



The Weekly British Colonist

Wednesday March 1st, 1871

The Franchise—The Three Rs

In his personal organ, on the 19th October 1870, the member for Victoria District devoted an entire leading article to pointing out the gross injustice done by the 'six-by-nine' constitution in disfranchising all who could not read English. In his place in the Legislative Council, on Thursday last, the same political convulsionist, in discussing the new Franchise Bill, said, 'Let the qualification be a moral and an intellectual one—let them read and write English, but stop there.' Not only is the author of the above words glaringly inconsistent, but he now proposes to aggravate the injustice of which he very properly complained in October, by adding writing to reading. To impose such a qualification for voters (as the member for Victoria District advocated on Thursday would be to disfranchise a very large number of British subjects, many of them having property and families.) With the less severe restriction of being able to read, there were many instances of gross injustice at the last election. Quite a number of instances occurred in which men of considerable property, men who had resided in the Colony for a quarter of a century and raised large families, and had, consequently, contributed largely towards the revenues of the Colony, men, too, of average intelligence and of unexceptionable moral character, were turned away from the polls simply because it was their own misfortune to be unable to read the Queen's English. And yet this professor of liberal principles actually proposes to remain the qualification of being able to read English, and to add to it by requiring that every voter shall be able to write English. It is to write English is a somewhat serious task, and it is to suggest whether it might not result in the disfranchisement of the Lakotians, and the Reporters of the personal organ aforesaid. As has already been stated in these columns, the new bill is, upon the whole, a good one, and we take occasion to congratulate the Attorney-General upon its production. If anything brings the franchise too low in estimating to include mere boarders. But there is certainly this objection to it, that every good British subject, well qualified in every respect to cast an intelligent vote, will be disfranchised simply on account of their inability to read. Nor is it alone French Canadians and naturalized British subjects who would be disfranchised by such a qualification being imposed. It would probably fall with equal severity upon native-born Englishmen. And shall we deprive the Englishman of the right to vote because the defective educational institutions of their country permitted them to grow up without learning to read or write? To do so would indeed be most unjust, and we hope to see both the reading condition striking out, may be a very proper one under certain circumstances, but it is in the Colony at the present time. When the youth of the country shall have grown up under liberal educational institutions, when the State shall have done its part towards educating the subject, then it will be time enough to throw round and decide that the only who has studied a certain amount of letters shall enjoy political rights. When the colony shall arrive at that estate we should be in a better position to impose such conditions as reading and writing, and we would not object to adopting all the three Rs as conditions of the exercise of the political franchise. All then we should be opposed to the adoption of any one of them.

JOURNALISTIC ENVY.—Barling with eye at our success in placing before the public interesting and important news which it possesses neither the enterprise to procure nor the brains to serve up in a readable form, our local contemporary flies into a rage and calls us naughty names. 'State news,' written speeches and free telegrams—'exclusive to the Colonist'—appear to be the incense upon which our contemporary stands. To these three counts let us briefly plead. For 'state news' we beg most respectfully to refer the public to the columns of our contemporary. Yesterday it gave news from Canada's exchanges of the 27th ult. We did so on the 9th inst.—just sixteen days earlier! Since then we have called news from Canada's exchanges of the 1st inst. Ordinarily it takes from our columns and serves up to its readers telegraphic news from all parts of the world, twenty-four hours after every body has read it in the Colonist! Who is the state-news monger? As for 'written speeches,' we have only published one 'speech' during the present session and it was not delivered by the member for Victoria District, in regard to 'free telegrams,' it may be proper to state, since our contemporary has repeatedly indulged in similar imputations, that we are not so fortunate as to receive any free telegrams. We pay for all we publish. Can our contemporary say so much? In conclusion, we would advise our irate contemporary to devote its attention to internal improvement instead of following us.

FOR AUSTRALIA.—The bark Antipodes Capt Kirkpatrick, will sail for Sydney, Australia, on or about March the 5th. She has superior accommodation for two or three passengers.

THE DELAWARE.—The bark Delaware, Capt Hornby, arrived from Burrard Inlet yesterday. She is laden with lumber for Guaymas.

KOOTENAY MAIL.—It is announced in the Government Gazette that a mail for Kootenay will be dispatched from Victoria on or about Wednesday, the 1st proximo.

THE FIRE HOSE.—The Executive declines to remit the duty on the fire hose. Why not apply for a bill?

POSTMASTER AT SKENA.—Mr Thos Hankin has been gazetted Postmaster at Skeena.

The Exploration Resolutions

EDITOR, BRITISH COLONIST.—The resolution passed by the Legislative Council yesterday asking for explorations, is a step in the right direction, because it is needless talking about the perils of the railway until it is known where the railway can be brought to. The dominant idea of some is that the railway is fixed to come by the Fraser and that too through the horrible Fraser river canyon eighty miles in length. They seem to forget that the Canadian Government has promised to make a survey before fixing even upon the route of the railway, much more its terminus; in addition to which the Colony has been informed that the members from British Columbia will have their say in this matter before it is finally determined upon. Such being the case we may safely conclude that when the government surveyors inspect the canyon of the Fraser and find the appalling character of the difficulties of that defile through a sea of steep mountains of enormous height and steepness, from which the land slides perpetually in summer and avalanches sweep down during winter carrying all before them, they will not hesitate to condemn it, particularly as the railway cannot by this route get to the Pacific all but only to the Gulf of Georgia, which is difficult of approach and commanded by the Island of San Juan. The cost of carrying a railroad through that awful defile would be more than the road from the Rocky Mountains to that point. Were it built there it would be so much money thrown away; and indeed be a millstone round the neck of the Dominion. So far from adding to her prosperity it would quickly sink her into debt, the railway being sure to be a complete and enormous failure. The future welfare of the Dominion itself depends upon the route selected out of the railway; therefore, it is one of no small moment to the government of Canada. As a part of Canada it is the duty of British Columbia to lend all the assistance she can towards solving the problem—solving it upon the broad principles of the best means of promoting the success of the railway and the Dominion. Those who advocate the Fraser route only advocate it from custom, and the habit of thinking in the only route, because it is the route of the main trunk road of British Columbia—a road frightful itself—being as it were by its eyelids, everlastingly being destroyed in places by slides and of course as constantly wanting general at terrible cost. But what is the railway for? I presume the railway to be built for the country and not the country created for the railway. This must ever be kept in view; the railway is to be built for the benefit of the whole Dominion from the shores of the Pacific to Halifax. The people of the whole country and therefore those of Vancouver Island will most assuredly be taxed to pay for it, and therefore it is right that it should advantage as many of the people as possible. The railway it is presumed will be built so as to serve 1st. The purposes of commerce, more particularly trade to and from the East of Canada and Europe, but also from the Pacific and for domestic supplies. 2nd. In settling the country and carrying away the produce of the settlers. 3rd. To afford communication and connection with Canada. 4th. For defence and the defence of itself. 5th. To pay—A central route not depending upon one source of income alone. For the purposes of commerce and connection with this must be taken the rivalry that will most exist between the Canadian and American lines. There cannot be a doubt that proximity to the Pacific is of the utmost importance as it is likewise a condition of the terms of Union. No such intricate navigation as the Canal de Haro with its narrow waters, rapid currents and frequent shoals, can come up to this requirement. It may be true that ships going to the Gulf of Georgia but that is a matter of necessity they have to go to get what they want. There is not, neither must there be, any necessity of making ships from China take the same course, for if they do they will pass en route the railway terminus of the American line, which is situated south of the dangerous Haro Island and canal and San Juan. The harbours of Vancouver Island are upon the Pacific and therefore they afford one condition at least, viz, that of being proximate to the ocean and convenient of access at all times. They likewise afford a far better site for the terminus than the American line can obtain—thus combining two essential conditions.

The Fraser route runs along the Southern boundary of the country for the most part along a sterile and awfully difficult and dangerous portion thereof. It affords accommodations to few, and has no population, land or resources south, and cannot connect with Vancouver Island, the most valuable portion of the whole of British Columbia. It affords too, fewer advantages for sending off feeders, because to reach the country producing gold it would require feeders as long as itself, to send them south would be to go into barren mountains or the United States. A railway is unnecessary along the Fraser because Fraser river itself supplies a means of setting the country on its maritime borders and of the conveyance of goods for their use—of ingress and egress. Indeed to run on this route the railway would be brought into competition with water communication—that is on the Lower Fraser a branch line could be constructed to Westminster if necessary. Running along the boundary line now there is no 'open' most important point, viz, that by carrying the railway through Vancouver Island and the central line it will avoid San Juan and be open for traffic at all times, and is safe both on Vancouver Island and the continent from attack during war. This is a very important point as regards commerce, defence and settlement, for remember the commerce is supposed to come by sea from China and Oriental places. If the railway were built merely for the purpose of China trade, the shortest road might 'exterior' be considered the best, but the railway cannot depend upon our business alone; it must be a business at least of equal importance. It need hardly be said that a westerly curve of the road will not make the line longer. A little longer line then will be advantageous to the railway and to the country. If we take the passes of the Rocky Mountains into consideration the land east of those mountains, the north Saskatchewan for instance, they will also necessitate the adoption of a central route. Our great object of course is to connect the whole country in sentiment and interest and to afford means of communication. Will the route by the Fraser do this? Most assuredly not; the whole country nearly a thousand miles long being to the north of it. This Railway is not to be built for the present time; it is built for ages to come—not for the few who now live in this colony but for the myriads of the future. The central line would probably be the least expensive, but even if it were not, it would be more useful to both present and future generations. We must have regard then to the future as well as the present and not avoid present expense if the future demands it. It can then be very well shown that Vancouver Island—as it will come in with the term—from the Pacific towards the Rocky Mountains—so it offers the best site for a railway intended for commerce both foreign and domestic—for the settlement of the country, for communication with Canada and for defence. Not only is it so now but it will be more and more so in time advances and commerce and population increases. It possesses the best site for the present and future qualifications necessary for success of the railway and the Dominion. That a railway can be carried from Vancouver Island through the centre of British Columbia no one need doubt, because in reality it is not an island at all, the two narrow channels that separate it from the continent being no greater than a river of similar magnitude. Difficulties there may be, but they can be overcome at present by a ferry, as at Detroit. It is the duty of the Government to explore and point out the route to be taken, for as laid before, this colony is a part of the Dominion and must look after the interests of the people of the Dominion. If the Dominion should fall into the erroneous idea that the Fraser opens the only route, the railway would be worse than a failure—entail enormous debts and hang like a millstone round her neck, sinking her deeper and deeper as time advances. It cannot be supposed that the statements of Canada will be made and the Dominion explorations have been heard from their seats in the House of Commons, but let nothing be taken for granted. It is a duty to warn them—it is a duty of the inhabitants to warn themselves to assist in exploration and prevent Canada committing an error, so great that she would never recover from the appalling consequences. The railway being intended to build up and strengthen the Canadian nation, must not be allowed to bring it to ruin or at least to great and disastrous degradation.

"One Story Good till Another has been told."

EDITOR BRITISH COLONIST.—In common with many of your readers I felt pained to observe on Friday morning that upon the *ex parte* and unsupported allegations of Mr W H Kay of Lillooet you have seen fit to condemn the worthy gentleman who ably fulfils the duties of Sipequary Magistrate for Lillooet District.

If, before writing your article, you had enquired into the facts you would have found that in every instance where Mr Kay alleges that he has been grossly misused the action taken was founded upon the unanimous *award of a jury of respectable residents*; and not, as you seek to show, to gratify the arbitrary, illegal and vindictive disposition of the Magistrate. As the matter is now before the Legislative Council where, I hope, the allegations will be thoroughly sifted by the members sitting as jurors. I think that both the Colonist and Mr Kay might, in justice to an absent and undefended man, refrain from attempting to bias or prejudice their minds either one way or the other.

I remain, truly yours,  
J. C. BALES.

[We willingly insert the above, but cannot help thinking that 'Justice' and the 'many readers' to whom he refers could not have read our article very carefully else they would have discovered that we gave the statement of the case as an *ex parte* one, and nothing else. If our correspondent will take another look at the article he will come across the following passage in it: 'We have stated the facts just as they have been placed before us; nor do we hold ourselves in any way responsible for the correctness of these facts.' We may be permitted to add that a thorough investigation by the Legislature is precisely what we desire to see; and we may further state, that should such investigation result in proving that no injustice has been done in this particular instance, we shall be greatly more pleased than if the reverse should turn out to be the case. We do not conceive ourselves to be at all open to the strictures with which our correspondent concludes. EDROA.]

The Captive Girl.

EDITOR COLONIST.—The Standard man, who always devotes the greatest portion of his daily (weekly) issue to blackguarding you (for want of a better subject), claims to have discovered the captive girl three months ago and to have shed ink to secure her rescue.

Will you allow me to ask him, then, how it happened that no attention was attracted to the case until you took it up? Within four hours after the article appeared in *The Colonist* we had a deputation before the Governor on the subject; and as soon as a guarantee could be procured for the service she was sent to the rescue.

The fate of the alleged paragraph of your contemporary proves that either his paper has too limited a circulation to possess any influence, or that he is a persistent perverter of the truth that no dependence is placed in anything he may publish.

SPURS,  
Victoria, 26th Feby, 1871.

Glaciers on the Pacific.

PORTLAND, OREGON, Feb 19, 1871.

EDITOR OREGONIAN.—My attention has been drawn to an article in your issue of Saturday, the 11th inst., headed 'Discovery of Glaciers on the Pacific' in which the writer states that Mr Clarence King and his associates in their explorations last summer on Mounts Shasta, Rainier and Hood, claim to have made the first discovery of glaciers in all the territory of the United States, Alaska excepted. This, with all due deference to the writer, I beg to deny. Upwards of four years ago, viz, in August, 1866, in an attempt I made to gain the summit of Mount Baker, on arriving at the base, I first noticed a glacier, and pointed it out to my companions, Mr John Tennant and Mr John Bennett, both of Whatcom County, Washington Territory. It was covered with dirt and might easily have been passed unnoticed by any one unacquainted with glaciers. I also discovered four other glaciers, and pointed them out to my companions on the occasion of the successful journey recorded in *Harper's Magazine* for November, 1869, when their names and positions, with the exception of one, were given.

Long before making an attempt on Mt. Baker, I was convinced on a survey of it from Victoria, (from the experience I have had in the Alps) that there must be glaciers, and fore told the same to Dr Robert Brown, of Edinburgh, well known on this coast as a scientific botanist. Wherever there are immense snow fields on a great mountain, the observer may be certain that there are glaciers at the foot, because they can only be formed and fed by vast reservoirs of snow in the upper portions of the mountain, and which geologists term *nevés*. Every outlet from a great snow-covered mountain—that is, every ravine or gorge between the main ridges that run up and drop up the central peak, must have its glacier, as found on the Swiss mountains.

Very respectfully,  
EDMUND T. COLEMAN.

Advices of the 21st January, states that the steamer Robert Lowe returned to St John's Harbor on the evening of the 20th, the cable being driven from the vicinity of the cable by interruptions from floating ice. From this time until May there will be great quantities of field ice, and Captain Kerr, of the Royal Navy, who has been many years on the Newfoundland coast, thinks it impossible to repair the cable before Spring.

Journalistic Envy.—Barling with eye at our success in placing before the public interesting and important news which it possesses neither the enterprise to procure nor the brains to serve up in a readable form, our local contemporary flies into a rage and calls us naughty names. 'State news,' written speeches and free telegrams—'exclusive to the Colonist'—appear to be the incense upon which our contemporary stands. To these three counts let us briefly plead. For 'state news' we beg most respectfully to refer the public to the columns of our contemporary. Yesterday it gave news from Canada's exchanges of the 27th ult. We did so on the 9th inst.—just sixteen days earlier! Since then we have called news from Canada's exchanges of the 1st inst. Ordinarily it takes from our columns and serves up to its readers telegraphic news from all parts of the world, twenty-four hours after every body has read it in the Colonist! Who is the state-news monger? As for 'written speeches,' we have only published one 'speech' during the present session and it was not delivered by the member for Victoria District, in regard to 'free telegrams,' it may be proper to state, since our contemporary has repeatedly indulged in similar imputations, that we are not so fortunate as to receive any free telegrams. We pay for all we publish. Can our contemporary say so much? In conclusion, we would advise our irate contemporary to devote its attention to internal improvement instead of following us.

REAL ESTATE TAX BILL.—It appears that upon examination of its provisions, those most largely interested in the matter have concluded that the Bill which has been sent down by the Executive does not provide a remedy for the evil complained of; and an interview with His Excellency the Governor has been sought for the purpose of having such additional provisions imported into the Bill as will meet the case. It is probable that His Excellency will receive a deputation of gentlemen in connection with the matter to-morrow. New that the matter has been taken in hand it would be a pity to rest content with half measures.

COMPLAINT FROM CARIBOO.—In the Cariboo Sentinel of the 11th inst. we find a leading article animadverting with no little severity upon the distribution of the Federal representation between the two sections of the Colony. Our contemporary appears to think that the Mainland is entitled to more than one-half, and talks about the people of British Columbia having been 'exploited' into union with the island against their interests, and now they reap the fruits. Now, all this sounds strange in the columns of a paper which, if our memory serves us, was a strong advocate of the very thing it now deprecates. There may be some reason in the complaint; but the complainant occupies a rather awkward position in the matter.

THE CAPTIVE GIRL.—RMS Sparrowhawk, Capt M'Int, sailed for Neah Bay and Medinah yesterday. An effort will be first made to buy the girl through Indian agents of another tribe. Should that fail, extreme measures will be resorted to. It has been generally supposed that Mrs Thomas, the mother, of the girl, was a native of Chili. A gentleman from Valparaiso, now in town, informs us that Captain and Mrs Thomas were natives of Wales. A brother and other relatives of Capt Thomas remain at Valparaiso.

GERMAN DEMONSTRATIONS.—Our Toronto (Canada) exchanges give an account of the enthusiastic demonstrations of German residents of that city in consequence of the surrender of Paris. On the night of the 20th inst. about 800 Germans turned out in a long line, passing through the principal streets, headed by a band of music and the national flag.

SAVINGS BANKS.—Saturday's Gazette contained the general statement of the position of the Government Savings Bank at 31st December, 1870. From this statement it appears that the sums due to depositors at the various offices are as follows:

At Head Office	£65,310 08
At Nanaimo Branch	1,236 30
At New Westminster Branch	7,944 99
At Yale Branch	1,044 57
At Cariboo Branch	5,742 82
Total	£81,278 76

FROM NEW WESTMINSTER.—The steamer Enterprise arrived yesterday afternoon with the following passengers and crew: Miss Mary Irving, Miss Susan Irving, Capt Parsons, Messrs Cleaveland, J. Barry, John Thomas, W. K. Spear, B. C. McCord, D. Kennedy, D. McQuarrie, H. Hogan, E. Bullard, Kelly, McConnell.

DO FISHING.—The business of catching dog-fish for the sake of their oil is beginning to assume considerable proportions in British Columbia waters. Parties, have recently embarked in this class of fishing at Burrard Inlet, where the dog-fish is said to be very plentiful. The oil of the fish is very good for illuminating and lubricating purposes.

CENTRAL SCHOOL DISTRICT.—The Inspector of Schools gives notice that Hope has been created a School District. The district includes all that piece of land comprised within a circle having a radius of three miles from the Court House.

PROTECTION OF FIREWORKS.—Great Britain expends annually \$120,000 in protecting her inland fisheries. The Dominion of Canada, with a coast-line rivers and fisheries far surpassing, in extent those of the mother country, expends about one sixth of that sum.

TRADE IN HORSES.—A Montreal exchange informs us that quite a large trade is carried on in that city in selling Canadian horses to Americans. The trade last year is estimated at 5000 horses, representing about \$400,000.

By Electric Telegraph, SPECIAL TO THE DAILY BRITISH COLONIST.

Europe

Paris, Feb 17.—The Chamber of Deputies has today adopted the proposal...

London, Feb 17.—A dispatch says the destruction of heavy guns in the forts of Paris...

The Paris government is stopping the sale of the National Guard...

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New York, Feb 18.—The French Relief Committee...

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LEA & PERRINS' Worcestershire Sauce.

THE ONLY GOOD AUCE

CAUTION AGAINST FRAUD.

ASK FOR LEA & PERRINS' SAUCE

NOTICE, MORSON'S

WRAK CHILDREN

CHLORODYNE

GELATINE

THOMAS MORSON & SON

FRAUD

TWO YEARS RIGOROUS IMPRISONMENT

SELLING SPURIOUS ARTICLES

TWO YEARS RIGOROUS IMPRISONMENT

ROYAL AGRICULTURAL SOCIETY OF ENGLAND.

LEICESTER MEETING, 1888

UNPRECEDENTED SUCCESS

J. & F. HOWARD, Britannia Iron Works, Bedford.

PICKLES, SAUCES, JAMS

GROSSE & BLACKWELL

GROSSE & BLACKWELL'S

HER MAJESTY TABLE

JOSEPH GILLOTT'S

NOTICE

CAUTION

Betts's Capsule Patents

NOTICE

NOTICE

NOTICE

NOTICE

NOTICE

NOTICE

EX PRINCE OF WALES FROM LONDON

FINDLAY, DURHAM & BRODIE

Are now Landing from the above Vessel the undermentioned Goods which they offer to the Trade at LOW RATES:

Blankets, White, Scarlet, Indigo, Green, Black, Blue, Grey, etc.

Bohobok's White Long Cloths, Grey Calicoes, etc.

Men's Beaver Saco Coats, Duck Pants, etc.

Printed Cotton Shirts, Hickyory Shirts, etc.

Thorne's Blended Scotch Whisky, Dunville's Irish Whisky, etc.

Cross's Blackwell's Oilman's Stores, etc.

Congou Tea in half chests, Van Houten's Pure Cocoa, etc.

Yates Street, Victoria, Jay & Bales

THE SEED STORE, YATES STREET, VICTORIA

Are now prepared to supply their Customers with Fresh and Good Agricultural Garden

FLORIST'S SEEDS

At their Nursery, Cook Street, Victoria.

CATALOGUES may be had at the Store.

Victoria Nursery & Seed Establishment

MITCHELL & JOHNSTON

have just completed their STOCKS OF FARM AND GARDEN SEEDS

And while this year are UNUSUALLY FINE, their ANNUAL CATALOGUE of which is now ready for Distribution.

They wish to notice as being extra fine, Orchard Grass, Pasture (Rye Grass, Timothy Grass, Red Clover, Lucerne, etc.)

At their NURSERY they have FINE STOCKS of FRUIT AND ORNAMENTAL TREES, SHRUBS, ROSES, etc.

Occidental Buildings, Fort Street, Victoria.

THEO. H. DAVIES, J. SEHL

Importer and Commission Merchant

Reid's Big Bird Express

English Pipe & Mantle Mirrors

Furniture, Mattresses, etc.

Notices and advertisements

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Wednesday, March 14, 1871

THE FRANCHISE BILL

The Franchise Bill... The measure is, of course, fallen... The qualification of voters... marks the silly border of political stupidity.

LANDS ALIENATED LAST YEAR

According to a Parliamentary Return laid before the Legislative Council on Tuesday, there were forty-four thousand and six hundred acres of land pre-empted during last year, of which 24,752 acres were on the mainland, and 17,210 acres, in the District of New Westminster.

PREMATURE DECAJ OF FRUIT TREES

It is a well-known fact that the premature decay of fruit trees is a common occurrence in the Colony... The cause of this premature decay is attributed to the dryness of the soil and the high temperature of the atmosphere.

NOTICE

Notice is hereby given that the undersigned has been appointed... HENRY NATHAN & CO.

CONFEDERATION IN THIS COLONY

Confederation in this Colony... The question of Confederation is one of the most important questions that have of late years been agitated in the Colony.

THE DEBT AND TAXATION OF THE PROVINCE

The Debt and Taxation of the Province... The debt of the Province is a subject of great importance, and one which has of late years attracted much of the public attention.

THE ROAD

The Road... The road is a subject of great importance, and one which has of late years attracted much of the public attention.

ARRESTED

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Weekly British Colonist

Wednesday, March 1st 1871

Tax Sale and Repeal Bill.

It will be recollected that, a few months ago, we strongly urged the Executive Government to appoint a Commission for the purpose of thoroughly sifting and clearing up the disgraceful muddle superinduced by certain official delinquencies under the Real Estate Tax Act of some years ago.

Cultural Progress in Canada.

The progress of agricultural development in Canada is really astonishing, especially when it is borne in mind that until last year she had not an acre of open prairie land, but every foot of ground had to be reclaimed from the unbroken forest.

Export Returns.

Elaborate and interesting Custom House Returns, compiled in presence of Mr Nathan's resolution, have been printed at the Government office. These returns cover the years 1867-68-69-70.

On 31st January last are very light. Brandy 45 hogheads, 305 quarter casks, 37 octaves, 736 cases, 313 puncheons, 333 hogsheads, 1218 cases, Rum 303 puncheons, 65 hogheads, 20 barrels, Whisky 10 hogheads, 181 quarter casks, 12 barrels, 4 octaves, 909 cases.

The Real Estate Tax Commission.

EDITOR BRITISH COLONIST.—I have read the bill which has been introduced for the purpose of rectifying the land taxes. This is a subject which affects almost all the property on the island, and the proposed Act carefully avoids the evil it is necessary to cure.

The Settler's Land Dues.

EDITOR BRITISH COLONIST.—There are in this neighbourhood many anxious enquirers as to whether the enforcement of Government claims on land, pre-emptions, &c., is to be carried out in March or laid over till after harvest.

Blow Away.

On San Juan Island, a few weeks ago, a settler named Bell started to build a substantial house. The building was approaching completion, when one of the recent blows came and carried off a large portion of the roof.

Malaria!

Chills and fever, head and eye, and every kind of intermittent and remittent fever, spring from malaria, the miasmatic malarial, or malarial, which weakens and deranges the biliary secretions, and deranges the natural action of the stomach and liver.

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A BARKER SEEMINGLY.

PARIS.—The following paragraph, taken from the Liberte, has its melancholy as well as its comic side. It is headed 'what becomes of a horse that falls,' and thus goes on: 'Yesterday, at 3 o'clock there passed through the Rue de Fleande, in La Ville, a horse consumptive and sick, which its owner was bringing to the veterinary surgeon.

R. H. McDONALD & CO., DRUGGISTS.

Call the attention of Dealers to their large assortment of the 'Newly Arrived' Goods, composed in part of the following: 'Warranted Pure' and 'Warranted Wholesome' DRUGS, &c.

For Sale.

OUR DEAR FRIENDS, we have the honor to inform you that we have received from the Pacific Coast and the only one, containing under the same proprietor since 1868, and have determined to sell it at a low price, and well established business on favorable terms.

A GREAT MEDICAL DISCOVERY.

DR. WALKER'S CALIFORNIA VINEGAR BITTERS. Hundreds of Thousands have testified to their Wonderful Cures.

WHAT ARE THEY?



THEY ARE NOT A FANCY DRINK.

Made of Pure Rum, Whiskey, Fruit Spirits, and Refined Liquors, colored and sweetened with the purest and finest materials.

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TO PHYSICIANS.

New York August 15th 1860. Allow me to call your attention to my PREPARATION OF COMPOUND EXTRACT BUCHU, the component parts are, BUCHU, LINDLAY, CUBES, JUNIPER BERRIES, &c.

HELMHOLD'S FLUID EXTRACT BUCHU.

HELMHOLD'S FLUID EXTRACT BUCHU. This is a preparation of the active principle of the Buchu, which is the color of the bark, and is the most powerful diuretic and cathartic.

THE CONSTITUTION.

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IMPROVED ROSE WASH.

HELMHOLD'S FLUID EXTRACT BUCHU. This is a preparation of the active principle of the Buchu, which is the color of the bark, and is the most powerful diuretic and cathartic.

USE.

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