that 'the father of the Yale Convention was J. S. Helmcken, and he alone was to blame if any harm was done.' I have simply to state the assertion of Mr. Barnard to be untrue. I know this information to be unnecessary to my constituents, but it may not be to other inhabitants of the Colony.

J. S. HELMCKEN,  
January 28, 1870.

No. 1, Esquimalt, Victoria, B.C.

1. A Card to the Public.

My attention has been called to a copy of a paper published in New Westminster, concerning what purports to be the report of a speech delivered by me at a public meeting held in that city, on Wednesday evening. Had the matter been confined to the obscure sheet in which it originated I should not have noticed it—but as a local print has, with singular avidity, availed itself of the so-called report, it may be proper to offer a few words of explanation.

So far as the pretended report of my speech is concerned, it is unmercifully garbled and so maliciously distorted that there appears to be no course left but to repudiate it at a local print has, with singular avidity, availed itself of the so-called report, it may be proper to offer a few words of explanation.

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## The Weekly British Colonist.

Wednesday February 2 1870

## Mr Pemberton's Second Letter.

In consideration of the number and ability of those who have entered the arena of discussion, it may, perhaps, be as well that the question of Annexation should be left to some extent in the hands of correspondents; but, inasmuch as Mr Pemberton's second letter is, in a sense, a reply to previous editorial articles, it may be permitted to us to point out one or two inaccuracies contained in it.

Mr Pemberton (unintentionally, we are sure) to some extent confounds what we said about Lord Granville's dispatch with the allusion to words spoken by another Minister of the Crown. We never claimed for the dispatch that it conveyed a guarantee in regard to the railway, or anything approaching to it. We have not the advantage of knowing what amount of respect Mr Pemberton entertained for his grandmother, any more than we are aware of her literary abilities; but we venture to think that when he drags that venerable lady into the controversy, in order to get a left-handed slip at the Colonial Minister, he acts without the good taste by which his writings are usually characterized.

Besides, in designating the dispatch as "finds," he scarcely in accord with public sentiment, most persons having been led to regard it as a clear, able and statesman-like document. On the subject of Imperial guarantees and the feasibility of our railway route we must be excused if we still prefer the evidence of facts and official utterances to the vague assertions of a member of the House of Commons, who might be as ignorant about the subject-matter of his discourse as he probably was respecting the engineering difficulties to railway construction presented by the moon's surface.

It was doubtless an easy task for Mr Ayton to characterize as "one of the wildest dreams that ever entered into the brain of a railway engineer." It is by no means beyond the bounds of probability that the scheme for the construction of the still more difficult American railway now in successful operation was similarly denounced, as every great scheme has been.

Whenever there is a great enterprise about to be undertaken there is never wanting an Ayton or a Pemberton to ridicule it; yet such people don't quite stop the wheels of progress. We must confess surprise, however, that Mr Pemberton, himself an engineer, should prefer the mere assertion of a member of the House of Commons to the opinions of practical engineers and other scientific gentlemen who have reported on the route from personal observation. Surely the opinion of Lord Milton alone is entitled to far more weight upon this subject than that of Mr Ayton can possibly be. But how is it, may we ask, that Mr Pemberton's views have experienced such a revision since 1860? In this interesting little book of that date we find him describing, in glowing terms, the proud position occupied by Vancouver Island as the "half-way house" for English commerce with Asia and Australia—the sole outlet on the Pacific to the true North-West passage." Has he learned so soon to disregard the opinions of such men as Captain Palliser, Dr Hector, Professor Hind and even Dr Rae—the gentleman to whom he dedicated his book—upon the practicability of overland communication through British territory?

In the little book referred to Mr Pemberton, not only falls in with the theory of the practicability of an overland route, but the north of the 49th parallel; but he agrees with scientific authority in representing it as immensely superior to any possible route south of that line. Where is Cato now? Mr Pemberton appears to think that we are perfectly content to seek the Imperial guarantee for a railway loan "after Confederation"; but, although we do not doubt that it can be obtained as a sequence, a reference to back files will show that we urged upon the people to seek it as a condition. We cannot very easily discover the fitness of Mr Pemberton's allusions to the difficulties experienced in the matters of steam communication and population. It is quite true that the "wiring and sealing process would be exploded by Annexation"; but would it transform an unseaworthy tub into a floating palace, or cause population to flow hither? Are we to believe that the "hosting of the Stars and Stripes" is to be the talismanic sign for a rush of hitherto restrained population and capital and steamboats? How would the bold harpooner with the new theory laid down in Mr Pemberton's first letter, viz., that "national distinctions are but reliances of barbarism—that the less civilized a nation, the more clannish it is, and that all such exact lines of demarcation are becoming perceptibly fainter under the combined influences of education, the press, electricity and steam?"

Editor.—I hope you will excuse me for troubling you with a few remarks on your article.

In no country in the world has there been more widely extended than in the United States, and it is, therefore, too much for Mr Pemberton to ask the public to believe in his new international studies and, at the same time, believe that "a great tide of population and capital, dammed back by these exact lines of demarcation," is ready to flow in upon this colony the moment these lines are obliterated—not by the influence of the great civilizers, but by Annexation. He cannot keep his cake and eat it, and we leave him to elect upon which horn of this dilemma he chooses to be impaled. In the last point Mr Pemberton seeks to make he is scarcely less unfortunate, as having been published in this journal from a Puret Sound contemporary, was from the Oregonian, a paper published in Portland, and to which the article was duly credited; so that the nice little straw castle built upon this erroneous foundation must be scattered to the winds, is, to adopt his own words, "all moonshine." With Annexation and the terminus of overland communication on Puget Sound, we greatly think we would discover ourselves to be on the sixpenny side of the Straits; but with Confederation and a free port, or a liberal commercial policy, we would most unquestionably find ourselves on the shilling side. One would be naturally led to infer from the admirable little duty with which Mr Pemberton concludes his interesting letter that he views Confederation in the light of separation from the parent nation—a virtual change of allegiance. It is possible that we may be wrong in this inference. Poets are presumed to enjoy a great latitude in the employment of words, yet we think this inference the more warranted from the fact that others of the same school do profess to take that view of Confederation. Need we point out the fact that the proposed consolidation of British interests on this continent, so far from being a severance of connection and a change of allegiance, is really the very reverse? Nor is the distinction Mr. Pemberton would raise between British subjects residing at home and those residing in the colonies in agreement with sentiments recently uttered by his favorite authority. We find the Times of last month, in a leading article, saying (with what sincerity we do not pretend to decide), "All Englishmen regard colonists as brother Englishmen and fellow subjects." Mr. Pemberton and those who act with him would appear to take a different view. They seem to prefer a transference of their allegiance to a foreign country—a practical recognition of their fellow colonists as "brother Englishmen" and fellow subjects.

Mr. Pemberton, however, in his favorable authority. We find the Times of last month, in a leading article, saying (with what sincerity we do not pretend to decide), "All Englishmen regard colonists as brother Englishmen and fellow subjects." Mr. Pemberton and those who act with him would appear to take a different view. They seem to prefer a transference of their allegiance to a foreign country—a practical recognition of their fellow colonists as "brother Englishmen" and fellow subjects.

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The Weekly British Colonist

Wednesday February 2, 1870

**THE ANNEXATION QUESTION.**

It would be idle to seek to disguise the fact that the *Times* article has had the effect of giving new life and vitality, if, indeed, it has not given new recruits, to the Annexation party of Victoria. Annexation may now be said to be rampant in this community. It no longer lurks in secret places or shuns publicity; but, with firm step, erect mien and almost defiant air, it walks our streets at noonday.

It is to be seen in the counting-house and the hotel, and may not unlikely strut its hour upon the public platform. Count of noses would scarcely be necessary, even if it were practicable. It is enough for our present purpose to know that, in numbers and influence, the party is by no means contemptible. It may be said, and doubtless with much truth, that the Annexationists are for the most part American citizens who, having adopted this colony as their home, are naturally disposed that the institutions and the flag of fatherland should extend over it. But the party is not solely composed of such, and, even if it were, one might well be met by the question, If good for American citizens why not for others? Now we would not wish to give any impression in regard to our own views on this question. The *Times* article has not in the slightest degree changed our views either in regard to the policy of the parent nation or the destiny of the colony. But it has tended to confirm our belief that the interests of British Columbia and her larger neighbour remain neglected toy in the hands of a Colonial Minister, and that Confederation in order to be must be immediate. We have never sought to conceal the conviction that the immediate destiny of this colony is either that of an important Province of a great and successful British-American Empire, or a State of the powerful Republic. There is not happy medium here. To plod along at the wailing, palsied, gradual whilie we cannot, is not a position to be at once abandoned by the parent Nation—left to work out its own salvation, without paternal sympathy or aid; if the overland railway fails to creep across the continent, lawmen are said to get to Heaven; if it fails piecemeal, as it pays it will never reach British Columbia; if confederation will never reach the golden strand of the Pacific, nay, instead Macaulay's New Zealander will yet but be probered on a scrumpling acre of Lenden's bridge. Notwithstanding the fears of some and the hopes of others, we prefer to think that British power is not on the wane; that the Nation will not suddenly throw away the golden opportunity now presented on this continent. What it has a policy, and a very decided one, too, in regard to British America in general, and British Columbia in particular; that it stands ready with both men and money to render Confederation a great and immediate success, such a success as will make our enterprising neighbors fairly dizzy; and that the Province of the Dominion of Canada thus pushed on to a glorious success, this colony would possess advantages both numerous and weighty which it could not reasonably hope to enjoy as one of the Territories of the United States on the Pacific. But, what about our behalf, it would ill become us to deny others the right to think otherwise, or to give public expression to such thoughts. Nay, the very admission that the destiny of this colony is such, placed by the neighboring Republic, in the event of the failure of Confederation through the faithlessness of the parent nation, would seem to invite rather than repel annexation upon the consequences of such an alternative. But if, as the followers of the *Times* prefer to think, the Imperial Government really entertains the idea of bartering us away in liquidation of an international debt, every consideration of interest, of self-respect, would lead us to approach the question in a business spirit, force back the jump which the very thought of such base perfidy is calculated to raise in every loyal heart, and make the best terms we can with those to whom it is proposed to sell us like bond slaves. While very far from envying the lairds, or the cruelty of those who entertain this latter view of our situation, and of Imperial intentions, yet we are greatly disposed to think that free discussion is not only proper, but may, if conducted in becoming spirit, prove beneficial. It is, indeed, a poor cause that fears fail so free discussion. The Confederation cause has ever courted it. The Annexation cause appears to do the same; and whatever faults may be detected in the initiatory letter of its chosen champion, however innocent of argument my letter may be, however vulnerable the grounds, and fallacious the facts of the writer, there at least exists the merit of open manliness. There is no dealing in anonymous tendoado. However weak in argument and from logical deduction, it is, in this respect at least, worthy of imitation by those holding a different belief, and with whom loyalty and patriotism are

something more than a loose garment to wear wide at the first sign of glittering gold. Let the discussion be conducted in the same open way, and if the arguments promised by Confederation cannot stand their comparison with those available under Annexation, so much the worse for the former. But let us not argue. This is quite rested, Sir Knight! Let us have only an open, manly, free, but reasoning and fearless debate, Sir Knight! Let all mere personalities and abuse be carefully eliminated from the discussion; and if this be done, if it be pursued in a spirit of candid inquiry, and if our best men will only come forward and take part in it, we confidently anticipate the best results.

FRIDAY, JAN. 28th.

CARIBOO NEWS to the 8th inst. has come to hand by Barnard's Express. The Dillier, Chipps, Cariboo and Lillooet claims were working, but as the shafts and drifts required to be cleared and repaired, the results will not be known for some time. The Bellavat drain was being rapidly pushed forward to completion, and the pay will be reached by the spring. Several accidents have occurred. Mr Poole lost two fine animals from exhaustion while driving them through the snow near Jack of Clubs Creek; and R. Anderson, a miner in Diller & Co.'s claim, slipped from a rope whilst being lowered down a shaft and received serious contusion on the head. About three-fourths of the William Creek miners will leave for Peace River in the Spring. The room of Mr Stirling was entered and robbed of \$500.

MADAME ANNA BISHOP.—This fair recollect and extraordinary woman is now in New York applying for a divorce from her second husband, Baron Schulz. The Madame was married to Sir Henry Bishop, the well-known English composer, and father of Mrs Wakefield—whose husband was Governor Kennedy's Private Secretary—some 24 years ago. The Madame was seen, and admired by the Baron and "boiled" with him one night to the continent. Sir Henry obtained a divorce, and the Madame soon found to her sorrow that her new love was a poor man; she accordingly resorted to the stage to support both. The pair were married, we think, in Australia; and it would appear, from the proceedings just instituted, that their relations have not been of the most agreeable character.

FROM NANAIMO.—The steamer Sir James Douglas, Capt. Clarke, with a few passengers, arrived last evening, and reports the ship Shooting Star, for San Francisco, nearly ready for sea. The Douglas brought 30 tons of coal for the lighthouse. On Saturday evening the Rev. W. Atkiss delivered a lecture to the Literary Institute on the subject of "The Progress and Age of the Material Universe." The attendance was good, and the financial result in the interest of the Institute were satisfactory....On the 26th Mr Daneswar commented excavations in his recently discovered coal seam. Only a small force of five men are at work for the present.

FROM NEW WESTMINSTER.—The steamer Enterprise, Capt. Pamphlet, returned from New Westminster at 4 o'clock yesterday afternoon, bringing 32 passengers, a Cariboo express and mail and about \$41,000 in treasure. A boy, belonging to the ship Nation's Hope, was brought down for medical treatment. Among those on board were Hon. Carroll and Bubby, John Park, W. L. Twining, J. Mann and S. P. Moody. The ship Nation's Hope, laden for Australia, was seen by the Enterprise yesterday in the gulf, towed by the steamer Isla.

ALCOHOLIC RHUMATISM has been discovered and defined in London. It is a complaint resulting from the too general use of alcoholic beverages; the marked effect is slow and rarely ever developed except after middle life; it causes stupidity, stiffness in the body, hobbling gait, and ultimate lameness and palsy. The cure lies mainly in gradual and then total abstinence from the use of all fermented alcoholic drinks and taking vigorous exercise in the open air.

BEE-HIVE SALE THIS MORNING.—We have been requested by the auctioneer, Mr. Franklin, to state that he will sell the property—that is the real estate portion of the Bee Hive—as the first lot, at 10 o'clock this morning, in order to afford the purchaser, should he so desire it, the opportunity of buying the well-appointed furniture, billiard table, engraving, and other decorative effects that are to be disposed of afterwards. A large audience is anticipated.

THE QUARTZ MILL READY FOR WORK.—Mr. J. H. Todd, Secretary of the Pioneer Quartz Mill and Mining Company of Cariboo, announced that the company are now prepared to receive quartz at their mill and send it off the following terms:—For one single ton, \$50. Over one ton up to three tons, \$40 per ton. Three tons and up to seven, \$35 per ton; and upward, \$25 per ton. The ton in all cases to be 2000 lbs. The mill is said to work satisfactorily.

CORROSION.—A paragraph appeared in the Evening News of the 19th in which it was stated that Capt. Freeman of the American steamer Newbern was very much disgusted with the coal company at Nanaimo for the manner they treated him while there; that they kept him waiting for four days for his coal, and that he said he would not in future bring an English vessel here. We have been requested by a Nanaimo correspondent to contradict this statement. The Newbern arrived at Nanaimo on Saturday and was kept waiting till Monday morning, and no longer!

THE CARIBOO PASSENGERS AND EXPRESS were brought from Yale to New Westminster in a canoe. The river was frozen in places and four portages over the ice had to be made at considerable risk to life. Some \$25,000 in treasure was left behind at Yale. The sufferings of the passengers are said to have been acute during the five days consumed in the trip.

ECLIPSE.—There will be an eclipse of the sun on the 31st inst., visible only in regions within 80 degrees of the South Pole. The next eclipse visible in this latitude will be a partial one of the moon on January 26th, 1871.

BOAT-RACE.—A race between the Golden Arrow, of New Westminster, and a Burmese sailing boat, for \$500 each, came off on Wednesday and was won by the former by too long a lead, received many hits.

A. C. O'KEELEY.—The Russian tea-merchants

are moving for a railroad across Siberia to China, to offset the Suez Canal. The distance is about one thousand miles across a level but very cold country.

It has been decided that the rank of cornet and ensign shall be abolished, and these grades will accordingly disappear from the Army List at the commencement of the next financial year.

JAMES COX, we learn, has secured a partner with \$10,000 in California, and is about to embark in the hotel line near San Francisco. The partner is a former Cariboo miner.

THE ANNUAL GENERAL MEETING of the Spring Ridge Water Works Company will be held on the 1st instant at the Company's Office.

THE NEWFOUNDLAND LEGISLATURE meets February 2d. Two of the late defeated candidates, Connolly and Pleson, have been made Legislative Councillors.

FOLLOWING THE EXAMPLE of an older brother, a son of the Duke of Argyll is about to become a member of a Liverpool firm of cotton brokers.

THE SHIP KITY GOBRO has sailed from San Francisco to load with lumber at Moody's Mills for Callao.

COUNTY COURT.—The County Court will meet on Tuesday next, when the Poundage of Williams of West will be tried.

THE BARK Delaware, Hornby master, from Moody's mill, laden with lumber for Guayaquil, Mexico, is at anchor in the outer harbor.

AMERICAN CONFEDERATION.—This fair recollect

and extraordinary woman is now in New York applying for a divorce from her second

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proceedings just instituted, that their rela-

tions have not been of the most agreeable

character.

FROM NANAIMO.—The steamer Sir James

Douglas, Capt. Clarke, with a few passengers,

arrived last evening, and reports the ship

Shooting Star, for San Francisco, nearly

ready for sea. The Douglas brought 30 tons

of coal for the lighthouse. On Saturday

evening the Rev. W. Atkiss delivered a

lecture to the Literary Institute on the

subject of "The Progress and Age of the

Material Universe." The attendance was

good, and the financial result in the interest

of the Institute were satisfactory....On the

26th Mr Daneswar commented excavations in his

recently discovered coal seam. Only a small

force of five men are at work for the present.

AMERICAN CONFEDERATION.—This fair recollect

and extraordinary woman is now in New York applying for a divorce from her second

husband, Baron Schulz. The Madame was

married to Sir Henry Bishop, the well-known

English composer, and father of Mrs Wake-

field—whose husband was Governor Kennedy's

Private Secretary—some 24 years ago. The

Madame was seen, and admired by the

Baron and "boiled" with him one night to

the continent. Sir Henry obtained a

divorce, and the Madame soon found to her

sorrow that her new love was a poor man; she accordingly resorted to the stage to support both. The pair were married, we think, in

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By Electric Telegraph.

SPECIAL TO THE DAILY BRITISH COLONIST.

## DELAYED DISPATCHES.

California.

SAN FRANCISCO, Jan. 18.—Some two weeks ago a man named Jarecky was married to a widow after a very short acquaintance, but before the marriage ceremony took place, she exacted a promissory note of \$3,000 payable on demand, as a guarantee for his good behavior. After the marriage was consummated, she refused to occupy the bridal couch until he had paid her \$10. They lived together only four days, when she caused his arrest, alleging that he had whipped her, and after the case was disposed of, they agreed to separate. She then demanded the \$3,000. He deeded his property to his brother-in-law in trust for his children, when she raised Cain and had him arrested again, and before the case was heard he cut his throat. He will probably recover.

There have been nearly 200 workmen dismissed from Mare Island Navy Yard within the past week, among whom were eighty ship carpenters.

WASHINGTON TERRITORY. (not recd.)

Spokane, Jan. 23.—(Received yesterday.)

It appears in relation to the shooting

yesterday, that one B. Gibson, formerly

of Idaho, and who rumor said was an

escaped murderer. Some time since

jumped the land of Mr. John Green

of Victoria, and was made to vacate it by a Justice's Court, subsequently.

The same man reentered the claim

and was arrested, and brought on trial on

Friday last before Mr. R. Rogers, J. P.,

who granted Gibson's continuance until Saturday, at 1 o'clock on Friday night it seems that Chas. McDaniel and

said Gibson rode to several farm houses

in the country, and threatened bodily

injury to the owners, among the number to McLain Chambers. The impression

now prevailed that said McDaniel was

an accomplice of Gibson's, and upon

such impression the citizens of Mack

Prairie formed themselves into a Vigilance Committee, and started in pursuit

of the jumpers. Early on Saturday morning, at a point about five miles

from town Gibson was shot, supposed

mortally, and was brought to the city.

Meanwhile McDaniel had entered the

city, and made boisterous demonstrations

and while doing so the Vigilance Committee came in with the body of Gibson, and surrounded McDaniel at Westbrook's Saloon. McDaniel disarmed himself of all weapons, excepting a large knife, and wanted to make a statement, but would not be listened to, when one of the Committee cried out: "Shoot the son of a—". Mc-

Daniel then ran through the alley-way, jumped over the railing, and was making his way out between Woods' law office (formerly) and Cates' building, when a ball entered his left temple, and he fell.

After struggling about three hours he died. Gibson, in the meantime, was taken up on the hill beyond the jail, when laid, and behold he raised up and grabbed John Highstreet's pistol and made fight, firing two shots—the balls taking effect in the legs of Joe Legard and Highstreet, but wounding them very slightly. Gibson was then shot through the head and died instantly. The bodies were taken charge of by the Sisters of Charity and will be buried to-day.

The Committee have abandoned their organization, and returned home; and thus has ended a most deplorable trouble.

## Iron Steamships for the Pacific.

From the New York Bulletin.

We learn that there are now on exhibition at the office of the Superintending Engineer of the Pacific Mail Line several working models of iron steamships of increased dimensions and diminished draughts of water, which will combine economy in the consumption of coal with increased rates of speed, while they at the same time afford unusual security to life and property. The dimensions of these vessels are to be as follows:

Length on water line 500 feet. Length over all 515 feet. Breadth of beam 60 feet.

Breadth over all 93 feet. Depth of hold 32 feet. Tonnage 8,000 tons. Freight capacity 3,200 tons. Coal capacity, 2,000 tons.

Weight of hull and outfit 4,000 tons. Launching draught 9 feet 2 inches. Two engines, with boilers, water, &c. 2,000 tons. Draught of water 12 feet 8 inches. Passengers and cargo 2,000 tons. Draught of load line 18 feet 6 inches.

As planned, these steamers would have staterooms for 250 first-class passengers, and steerage room for 1,500 third-class emigrants. The whole of the steerage can readily be converted into freight room, and the second-class staterooms, being constructed with shifting bulkheads, can also be made available for cotton and other freightage. Steam jets will be placed in each bunker and cargo space, so that it seems impossible for fire to gain any headway in any part of the vessel. The pumping capacity will be great as to lift the entire weight of the ship in eight hours. The tanks for fresh water will contain 40,000 gallons, and the Normandy condensers will make 6000 gallons of drinking water each twenty-four hours. The vessel will be divided into six watertight compartments, and will be so constructed as to be water and air tight between the outer and inner shells of the ship. The staterooms will be provided with life-saving mattresses

made of cork, which, with the life-lines attached, will buoy up 250 pounds, or sustain twelve persons in the water holding on to the life-lines. Each of these mattresses, by its peculiar construction, contains a locker, in which bread and fresh water is placed if required, and are so arranged that they can be joined together and form a raft capable of floating the entire crew and passengers.

## COMMERCIAL RELATIONS WITH THE STATES.

In an article on reciprocal trade between Canada and the United States, the Buffalo Courier says:

"Our political relations with Canada are usually brought forward when commerce with her is discussed, as a reason why we should place impediments in our trade with her; but if the trade is undesirable under our present relations it would remain undesirable under any other. Many who freely admit that the trade would be valuable to both parties, imagine that we ought to refuse it, that we may thus coerce or bribe the Dominion to enter the Union. The plan was of looking at this part of the case as the best. Do we increase the desire of any one for an increase of intimate relations with us, by repeat of intercourses and neighborly inducements? Would the State of Maine or New York, or any other, be influenced by such consideration to unite itself to a foreign government? In such affairs as these, the Constitution affords no outlet."

There are a few Canadians, said to be present, in the Canadian French

representatives, who hope the members of the Anglo-Saxon race are said to be

diffusing the "yellow belief" (i.e. trade) with Canada in the hopes of annexation,

and that non-intercourse would lead to an early demand of union with us. This is not a new theory—and the further time has progressed since it was stated the more remote does this realization seem to be. Annexation is something that should be sought, because it is to be valuable to us and of very little value indeed as a mere source of pride and satisfaction if it comes from any kind of coercion."

One of the top few Canadian volunteers

in favor of annexation gives us the following

woeful picture of Canadian distress, in which

he seems to rejoice gleefully and luxuriously.

He says: "Look out, you'll have some trouble."

You know that business is at a standstill

—that being deprived of a market by the repeal of the reciprocity treaty, our commerce is entirely broken down—that we are producing less than half what we have to pay for our imports—that emigration is going on at a fearful rate—that the past summer one-fifth of our cultivable land did not give any crop for the want of hands to till them, and that our list of insolvents is longer than that of the whole northern and western states together."

It need not surprise any one that those

who rejoice in such a state of affairs as Mr.

Aubin depicts do not see that he is endeavoring

to play the part of such a secessionist as

we all condemn when our own country is the

object of such attack. He professes to be

sure that reciprocity would turn all this

distress among his own countrymen to pros

perity, and yet he does his best to oppose

the beneficial change.

But let us examine his statement. By

the latest authentic records, the exports of

Canada instead of being less than one-half

of the imports, were nearly six-sevenths

or 67 to 33—and considering that Canada

might expect to pay more abroad for her

productions than they were worth at home,

that a considerable amount of European

capital is every year, with advantage to Ca

nada, finding its way there, and that a con

siderable amount of the goods imported into

the Dominion are used for use on this side

of the line—the exhibit is not a bad one. A

shrewd observer might travel a long time

through Canada without discovering any of

those symptoms of distress which answer

the purpose of Mr. Aubin's argument.

The breadstuffs and other agricultural

products of Canada find the same market as the surplus of our own, at the same prices.

No doubt 60 or 75 cents is a poor price for

Canadian wheat, but the farmers in many of

our best wheat producing states have to take

less. Their lumber and their products in

general have usually brought higher prices

since the reciprocity treaty was repealed, than

before.

If annexation is the only object to be

desired in connection with the Dominion

friendly feelings and liberal commercial in

tercourse should be cultivated with it. Cer

tainly such a course would not only be the

best financial policy, but would begin at once

to bring its own reward in promoting our

national industry, and putting money into

the pockets of the citizens of Buffalo?

Explanation of the Column of Mag

netic Light.

Professor J. D. Steele has communicated

the following to the Elmira Advertiser—

There appeared in the Advertiser, some

weeks since, a paragraph—copied, I believe,

from a Michigan paper—describing that a

column of magnetic light is shooting out from

the sun at a prodigious speed—that it already

reaches half way to the earth, and that in all

probability by another summer we shall

have celestial and atmospheric phenomena

besides which our rudest winter winds will

seem like a June morning in Paradise! In

fine, that when this big tongue of fire touches

the earth it will lap up our globe at one

mouth. Very many have made inquiries of

me concerning this prodigy and, with your leave, I will try to satisfy their curiosity and perhaps allay their fears.

It has been known for some time that

during a total eclipse red flames were seen

to play about the edge of the moon. During

the eclipses of 1868 and 1869 it was definite

ly settled that they were entirely disconnected

from the moon, and were vast tongues of

fire darting out from the sun's disc. By

observations with the spectroscope, and also

by means of the wonderful photograph of

the sun taken by De La Rue during the

eclipse of 1860, it was discovered that these

fire mountains consisted mainly of burning

hydrogen gas. This was precious information

to secure in the midst of the excitement

and novelty, and in the very brief

duration of a total eclipse. It did not how

ever satisfy scientific men. For two years Mr. Lookyer, aided by a grant from Parliament, constructed a superior instrument, had been experimenting and searching in order to detect these flames at other times than at the rare occurrence of a total eclipse. On the 26th of October, 1868, he obtained a distinct image of one of the prominences which he afterwards traced entirely around the sun. Astronomers can therefore now study these flames at any time.

The results of observations now being taken show that storms rage upon the sun with a violence of which we can form no conception. Hurricanes sweep over its surface with terrific violence. Vast cyclones wrap its fires into whirlpools at the bottom of which our earth would lie as a boulder in a volcano. Huge flames dart out to enormous distances and fly over the sun with a greater speed than that of the earth itself through space. At one time a cone of fire about 80,000 miles and then died away, all in ten minutes time. Beside such awful convulsions the minute display of a terrestrial volcano or earthquake sinks into insignificance.

There is nothing in these phenomena to alarm us. They have in all probability happened constantly for ages past. That we have now means for investigating their nature, and measuring their height and velocity furnishes no cause for anxiety. Rumors of these discoveries have crept into the papers, and, exaggerated by repeated copyings, and sensational additions, have given rise to these mysterious and unwholesome predictions.

A Western Journal says—It is stated that the directors of the company owning the franchise of the Northern Pacific Railway have completed a financial arrangement by which they will be enabled to commence the construction of that great national work. Messrs. Cook & Co. and E. W. Clark & Co. have undertaken to provide \$5,000,000 with which the work will be put under way. The ability of those men to carry out the scheme is well known. The contractors will be the section extending from Fort Abercrombie to Fort Clark, on the Red River of the North, a distance of about 200 miles. The western portion of this section—terminating on the Red River—passes through an open country of great fertility, unrivaled in any part of the world, according to all accounts, for wheat growing. The next work to be undertaken will be the section extending from Fort Abercrombie to Fort Clark, on the Upper Missouri, through a region possessing a fine soil and climate. When the line once reaches the Missouri it will command the trade of Montana and the whole mountain country and bring it to the lake region. The work is to be pushed steadily towards the Pacific until completed.

## DELAYED DISPATCHES.

## Europe.

PARIS, Jan. 16.—In the Corps Legislatif the debate on the arraignment of Deputy Rochefort opened. From the beginning of the session the chambers were crowded with spectators and all the Deputies as well as all the members of the Cabinet were present. Rochefort occupied his usual seat. Entente closed the discussion with a proposition on the part of the "Left Centre." He said they felt confident of the strength of the Ministry and would advise prosecution against the offending Deputy. Oliver replied that the Government could not accept proposals and demanded a vote of the Chamber on the question, otherwise the Ministry could not continue in office. This declaration was received with applause from all parts of the house. Rochefort in a bitter speech declared the minority were determined to get rid of him as a deputy, in not being able to destroy him. He was frequently interrupted by the protestations of members. A large military force was on hand and immense crowds of people gathered in the place de la Concorde, on the quay of the Tuilleries opposite the Legislatif Hall. The body of guards had been doubled, and the police prevented the people from crowding into the chambers. The public was not permitted to cross the bridge leading to that point. The debate closed at six o'clock, when the chamber decided to grant the demand of the government for the arraignment of Rochefort. The vote stood 226 to 34. Deputy Gambon, when the vote was announced, protested against the sudden termination of the debate, charging that it was brought about to prevent the proper consideration of so grave a question. The Chamber then adjourned.

When the result was announced to the crowd outside a great demonstration was made in favor of Rochefort in the place de la Concorde, and another popular manifestation of sympathy is reported on the Boulevard Montmartre. At eight o'clock the crowds were still collected in the streets shouting for Rochefort.

LONDON, Jan. 23.—The Times discusses the French commercial treaty and demonstrates the need of absolute free trade.

Advices from Baker's expedition of discovery report that on the first of July they were at the headwaters of the Nile all well.

The operatives at La Crozat, the great French manufacturing centre, are on the strike.

LONDON, Jan. 17.—The Telegraph says that the majority of the mercantile Council favoring amalgamation in 1882.

The Spanish sections are supposed to be adverse to amalgamation.

LONDON, Jan. 22.—The British Cabinet to-day agreed to adopt the principle of life tenure for the Irish speed-measure.

LONDON, Jan. 27.—The Alabama negotiation continues in sun-pense. No definite arrangements have yet been made.

PARIS, Jan. 18.—There was a great demonstration last night in the Boulevard Montmartre by the friends of Rochefort. The crowd was dispersed by the military without conflict and the troops occupied the boulevards until after 3 o'clock this morning. The police were very active, and there was much disorder and many arrests, but at this hour (10.30 p.m.) the city is quiet.

Rochefort was executed at seven this morning in the presence of a great crowd, who laughed at him as he mounted the scaffold. The culprit was pale but walked with firm step. After pronouncing the prison he lifted up his voice and said "I have done my best." These were the last words. Extraordinary precautions were taken against disorder. The military were on the ground, and there was great noise but the services were uninterrupted.

PARIS, Jan. 22.—About 3500 troops have arrived at La Creuzat, to prevent disorder among the striking workmen.

Henri Rochefort's trial has been concluded and he was convicted and sentenced to six months imprisonment and a fine of 30,000 francs. The sentence included the deprivation of political rights, but does not disturb his position as Deputy in the Corps Legislatif.

LONDON, Jan. 20.—The London papers contain accounts of the rebellion in England on the first of January when the new Bank Superintendence law, which abolished imprisonment for debt except in cases of County Court judgments, went into operation. There was a general and sanguinary hue and cry of debtors. At one prison, the largest place of detention in London, the prisoners were not satisfied that all might leave at midnight on December 31. Of ninety-four inmates, only thirty-one had availed themselves of the privilege; the others began that they might remain in jail, having no home.

PARIS, Jan. 26.—At the trial of Prince Pierre Bonaparte, Deputy Gambetta will appear for the family of Victor Noire.

LONDON, Jan. 26.—A great meeting was held at the Mansion House in this city last evening to promote immigration to Canada and other British colonies. The Lord Mayor presided, and other eminent men addressed the meeting.

The rumoured death of the Pope is false. Dublin, Jan. 57.—The Fenians of Tipperary advocate the re-election of O'Donovan Rossa in case his right to a seat is denied by Parliament.

PARIS, Jan. 27.—It was a stormy session in the Corps Legislatif this afternoon on the Franco-English-American treaties. Thiers commanded a reconciliation of this treaty, and

reproached the majority with not truly representing the country, or they would overthrow the Ministry for favoring principles that the country had repudiated. Great excitement ensued. Entente replied that the majority upheld the Cabinet.

Lord Gladstone has arrived from England to ascertain for the English government the real intention of the French Cabinet with regard to the treaty of commerce, which expires on the 4th of February.

After the passage of the new law relative to press libels, the French government intends to grant amnesty to all press offenders, including Rochefort, who was convicted under the old law.

LONDON, Jan. 24.—Mr. Gladstone has issued his usual notice to the important of the government in the House to be in their seats on the 8th of February.

Canada.

CHICAGO, Jan. 22.—The New Nation, the organ of the insurgents, has commenced publication at Fort Garry. It says: "We regard the Hudson Bay Company's Government obsolete, never to be resuscitated. The Dominion Government, by criminal blunders and gross injustice, has forever alienated this people. We consider it too far distant to intelligently administer our affairs." It thinks the United States Republic offers that system of Government which would best promote order and progress, and open up rapidly this country of magnificent resources; but in our present dependent condition, we hold it our duty to advocate independence for the people of Red River as a cure for all the present ill, and annexation will follow in time.

A dispatch from Ottawa says an order in the Council has been passed disallowing the Ontario supply bill in consequence of its conflicting with certain portions of the union act. An extra session of the Legislature will probably be called to amend the bill.

The recognition of the Red River leaguers by the Hudson Bay Company as the only legitimate Government in Winnipeg, has excited much conversation in this city. No force will be attempted against the Provinces. The rapid course of events is towards annexation.

It was announced that such a bill will be passed in the February session of the Dominion Parliament. Great Britain may be induced to guarantee 5 per cent. dividend on the stock on a railway. The connection, urging a land grant from Breckinridge to the Red River terminus of the St Paul and Pacific, to the Winnipeg border, gives assurance of immediate construction as soon as means are devised to check the Canadian scheme.

## Eastern States.

WASHINGTON, Jan. 22.—Prince Arthur arrived here yesterday.

There was a dinner party to-night at Minister Thornhill's in honor of Prince Arthur. The President, Vice President Colfax and all his cabinet, Gen. Sherman and by Groves and others were present.

Adams, Vinton, Jenison, Green & Rhodes.

DR. J. COLLIS BROWNE'S  
CHLORODYNE.  
IN THE ORIGINAL AND ONLY GENUINE.

CAUTION.—See Chancery Sir T. P. Wood states that the invention of CHLORODYNE, the story of the Inventor, Freeman, being the inventor was deliberately untrue which he regretted had been sworn to. Emanuel Hospital Physician of London stated that Dr. J. Collis Browne was the discoverer of chloroform; that they prescribe it rarely, if ever, and never as far as Dr. Browne's—See Times, July 12, 1864.

The Public therefore are cautioned against using any other than

Dr. J. Collis Browne's Chloroform.

ENTITLED CHLORODYNE.—YIELDING A SOOTHING, REFRESHING SLEEP, RELIEVES PAIN, CALMS THE NERVOUS SYSTEM, RESTORES THE DERANGED FUNCTIONS AND STIMULATES HEALTHY ACTION OF THE SECRETIONS OF THE BODY WITHOUT CREATING ANY OF THOSE UNPLEASANT FEELINGS WHICH ACCOMPANY THE USE OF OPUM. IT MAY TAKE FIVE GRAMS TO EIGHT GRAMS OF CHLORODYNE, THOUSANDS OF PERSONS TESTIFY TO ITS MARVELOUS GOOD EFFECTS AND WONDERFUL CURES, WHILE MEDICAL MEN EXHIBIT IT VIRTUES MOST EXCLUSIVELY USED IN GREAT QUANTITY.

DISSECTORS WHICH IT IS FOUND ESPECIALLY USEFUL.—Chloroform, Diarrhoea, Colic, Coughs, Asthma, Cramp Rheumatism, Neuralgia, Whooping Cough, Hysteria, and Convulsions.

DR. J. COLLIS BROWNE'S CHLORODYNE.—  
EXTRACT FROM MEDICAL OPINION.

The Right Hon. Mr. R. B. Hayes, M. D., of Boston, Mass., writes to the Col. Physicians and Surgeons:—"I am happy to inform you that the results of my service with the Indians in 1861 taught me that Chloroform was Chlorodyne.—See Lance, Dec. 31, 1864."

Dr. J. Collis Browne, M. D., late Instructor in Medicine at the Medical College of New York, now in England, states that he has been promised to visit Scotland by his return to Europe, to day he visited the Admiralty Department, where he was received through the building of Secretary Howell.

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