





Semi Weekly British Colonist

Wednesday December 8, 1869.

The Canadian Pacific.

The following extract from the report of a Committee of the United States Senate is deserving of mature consideration.

The line of the North Pacific Railroad runs for 1,500 miles near the British possessions, and when completed will drain the agricultural products of the rich Saskatchewan and Red River districts, east of the mountains and the gold country on the Fraser, Thompson and Kootenay rivers west of the mountains.

Such words, such admissions from such a source, carry double, treble weight. There can be no doubt that the construction of a line of railway through British territory, connecting the two great oceans is a gigantic enterprise for a new-born nation to undertake.

But it must be remembered that the danger, on the other hand, is equally formidable. The road is a sine qua non to the very existence of the Dominion. Nay, more: it is essential to the commercial supremacy of the United Kingdom.

Our Navigation.

The loss of the American ship Cowper forms but one of a series of marine disasters which have recently occurred in these waters, sufficiently numerous and important to suggest the enquiry whether or not the character of our navigation and, consequently, the maritime interests of the colony, may not suffer injury thereby.

paraging the ability of those captains who have been so unfortunate as to lose their ships. Indeed, in most instances we believe we would be justified in speaking of them in terms of praise. But it is contrary to the nature of things that these who are comparatively, or, as has been the case in some instances, wholly strangers, should be as capable of navigating our waters as are the local Pilots, whose business it is to make themselves personally familiar with every nook and corner, every rock and reef, the flow of every tide, and the strength of every tidal current.

DECEMBER 2d, 1869.

Queen v. Thos. Everett—This was an action on an indictment for carnally abusing Matilda Pika, a child under ten years of age. The Attorney General appeared on behalf of the Crown, and Mr. Wood, instructed by Mr. Courtney, for the prisoner.

The Court charged the jury to consider the length of time that in case the child was under the age of ten, no consent in law could be given, and proof of the act alone sufficed to establish the offence.

The City of the Future.—A correspondent of the Boston Journal speculates thus: 'Look at the map of the Northwest if you would see how far north that railroad lies. Draw your finger along the sixteenth degree of latitude, to where it crosses the Mackenzie river. The Hudson Bay Company, have a fort at that point called Fort Liard. Think of it as a city with a million inhabitants. Change the name of the Mackenzie to Neva. Rest on its banks royal palaces and golden-domed churches. Spread its waters wide in the surrounding country. This is the plain 400 miles wide, running over its plain 400 miles wide, scarcely a curve, connecting the new with the old Capital of the Empire. The old Capital has a population of 1,500,000, more than New York and Brooklyn together.

A NEW CAPTAIN is coming up to take charge of the American schooner Petaluma, bound for Sitka—the present captain declining to continue the voyage. The new man will require as much pluck as skill to attempt the passage in the cockleshell.

The Fire at Saanich.—Are no steps to be taken to prevent the loss of the Fire Ship of Spanish District to the Indians?

Fire at Esquimaux—The Crown Hotel in Ashes—Fraiseworthy Conduct of H. M. Sailors.

Yesterday afternoon, at a quarter to one o'clock, smoke and flame were discovered issuing from a rear room situated on the second floor of the Crown Hotel, Esquimaux. The alarm was soon given, and according to the testimony of several persons who rushed in to assist, a bucket of water would have extinguished it. But unfortunately neither the bucket nor the water was forthcoming immediately, and the smoke and flame increased and rolled from room to room and floor to floor, and soon got beyond the control of the earliest comers.

AMERICAN RED-TAPE.—It would appear that destructive red-tapeism is not altogether unknown in the Great Republic. The Detroit (Michigan) Free Press waxes furious over the conduct of the Collector of Customs at Port Huron. It appears that on the 25th October last a party of ladies and gentlemen came from Montreal over the Grand Trunk Railway with the intention of passing over the railway from Port Huron to Detroit, and thence proceed to Chicago and St. Louis.

THE BYRON SCANDAL.—At last an end has been put to the Byron-Stowe controversy by the London Quarterly, which publishes, in its current number, several letters addressed to Mrs. Leigh by Lady Byron at the time of the separation of the latter from her husband. These letters speak in clear, candid, and unqualified terms of the poet's infidelity, and at that time Lady Byron was on the most affectionate terms with the poet's half-sister, that Miss Leigh sold towards her as well as Byron the part of a devoted and attached sister, and that of course, the separation could not have been owing, as Mrs. Stowe alleges, to the discovery by Lady Byron of a desecrated shrine between Mrs. Leigh and her brother. It now rests with Mrs. Stowe to make the best answer she can to the reproaches which must follow her for her discreditable attack upon the memory of the dead. It is altogether improbable that she can offer anything further to justify the shameful statements made in her 'Tree Stump.'

LOCAL BREVITIES.—The return match between the officers of the Volunteers against the pirates, will come off to-day at Clover Point. At the first match the pirates were the victors. The new steamer Olympia from San Francisco, on the Pacific Mail, from Portland, passed on yesterday. It is just two weeks to-day since the Tallair was advertised to sail from Portland for Victoria, and she is not here yet. Bargees 1,000 Full-election returns from the East Coast Districts are expected to-day. DeCosmos, sure! Who'll take the bet?

FROM SAN FRANCISCO.—The new steamer Olympia, 3 days and 8 hours from San Francisco, arrived at Port Townsend yesterday morning and several passengers for Victoria were brought over in a schooner, last evening. A small mail and express ship came the Olympia sailed from San Francisco on Monday evening last at 11 o'clock, and at Columbia Bar on shore to the steamship Montano; for Portland, which left San Francisco the Saturday previous. Following are the names of the passengers:—G. H. Mumford, J. Gamble, E. M. Quade, A. Frankel, Louis Arnot and P. Gargovitch.

THE ELECTION.—The steamer Emma arrived from Nanaimo and was port last evening. Passengers report that DeCosmos got 65 majority in Comox and that Long carried Comoxmas.

A Perilous Adventure.

On the occasion of Prof. La Mountain's recent balloon ascension from Bay City he met with a terrible adventure and very narrowly escaped death. The balloon was filled before starting to its utmost capacity, but owing to recent repairs leaked badly, so that after one or two unsuccessful attempts Mr. Headley, who was to have accompanied Prof. La Mountain, was obliged to get out of the car. Mr. H. had the tables, instruments of observation and a newspaper used to ascertain the ascending and descending force of the balloon, and as he stepped out of the car, before he could transfer the articles named, those who had hold of the car let go, and the balloon shot up with a rapidity that carried it to an altitude of two miles within a few minutes. A perfect gale of wind was blowing at the time, and a moment after rain and sleet commenced falling. The balloon was still ascending when lost to sight in a cloud. Prof. La Mountain says it became all at once intensely cold. The cloud he entered was one swimming mass of snow flakes, interspersed with rain, which formed a frost work on the netting of the balloon. The earth was lost to view. By tearing up his handkerchief and throwing outwards he became conscious that he was passing upward with wonderful rapidity, and along with the current of the air eastward toward the lake. Fearful that he might be carried into the lake, and without a pound of ballast to regulate his descent, he reached for the valve rope with the intention of lowering himself gradually. To his surprise the valve would not open. The rain and sleet had frozen the valve so tight as to resist the pressure from below. Putting his whole strength to the task, he gave a strong pull on the rope, pulling out the iron staples attaching the rope to the valve, the rope falling down into the car. The balloon was mounting up faster than ever.

It had passed the storm cloud, which was a mile below, and the heavens above were now as clear and the sun shined as brightly as at midday in June. But little time was lost in speculation. He had attained a height of over three miles. The balloon could not burst, for when the expansion became too great the gas would escape from the fine or valve below, which was open; but he was fearful of being carried into or over the lake without having made preparations for such an event. Mounting the hoop overhead he reached for his knife only to find that he had left it on the ground. Clinging to the ropes with one hand, with the other and his teeth, after some exertion, he succeeded in tearing a rent in the balloon from the bottom ten or fifteen feet upwards, and serving the opposite side the same way he descended to the car to watch the progress. For a few minutes the balloon kept ascending and then, as the gas escaped, it reached an equipoise and a moment after commenced gradually to descend to the earth. Every instant increased its downward speed. The Professor says that he heard the cloth tearing, the rents enlarging, until, with a crash that sounded like a death-knell, the cloth gave way to the pressure, opening a seam on both sides from the bottom to the top. The gas escaped instantly, leaving not a thousand cubic feet, while the air rushed in, filling up the vacuum, the balloon sinking as a parachute. The cloth being cut, formed a strong resistance to the atmosphere and retarded the descent. He remembers distinctly passing through a cloud, and the sensation on regaining sight of the earth. He has an almost indistinct recollection of approaching the earth's surface. A dull momentary like the surging of the waves, rattling his ears, the flapping of the cloth became louder and a moment after he became unconscious. On regaining his senses he found himself in the woods, and his balloon was some yards distant. Several persons who had seen the balloon descend had come to the scene and were standing near. They afterwards assisted him. His arms and legs were badly bruised, and himself stunned, but no bones were broken or internal injury sustained. The spot where he fell is seven miles from Bay City. He stopped over night at a farm house near by, and returned to Bay City. The time that he was in the air was less than thirty minutes, and the reason that he was not carried further was on account of passing through different currents of air.

A SUMMER IN STONE.—The Princess Elizabeth, daughter of Charles II. lies buried in St. Thomas's, Newport, in the Isle of Wight. A beautiful marble monument, erected by Queen Victoria, records in a touching way the manner of her death. She languished in Osborne Castle during the unhappy Commonwealth was a prisoner, stood up separated from all the companions of her youth and death set her free. She was found dead one day with her head leaning on the Bible, open at the words—'Come unto me all ye that labor and are heavy laden, and I will give you rest.' The monument is Newport Obelisk record the fact. It consists of a female figure reclining her head on a marble book, with the text already cited inscribed on the book.

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Ayer's Hair Vigor.

For restoring Gray Hair to its natural Vitality and Color. A dressing which is at once effective, healthy, and agreeable for preserving the hair. Faded or Gray hair is soon restored to its original color with the gloss and freshness of youth. Thin hair is thickened, falling hair checked, and baldness often, though not always, cured by its use. Nothing can restore the hair where the follicles are destroyed, or the glands atrophied and decayed. But such as remain can be saved for usefulness by this application. Instead of fouling the hair with a pasty sediment, it will keep it clean and vigorous. Its occasional use will prevent the hair from turning gray or falling off, and consequently prevent baldness. Free from those deleterious substances which make some preparations dangerous and injurious to the hair, the Vigor can only benefit but not harm it. If wanted merely for a

HAIR DRESSING.

nothing else can be found so desirable. Containing neither oil nor dyes, it does not soil white cambric, and yet lasts long on the hair, giving it a rich glossy lustre and a grateful perfume.

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass.

Ayer's Cathartic Pills.

For all the purposes of a Laxative Medicine. Perhaps no one medicine is so universally required by everybody as a cathartic, nor was ever any before so universally adopted into use in every country among all classes, as this mild but efficient purgative. The ordinary reason is, that it is more reliable and more effectual remedy than any other. Those who have tried it, know that it cures them; those who have not, know that it cures their neighbors, and all know that what it does once it does always—that it never fails through any fault or neglect of the composition. We have thousands upon thousands of certificates of its remarkable cures of the following complaints, but such cases are known in every neighborhood, and we need not publish them. Adapted to all ages and conditions in all climates; containing neither calomel nor any deleterious drug, they may be taken with safety by anybody. Their sugar coating preserves them over heat, and makes them pleasant to take, while being purely vegetable no harm can arise from their use in any quantity. They operate by their powerful influence on the internal viscera to purify the blood and stimulate it into healthy action—remove the obstructions of the stomach, bowels, liver, and other organs of the body, restoring their irregular action to health, and by correcting wherever they exist such derangements as are the first origin of disease. Minute directions are given in the wrapper, and the box, for the following complaints, which these Pills rapidly cure:—

For Dyspepsia or Indigestion or Flatulency, or Loss of Appetite, they should be taken moderately to stimulate the stomach and restore its healthy tone and action. For Constipation, or Headache, or Stomachic Distress, or Giddiness, or Stiffness of the Neck, or Rheumatism, or Dropsy, or Swelling of the Feet, or Hemorrhoids, or Piles, or Stricture, or Gonorrhoea, or Syphilis, or Scalding of the Head, or Pain in the Side, or Stomachic Distress, or Indigestion, or Flatulency, or Loss of Appetite, they should be taken moderately to stimulate the stomach and restore its healthy tone and action. For Constipation, or Headache, or Stomachic Distress, or Giddiness, or Stiffness of the Neck, or Rheumatism, or Dropsy, or Swelling of the Feet, or Hemorrhoids, or Piles, or Stricture, or Gonorrhoea, or Syphilis, or Scalding of the Head, or Pain in the Side, or Stomachic Distress, or Indigestion, or Flatulency, or Loss of Appetite, they should be taken moderately to stimulate the stomach and restore its healthy tone and action.

Rheumatism, Dysentery, and Fever.

DR. J. C. AYER & CO., Lowell, Mass., U.S.A.

Barnard's Express.

During the winter months the Express will be despatched on FRIDAY, commencing November 27th, and on the 1st of December, and on the 1st of January, and on the 1st of February, and on the 1st of March, and on the 1st of April, and on the 1st of May, and on the 1st of June, and on the 1st of July, and on the 1st of August, and on the 1st of September, and on the 1st of October, and on the 1st of November, and on the 1st of December, and on the 1st of January, and on the 1st of February, and on the 1st of March, and on the 1st of April, and on the 1st of May, and on the 1st of June, and on the 1st of July, and on the 1st of August, and on the 1st of September, and on the 1st of October, and on the 1st of November, and on the 1st of December, and on the 1st of January, and on the 1st of February, and on the 1st of March, and on the 1st of April, and on the 1st of May, and on the 1st of June, and on the 1st of July, and on the 1st of August, and on the 1st of September, and on the 1st of 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