

THE BRITISH COLONIST

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TERMS: One Year (in advance) \$12.00, Six Months 8.00, Three Months 5.00, One Week 0.25

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AGENTS: S. D. Lyle, Vancouver, B. C., J. G. Clark, Victoria, B. C., etc.

The Conditions.

Turning from a discussion that cannot possibly aim at higher and more profitable results than a demonstration of the impracticability and undesirability of its object, let us invite serious attention to a subject of more immediate concernment, and the discussion of which promises more practical consequences.

who take an active share in public affairs shall lay aside personal bobbies and extremerotchets, and, hygienicly 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.

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 unenlightened, 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 of reason 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 embry statesmen; and whether it be now or years hence, we shall have to begin with the A B C of legislation.

Mr. Pemberton on Deviance.—Since unfurling his Annexation banner, Mr Pemberton has evinced a disposition to lay very great stress upon the question of colonial defenses.

Mr. Coleman's Lecture.—The lecture of Mr. T. Coleman on the Mehanic's Institute this evening, will doubtless be of a very entertaining and valuable character.

ARRIVAL OF THE S. S. CALIFORNIA.—The steamship California, Captain Rogers, arrived from Portland at 8 o'clock last evening.

ENGLAND.—On Wednesday Mr. J. D. Pemberton opened the Annexation discussion. Tuesday he concludes it. Some men have not the sufficient sense to know when they are beaten.

EXTRAORDINARY DEFENSE.—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.

CONFEDERATION OR ANNEXATION.—Editors BRITISH 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.

KEEPING UP NEW YEAR'S.—Whilst passing along Comorant street at 4 1/2 o'clock on Sunday morning Sgt. McCarthy's attention was drawn to a pile of paper blowing in a recess between two houses.

SHOOTING MURDER.—On Sunday morning, about one o'clock, two Hydat Indians were stabbed by another Indian at a small house in Oriskany Alley.

THE CALIFORNIA WILL RETURN HERE ON Thursday and discharge freight. Sail to Nanaimo on Friday and take in a cargo of coal, and sail hence for Portland on about Monday next.

THE STORM BY WHICH THE WORKING OF THE Overland Telegraph was interrupted for 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 Kelly at his hands, or rather 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 BARK RUBY HAILED OUT FROM THE WHARF at Esquimalt yesterday afternoon. Her repairs are complete and she will sail about Saturday for Anstruther.

THE MUNICIPAL COURT OF REVISION will hold its first sitting on Monday, 7th February at 10 o'clock last night from Paper Sound.

THE PRINCIPAL VOICE IN THE management of our own affairs, etc.

REMEMBER THE DATE OF ANNEXATION.—Fred Paige, Tonsorial Artist, Shaving 12 1/2, Hair Cutting 25c, Shemonging 25c. The original cheap shaving shop stands on the sunny side of Johnson street.

with the Government of Canada, to withdraw the guarantee of fifteen million dollars given to build a military railway, now in course of construction to connect the Lower Provinces with Quebec, to withdraw also the guarantee for fifteen hundred thousand dollars to satisfy the Hudson Bay Co. claim in the Saskatchewan and Red River territory.

First.—We maintain that by Confederating the North American Colonies we thereby consolidate and perpetuate British power

Mr. Pemberton's Third and Final Letter.—Editors BRITISH COLONIST.—A few days since I and others witnessed a strange scene. My next neighbor, Mr. Lee, has three bottles on his ground, and I one, which, for brevity sake, I shall call A, B, and C, respectively.

1. D to assume our present trifling debt and pay the usual trifling head money, etc.

2. The early construction of a wagon road entirely through British Columbia in the intended line of the proposed future railway.

3. Dry Dock at Esquimalt which would cover the bay question.

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 reluctant hundreds 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 fall to the ground. The Governor is not expected to address 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 imagine anything of the kind would have been as impolitic 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 forgotten what is due to the opinions of those who may differ from us as to what is a proper expression of such opinions in the terms of 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 impertinent folly. Where does our correspondent find the Colonial Minister plainly intimating that England desired to part with some of her most distant colonies? Nowhere, unless in the columns of some unreliable paper like the Times. Ready 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 in its behalf, while the regiment of her placemen 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. They can easily be secured as a condition. The allusion to our right to frame commercial tariffs is a piece of special pleading unworthy of the 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 bygone 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 misconstrues Mr Gladstone upon the subject of Imperial guarantees. During last session, when the subject of guaranteeing loans for the Dominion 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 Canada an loan 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 Northwest difficulty shall have been arranged in the Dominion, the Imperial Government will devote itself to the promotion of continuous railway communication. We observe, not without surprise, the light estimation in which our correspondent holds "responsible government." Under Confederation our powers of self-government would be co-extensive with those possessed by a State of that 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 "addicted in the belief that national distinctions are but relics of barbarism, that the less civilized a nation, the more clanlike it is, and that all such existing lines of demarcation are becoming perceptibly fainter, under the combined influences of education, the press, electricity and steam." When one finds a polygamist in Utah and a free love man in New York, it is perhaps "strange" to be wondered at that a "believer" in international free love, if one may be permitted the expression, should be found on Vancouver Island. We have not the advantage of knowing in what school our correspondent acquired his education; but for ourselves, we were educated to regard that sentiment commonly called "loyalty" as the cement which binds individuality into a homogeneous nation. It may, indeed, degenerate into mere "clannishness," as sometimes happens with the fellow-countrymen of our correspondent. As one of our modern poets has said, "Loyalty is the sinew of a nation, the glue that binds the atoms of a people together, the force that makes a people a people, the principle, the principle essential to national existence. And here, again, do we find history and facts strangely at variance with the assertions of our correspondent. In what country have education, the press, electricity and steam had a more signal triumph than in the United States? Have we seen the national lines of demarcation becoming perceptibly fainter under these influences? Nay, where is there another country on the face of the earth, in which these national distinctions are more marked? If we look to our own and other European nations, we do not find these lines becoming fainter as civilization progresses. Yet we are told that loyalty, patriotism, is mere clannishness—a relic of barbarism. It ill befits those proposing to become citizens of the United States to hold such sentiments. Such latitudinarianism may do to live by in a British Colony; but it would scarcely qualify for citizenship in the Great Republic. But the most pardonable error into which our correspondent has fallen is that of supposing that the Times represents either the Government or people of Great Britain upon the colonial question.

City Council. Tuesday, Jan. 15, 1870. Council met at 7 1/2 o'clock. Present: The Mayor, and Councillors McKay, Russell, Gerow, Carey, Walker, Allison. Communication from J. W. Williams, claiming a refund of pound less for the reason that there was no poundkeeper 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 Gerow 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 Allison. Councillor McKay asked leave to withdraw on personal grounds and the Mayor appointed Councillor Carey. Communication from H. Rhodes calling attention to the dangerous state of Cormorant Street near the Orleans Hotel. Referred to Street Committee. Councillors Carey and Gerow here called attention to the 32d 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 walk should be laid in places where a permanent one is not yet laid. The Clerk was instructed to write to the property owners and call their attention to the Ordinance. Councillor Russell reported the view street drain out of order, and his repair was ordered. Consideration of the motion for an increase of the Clerk's salary, was postponed for one week. The improvement of the Council is that the Clerk is greatly indebted, and the Mayor and all the Councillors bore testimony to his capability and industry. The Widow's Cow, which everyone thought the Pound Law had effectually smothered, has come to life and again stalks the streets, seeking whom she may toss. Yesterday she ventured upon Yates' street, where she was beset by a gang of yelling vagabond dogs, which have also taken advantage of the temporary relaxation of the law to draw 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, buried a blood vessel while on board the steamer Olympia on Sunday 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. NEWS.—Our delayed dispatches contain the news of importance. The wires across the continent have been buried for seven days' benefit of the "snow-drift." The latest dispatches received at Portland on Friday were from San Francisco, and they only brought an item or two of the 15th. 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 HYVE.—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 1/2 o'clock for ports on the Sound. THE PRINCE OF WALES.—This bark has commenced discharging on the Hudson Bay Company's wharf at Esquimaux. Goods for Victoria consignees will be brought around to this city on Friday. ACCIDENT TO A CHILD.—A little girl, daughter of Mr O. E. Bunting, fell and broke her right arm yesterday morning. The little sufferer received prompt medical attention. THE STEAMER EMMA ARRIVED FROM Burrard Inlet last evening, bringing the Great Maximilian, who returns after a most successful professional visit to the lower river. THE OREGONIAN announces the demise of Capt John H. Couch, who settled at Point Land in 1843. ALEXANDER.—The schooner Discovery was raised a day or two ago at Thetis Island and sailed into the harbor yesterday. The damage 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. MARINE FUNERAL.—The remains of Alexander Phillips will be interred to-day with Masonic honors. It costs five dollars to keep a dog at Seattle. There are only 26 licensed canines in the place. Happy land! BOSS CREEK, Idaho Territory, has been again nearly destroyed by fire. THE schooner Eliza, laden with stone for the new French Hotel, arrived yesterday.

Annexation v. Confederation. BOSTON BRITISH COLONIST.—As the Legislature will probably assemble for the dispatch of business, I crave a little of your valuable space to draw attention to what I conceive to be two misapprehensions and one incoherence in your columns, and by dint of repetition calculated to mislead the public in a matter deeply affecting their future welfare. The first is—That the position here offered our new Governor is that of a partisan, instructed to effect Confederation with Canada whether the people here desire it or not. Such a supposition is wholly unsupported by facts, is virtually contradicted by the replies of the Governor to several addresses, and opposed to the declared policy of the British Government that each colony is at perfect liberty to shape its own destiny as it thinks fit, provided it shall cease to become chargeable to the Mother Country in the event of war; and I confidently anticipate the announcement, at the ensuing session, that official members will be free to vote on this question according to their consciences. The second is—That any discussion on the subject of annexation of this colony with the United States is disloyal if not actually treasonable. Now, Sir, if members of Parliament, in England, both in their places and in addressing their constituents, calmly discuss the effect on the Empire of parting with this or that colony, as we know to be the case; if the Press of England does likewise; if the Colonial Minister plainly intimates that England desires to part with some of her most distant and non-productive colonies, would it not be more than culpable in us, at the present crisis, not to consider this question in the two-fold aspect, viz. the effect on the Empire and on this colony if so detached? First, then, with regard to the Empire, if by giving to its remotest and poorest geographical position, this colony is a source of weakness and not of strength, to England, commercially unprofitable in peace and indefensible in war, if a separation is earnestly prayed for, at home, a peace-loving and a peace-loving, is it 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 the 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, will 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 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. 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 an English colony which has obtained its independence by a war forced upon it by tyranny and injustice. Are we, to bear the less good-will towards the latter because it underwent such injuries? or ought we not rather to sympathize with it for that very reason? America is in no way a foreign nation. We boast of the same language, we speak the same language, and left our homes under similar circumstances. I doubt whether the extravagant professions of loyalty occasionally indulged in here, at the expense of our consciences, would be fully appreciated at home. It too often more resembles the proffered caresses of an inebriated acquaintance than the less obtrusive intimations of a valued friend. According to my humble interpretation of public opinion so openly expressed at home, the case with us stands thus: The British taxpayer will not allow us to continue a distinct dependency of Great Britain, but leaves us absolutely free to make what other alliances we please. Great Britain has held this colony at a loss for twenty years, has at length abandoned all idea of making a Naval Station here, on account of the difficulty of retaining sailors in a gold country and having no commercial interests here to protect; in fact, so insignificant do they consider the latter, that they allow us to frame a tariff, which, distance being taken into account, places the introduction of British goods at a decided disadvantage in competing with American. But how in the event of war? Would England expend 30 millions sterling on a railway to hold a dependency commercially valueless, in opposition to the unmistakable statement of Mr Gladstone, that no guarantee would be given in future for any such purpose? Indian Railways afford no parallel; in that case the most valuable dependency of Great Britain could not have been held unless the guarantee were given, besides, the former line would run closely parallel to a foreign frontier, and therefore liable to interruption, with a small force at a hundred points, and fortifications are out of the question, since it is an established principle that colonial fortifications must be made at the cost of the colony interested and not of the British public. (See Political Article, Edinburgh Review, No. CCLXII.) In proposing terms for Confederation you appear to urge two points as essential, Responsible Government, and That Railway. The former, I have no doubt, could be readily granted; commercial tariffs, &c. being placed beyond our reach, the only matter left open to us to discuss, would be the holes in the Spanish road, apprehension of whiskey sellers or the appointment of a keeper for the Public Pound. The second condition, if conceded, seems to open a more gratifying prospect. I imagine an expenditure of 20 or 30 millions on a work commenced simultaneously at both ends; a fleet of vessels arriving at our wharves laden with railway plant and rolling stock; a regiment of engineers and contractors with their families, and an army of laboring men. The cheering prospect is, however, damped by one or two drawbacks; and here, I am sorry to say, the opinion of the best informed men in England is strangely at variance with the tone of some brilliant leading articles in your paper. To construct some thousands of miles of railway through an uninhabited country, some population at one end and none at the other, where is the money to come from? Canada

has not got it, neither has British Columbia. The British Government won't guarantee a shilling. The British public find that railways at home do not on an average pay 3 per cent. Some are in Chancery, and some petitioning government to aid them in their distress. And, further, it is said that the existing overland railway, notwithstanding the dense population at both ends, and with the steam communication with Ohio and Japan does not pay. If, then, the proposed connection by railway with Canada is all moonshine we might as well for all practical purposes be confederated with the Pyramids of Egypt. About one necessary condition, however, your article are strangely silent, I mean the Alabama claims, or England, about the 30 000 invaders from San Francisco would be landed on our shores three weeks after war was declared. Would you expect a Canadian Hannibal to lead an army across the mountains to our rescue? Your Red River correspondence would not infer it. Ironclads from Denver or a fleet from it. Hamodze would be six months coming out if sent, all postal communication cut off, and British subjects confined to quit in a fortnight or remain prisoners of war till the war was over. The foregoing and similar considerations will throw some light upon the frank liberty of purpose which dictated the following passage extracted from a recent leading article in the Times; "avowedly the government organ as well as the exponent of public opinion in England at the present time." We can suggest a stronger statement. British Columbia is a long way off. It is practically inaccessible by land from Canada, and, in spite of many projects to the contrary, will long remain so. The way of getting at it is by the Isthmus of Darien and the Pacific and the nearest civilized community is the State of California. With the exception of a limited official class, it receives few emigrants from England, and a large proportion of its inhabitants consist of citizens of the United States who have entered it from the South. The Colonial Secretary has recently intimated to the Governor of British Columbia that he is prepared to sanction the entrance of the colony into the new Dominion of Canada should the colonists desire it. Nothing could be more proper than this intimation; but suppose the colonists met together, and after deliberating came to the conclusion that they were, as we have said, a very long way off from the United Kingdom, and practically almost as far from Canada, and that every natural motive of continuity, similarity of interests, and facility of administration induced them to think it more convenient to slip into the Union than into the Dominion. Should we oppose their determination? We all know we should not attempt to withstand it if it were clearly and intelligibly pronounced. The simple fact, then, in the relations between this country and British Columbia, far from being "strange," are so related that the inhabitants of British Columbia might break their hearts with wish to be admitted into the Union. Now come this with the recent speech of Lord Granville (I again extract from the Times) and draw your own inferences. The speech gave no guarantee that the Minister would not consider it beyond his duty to sever the connection between this colony and any of the colonies, even though he would be exceedingly sorry to see England part with all her colonies. Have you seen a recent leader in the Times doubting the mutual benefit of Confederation where the circumstances of the Provinces to be united are wholly dissimilar? I have, but cannot lay my hand on it. In dealing with a matter of such vital importance, we ought to use the words of Mrs. Primrose "to have all our eyes about us." Otherwise, sooner than we anticipate, we may find ourselves in a position similar to that of Sierre's Starling in the cage, singing, "We can't get out! we can't get out!" J. D. FERRINGTON.

The Weekly British Colonist. Wednesday February 2, 1870. The "Times" on the Colonies. Perhaps amongst all the great London newspapers there is not one respecting which it cannot be asserted with more force of truth than it can of the Times that it is "avowedly the government organ as well as the exponent of public opinion in England at the present time"; and this is especially true as respects the Colonial policy of the Empire. It is questionable whether there can be found in all England a newspaper in the columns of which greater ignorance is displayed respecting the Colonies. In illiberality and inconsistency the Times is peerless. Such assertions may appear strange to some; but they are not less true for that. It will be within the recollection of many of our readers how that paper formerly denounced in unmeasured terms the supposed Colonial policy of what was called the Manchester School. At the meeting of Colonists in London on the 8th ult., Mr. Lebelliere, quoted, amidst cheers and laughter, an article from the Times, written six years ago, condemning in the strongest terms, as absurd and ridiculous, the very idea of separating the Colonies from England, describing in glowing terms the commercial and political advantages resulting from the union, and assuring the Colonists that no administration and no minister would ever dare attempt to deprive them of their birthright as Englishmen. [Standard report 9th Dec. 1869] Now the same paper quite out of her mind in the denationalizing doctrine of disintegration—goes altogether beyond the Bright party in estimating lightly the value to the nation of its colonial empire. This from such a source can surprise no one; but it is surprising to find the government organ as well as the exponent of public opinion in England at the present time. Let us look for a moment at the Times' article to which the communication published yesterday doubtless owes paternity. Passing over the patronizing supercilious, insulting tone assumed towards the Colonists who, with the Duke of Manchester, sought an interview with the Colonial Minister, we find the Times telling its readers with regard to this Colony that "the way of getting at it is by the Isthmus of Darien and the Pacific, and the nearest civilized community is the State of California." With the exception of a limited official class, it receives few emigrants from England, and a large proportion of its inhabitants consist of citizens of the United States who have entered it from the South. There is too much truth in the statement that this Colony receives few emigrants from England; but that circumstance is mainly attributable to the gross ignorance which pervades the home mind with respect to it,—a condition in no way mitigated by the incessant blundering of an ill-informed and jaundiced press. It will scarcely be necessary to say that, with this single exception, the statements contained in the above extract are utterly, ridiculously untrue. By the Isthmus of Darien is not the only way here. The State of California is not the nearest civilized community. Washington Territory, on our immediate border, has a white population nearly twice as large as British Columbia; yet, perhaps, in view of the recent doings of "Judge Lynch," the less said about civilization in that Territory the better. But what of the State of Oregon, with its hundred thousand, a population, equal in civilization to that of California? Probably our big cotemporary was not aware that Oregon intervenes; but if so, he ought not to venture beyond his depth; he ought to study geography before presuming to write leading articles upon such subjects. The assertion that a large proportion of the inhabitants consist of citizens of the United States who have entered from the South, is equally wide of the mark. The fact is that, elementary although valuable and interesting, is small, probably not amounting to more than a fifth of the civilized population of the Colony. The preponderating element is composed of British subjects who, having either lived in other Colonies, or in the United States, know what the rights of freemen are, and mean to enjoy them here, and we have no hesitation in saying that if they cannot enjoy those rights under the old flag there are few who would not, however reluctantly, seek them under another. It has already been asserted that the Times does not represent the views and policy of either the Government or people of Great Britain on the Colonial question. In proof of this assertion we need only refer our readers to such papers as the Telegraph (the organ of Mr. Gladstone), the Standard [the organ of the Conservative party], the Post, the Globe, the Daily News, the Advertiser, the Dispatch, the Spectator, the Pall Mall Gazette, and last, but by no means least, the Observer as well as the official utterances







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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 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 net 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 in 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 desirous that the institutions and the law of fatherland should extend over them. It is not solely the interest of such, and even if it were, one might well question the wisdom of their views. Now, we would not wish to misunderstand in regard to our position 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 in regard to the status of the colony; but it has tended to confirm our belief that the interests of British Columbia should remain a neglected toy in the hands of a Colonial Minister, and that Confederation in order to be successful, 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 no happy medium here. To plod along as the waiting parasite gradual whole we cannot. The Dominion is to be at once emancipated by the parent Nation—left to work out its own salvation, without paternal sympathy or aid; or the overland railway is to creep across the continent piecemeal, as it pays its way, it will never reach British Columbia. Confederation will never reach the golden strand of the Pacific; may, however, New Zealand will yet be perched on a scrambling arch of League. Notwithstanding the fact that the nation will not readily throw away the golden opportunity now presented on this continent, that it has a policy, and a very decided one, 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 as a 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, while all this is true, it would ill become us to deny others the right to think otherwise, or to give public expression to their thoughts. Nay, the very admission that the destiny of this colony is absorption 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 discussion 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 lamp which the very thought of such a base perfidy is calculated to raise in every loyal throat, 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 fact, or rather the credulity of those who entertain this latter view of our situation, we do not intend to be greatly displeased to think that the discussion is not only proper, but may, if conducted in a becoming spirit, prove beneficial. It is, indeed, a poor cause that fears light and free discussion. The Confederation cause has ever courted it, and whatever appears to do the same, and whatever fails may be detected in the initiatory letters of its chosen champion, however facetious the grounds, and fallacious the facts of the writer's assertions. There is no dealing in anonymous libels. However weak in argument and how 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 cover the nakedness of an unprincipled gold. Let the discussion be conducted in the same open way, and if the Annexationists are to be successful, it will be the result of a fair and honest competition with those who stand under the banner of the Union. But let us be clear in our own minds. This is not a question of mere expediency. Let all mere personalities and ad hominem attacks be eliminated from the discussion; and if this be done, if it be pursued in a spirit of candid enquiry, 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 the Express. The Diller, Chips, 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 Bellart 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 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 the shaft and received a serious contusion on the head. About three-fourths of the William Creek miners will leave for Pesse River in the Spring. The room of Mr. Sterling was entered and robbed of \$500.

**MADAME ANNA BISHOP.**—This fine vocalist 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 Bingham, the well-known English composer, and father of Miss Wakeford—whose husband was Governor Kennedy's Private Secretary—some 24 years ago. The Madame was seen and admired by the Baron and Sir Henry obtained a divorce, and the Madame soon found to her sorrow that her new life was a poor man's, as according to her position in 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 NANTUCKET.**—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 light-house. On Saturday evening the Rev. W. Allison delivered a lecture to the Literary Association on the subject of 'The Vestiges and Age of the Material Universe.' The attendance was good, and the financial result satisfactory. On the 26th Mr. Donnan commenced 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 1/2 o'clock yesterday afternoon, bringing 33 passengers, a Cariboo express and mail, and about \$4,000 in treasure. A boy, belonging to the ship Nation's Hope, was brought down for medical treatment. Among those on board were Hens Carrall and Bundry, John Wark, W. L. Thwing, 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 Isabel.

**ALCOHOLIC RHEUMATISM** 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 develops except after middle life; it causes apoplexy, stiffness in the body, hobbling gait, and ultimate lameness and palsy. The cure lies mainly in gradual and total abstinence from the use of all fermented alcoholic drinks and taking vigorous exercise in the open air.

**BEES-HIVE SALE THIS MORNING.**—We have been requested by the auctioneer, Mr. Franklin, to state that he will sell the property that is the first lot, at 11 o'clock this morning, in order to afford the purchaser, should he desire it, the opportunity of buying the well appointed furniture, billiard table, engraving, and other desirable effects that are to be disposed of afterwards. A large attendance is anticipated.

**THE QUARTZ MILL READY FOR WORK.**—Mr. J. H. Todd, Secretary of the Pioneer Quartz Mill and Mining Company of Cariboo, announces that the company are now prepared to receive quartz at their mill and crush it on the following terms:—For one single ton, \$60. Over one and up to three tons, \$40 per ton. Three tons and up to seven, \$35 per ton, and upward, \$25 per ton. The ton is all cases to be 2000 lbs. The mill is said to work satisfactorily.

**CORRECTION.**—A paragraph appeared in the Evening News of the 19th in which it was stated that, Capt. Freeman of the American steamer Newburn was very much displeased with the coal company at Nansamb in 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 mail here. We have been requested by a Nansamb correspondent to contradict this statement. The Newburn arrived at Nansamb 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.

**Colours.**—There will be an eclipse of the sun on the 17th inst., visible only in regions within 30 degrees of the South Pole. The next eclipse visible in this latitude will be a partial one of the moon on January 6th, 1871.

**Bar Ricks.**—A race between the Golden Arrow of New Westminster, and a Buffalo, for \$500 and \$1000, took place on Wednesday and was won by the former by two lengths. Daily activities may be seen in the papers.

**An Oyster.**—The Russian sea-merchants are moving for an railroad across Siberia to effect 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 3d. Two of the late defeated candidates, Connolly and Pihon, 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 Kitty Goburn** has sailed from San Francisco to load with lumber at Moody's Mills for Callao.

**COURT CASES.**—The County Court will meet on Tuesday next, when the Poind case of William Wren will be tried.

**The bark Delaware,** Horsey master, from Moody's mill, laden with lumber for Guaymas, Mexico, is at anchor in the outer harbor.

**Annexation v. Confederation.**

**Editor British Colonist.**—Under this head Mr. J. D. Pemberton has been kindly favored with a column and a half of your valuable journal. I could wish that, taking advantage of the freedom of discussion which you seem to allow him, he had given his arguments in favor of annexation, instead of endeavoring to promulgate vague hints that confederation might be our probable ruin. I see further, sir, that you do not deny your columns to free and fair discussion, and my object in writing this letter is to invite Mr. Pemberton or some other champion of annexation to 'come out' and show us how such a great change of flag and allegiance would affect us. It would indeed be wasteful of time if not suicidal to consider any change which would be entirely destructive of our vital interests in this country, and for this reason, as an inhabitant of British Columbia, I have refrained from giving very much consideration to annexation. I cannot find fault with my American friends and fellow-citizens for differing with me upon this question, for they are nearly all believers in the Monroe doctrine, and their arguments are apt to be inculcated with prejudice and patriotism to the land of their nativity. But there is another (limited) class in this community—purely, exclusively and intensely English—of whom Mr. Pemberton, though an Englishman, may justly be said to be a representative, who oppose confederation and undoubtedly espouse annexation—perhaps by way of a little quiet finance, and who I feel persuaded have not well and truly considered what the real results of such a change to this country would be—or if they have, it has been in such a quiet way that the public has never had the benefit of their deliberations. It is in this class, of which Mr. Pemberton is at once the type and the champion, I would appeal, and while joining with him heartily in the right and good policy of perfect freedom of discussion, I will ask him to think calmly, soberly, maturely, and tell us how he and other farmers, how every body, in fact, how this country generally speaking would profit by annexation, supposing it to be within our grasp, if we wished for it. To commence with the pith of his communication: Mr. Pemberton would indeed find it hard to prove that Great Britain has held this colony at a loss for twenty years or that she has abandoned the idea of keeping a naval station here on account of having no commercial interests to protect and the difficulty of retaining sailors in a gold country. What are the facts? Great Britain has never given us anything except official whistles which we have always paid; and as to the fleet, though there were rumors last year that Mr. Childers, in carrying out his scheme of economy would break up the dockyard and reduce the number of our ships to a shadow, we have actually had more ships than at any previous period of our Colonial history. We are in daily expectation of a new Admiral, with his flag-ship and his month or so of being greeted by the gunboats. But on this subject, what kind of a naval station would we have under the Stars and Stripes? Could we do better in expending ships and scattered naval stations in line of peace, and it is not likely that our influence under the white-washing system would be great enough to bring what little they have in this way at Mare Island up to Equatorial. No, Mr. Editor—annexation would from the very first destroy all hope of ever having an Equatorial presence of a navy. His views upon railroads and Imperial guarantees I consider have been ably answered in your leader of the same date. But what railway system should we have under annexation?

**CURES AND COMFORT FOR THE BED-RIDDEN.**

**Holloway's Ointment.**

This wonderful Ointment cures the various skin diseases, such as eczema, psoriasis, and other eruptions of the skin; when rubbed on the surface it penetrates and purifies each pore on the passage, and draws the most poisonous humors out of the system. It cleanses all animal fluids with which it comes in contact, and thereby promotes a sound and permanent cure.

**Great and Permanent Cures.**

Non-inflammation of the skin of abundance of the skin, when rubbed on the surface it penetrates and purifies each pore on the passage, and draws the most poisonous humors out of the system. It cleanses all animal fluids with which it comes in contact, and thereby promotes a sound and permanent cure.

**Dropical Swellings.**

Swallowing of this dangerous and deadly complaint which frequently occurs in the tropics, and is attended with the most alarming symptoms, is cured by the application of this Ointment to the affected parts, and the patient is restored to health in a few days.

**Fleas, Flukes, and Internal Tumor.**

This Ointment is a certain cure for Ringworm, Scabby Scurf, or King's Evil, and the most inveterate skin diseases to which the human race is subject. They can not be cured with a safer or more powerful agent. Holloway's Ointment, assisted by his celebrated Pills, which act powerfully on the constitution and so purify the blood that the most inveterate eruptions are cured from the system, and a lasting cure obtained.

**Diaphoretic Swellings.**

Swallowing of this dangerous and deadly complaint which frequently occurs in the tropics, and is attended with the most alarming symptoms, is cured by the application of this Ointment to the affected parts, and the patient is restored to health in a few days.

**Diarrhoea of the Kidneys, Stone and Gravel.**

These complaints, which are attended with the most alarming symptoms, are cured by the application of this Ointment to the affected parts, and the patient is restored to health in a few days.

**Both the Ointment and Pills** should be used in the most judicious manner, and the patient should be kept in a healthy state of mind and body.

**Dr. Joseph Walker's**

**CALIFORNIA VINEGAR BITTERS.**

Manufactured from the native Herbs and Roots of California.

**FOR INFLAMMATORY AND CHRONIC RHEUMATISM, GOUT, DYSPEPSIA, BILIOUSNESS, REMITTENT AND INTERMITTENT FEVERS, DISEASES OF THE BLOOD, LIVER, KIDNEYS, AND BLADDER, these BITTERS have been most successfully used in all cases caused by VITIALIZED BLOOD, which is generally produced by derangement of the digestive organs.**

Cleanse the vitiated Blood, whenever you find its impurities bursting through the skin in Eruptions, or sores; cleanse it when you find it obstructed and stagnant in the veins; cleanse it when it is foul, and your feelings will tell you when. Keep the blood healthy and all will be well.

**AGENTS:**

**R. H. McDONALD & CO.**  
IMPORTING WHOLESALE DRUGGISTS,  
Corner Pine and Sanson Streets, San Francisco.

**PICKLES, SAUCES, JAMS**

**CROSSE & BLACKWELL**

**SOLICITORS, LONDON**

**CROSSE & BLACKWELL'S**

Wholesale Manufacturers are established from every part of the world, and their goods are sold in all the principal cities of the world.

**HER MAJESTY'S TABLE**

Our Agents for LEA & PERDINI'S CELEBRATED WORCESTERSHIRE SAUCE, are Manufacturers of every description of Olives, Stoves of the highest quality.

**By Electric Telegraph.**

**SPECIAL TO THE DAILY BRITISH COLONIST.**

**DELAYED DISPATCHES.**

**California.**

**SAN FRANCISCO, Jan. 18.**—Some two weeks ago a man named Jaretsky 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 bride-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 deduced 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.**

**STANTON COUNTY, Jan. 23.**—A deed of murder was committed in the town of Idaho, and who rumor said was an escaped murderer. Some time since he jumped the land claim of Charles Wren of Victoria, and was made to vacate it by a Justice's Court, subsequently. The same man, who had the claim vacated, was arrested and brought on Friday last before Mr. Rogers, J. P., who sentenced Gibson to be confined until Saturday, at 10 o'clock. On Friday night it seems that Gibson, McDaniel, and Gibson rode to several farm houses in the country, and threatened bodily injury to the owners, among the number to McLein Chambers. The impression now prevailed that Gibson and McDaniel were accomplices of Gibson's, and upon such impression the citizens of McLein 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, but would not be listened to, when one of the Committee ordered: "Shoot the son of a B—!" McDaniel 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 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, where he and behold he raised up and grabbed John Higbestream's pistol and mad fight, firing two shots—the balls taking effect in the legs of Joe Legard, an Higbestream, 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 the organization, and returned home; and thus has ended a most deplorable trouble.

**Iron Steamships for the Pacific.**

We learn that there are now on exhibition at the office of the Superintendent of the Pacific Mail Line several models of iron steamships of increased models and diminished draught of water which will combine economy in the consumption of coal with increased 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 feet, Tonnage 8,000 tons, Freight capacity 3,300 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 a cargo 2,000 tons. Draught of load line feet 6 inches.

As planned, these steamers would be staterooms for 250 first-class passengers, a stateroom for 1500 third-class passengers. The whole of the staterooms could readily be converted into freight room, the second class staterooms, being constructed with shifting bulkheads, can also be made available for cotton and other freight. Steam jets will be placed in each bunker cargo space, so that it seems impossible for fire to gain any headway in any part of 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 machinery, condensers will make 6000 gallons drinking water each twenty-four hours. The vessel will be divided into six water-tight compartments, and will be so constructed to water and air tight between the outer and inner shells of the ship. The stateroom will be provided with life-saving apparatus.

THE WEEKLY BRITISH COLONIST.

By Electric Telegraph.

SPECIAL TO THE DAILY BRITISH COLONIST.

DELAID DISPATCHES.

California.

SAN FRANCISCO, Jan. 18.—Some two weeks ago a man named Jareizky was married to a widow after a very short acquaintance...

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.

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...

ever satisfy scientific men. For two years Mr. Lockyer, aided by a grant from Parliament to construct 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.

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 like a boulder in a volcano.

NEW GOODS

EX "PRINCE OF WALES."

HENRY NATHAN, JR. & CO.

Have in Store and offer for Sale

The following NEW GOODS!

- BLANKETS: 2-1-2 point, Blue; 2-1-2 do Black; 1-1-2 do White. SHAWLS: Real French Baroque, Long and Square; Saxony, Trimmings, Queenland, &c. Ticking; Blue Cottons; Horrikses' Long Cloth; American Drilling; Grey Calicoes; White Saxony Flannel; Tartan Plaids; Winesy; Linens; Silk and cold Coburgs; Delaine; Alpaca; Poplins; French Merino; Plaid; Ginghams; Chintz; Prince; Muslins; Embd. French Merino Dresses; Fancy Wool Skirtings; Skirts; Balmain; Mohair; Winesy; Rep. white, &c.; Linings; Jackets; Black Cloth; Plaid, &c.; Velvet; Irish Linen; Hair Nets; Ribbons; Trimmings; Pearl and other Buttons; Patent Linen Thread; Spool Cotton; Table Oil Cloth; Oiled Silk; Hosiery; Neckties; Pants; Pilot Tweed; Do. Black; Ribbed; Molekin; Vests; Black Cloth; Pilot, &c.; Taverners' Capes; Boys' Suits; Baiter Shirts; Black & White; Checked and French Flannel; Flannel; Shirts; Cambric; Handkerchiefs; Umbrellas; Black Silk Handkerchiefs; White Shirts; Swansdown do; Bras; Neckties.

Washington Territory.

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 claim of Charles Wren of Victoria, and was caught and detained by a Justice of the Peace...

First Premium Colonial Made Wrought Iron Plows.

After the Scotch Style. Universally acknowledged to be the BEST IN USE. Price \$65. THE FIRST PREMIUM WAS AWARDED these Celebrated Plows at the recent Plowing match at Seattle.

Peace River Mines.

Tinware, Hardware, &c. MESSRS. E. PEARSON & BROS. TIN SMITHS, &c., of Barkerville, British Columbia, have opened a BRASS SHOP at the MOUTH OF QUINLAN RIVER and are prepared to supply miners with all kinds of goods in their line of business...

GROCERIES

Henry Nathan, Jr. & Co. WHARF STREET, VICTORIA, V. I.

Iron Steamships for the Pacific.

We learn that there are now on exhibition at the office of the Superintendent Engineer of the Pacific Mail Line several working models of iron steamships of increased dimensions and diminished draught of water, which will combine economy in the consumption of coal with increased rate of speed...

Explanation of the Column of Magnetic Light.

Professor J. D. Steele has communicated the following to the Editor of the Advertiser:—There appeared in the Advertiser, some weeks since, a paragraph—copied, I believe, from a Michigan paper—declaring that a column of magnetic light is shooting out from the sun at a prodigious speed...

New Photographic Views.

Mountain Scenery and other highly Interesting Subjects. CARTES DE VISITE, GROUPS. Mineral Boring. THE UNDERSIGNED HAVING HAD many years experience in boring for minerals, and enjoyed every facility for acquiring a thorough practical knowledge of the Geology of this Colony, begs to inform parties who are about to prospect for Gold that he is now open for an engagement and holds himself in readiness to conduct any operation of that nature which may be entrusted to him.

25,000 FRUIT TREES

Including most of the leading varieties in Cultivation. The trees are from one to four years old, and in prime condition for transplanting. Also a LARGE GENERAL NURSERY STOCK

GREENHOUSE PLANTS,

A large Assortment of SEEDS and every requisite for the Farm and Garden always in Stock at the Store.

Occidental Buildings.

FORT STREET, VICTORIA.

FRAUD

On the 27th June, 1868, MOTHERWELL, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting labels of Messrs. CROSS & BLACKWELL, London, and was sentenced by Mr. Justice Phair to TWO YEARS RIGOROUS IMPRISONMENT.

S. MAW & SON, Surgeons' Instruments.

DRUGGISTS' SUNDRIES. APOTHECARIES' WARES. 11 & 12 ALDERSGATE ST. LONDON, E. C.

ENGLISH AND EUROPEAN NEWS.

THE MAIL.

A Paper containing the news, the principal leaders, a well-digested summary, and all interesting matter from THE TIMES, and is thus rendered available in a cheap form, for persons residing abroad or in the colonies. The days of publication are Tuesdays and Fridays, in the afternoon, and the price is six pence per copy, or 2s. a week post free.

