

Ayer's
Vigor,
bring Gray Hair to
Vitality and Color.

A dressing which
is at once agreeable,
healthy, and effectual
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 thick-
hair checked, and bald-
though not always, cured.
Nothing can restore the
follicles are destroyed,
atrophied and decayed,
remain can be saved for
this application. Instead
the hair with a pasty sedi-
keep it clean and vigorous.
will prevent the hair
gray or falling off, and
prevent baldness. Free
leterious substances which
reparations dangerous and
the hair, the Vigor can-
not harm it. If wanted

DRESSING.

can be found so desirable,
either oil nor dye, it does
the cambrie, and yet lasts
air, giving it a rich glossy
grateful perfume.

Dr. J. C. Ayer & Co.,
ANALYTICAL CHEMISTS,
WELL, MASS.

PRICE \$1.00.

Cathartic Pills.

the purposes of a Laxative.

Perhaps no one medicine
is so universally re-
quired by everybody as
a cathartic, not was ever
any before so universal-
ly used as to enter into
every country and among
all classes, as this mild
but efficient purgative
is. The cathartics
now, however, is a more
reliable and far more effective
remedy than any other.
Those who have
curved them will find
what it does once it does always
through any fault or neglect.
We have thousands upon
thousands of cases of
cathartics, but such cures are known
and we need not publish them
and conditions in all climates,
calomel or any deleterious drugs
with which anybody, may
use them except for making
while being purely valuable
from their use in quantity.

powerful influence on the
purification of the system,
remove the obstructions of the
liver, and other organs of
their irregular action to health, and
ever they exist, such derangements
are given in the wrapper on
allowing complaints, which these

or Indigestion, Distress-
less, &c. &c. They
large and frequent doses to
drastic purge.
They should be taken
each case, to correct the diseased
obstruction which causes it.
Diarrheas but one mild
dose of Gent. Gravel, Palp.
Heart, Pain in the Side,
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such change those complain-

of Dropical Swellings they

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The Canadian Pacific.

Colonists, and especially British American Colonists, have acquired such a habit of regarding John Bull in the light of a slow, unenergetic, unenterprising, unprogressive sort of being, that they are in some danger of overlooking the historical fact that he is the reverse. This arises in a great measure from proximity to the United States, a country inhabited for the most part by John's children. The Americans leap first and then look. The old gentleman is more cautious, perhaps, less quick to move, but once master of the situation, once satisfied that the ground is safe and the cause good, there is no nation under heaven more energetic and determined. Every student of history, both written and unwritten, knows this. To discover, in research, a science, or a great achievement, in material and mental, does not John Bull steadily keep the lead? According to the occasion requires, so is his indomitable energy exercised. Once convinced that a Canadian Pacific railway is essential to national prosperity, to the maintenance of commercial supremacy, there can be no doubt that the road will be built, and to what an astonishing speed. But when will these things come to pass? How many years will it take to convince John Bull? We are glad to observe unmistakable indications that he is convinced already. Evidence of this crops up in the now famous dispatch from Lord Granville to Governor Mungrove. The English Press, too, begins to indicate that the public mind is setting in the same direction, as the following extract from a leading article in a London Journal will show: "Though we are not what might be called a 'fast' people, the extent of our conquests over nature in three-quarters of a century, if properly narrated, would be a truly wonderful story. But our present political organization, secured through the union of British America, points to the rapid accomplishment of greater works than any we have yet undertaken. We have now assumed a central motive power which is capable of accomplishing anything which it is desirable to attempt in the vast extensions of territory soon to be made over from the Hudson's Bay Company; we are supplied with a base of operations on a grand scale. A portion of land may be so utilized as to promote immigration and also the building of the Pacific Railroad. The footing that this idea has already attained is most remarkable. It has been occasionally described as Utopian. Now we regard the question settled as a matter of principle—we have now merely to deal with details. A Canadian Pacific Railroad is the logical result of a coalition of the Northwest, to say nothing of its relations with the Intercolonial Railroad, Ontario, Quebec, the Maritime provinces, will all go for the railroad. The very idea impresses new life and energy. By itself shall we become the real possessors of our new continental possessions, whose prairies are reckoned by hundreds of millions of acres. But how in the money to be provided? The idea gains ground that the British Government can be induced to guarantee the necessary loan, and thus enable us to obtain the requisite funds at half the ordinary rate of interest. The Canadian Press and people are also the only alive to the necessity that exists for such a railway, and they begin to realize that up to its early accomplishment must depend the success of the great experiment of founding an empire. Indeed, how could it be otherwise? As has been repeatedly demonstrated in these columns, we possess a route superior in every element of success to place such a line of railway practically beyond the reach of competition, so far as making it the highway between the Orient and the Occident is concerned, and, as for the enterprise being a national necessity, that, too, has been amply demonstrated. Indeed, both of these propositions are so plain, so self-evident, that it is marvellous any person should be found at this day willing to suggest a doubt. The only point at all open to discussion appears to be that of ability. Ability! The ability of the British nation to build a trans-continental railway! Who questions that? Who built the network of American railways? British capitalists. Will not the same wealth and energy be brought to bear upon a great national road? The man who raises the question of ability does but invite the shafts of ridicule. The will alone is wanting; and that shall not be wanting long. The more immediate object of the present remarks is to point out to the people of the Colony what we conceive to be a most important duty. The Imperial authorities are about to hand over to the Dominion this the only remaining piece of territory

on the continent. A united and energetic appeal made now to these authorities, pointing out in a forcible way the whole bearing of the question of a railway upon national success, as well as the necessity of it to us, on the Pacific, would be the means of securing an Imperial guarantee for a loan to construct the road. They would prefer to make the transfer quietly and unconditionally, but they expect to be asked for this; and they are prepared to grant it, if the colonists ask for it in firm and unanimous way. Some may doubt this. We do not. That the colonists can make this a *sine qua non* of entering the Union, we do not for a moment imagine. In we must go; and in we will go, conditions or no conditions. But the position we take to be this: The Imperial authorities are now tolerably well convinced as to the necessity of an undertaking for which Imperial aid is indispensable. A little pressure, judiciously applied at the present moment, would turn the scale in our favor. A concession which appears inevitable would be made now, in preference to transferring a reluctant people of the Dominion. Some persons whose opinions are entitled to consideration, think that such national questions as the construction of the Canadian Pacific railway ought not to be put forward as conditions of union. While admitting that there is much force in the argument, we are still disposed to think that, by putting this question forward now, and again, it as a condition of entering the Dominion we can induce the Imperial Government to give a guarantee for the necessary outlay, most important point that will be gained. And if, on the other hand, this concession should be refused, in vain we shall be done the less likely to obtain local advantages for having been refused the larger and more national one. This is one of those subjects which demands the earnest and immediate attention of the colonists, and which they can only neglect at their peril.

Wednesday, November 3rd.

A Truly Novel Project.

The Montreal *Witness*, a thoroughly British paper, and, moreover, enjoying the largest circulation of any newspaper in the Dominion, has recently propounded a scheme which, if it has no other merit, possesses that of novelty. It proposes a customs union between Canada and the United States.

We will allow the *Witness* to speak for itself:—
"The United States and the Dominion of Canada (the latter with the consent of the British Government) agreed to abolish mutually all restriction upon the intercourse between the two countries, and to establish free trade as completely between them, as if they were one country, including freedom of navigation, transportation, and fisheries, upon the following conditions:—

1st.—The United States to reduce at once by five per cent, its tariff on manufactured goods imported from other countries than Canada, and afterwards to be free to make such further reductions as it sees fit, but in no case to add to its customary duties without the consent of Canada.

2nd.—Canada to conform to the United States tariff as above modified and restricted, and also to conform to the United States' excise laws.

3rd.—Each country to well and faithfully collect its customs and excise duties, keeping an exact account of the same; and the whole to be divided annually, according to population, between the respective countries; and either country has collected more than its own share, as thus ascertained, it shall pay over the difference to the other."

It cannot be denied that such a scheme offers enormous advantages to both countries; but it is equally obvious that it involves difficulties. Perhaps one objection in the mind of some would be that it looks very like the end of the Annexation wedge. We confess it does appear highly probable that a Customs Union would ultimately lead to a political union.

County Court.

(Before His Honor A. F. Pemberton, Esq.)

Tuesday, Nov. 2, 1869.

H. B. Co. vs. Dodgson.—Messrs. Drake, Jackson & Aikman for plaintiff; Mr. Bishop, defendant. This was a suit brought to recover a cow, the alleged property of the plaintiff, which had been sold to defendant with other cattle by J. Head, a farmer in Lake District. The plaintiff introduced witnesses who swore positively to the cow as the property of the Company, and as having been lost in May last. Mr. and Mrs. Head, for defendant, testified that they bought the cow when a calf on the American side some time ago. The case occupied the Court the entire day, and at 5 o'clock adjournment took place until Tuesday next, to await the arrival of witnesses for the defense from the Seaside.

Visitors from Washington Territory.—The Hon. Cyrus Walker arrived from Olympia last evening, having on board a number of gentlemen, members of the Washington Legislature, among whom are Messrs. H. G. Strate, E. S. Josselyn, and J. A. Van Slyce, of the Council or Upper House; and Messrs. Geo. H. Stewart, Speaker, J. D. Mix, B. Barlow, H. D. Cook, J. W. Braze, L. L. Moore, A. T. Eaton, F. Sims, A. S. Miller, members of the Assembly or Lower House, and Capt. T. Stratton. The distinguished gentlemen are on a pleasure trip, pending the winding up of the business of the session, which occupied only about 30 days—an example that might be copied with profit by our own lawmakers. They will return some time to-day.

The paper starts in New York city to advocate Imperialism is dead.

MECHANIC'S LITERARY INSTITUTE.—The annual meeting of the Mechanic's Literary Institute was held last evening when the committee's report was read and officers elected. Whatever may be said of the dependence of the Colony, it is a fact worthy of note that the Institute which last year numbered 165 members, now numbers 246—an increase of 81. During the fiscal year the receipts from all sources were \$3071.90, and the expenditure, (including \$500 for moving \$2833.31, leaving a balance of \$238.59.

The number of bound volumes in the library is 2212, and of unbound volumes, 164, making a total of 2376 volumes; books to the value of \$400 have been added to the library during the year, and suitable cases provided for their preservation. The committee recommend the erection of a structure for the uses of the library and the revival of the Debating and Education Class. The election of officers to serve one year resulted as follows: President, Lucyley Franklin; Vice-President, E. G. Atkinson; Treasurer, Thos. Allsop; Secretary, T. B. Long; Committee—Messrs. Fell, Redfern, Page, McLean, Griffin, Bishop, Garesche, Fox and Higgins. A vote of thanks to the returning officers was carried by acclamation and the members subsequently gathered around a social board, arranged in a Levy best style, and passed a few hours very pleasantly together.

PLOUGHING MATCH AT STANIER.—A fine day fortunately succeeded the stormy weather of yesterday morning, and at an early hour the competitors appeared in the field.

Later in the day several visitors from Victoria arrived, including Mr. DeCosmos, Mr. Kremler and others. Shortly after nine o'clock the ploughing commenced, and a general interest in the success of the several competitors was evinced. The working of a new plow, manufactured by Messrs. Spratt and Kremel, was eagerly watched, and its successful operations greatly considered. For the youth prize the only entrance was Alexander Thompson, whose energy in the performance of his task elicited universal praise. For the adult prizes six competitors appeared and on the whole the ploughing was considered by competent judges to be of excellent quality. Messrs. Lindsay, Staley and McKimoyl were appointed judges, and the prizes were awarded as follows:—1. Snider (with Kremel's plow,) \$8.50. 2. W. Hutchins, 7.50. 3. W. Reid, 6.50. 4. G. Biggs, 5.50. 5. J. Tuckwell, 4.50. 6. G. Lydgate (with oxen) 3.50. Alexander Thompson (boy's prize) 4.50. After the conclusion of the judges, with the committee the competitors and others were properly entertained by Mr. Thompson.

PROFESSOR MOREY.—Have you been to see the great magician? If you have not, go! If you have, go again! Last night the biggest house of the season greeted him, and to-night the house will be bigger, however. Go early, if you want to get a good seat. After the performance, the Professor began to deliver the prize, No. 9—he held by Capt. Gerow, won the first prize. The sack of flower was packed off by a laborer, they were one country, including freedom of navigation, transportation, and fisheries, upon the following conditions:—

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SEVERE ACCIDENT TO GOVERNOR MUNGRAVE.—We are sorry to state that yesterday afternoon, as Governor Mungrove was in the act of mounting a fly at Government House, the animal started and threw His Excellency, whose whole weight fell upon his right leg, causing a compound fracture of that member above the ankle. His Excellency was attended by Drs. Helmcken, Powell, Trimble, and Davie, by whom the limb was set; and last evening we learned that the patient was doing well. The injury will confine His Excellency to the house for some weeks.

A REMARKABLE FRANCHISE.—The ambitious town of Seaside (W.T.) is seeking incorporation. The Bill to incorporate the city (in embryo) has been introduced into the Legislature and printed. The franchise for the municipality is noteworthy. It is provided that none but married men who keep house shall be eligible to vote or hold office. The restriction is such as one would hardly expect to meet with in a new territory of the United States; yet we must confess there is much reason in it.

The habit of pronouncing Lord Byron's name with an accent on the first syllable and with the long sound of the y, is universal, but the *Fall Mail Gazette* calls attention to the fact that after Byron left school, the pronunciation was different. It followed the French origin of the name, and was spoken as if spelled Birion. Some of his old schoolfellows, one at least of whom is still living, always pronounced the name in that manner.

District No. 2.—We forgot to say yesterday that Cowichan is included in Electoral District No. 2. We hear that Mr. Stewart has organized a very efficient committee and that every effort will be made by his friends to secure his return. Mr. DeCosmos' declaration has not yet made its appearance, but as he entered upon the canvas some weeks since, he has, no doubt, (to his own satisfaction, at least,) made his calling and election sure.

No Bar.—Capt. Finch of the Wilson G. Hunt neither likes sand-bars nor whiskey-bars. He avoids the former and closes the latter. The bar of the Hunt is a thing o' its past.

ENLIGHTENED DECISION.—In London, the Secretary of the Cruelty to Animals Society complains that three drivers were recently arraigned for cruelly bearing foreign oxen, and the Magistrate dismissed them, saying that the drivers had a difficult task to perform "in driving bullocks of foreign breed, and unacquainted with our language."

TEN W. G. HUNT.—Capt. Finch, arrived at half-past 6 o'clock yesterday morning, and sailed again at half-past 10. We learn that the Hunt will make one trip to Victoria and two to Port Townsend every week and will only remain a few hours at Victoria. This is a serious matter.

OFFICERS OF THE U. H. & L. CO.

No. I. elected last evening:—Foreman, Mr. Dickenson; 1st Assistant, Mr. Peese; 2nd Assistant, Mr. J. Vaagha; Treasurer, Mr. E. Grapini; Acting Secretary, Mr. Peese; Assistant Secretary, Mr. Geo. Cohen; steward, Mr. J. Nichols.

SIR HENRY HOLLAND.—Sir Henry Holland, now travelling in the United States with Hon. Wm. Evarts, is eighty-two years old, and has been, in his day, consulting physician to Napoleon I., private physician to Lord Byron, Moore, Molasses de Stael and many other notables long gone to rest, and of whom need not be told.

THE SAN FRANCISCO TIMES.—The business of wagon making in California has been crushed by Eastern competition. Two horse wagons of California manufacture have sold here at \$225, while \$1000 is paid for a wagon of Eastern manufacture sells at \$100.

DEPARTURE.—In the following steamers sailed yesterday:—The *Essex* for New Westminster; the *St. James Douglas* for Nanaimo; the *W. G. Hunt* for Olympia; and the *Fly* for San Juan.

THE VALUABLE RAMPART FARM.—The valuable Rampart Farm, situated on the Mainland, opposite New Westminster, is advertised for sale at auction by Mr. Franklin on the 10th inst. A chance for settlers in want of land.

NOTICE TO COMMITTEES.—No election printing will be executed or advertisements inserted unless the order be accompanied by a responsible name as security for payment.

MORE EXCITEMENT ABOUT THE KINCKE MURDER.—The murder of the Kinck family, by Traumann, still continues to absorb all attention. Since the discovery of the body of the eldest son, within 40 yards of his mother's grave, the excitement has become very great. On Monday, upward of fifty thousand people visited the scene of the tragedy, as the search was to be made for the body of the father. People went poking about with sticks to 'sound' the soil; ploughs turned it up; dogs were put on the scents and bets laid on the ability of terriers; when one of these barkers scratched the soil became the man of the situation; was surrounded by hundreds of spectators, whose eagerness in this mine of emotion could not be surpassed by a gold digger in view of a nugget. The evening papers, with the latest intelligence offered of and out, gales and drunks of all sorts hawked by the profession, picnics encamped in sight of the graves; people searched for a rag, a hair, anything of the murdered people; even the earth from the bottom of the graves was carried off in handfuls, or sold in little bags for a song. Pickpockets abounded at the "Fair of the Corpse," and one scoundrel actually bolted with the box placed in the grave, containing one hundred and eighty francs, destined to build a chapel on the site of the crime. When the eighth body could not be found, the people of every class grew gauged, and yawned as if sitting through a tedious interlude.

The remains of the seven victims left the Morgue to be interred at Bonnaire, their late home. The railway wagon was draped in black, and the coffin covered with wreaths and flowers. The sixth body has not yet been found—but any moment may announce the discovery. In the meantime the detectives are devoting their energies to finding the accomplices. Traumann's attorney has been arrested, and a German scoundrel, who fled to England. The great criminal himself, who organized the wholesale butchery of a family, is adopting the silent system of defense. He scarcely replies to the Magistrate's questions, and never when they are direct. He has lulled himself into the belief that his youth (twenty years) will save his head, and that twenty years transportation will be deemed by society and adequate expiation for his savagery. The people regret he has not one hundred lives that each could be tortured away. The Medical Commission has reported him to be as healthy in mind as in body. His bed-ridden mother has come from the East of France to induce him to confess *Ou Verra.* His brother, in the Artillery, at Oberbourg, has become a lunatic from his brother's shame. The authors are at work dramatizing the Pantin tragedy, and thirty weeks before the Censors, to be allowed representation—a permission that will not be granted. *Paris Correspondent.*

DIVORCE—A DUCK OF A HUSBAND.

From the Chicago Times Oct. 4.
In the case of Thomas Edgeworth against Elizabeth Edgeworth, a decree of divorce was granted. They were married in this country on December 14, 1865. It was charged that on May 7, 1866, the defendant deserted. An answer was filed denying the desertion and alleging that the wife left under previous provocation. Mrs. Edgeworth makes the following charges against her husband: That after the first few weeks of their married life it became his custom, upon the conclusion of a meal, to test the contents of the sugar-bowl by measuring with his fingers what remained; to carefully estimate the size of the lump of butter untouched; to count or number the crusts or pieces of bread uneaten, and generally to estimate the remnants of food, and to require that the same be restored to the table at the next meal; that he denied her access to the pantry, except for the purpose of putting food therein and taking the same therefrom to put upon the table, and kept the room locked and carried the key about his person; that he did not provide wholesome or sufficient food for her, but was regardless beyond endurance; that he was engaged in no occupation, and spent nearly all his time about the house; that during the last six weeks that they lived together he was in the habit of daily following her into her bedroom, when she went to make up the bed, remaining until she was through, and then looking up the room until bed-time; that he would not suffer her to remain in the house alone, and frequently, when she had gone out into the back yard, he would lock up the house and go away, compelling her to remain outside until his return; that he quarreled with her from the time of her marriage until she left him; that although he had promised to support a child of his wife's by a former husband, he had turned the child out of the house and forced his wife to return; that she then placed her child in another house and sent it some dry bread to eat; and that he would not let her go to the door to receive it.

MARCH OF CIVILIZATION.—A down-east editor gets the following elegant simile: The march of civilization is onward—over-wide—like the slow but impetuous tread of jackass towards a peck of oats.

Canadian Mail Summary.

The Loch Lomond tragedy, to which we alluded a short time ago, has occupied a great deal of attention in New Brunswick, and, in fact, throughout the Dominion. The tedious, painstaking and painful investigation was brought to a close late on Saturday, the 2nd Oct. The Coroner's jury retired at 5 o'clock, and after an absence of an hour, returned into court and rendered a verdict to the following effect: The bodies upon which they had held enquiry were those of Sarah Margaret Vail and of her child Ella Mary Monroe, and they met their death at the hands of John A. Munroe, of the city of St. John, architect, on the 31st day of October, 1868. The rendering of this verdict produced no sensation, the public mind being quite prepared for it. And well it might; for a more remarkable and complete chain of circumstantial evidence was probably never forged from facts. With such evidence placed before twelve men, it is indeed difficult to see how there can be much hesitation. A break occurred in the *Eric Canal*, caused by a freshet in the Moira Valley, and which would, no doubt, have caused the suspension of traffic for a fortnight. It was tolerably well understood that Mr. Rankin, member for North Renfrew, would make way for Sir Francis Hincks in that riding. The Ontario newspapers continue to teem with accounts of receptions given to Prince Arthur and Sir John Young, and with addresses and replies. These addresses must have assumed a terrible sanguineous by this time, and the illustrious pair who have been turning the heads of the Canadians, will experience some difficulty in educating any new ideas in their replies. These distinguished gentlemen appear to be scouring the Dominion end to end, and they must, indeed, be exacting if they are not fully satisfied with the universal respect and enthusiastic demonstrations of loyalty with which they have been everywhere received. It is understood that Lieut.-Governor McDougall, of the Northwest, will reserve two seats in his Council for residents in the settlement; and it is intimated that Mr. McTavish and Judge Black are likely to be invited to fill these two seats. It is thought that Fort Garry will be connected with the rest of the Dominion by telegraph next Spring, and that by that time the St. Paul's railway will have reached Breckinridge, a point west in 300 miles of the fort. The Canadian Government has learned through their detectives that the Fenians raised \$70,000 during the month of August, and it was thought that the Government acted upon this information in taking the precautions which gave rise to the *Eric Canal*. A report was in circulation to the effect that Sir A. F. Galt would be brought into the Dominion Cabinet as the representative of the English element in the Province of Quebec, a class that have been despatched to the Quebec in the Cubans. Mr. Alexander would add greatly to the strength of the Government, but it is open to doubt whether he will be willing to go. Thus the only difference existing between the two sides is that the one we as a bone, the other the light of dread and indecision.

There are two classes i Confederationists and Nationalists. We might subdivide into four classes: Pro-Confederationists, anti-Confederationists; reasoning Confederationists, unreasoning Confederationists.

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By Electric Telegraph.

SPECIAL TO THE DAILY BRITISH COLONIST.

Oct. 27—**The city** is tranquil. There has been no disturbance whatever. The Empress attended the Theatre Francaise last evening.

The Patrie à-dé asserts that a wide-spread conspiracy has been discovered in the Turkish provinces, in connection with the revolt in Corone, an Austrian Province of Dalmatia. Several arrests of persons implicated had been made by the authorities and a large amount of arms and ammunition seized. It is reported that the Governments of Austria and Turkey have come to an understanding whereby they will act jointly in suppressing the insurrection.

London, Oct. 27—George Peabody is seriously ill and his recovery is considered doubtful.

Rev Mr Temple publicly expresses regret at the anxiety and excitement caused by his promotion to the Bishopric of Exeter.

London, October 29.—A rumour is afloat, though it cannot be traced to a reliable source, that the Russian Government has sent a note to Turkey protesting against the passage of armed Austrians through Turkish territory.

The Times comments on Secretary Boulton's advocacy about paying the National debt in gold. It considers the very necessity of such advocating proof of the strength of the repudiation. The Telegraph thinks the best policy for the United States will be to pay the debt in coin.

Dispatches from Madrid this evening indicate the rejection of the Duke of Osuna as King of Spain, at a meeting of the different parties held to-day. The vote resulted 22 in favor of the Duke to 17 against.

Queen Victoria has telegraphed inquiring about the health of Peabody and expressing great anxiety in regard to his illness.

The remains of the Earl of Derby were interred at Knowlesey to-day. There were no public proceedings.

Peabody's condition is more favorable.

London, Oct. 28—The Dublin Amnesty Association is at business. The meeting last evening adopted unanimously resolutions expressive of regret at Gladstone's refusal to release the Fenian prisoners and declaring their determination to continue the agitation and to establish local associations throughout the country.

The Post, commenting on the action of Grant in regard to the gold speculations, says, the habits of the life of President Grant are a safe guarantee that he will do his duty impartially to all; his character as a soldier will protect him from the temptation to which those who make politics a trade frequently yield; his judgment as a statesman remains to be tested. Thus far he gives evidence of statesmanlike prudence.

A feature of the American negotiations led him wisely to postpone the reopening of the subject. The course he has pursued in respect to Cuba proves that, however anxious for the aggrandizement of the union, he is resolved to observe faithfully the duties prescribed by international law.

The Times, to-day, in an article on the claims for Fenian amnesty, says, many governments as well as that of England formerly regarded rebellion as transcending all other crimes, and so to be punished beyond them all. When it is demonstrated that the Fenians have harder work worse body and harsher treatment than other convicts, it will then be time to address Gladstone as being less sensitive to justice when practised on his fellow countrymen than when inflicted on foreigners, while the Government refused to act towards the rebellion as it was simply a virtue misdirected. Gladstone can afford to treat with indifference the imputation that he has turned renegade from his generous principles of 1867.

Paris, Oct. 28—Girardin has been appointed to the direction of the French vice-Gauge.

Commodore Warden of the U. S. Navy has arrived here.

Paris, Oct. 29—Much excitement exists in literary circles to-day. The Prefect of Police has forbidden the representation of a new drama, which had passed his censorships. A decree intended to prevent it was issued on Saturday.

Paris, Oct. 29—Dispatches say that the Dauphin's insurrection is more formidable than was at first supposed.

Cairo, Oct. 29—An international commission to decide on the question of jurisdiction in the matter of the Suez Canal opened their session to-day. The American Consul was absent, having received no power from his government.

Canada.

Ottawa, Canada, Oct. 29—The Dominion Cabinet has been reconstructed. Sir John McDonald is Premier and Minister of Justice; Sir Geo Cartier is Minister of Militia; Sir Francis Hinckley is Minister of Finance; Geo. B. Benson is Secretary of State for Canada; Five Cabinet officers are from Ontario, four from Quebec and two from New Brunswick and Nova Scotia.

Eastern States.

Brownsville, Oct. 27—There was a terrible snow-storm here to-night. The streets and ways are nearly blocked up to bad day.

WILMINGTON, Oct. 27.—The impression is general that the officers of the Cuba will be discharged, no man worth naming left to serve in the navy.

California.

SAN FRANCISCO, Oct. 28—New York Gold quotations to-day 130. And gold in the market was easier.

Arrived—Oct. 26—Bark Denning, from Gobet's Sea.

Sailed—Oct. 27—Bark Sampson, for Port Blakely.

SAN FRANCISCO, Oct. 28—Sailed bark Onward, Ursulay. No arrivals.

SAN FRANCISCO, Oct. 30—Gold in New York 133½. Legal Tenders 77½

5½ hours—Orange and Worcester brands on jobbing \$4.50 to 20 for superfine; \$6.12½ to 5.22 for extra.

Wheat—3000 lbs choice in lots \$1 50¢ to 1.60. Barley 500 lbs bright shipping 95 cents. Lots of choice are held firm at \$1.

Oats—200 lbs good \$1.25; 225 lbs coast, \$1.25; 300 lbs choice \$1.30.

Oregon.

PORTLAND, Oct. 29—At 2 o'clock yesterday the first spike of the Oregon Central Railroad, East side, was driven. Senator Williams addressed the people in a brief speech congratulating the people of Oregon upon the inauguration of so important an enterprise.

He was followed by Hon J. H. Mitchell, Mr. L. Parrish, a pioneer, drove the first spike amid the acclamations of the assembly and made by the military band and the firing of a canon.

Then followed an almost tumultuous scene of congratulation, hundreds pressing forward to shake the hand of the man who drove the first spike, and many of the more enthusiastic shaking hands with each other.

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The Confederation Dispatch—Read Learn and Reward, Digest?

28th October 1869.

COLONIAL SECRETARY'S OFFICE.

28th October 1869.

Philip J. Hankin.

British Columbia, Downing Street,

No. 84, London, England.

Sir,

In my Dispatch of the 17th of June in which I communicated to you your appointment to the Government of British Columbia on the subject of Confederation with the Dominion of Canada.

By Command,

Philip J. Hankin.

British Columbia, Downing Street,

No. 84, London, England.

Sir,

In my Dispatch of the 17th of June in which I communicated to you your appointment to the Government of British Columbia on the subject of Confederation with the Dominion of Canada.

You are aware that Her Majesty's Government have hitherto declined to entertain this question, mainly because it could not arise practically till the Territory of the Hudson Bay Company was annexed to the Dominion, but also, perhaps, in the expectation that the public opinion of British Columbia might have opportunity to form and declare itself.

I have now to inform you that the terms on which Rupert's Land and the North West Territories are to be united to Canada, have been agreed to by the parties concerned, and that the Queen will probably be advised before long to issue an Order in Council which will incorporate the Dominion of Canada the whole of the British Possessions on the North American Continent, except the then co-extensive Colony of British Columbia.

The question therefore presents itself whether this young Colony should be excluded from the great body politic which is thus forming itself.

On this question the Colony itself does not appear to be unanimous. But as far as I can judge from the Dispatches which have reached me, I should conjecture that the prevailing opinion was in favor of union, have no hesitation in stating that such is also the opinion of Her Majesty's Government.

They believe that a Legislature selected from an extended area, and representing a diversity of interests, is likely to deal more comprehensively with large questions, more impartially with small questions, and more conclusively with both than is possible when compromises are carried on and decided upon in the comparatively narrow circle in which they arise. Questions of purely local interest will be more carefully and dispassionately considered when disengaged from the larger politics of the country, and at the same time will be more agreeably considered by persons who have had this larger political education.

Finally they anticipate that the interests of every province of British North America will be more advanced by enabling the wealth, credit and intelligence of the whole to be brought to bear on every part, than by encouraging each in the contracted policy of taking care of itself, possibly at the expense of its neighbors.

Most especially is this true in the case of internal transit. It is evident that the establishment of a British line of communication between the Atlantic and Pacific Oceans, is far more feasible by the operations of a single Government responsible for the laying of roads of both shores of the Continent, than by a bargain negotiated between separate, perhaps in some respects rival, Governments and Legislatures. The San Francisco of British North America would under these circumstances hold a greater commercial and political position than would be attributable by the Capital of the isolated Colony of British Columbia.

Her Majesty's Government are aware that the distance between Ottawa and Victoria presents a real difficulty in the way of immediate union. But that very difficulty will not be without its advantages if it renders easy communication indispensable and forces onwards the operations which are to complete it. In any case it is an undoubted inconvenience and a diminution one, and it appears far better to accept it as a temporary drawback on the advantages of union than to wait for those obstacles, often more insurmountable, which are sure to spring up after a neglected opportunity.

The constitutional connection of Her Majesty's Government with the Colony of British Columbia, is as yet closer than with any other part of North America, and they are bound, on an occasion like the present to give, for the consideration of the community and the guidance of Her Majesty's servants, a more deserved expression of their wishes and judgment than might be elsewhere fitting.

You will, therefore, give publicity to this Dispatch, a copy of which I have communicated to the Governor-General of Canada, and you will hold yourself authorized, either in communication with Sir John Young, or otherwise, to take such steps as you properly and constitutionally can, for prompting the favorable consideration of this question.

It will not escape you, in acquainting you with the general views of the Government, I have avoided all matters of detail on which the wishes of the people and the

Legislature will of course be declared in due time. I think it necessary, however, to observe that the constitution of British Columbia will oblige the Governor to enter personally upon many questions, as the condition of Indian tribes, and the future position of Government Servants, with which, in the case of a negotiation between two Responsible Governments he would not be bound to concern himself.

And I have, &c., GRANVILLE,

Governor Musgrave, &c., &c., &c.

Shipping Intelligence.

PORT OF VICTORIA, BRITISH COLUMBIA.

ENTERED into the port of Victoria, Oct. 29—

Slip Harriet, Kamloops, San Juan.

Slip Leonida, Thornton, San Juan.

Slip Enterprise, Swanson, New Westminster.

Slip Enterprise, Thornton, San Juan.

Slip George, Tadair, Sherwood, Pt Townsend.

Slip Lady Franklin, San Juan.

Slip Ocean Queen, Dwyer, San Juan.

Slip Cleared, &c., &c., &c.

Oct. 29—Sloop Discovery, Welsh, Cowichan.

Stern Enterprise, Swanson, New Westminster.

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