

# THE WEEKLY BRITISH COLONIST.

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THE BRITISH COLONIST  
PUBLISHED DAILY BY  
DAVID W. HIGGINS

TERMS:  
Six Months, in advance, \$10 00  
Three Months, do, 5 00  
One Week, do, 25

WEEKLY BRITISH COLONIST  
PUBLISHED WEDNESDAY MORNING.

TERMS:  
One Year, in advance, \$20 00  
Six Months, do, 12 00  
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One Week, do, 25

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Yanville  
Richmond  
Barkerville  
Okanagan  
Olympe, W. T. Perkins, Seattle, W. T.  
Hudson & Sons, Port Townsend  
F. A. Grant, New York  
C. S. Street, 30 Cornhill, London  
L. P. Fisher, San Francisco

wait for two or three years, for they could find nearer home an ample field for the employment of all their resources and energies. It will be perfectly clear that the local Government can afford to wait for two or three years, and not be badly off either! The officials would need neither to toil nor spin; and yet their food and raiment would be sure. Mark this: Delay Confederation and we continue with the present form of Government; for, be well assured that although the new Legislature will have the right to pass measures for increasing the powers of the people and neutralizing those of the Executive, every measure looking in that direction would undoubtedly be vetoed by the Governor so long as Confederation is rejected. The local Government could, therefore, specially well endure delay. Can the people afford to incur several years' delay, and that, too, upon a doubtful issue? Can the people of Victoria so readily reconcile themselves to endure for an indefinite period the present condition of things? Are they so in love with the present Government as to lengthen out its span of existence for a few years longer? Will they be prepared to postpone, certainly for one year, probably for three, the establishment of a fortnightly line of British steamers to San Francisco and a semi-weekly line to Puget Sound? Are they quite willing to put off indefinitely the expenditure of three-quarters of a million on the Graving Dock, and a very large sum upon the Penitentiary, the Hospital and a new Custom House and Postoffice? Are they really reconciled to postpone for a term of years the inauguration of those great railway works which are to produce the magic effects depicted not long ago in the columns of a local print? And all for what? Will the delay render the location of the railway terminus at Esquimalt one whit more secure? Certainly not. The location of route and terminus must abide the survey; and the survey assuredly will not precede Confederation. View the subject as we will, to break up the present admittedly excellent terms without the slightest hope of securing better, and indefinitely postpone Confederation without the faintest hope of finding ourselves in any better position as to securing the object of such delay, is to act an inexplicably foolish part, a part which we apprehend the people of British Columbia are in little danger of acting.

**The Railway Terminus Embroglio.**  
The repeated disclaimers of some of its adherents and the emphatic expression of popular sentiment to the contrary notwithstanding, it would still appear to be the covert determination of a certain party in this community to open up the terms of Confederation and insist upon inserting a fresh condition which the Canadian Government will not and cannot agree to. It will be admitted on all hands that the resolutions adopted by the meeting on Saturday night can be of no more value or effect than the paper on which they were written, unless they take the form of an absolute condition. Can they be made such with any reasonable hope of obtaining the sanction of the Dominion Government? That a negative reply to this very important and eminently practical question must be given has, we trust, been made sufficiently clear in former articles. In the first place we have the question of time to look at. To open up the terms already negotiated and insert any new conditions whatever would be to render fresh negotiations necessary. The next Council would be called upon to make provision for another set of Delegates to go to Ottawa, and the minimum of delay would be one year. And for what? Is it quite certain that the new Council would vote for Esquimalt being the terminus? Even now we hear the cry from the Mainland that every member must go pledged to making Burrard Inlet the terminus. How would the six appointed members vote? But assuming, for the sake of argument, that the terminus condition would be the only new one, and that the Delegates should go to Ottawa next summer for the purpose of negotiating new terms, the whole question must be gone into *de novo*. Suppose the committee of the Dominion Cabinet should meet our Delegates in this way: "We last year agreed to terms the most favorable to your colony we could hope to carry through Parliament—terms with which the Delegates, one of them an anti-Confederatist, expressed themselves well satisfied. When these terms were made public the press of the colony pronounced them to be highly favorable, even more so than the most sanguine hoped for; and yet you come asking for what you conceive to be better terms. We cannot, in justice and with the hope of success, give better terms; but least of all can we grant what you ask. The railway can only be regarded as a great national undertaking, one which must find the best route across the continent and the most advantageous terminus on the other side of it. You now ask us to decide a question which must be submitted to the best engineering skill the Dominion can command, and for which your last Legislature did not consider three years an unreasonable time. We agreed to have the survey completed and the route and terminus defined in two years. You now ask us to decide both route and terminus before a survey has been made. The demand is an unreasonable one, and we cannot agree to it." Such may be presumed to be, in substance, what our delegates would have a listener to. And then? Some people will say, "Oh, but Canada can't do without British Columbia, and would come to our terms." It has been shown in a previous article that it might suit Canada very well to concentrate her energies upon opening up the Northwest, leaving the last link to be added in due time. It must be tolerably clear that the Canadian Government can afford to

headed and impetuous manner. That is, in a few words, the difference between the position taken by Mr Robson and that taken by Mr DeCosmos.

**SAULT STE MARIE CANAL.**—Our readers will doubtless recollect the difficulty which occurred at the Sault Ste Marie Canal, a few months ago in respect of the passage of the British steamers employed in conveying stores &c., for the Red River expedition. It will be remembered how the United States authorities took a mean advantage of the canal being in their territory in order to impose a paltry obstruction to the Expedition. That circumstance is scarcely to be regretted, inasmuch as it has served to arouse the Dominion Government to the necessity of possessing a Canal of their own at that point, and the construction of such a canal is now being set about in earnest. The present Canal, as it appears, affords only 12 feet of water, and is, therefore, altogether inadequate to the trade of the west. The Canadian Canal is to be of such a character as to afford passage for the larger class of vessels, and it will thus give the Dominion a very important advantage. It is stated in the *Portage Lake Mining Gazette* that if the Canal had 14 instead of 12 feet of water the Marquette iron region alone would save over \$200,000 in freight this year. This will give some idea of the magnitude of the interests involved in a better Canal. The iron and other mineral interests of Lake Superior are yet only in their infancy, and the opening up of the Canadian North-West must add immensely to the importance of a facile passage for larger ships. Canada is, therefore, acting wisely in constructing a canal in her own territory, and in making that canal of such a character as will meet the rapidly expanding wants of the great country seeking an outlet that way.

**THE MERCANTILE CANDIDATE.**—Unusual pressure upon our space has prevented an earlier notice of the third and last candidate for the representation of this city. As one of our most prominent merchants of long standing, Mr Henry Nathan, it is too well known to require any introduction to this community. His address is in another column and speaks for itself. Short, lucid and sufficiently pronounced upon the cardinal political issues of the day, it will compare favorably with some more labored productions. Mr Nathan is a gentleman of ability, and has the interests of the colony in general, and of Victoria in particular at heart. It is somewhat remarkable that Victoria, pre-eminently a commercial city, should have so long been content to be without a merchant man to represent it in the Legislature. Upon the new Council must devolve the duty of settling commercial questions of the gravest importance and the candidature of Mr Nathan would, therefore, appear to be most opportune. We are glad to learn that since his canvass commenced he has been singularly successful, meeting everywhere with the greatest encouragement; so much so, indeed, that amongst his friends his election is regarded as a sure thing.

**THE BETTER WAY.**—Under this head will be found a suggestion deserving of attention. While regarding all present agitation upon the subject as ill timed and of no possible utility, we are convinced that if any effort is to be made with a view to rendering the terminus more secure, to the island the suggestion thrown out by the doctor has greatly the advantages of the other modes of procedure. It is decidedly more practical and businesslike, while it is free from one of the most objectionable features of the other. The doctor assumes that the railway will be brought to Esquimalt if practicable, and provides a remedy if impracticable. The other scheme, as it appears to us, proclaims great want of faith in its promoters as to the natural advantages of Esquimalt as the terminus, and their doubts as to the practicability of reaching it. Of the two the doctor's is, beyond all controversy, the better way.

**THE CAPTURE OF A CANAL.**—We alluded some time ago to the very extraordinary blunder made by the United States authorities in locating the St. Clair Falls Canal on the Canadian side of the boundary line. Notwithstanding that a portion of the American press affected to treat the allegation with ridicule, it would appear to have been well founded, as the following paragraph, dated at Toronto, Oct. 10th, shows: "The gunboat *Albatross* arrived here at noon yesterday. Hon. Mr. Langevin on board. They came through the new canal constructed by the American government on St. Clair Falls, and took possession of it for the Dominion government, hoisting the British ensign. It must, indeed, be gallant to the Great Republic to be caught by the 'green Kanakas' in making such a blunder, to say nothing about the expenditure of half a million in constructing a canal for a neighbor."

**DEATH OF JUDGE CHANDLER.**—Late exchanges inform us of the death of Judge J. W. Chandler, of New Brunswick. He died suddenly at Moncton, on Sunday the 2nd October, having attended Divine Service in the morning. Judge Chandler was an active and able politician, and a progressive school, and was for several years a member of the Local Legislature. Taking an active part in maintaining the Confederation scheme, he received a Judgeship upon its completion. The deceased leaves a brother, the Hon. Edward B. Chandler, who was one of the Confederation Delegates to London in 1866, and who is now a Senator and a Commissioner of the Intercolonial Railway.

**THE NAVAL CONTRACTS.**—No tender for supplying the navy will be received after noon to-day. The awards will probably be made public to-morrow.

The Trans-Canada have sent a letter, or an address, as it is called, to Major Wallis, Secretary of the Lachine Boating Club, conveying the sincere thanks of the Crew to the Club for the great hospitality and fairness with which they were treated upon the occasion of the late contest. They, at the same time, take occasion to pay the following compliment to the St. John's Crew: "We cannot conclude without paying a tribute of admiration to the stoutness and rare courage of our opponents in the late match, the Paris Crew of St. John, N. B. We are proud in having contended with men of their resolution, ability and intelligence, and beg to acknowledge the straightforward conduct which has characterized them since we made their acquaintance."

**FANCY GOODS SALE.**—Messrs. Pickett & Co. announce the first fancy goods sale of the season. A large number of English, French, German and American goods suitable for the approaching season will be offered on Friday, commencing at 11 o'clock. The list comprises: yases, decanters, punch-bowls, lawn flowerpots and figures, dolls, work-boxes, busts, statuettes, silver-plated ware, etc. A desirable invoice of shoes, gaiters, brushes, brooms and baskets, cigars and groceries will be offered.

**ACCIDENT TO A CABLE.**—On Saturday night the steamer *Enterprise*, fog-bound, cast anchor between Sidney and James Islands where she rode till Sunday morning, when, on raising the anchor, the telegraph cable connecting the islands was found upon one of the flukes. The cable did not appear at the time to have been injured; but no current having been obtained through it since, it is supposed that the outer covering of the cable was abraded and that repairs will be necessary before communication will be restored.

**THE BELLA BIRD DRAMATIC TROUPE.**—Mr G. F. Bird and Mr Glover, of the Bella Bird Dramatic Troupe, arrived last evening. The troupe will arrive on Wednesday by the California. Among the members are Leo Hudson and her trained horse Black Bear, the Pixley Sisters (old friends), Mrs. Bella Bird, Miss Eva West, W. Ellerton, Tony Ward, Chas. Thornton, S. Dennis and several other artists. The first performance will be given to-morrow evening at the Theatre.

**DEATH OF MR. N. M. HICKS.**—Mr Nathaniel M. Hicks, a former resident of this city, and latterly a merchant of Keeganay, died yesterday afternoon of heart disease. Mr Hicks was a native of St. John, New Brunswick, and aged about 50 years. He came to Victoria in 1838, and took an active part in the organization of the Fire Department and was one of the first Board of Councilmen elected after Victoria City was incorporated. Mr Hicks leaves a wife and many friends to regret his departure.

**DIED AT HOME.**—Benjamin Saunders, Esq., a visitor from Fort Wayne, Indiana, was stricken with paralysis in this city on the 20th June last. He recovered sufficiently to enable him to travel home, where, we see by a Fort Wayne paper, he died quite suddenly on the 15th September last. Mr Saunders (who was a relative of Capt. Pritchard of this city) was a native of Bristol, England, aged 70 years, and had been a magistrate at Fort Wayne for many years.

**THE FIRST FAULT.**—The *Guardian* calls upon all the Mainland constituencies to send their representatives pledged to support the claims of New Westminster and Burrard Inlet as the terminus of the Dominion Railway. This is the natural result of one of the most useless and injudicious agitation-ever started in this community.

**NEWFOUNDLAND.**—Advices from Newfoundland state that Mr. Alsop, the Colonial Secretary of the Anti-Confederation Government, has been defeated at Trinity Bay by John H. Warren, the Confederate candidate, by a majority of 150. A reaction in favor of Confederation is setting in.

**REPAIRING THE CABLE.**—Superintendent Lamb will start to-day for the scene of the break in the *Enterprise*, which will tow around a scow on which has been reeled a new piece of cable. The fault is supposed to be about 50 feet from the Sidney Island end of the cable.

**CORRECTION.**—From the list of prizes awarded at Mrs. Wilson Brown's School were omitted the names of Miss Fanny Palmer, who obtained the prize for composition and general attention; and of Katie Parker and Annie Monte, who received prizes for good conduct, reading and spelling.

**QUINCEA NEWS.—GERMANEN CRUISE THE NEW ELDERADO.**—A letter received by Mr. A. S. Bates of Deep Creek, from Wm. Moines, a most reliable miner, states that Jim May and Duncan McMartin were taking out 25 to 50 oz per day to the hand, and Black Jack a yeast powder box full of gold daily.

The steamer *Eliza Anderson*, Capt. Fipob, arrived from the Sound last evening at half past nine o'clock with 50 passengers and a large quantity of live stock and other freight. We are under obligations to the Purser for the usual favors. The *Anderson* will sail for the Sound to-day at 10 a.m.

**MECHANICS' LITERARY INSTITUTE.**—The annual meeting of the Mechanics' Literary Institute will be held this evening at 8 o'clock. The business will be to elect officers and a committee to serve during the ensuing year.

The *Enterprise* departed all Saturday night by the fog, did not reach port until 7 o'clock on Sunday morning. She brought 70 passengers, *Barrard's Express*, with letters and telegrams, but no mail.

**THIRTY DAYS' GRACE.**—Thomas Shakespeare was yesterday brought up from remand and, convicted for selling whisky to an Indian. He was mercifully allowed by the Magistrate one month before appearing for sentence.

**AN EXPENSIVE BIRD.**—Jim, a Port Rupert Indian, was yesterday convicted and fined \$25 for hitting another Jim, a Hydash. If the Port Rupert bird fails to pay the cash he must suffer imprisonment two months.

**DISCHARGE.**—Charles, a Port Rupert Indian, was charged with a assault upon Jim, a Hydash. The prosecution failed to prove a good case and the accused was, therefore, discharged.

The mail steamer *Isabel* arrived from the Sound last evening at 8 o'clock, bringing 54 passengers and an overland mail. Captain Starr has our thanks for late files of *Seppid* and *Oregon papers*.

**FOR THE SOUND.**—The mail steamer *Isabel*, Capt. Starr, will sail this morning for Port Townsend at 10 o'clock, and will connect with the *Aida* for Olympia and way ports.

**TWO TRIPS.**—The *Enterprise* will make two trips to New Westminster during the current week. She starts on her first trip at 9 this morning.

**THIEF.**—Terry Quinagan was yesterday charged with stealing a keg from a Chinaman. The accused was remanded to-day.

The California did not leave Portland until yesterday at 4 p.m.

**NAVAL.**—H. M. S. *Chanticleer*, from San Francisco, arrived at Victoria on the 27th September.

**Spots on the Sun.**

WONDERFUL COMOTION OF THE SOLAR SURFACE.—OBSERVATIONS BY PROFESSOR HAWLEY. (From the Pittsburg Commercial.)  
OBSERVATIONS, ALLEGANY, Sept. 26.  
The appearance of spots on the sun, large enough to be visible to the naked eye, is a rare occurrence, but it may now be noticed by any one who takes the trouble to observe them. The aspect of the sun, through a large telescope, is one, just now, of singular interest, and seems to claim special attention from observers.

Here, where the remarkable changes of the solar surface have formed the subject of repeated observations, daily maps of the position of the spots are made. And their singular variations have been the object of most interesting scrutiny.  
The side of the sun now turned towards us is today covered with hundreds of them of all sizes and in all stages of growth, while the opposite side, to be presented to us a few days later, is comparatively bare.  
The area of one of the large spots, which is now near the centre of the disk, has been computed from careful measurement and found to exceed 2,300,000,000 square miles. Such immense numbers convey no definite impression, and perhaps a more vivid idea of the size may be gained by comparing it with that of the earth, whose entire area is less than a tenth part of that just given.

This is the area of the penumbra—an immense expanse of variegated forms crossed by channels and convergent streams of luminous matter, all shifting under an action like that of some whirlwind which is twisting them from one position to another, and changing their forms from hour to hour. The current appears sometimes to rush downward, carrying with it great masses of the luminous matter to lower depths, and opening, as it does, to black cavities of a size commensurate with the scale on which this action is carried on.  
The largest of these cavities is seen to be overhung with parts of this brilliant surface, which visibly break away in enormous portions, and sink in it out of sight; indeed, it is quite within the truth to say that a globe the size of the world might be dropped in without touching either side. It is impossible to convey an adequate idea of the impression of infinite and inexhaustible energy, of which one is conscious while beholding this with adequate optical aid. Masses the size of whole continents are utterly changed in shape, and disappear from one day to another, sometimes while the observer watches them, and the whole spot is, to all appearances, being slowly rotated by the cyclones which are visibly working there.

This is one of many centers of similar action, not all on the same scale, but baffling the eye by their number and incessant changes of form, which the draughtsmen labor after in vain, and which the photograph can but imperfectly render. At one of our largest observatories the photograph is employed to make a daily chart of these changes, and a professional observer in such matters, but our own planet is too intimately connected with these phenomena not to make them claim some interest from all of us. Why these great magnetic needles move responsively to these great changes in the sun, or why aurora will light up the winter sky, at intervals more frequently repeated as this solar action is more violent, are questions which astronomy is trying to answer. The fact that they do so is certain—the cause is still wholly unknown to science.

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The Weekly British Colonist

Wednesday, November 2, 1870

The Meeting.

It will be seen by the report of the public meeting held last night that those present were of opinion that a railway should be built between Victoria and Nanaimo, as part of the Transcontinental Railway, and that the members elected to the Legislative Council should use every means to have the terminus at Esquimalt. It would, indeed, be strange did any other opinion prevail. There was an attempt to have the location of the terminus at Esquimalt made a sine qua non of Confederation, and there were those at the meeting who conceived that the concluding part of the second resolution looked in that direction; but the assurance of the mover (Dr Tolmie) that such was not the meaning and intention quieted the apprehensions of most of those present, and the resolution was accordingly carried. The opinion of the meeting was very unanimous in favor of making every legitimate effort to have the terminus at Esquimalt; but there was considerable difference of opinion as to the result of the present movement, many persons believing the whole agitation to be ill-timed; if not fraught with danger to the very cause, it aims at promoting. Others, however, appear to think that so long as these questions are not made a sine qua non of Confederation, but merely put in the form of recommendations, the agitation will be harmless. For ourselves we cannot but think that the position taken by the Hon Dr Helmecken is the true one, and that to open the Terms in the new Council for the purpose of inserting, as a new condition, a question certain to give rise to sectional contention, is a step which is, to say the least, unwise at the present moment. The responsibility of the movement must, however, rest with those who inaugurated it. One result of the meeting last night, would appear to be that the attempt to send Island members to the new Council, pledged to oppose Confederation unless the terminus be first fixed at Esquimalt, has received its quietus, and it is presumed we shall hear no more of that; at any rate.

The Tariff Question.

The question of a choice between our present tariff and the Canadian one has received a pretty thorough ventilation, and we venture to think that in most instances the electors will go to the polls prepared to cast an intelligent vote upon it. Indeed, we believe that we shall be warranted in saying that in every constituency excepting, perhaps, one, the candidates have been enabled to make a distinct declaration in favor of the acceptance of the Canadian tariff, as the immediate result of Confederation. Even the second candidate for the Nanaimo-Coomox District, after starting out on the anti-Canadian tariff ticket, has been compelled to declare in favor of that tariff. The District to which we allude as forming a solitary exception is that of New Westminster, and it is presumable that the state of public sentiment there may in some measure be traceable to a misconception of the subject occasioned by the untruthful and unscrupulous misrepresentations put forward by the paper published at New Westminster. We confess to no little difficulty in believing the people of this important District capable of being so easily misled by such profligate fallacies as are constantly being promulgated by a person so obviously unfamiliar with the subject; and yet it is a lamentable fact that the most stupid writer can generally find more or less disciples when pandering to the prejudices of mistaken sentiment. In the course of the discussion which has taken place on this subject, it has repeatedly been stated in these columns that, under the Canadian tariff we would get rid of about one-third of the amount being paid under the present tariff; and it was pointed out that, inasmuch as, under Confederation, the customs revenue would all go away to Ottawa, it would be a great object to get rid of so much taxation and at the same time prevent that large and ever-increasing amount of revenue being sent out of the country. Our up-river contemporary has taken upon himself to give this proposition a flat contradiction. He reproaches this statement as untrue, and desires us to prove it. We do not conceive ourselves called upon to furnish proof. As was stated, the Collector of Customs, at the direction of the Governor, made a careful calculation during last season, and it was upon the result of that calculation that our assertion was based. That the calculation was made and the

result openly announced in the Legislative Council we affirm; and that our contemporary demands proof of the fact at this late hour goes to prove how little he is in the most important political questions of the day. We find it difficult to believe that the intelligent settlers of New Westminster District can be bamboozled by such stupid and transparent nonsense as is being propounded semi-weekly on the banks of the Fraser; but of this we are certain—if they should allow themselves to be so misguided as to send a member pledged to vote for the retention of the present tariff, instead of accepting the Canadian one, that vote will be solitary and perfectly harmless one; for the representatives of all the other Districts in the colony will be found ranged on the side of low taxation for Federal purposes. Our up-river contemporary cannot get over the whisky difficulty. He appears to be possessed of a singular horror of Canadian whisky, and still labors under the delusion that the retention of the present tariff would keep out the accursed thing. Without pretending to deny that the country would be better were there no spirits imported at all, we have only to reiterate, what our contemporary ought to have known, that neither tariff could in any measure keep out the Canadian whisky. It may now be accepted as a foregone conclusion that the Canadian tariff will come into force as the immediate result of Confederation, and that any further protection for our agricultural interests which may be found necessary must be looked for from the imposition of a tax upon foreign productions in the form of a landing permit. We observe that our local contemporary has intimated that this mode of attaining protection is altogether new to us. Now the fact of the matter is that this is precisely the mode of protecting our agricultural interests that was urged by the present writer during the last session of the Legislative Council.

YALE-LYTTON DISTRICT.—As was intimated yesterday, Mr Barnard, not daring to take a seat in the new Council, has determined to retire in favor of Mr Cornwall, of Ashcroft. Mr Barnard has represented the Yale-Lytton District during these sessions and has rendered good service to the cause of reform. He has made his mark as a legislator of no little ability and promise, and retirement at this critical juncture of the colony's history is greatly to be regretted. We could have wished especially to see him in the new Council, so that he might share in the completion of the great scheme of Confederation—a scheme in which he has taken such an earnest and prominent part from the first. As a Government contractor Mr Barnard would, however, have occupied a somewhat anomalous position under the new Constitution, although he would have had a clear right to retain his seat for one month, which would doubtless have been sufficient to dispose of Confederation. He has taken his decision, however, and Mr Cornwall will, in all probability, be elected without opposition, as Mr Barnard would not doubt have been. We assume from the simple fact of Mr Barnard having retired in favor of Mr Cornwall that the latter gentleman is right upon the great issues, viz, Confederation, Responsible Government and the Canadian Tariff. Should he take the right stand upon these and other important measures which may arise, Mr Cornwall will undoubtedly prove a valuable acquisition to the Legislative Council, as he is a gentleman of good ability and a forcible and interesting debater.

Loan Mayo.—Our exchanges notice the receipt of Bombay dispatches announcing the death in India of Lord Mayo. The deceased nobleman was for many years a prominent and useful member of the Conservative party in the House of Commons, then known as Lord Naas. Twice Chief Secretary for Ireland, he rendered good service to the Crown in a troublesome time, having filled the office at the Fenian outbreak. To his firm and prudent policy was doubtless largely due the successful suppression of that outbreak, which, in less skilled hands, might have attained greatly more formidable proportions. Lord Naas was a warm and steadfast friend of Mr Disraeli, who rewarded his devotion with a Peerage and the Vice-Royalty of India, the richest gift at the disposal of the Crown, and which had just become vacant by the death of Sir John Lawrence. In India Lord Mayo quite justified the high opinion which had been formed of his administrative ability; but, like his predecessor, he fell before that trying and unhealthy climate.

THE LOTTERY.—The Western Union Telegraph Company have connected a wire with the Pavilion wherein the drawing of the Great Lottery will take place. As each lucky number is called out the operator will telegraph it to the offices of the company in all parts of the continent, where a person holding a ticket may ascertain whether or not it has proved a lucky one, on payment of 25 cents for each number. The drawing will commence to-morrow.

MINING MACHINERY.—Among the freight of the O L Taylor was the machinery, manufactured at San Francisco, for Messrs Lane, Katz & Co's mining and sawmill operations on the William Creek Meadows. Having given a description of this machinery some time ago, it is unnecessary to say more than that it will be shipped at once to its Barkerville, where it is destined, we trust, to act as an important part in the mining history of the colony. We understand that the quartz mill will not be shipped before Spring.

POZORNO.—The bad weather yesterday caused a postponement of the Rifle Corps Shooting till Saturday next.

Railway Meeting.

THE TERMINUS NOT TO BE THE SINE QUA NON.

St Nicholas Hall was filled with a large and respectable audience last evening, convened at the call of the Mayor. His Worship stated that the meeting would take into consideration the propriety of having a railway from Esquimalt to Nanaimo as a part of the Transcontinental road running East. The preliminary meeting held the other day had been of opinion that a railroad ought to be built to tap the trade of the overland road. The small outlay of 3,000,000 laid out in Vancouver Island would not affect so great a company as the one that would undertake to build the overland road. If we attempt to oppose Confederation we should be like a lot of Mr Partridge's—the great wave of Confederation would swallow us up. His Worship continued at some length to sketch the advantages—defensive and commercial—of a road on the island.

Mr Farron.—Why didn't you say so before. The Mayor.—There must be a fool and a blackguard in every meeting. Mr Farron.—Well, the fool's there and the blackguard's here. I tried to get out, but I was restored, he went on to say that if San Juan Island were ceded to the Americans it would be impossible for a British ship to reach the mainland. If this country were left out in the cold with respect to the terminus it would be fatal to the island.

Mr Farron.—Is the Mayor going to make a political speech, or is he going to open the meeting? The Mayor.—If we ask for a railroad on the island we shall get it to Nanaimo and fast steamers can run from Nanaimo to Burrard Inlet in two hours, and then Confederation will go good.

Mr Nicholson.—Will you stand, Dr Trimble, for the Council? Dr Trimble.—No I won't; I am sick of politics. The Mayor.—A resolution was passed at a preliminary meeting.

A voice.—That was a dirty meeting. The Mayor.—Well, if you had been there you would certainly have vented the room. (Rears of laughter.) Mr DeCosmos was then called on to offer the resolution, which was as follows:—That in the opinion of this meeting a railway ought to be built between Victoria and Nanaimo as part of the Transcontinental Railway.

Mr DeCosmos said the people should be convinced by the able speech of the Mayor that a railway to Nanaimo ought to be built. A voice.—If possible. Mr DeCosmos.—We don't allow any 'ifs' in our railway dictionary. We had been fortunate in securing the guarantee of a railway to connect the Pacific with the railway system of Canada. Vancouver Island, being two-thirds of the wealth and population of British Columbia ought to have a vote in saying where the terminus shall be. With the terminus elsewhere than on the Island every property-holder would be injured. He asked if the people of Victoria would be content to have the terminus on the mainland when it would injure their pocket. With a railway between Esquimalt and Nanaimo, Victoria's commercial supremacy would be assured. But if the road stopped at Burrard Inlet all the trade would go by our doors. The speaker complimented the Delegates on having secured the railway. The Terms were not final. They were not closed. One of the Delegates even had started in his address that there was an atom of hope that the Terms might be amended in respect to the Tariff. He (Mr DeCosmos) was opposed to leaving a road to engineers. Let the people say that they would have first, last and all the time, a railway connection with the trans-continental road and the Victorian who was opposed to it was a traitor to the best interests of the country.

Mr James Fell came forward to second the resolution. He had been an opponent of Confederation and could not say he was now a lover of it, but as everyone said "we ought to have it" he supposed he should have to go in for it. We were bound to have a railway through this extensive country within 8 or 10 years, and it may be advantageous to us to go into Confederation. Canada was anxious to have us go in as we were to get in. Canada had even given us more than we asked for. It was for the people to say now whether they would accept the Terms or not, and if possible put in a stipulation to have a railway built from Esquimalt to Nanaimo. Esquimalt was one of the finest harbors on the Pacific coast and if this country was to be anything the railway must be brought to Esquimalt.

Hon Dr Helmecken said he thought he might claim to have some interest in Vancouver Island and would do all he could to advocate her interests. At the same time if we join Canada we must take part of her burdens too. The discussion had taken a wrong turn, and the feeling seemed to be that the terminus would be at Burrard Inlet. He denied that there was anything in the Terms to warrant the statement that the terminus would be Burrard Inlet. He would take the Terms as they stand—having agreed to them he would stand by them. The public had no right to assume that the resolution referred to Burrard Inlet, but to Vancouver Island. (Great applause.) The Terms said the seaboard of the Pacific would be the terminus. Vancouver Island is the seaboard and no other place—it means that and will be taken for nothing else. (Prolonged cheering.)

Mr DeCosmos.—The dictionary don't say that. (Prolonged cheering.) Dr Helmecken.—The dictionary says the seaboard is that portion bordering on the sea. When I said the seaboard I put that construction on it, and that I intend to abide by. The seaboard of British Columbia and Vancouver Island are identical, and the sooner we take that stand the better.

A voice.—Would you take the seaboard and bring it to British Columbia? Dr Helmecken.—This is British Columbia. (Laughter.) By taking the stand that the seaboard is anywhere else than Vancouver Island you are ruining your case. There is a seaboard of the Mainland, but it is at Burrard Arm. The resolution was left indeterminate that sectional differences might not be aroused, and because it was impossible to fix the site of the terminus. If Esquimalt and Victoria had been stated there would have been sectional differences aroused, and meetings held elsewhere to scratch it out and substitute some other place. It was absolutely necessary for the interests of the Dominion

that the railway should terminate at Victoria, because if it terminated at Burrard Inlet it would be practically useless for commercial purposes. We had no right to talk of steamers to connect with the railroad. There was not a company in England that would not build the Nanaimo road for 20 miles of land on either side of it—all the coal lands and forest lands, and nearly the whole island. The audience was called on to accept the idea that the road would end at Burrard Inlet. The Terms mean Vancouver Island. You say the road can't come here, [Mr DeCosmos.—No.] Then why do you talk of ferries, and two hours to cross the Gulf? The Terms mean everything we want, and we need not care a button whether the railway goes to Barclay or Nookla Sound. The people must be united on the construction that the Terms mean Vancouver Island. (Cheers.) The Terms were open. The people were not bound by them. The Delegates were in a measure bound; but it was the Canadian Government that was bound firmly, and the people should be careful how they opened the Terms and let the Canadian Government out of their bargain. If the Terms were opened on this question they would be opened on others, and every section would have a proposition to make. In reply to a question by Mr Gowen, Dr Helmecken said the Terms said the seaboard on the Pacific and meant Vancouver Island. The insertion of this resolution meant the railway to Nanaimo or no Confederation. Did the meeting think the country would support any person who put this forward as the sine qua non of Confederation? (Cries of No.)

A voice.—Where's your ground—at Esquimalt? Dr Helmecken.—Yes, and that's why I'm supporting these Terms. (Applause.) We must allow no other construction to be placed on this Term—it means nothing else and it should be taken for nothing else. (Prolonged cheering.)

Mr J W Carey asked if the people were prepared to open up these Terms. If they were, the whole Terms fell to the ground and three other delegates would have to be sent to Ottawa. There was a political trick behind this resolution. The people should not be misled. The Terms said a road must be built from the seaboard to the Rocky Mountains. Was Johnson's Straits the sea? (Cheers.) Canada had given us more than we asked. Now political demagogues want more. So long as the Terms were beneficial we ought to be satisfied with them. They are before us for ratification—not for amendment. If they are amended they fall to the ground. Don't be gulled by political demagogues. Now or never is the time to get union on good terms. \$3,000,000 would never deter Canada from building this road. The very last paragraph in the Terms is that the Canadians will accept you on these terms. Don't amend them; but accept the Terms as a whole. After a few other remarks to the same strain the speaker retired amid applause.

Mr Nathan was called for and alluded to his inexperience as a public speaker, and added that he would use every exertion to bring the railway to Esquimalt; but he would not imperil Confederation. It had been said that Victoria would steadily decline without the terminus. His answer was that half a loaf was better than no bread. No part of British Columbia could be benefited without Victoria being benefited, and even without the terminus Victoria would derive advantage from Confederation. He would do all he could to bring the terminus here; but he could not endorse the No Terminus, No Confederation doctrine. Mr Robson said that the agitation at this time was very unfortunate and might be serious. Three of the previous speakers had handled the subject with much ability. A voice.—How are you on Bonster? Mr Robson.—I may say I'm a heavy on Bonster. (Laughter.) He endorsed the remarks of Dr Helmecken, who was in a position to know more of Canadian sentiment than anyone else. The doctor had decidedly the best of the seaboard part of the argument. The agitation was calculated to do no possible good, and might do harm. The resolution was an evidence of the weakness of the cause of the people of Vancouver Island—that they had doubts as to the probability of bringing the railway to Victoria. The terminus cut had the effect of creating agitation in different localities on the Mainland. The Terms brought back were specially good—better than the colony had any right to expect or his hon. friend (Mr DeCosmos) had ventured to propose. If the people of British Columbia should quarrel over the Terms the Canadian Government might renege from the bargain and we might never get a good Terms again. That Canada was so eager to get British Columbia was a mistake. Canada would all want to wait until British Columbia came in on terms to suit the Dominion. Newfoundland, and Prince Edward Island had rejected the terms they were offered, and they were now out in the cold.

Mr Farron continuing his interruptions, the Mayor threatened to have him removed. Mr Robson.—If we squabble over the Terms and the Canadian Government were released from their bargain, it would involve fresh negotiations and at least a year's delay. The man who said it was necessary to petition Canada to get the terminus at Esquimalt, occupied a position he would not like to occupy. The interests of the Dominion called for the terminus to be fixed at the best port, jutting furthest into the Pacific Ocean, and every Vancouver Islander would vote to make the terminus at Esquimalt if it were possible to do it. No doubts should be expressed as to the railway coming to the Island. One gentleman had said that if the railroad does not come to Esquimalt Victoria would become a fishing village. Without the graving dock, semi-monthly steam communication with San Francisco, semi-weekly communication with the Sound and the capital, Confederation would lift Victoria from a sickly, drooping thing to a prosperous and wealthy city. (Cheers.)

Mr W J Macdonald believed the road ought to come to Esquimalt and moved a resolution that the railroad should connect at Nanaimo with the trans-continental railway in Vancouver Island.

Mr DeCosmos, as mover, proceeded at some length to reply to the remarks that had been made by speakers against the resolution, and said the people had now the first and last opportunity they would ever have for securing this great good. (Prolonged cheering.)

Dr Tolmie asked the meeting to ponder well whether they were going to accept this resolution as tending to retard Confederation. He did not consider it as such and would not support it if he did.

Mr C B Brown said capitalists were not going to build a road out of the direct line of trade. Did the Canadians think we were going to swallow down these Terms. If they did they must think we were a set of gooses. (Great laughter.) He would not vote for any man who would say that he would not vote for Esquimalt for the terminus. If the road did not come to Esquimalt Victoria would be as dead as a doornail.

The Mayor then put the resolution and rider, which were carried almost unanimously. Dr Tolmie said the question of the line of railway would have to be decided by competent surveyors; but there was no question as to the desirability of Esquimalt as the terminus of the railway. [We had better be sure and ascertain what the seaboard means.] Dr Tolmie then moved the following:—

RESOLVED.—That although we are, on the whole, well satisfied with the liberal spirit evinced in the views of Confederation as proposed by the Dominion Government, and while we highly appreciate the advantages of our country, that the location of the terminus of the Canadian Transcontinental Railway on the seaboard of British Columbia be soon and finally determined upon.

That the well-sheltered harbor of Esquimalt, easily accessible as it is at all seasons by day or night, with its unobstructed anchorage, proximity to the ocean as well as to the extensive and valuable coal fields of the coast, and also being the station for Her Majesty's fleet in the North Pacific, has pre-eminence and superiority over any other point in the Colony as the site for the Western Terminus of the British North American Transcontinental Railway, and that railway being an Imperial as well as a Colonial necessity, Esquimalt should unquestionably and finally be fixed upon as the terminus of this great undertaking.

That our representatives in the Legislative Council be instructed to urge the adoption of the views of this meeting as part of the Terms of Confederation.

In moving the resolution, the doctor said he was not disposed to retard Confederation and did not urge the resolution as a sine qua non.

Mr J G Norris had great pleasure in accepting this resolution and shortly reviewed the work of the Yale Convention and the progress the great question of Confederation had made in the past two years.

Mr Beesley rose to correct a statement of Mr DeCosmos with respect to the terminus of the Intercolonial railway—that Nova Scotia stipulated that Halifax should be made the terminus of the Intercolonial Railway. There was a road 100 miles long in running order before Confederation was accomplished.

Great confusion here ensued. The resolution was shown to have been originally, worded there were shouts of "trick" and "trick" from the audience.

Mr Plummer moved that the last sentence of the resolution be expanded.

Mr Macdonald seconded.

Dr Tolmie again said that the resolution did not urge the terminus as a sine qua non of Confederation.

Dr Helmecken said he feared that if the terminus were proposed Esquimalt as the terminus, some one else might suggest Burrard Inlet, and the later place might be chosen.

The Mayor declined to put Mr Plummer's amendment, and the original resolution was carried, with cheers.

It was moved, that a committee of three be appointed to present the views of this meeting to the members to be elected to the Council.

The Chair appointed Dr Tolmie, J F Davies and Jas Fell a *Comitee of Three*.

On motion of Mr Nicholson, a vote of thanks was rendered the Chairman, and the meeting dissolved.

IMPERIAL HONORS TO CANADIANS.—The honor of the Companionship of the Colonial Order of St Michael and St George has been conferred upon Colonel Smith, McCaskey and Chamberlain, of the Canadian Volunteer Corps, for the good public service done by them in repelling the Fenian invasion by them last Spring.

THE SMALLPOX is raging alarmingly at Salem, Oregon, and people are fleeing away from the place. The pestilence will doubtless reach Portland, and it would be well should our authorities take steps to prevent its being brought to this place by returning travelers.

THE CHARGE OF LARCENY.—John McTeigh yesterday pleaded guilty to having taken the picket-stand, and the Magistrate, mercifully moved, released him upon his own recognizance with instructions to appear for sentence in one month's time.

FROM SAN FRANCISCO.—The barkentine C L Taylor, Capt Lane, arrived yesterday in twenty days from San Francisco. She comes consigned to Messrs Millard & Beedy with a full cargo of merchandise. The Taylor experienced head winds until she reached Cape Flattery eight days ago, when the met calm and fog. Capt Lane reports in the Straits the brig Lucas for Seattle, and the bark Forest Queen for Port Ludlow.

CADIZ HILL SCHOOL DISTRICT.—Five School Tax cases were heard yesterday before Mr. Pemberton, and decided against the parties in each case. The other parties against whom summonses had been issued—about twenty in all—had previously settled out of Court.

By Electric Telegraph.

SPECIAL TO THE DAILY BRITISH COLONIST.

Europe. New York, Oct 24.—Nothing official has been received from the armies around Orleans. A battle is imminent there. The French will make an attempt to retake the city.

Fears are entertained here concerning the sudden determination of England to mediate between France and Prussia. It is asserted here that the Provisional Government will not cede an inch of Territory or pay a franc of indemnity, and it is feared the struggle will have to go on to the bitter end unless the terms proposed by Prussia are very moderate.

Tours, Oct 24.—The Prussian commander at Orleans has placarded an appeal to the citizens, informing them that the French and not the Prussian Government is their enemy. The journals reply to this appeal bitterly, encouraging the people to defend the country to the last extremity. They say that France was unprepared for a conflict two months ago, but she is now commencing to feel that she may struggle with success. Her people will make a fitting answer to the Prussian protestations of friendship.

No official news of Garibaldi's movements has been received here, but it is understood that he is rapidly organizing a corps of free sharpshooters.

BANCOUX, Oct 24.—The Prussians were repulsed at Chantillon. The French took many prisoners and now hold the position. The bombardment of Soissons had commenced on the 18th. Many houses have been burned.

Tours, Oct 24.—Government has faith sufficient in the story of the butchery of prisoners to institute an enquiry. The Prussians have retired from St Aubin, going towards Laon city.

The papers indignantly decry the English move for intervention and give her no credit. SWITZGARDT, Oct 25.—The French made a sortie over the Merce at Jurville and were repulsed.

London dispatches say that far peace negotiations have come to naught. The Times counsels England to take no further steps for peace. The departure of the Empress for France is expected any moment.

Schlesstadt was captured after a severe bombardment. 2500 prisoners and 120 guns fell into the hands of the besiegers. Negotiations for the surrender of Metz continue. Bazaine ignores the French Provisional Government.

London is excited over the French Loan. Subscriptions are large. The Empress Eugenie repudiates all efforts to enthrone herself or Napoleon. Her hopes are all for her son. She says she will hold herself aloof from political intrigues until peace is restored.

Tours, Oct 25.—A sortie from Paris on the 21st was very successful. The incessant fire of the French forts was very harassing to the enemy. The French Tirailleurs are massed in the vicinity of Versailles.

On Friday the Prussians attempted to bombard Verdun, but were defeated by a successful sortie of the garrison. A correspondent interviewed Bismarck, who says the position of Prussia has never changed from the first. Compelled to draw the sword in the first place, she will not sheathe it until she is safe against future assaults and the ambition and insatiable of her unprincipled neighbors.

The blood, treasure and suffering that have cost so many victories convince Germany that there can be no hope for security without relinquishing those territories wrested from her for the purpose of conquest. Prussia desires peace, but only a peace that will give full security for the future. She is willing to treat with the Emperor or the Provisional government, but an armistice is useless.

BRUSSELS, Oct 26.—On Saturday the 22nd several victorious engagements occurred on the river Agnon, Voroy, Casseyanned and Grenville. French loss severe. A battalion composed of the 1st, 3d, 4th and 5th Baden regiments took part in the actions. German loss was small.

LONDON, Oct 26.—The Prussians on their westward march gutted the city of Besancon, in the Department of Doubs. They took 37 carriages filled with wounded French soldiers. The Prussians are apparently concentrating at Rheims.

The French commander at Verdun has sent a definite message to the Prussians. The Prussians refrain from attacking Amiens, and their troops at Beauvais and Soissons are retreating towards Metz.

The town of Chateau Dun has been literally destroyed by the Prussians. BRUSSELS, Oct 25, via London, 26.—The Prussian negotiations with Bazaine for the capitulation of his army continue, notwithstanding the disapproval of the military authorities.

The military authorities before Paris have successfully examined the defences of that city by means of balloons. The city of Orleans has been nearly destroyed by the Prussians. The Prussians refuse further parole to captured French officers.

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The Weekly British Colonist
Wednesday, November 2, 1870

Confederation
The history of Confederation in British Columbia forms an interesting and amusing study. Four years ago the cause had few friends. Two years ago it had many enemies. To-day there is not to be found in all the land a man to stand up and openly oppose it.

given, more could have been or may yet be obtained. The Terms are not open for alterations or additions. To open them now would unquestionably be to render fresh negotiations necessary, thereby involving indefinite delay, and with, we are apt to think, small chance indeed of securing better terms.

IMPORTANT SURGICAL OPERATION.—A very critical surgical operation was performed yesterday by Drs Helmecken and Davis upon the leg of our esteemed fellow-citizen, Mr Guy Haston. The knee cap and a portion of the joint were skillfully removed. Mr Haston has suffered very much from his knee for several months, and we sincerely hope he may find relief from the operation performed yesterday.

PERSONAL.—The Rev Mr Lang of Scotland, who has been appointed Minister of St Andrew's Church, Montreal, is brother to Capt Lang, formerly connected with the Bank of British Columbia in this city. St Andrew's Church is among the largest ecclesiastical structures on the continent, and the congregation worshipping therein is amongst the most wealthy.

TEMPORAL AND SPIRITUAL.—The sceptre of temporal power becomes not the Mitred Priest. The sword and the cross should not be grasped by the same hand. My Kingdom is not of this world, remarked the Saviour of the world, who urged to exert kingly authority. It befits those claiming to be His apostles, representatives on earth to be the example. The present is not the age for a union of temporal and spiritual authority. At the very moment when the State churches of the great Protestant Power of the Old World are being levelled down—up 7—to the common basis of Voluntaryism, the sceptre of temporal power has been rudely knocked from the last of a long line of tempo-spiritual rulers; and Pio Nono is left with no other emblem of authority than the mitre and the cross. And it will be well that His Holiness should be content with these. Rome has welcomed Victor Emanuel with open arms. Italy drinks in new life. She has shaken off the chains which have for centuries been eating into her flesh; and the prophecy that Byron uttered at Ravenna has received its fulfilment at last!

Naunaimo-Comox District.
REQUISITION
To the HON. JOHN ROUSON.
The undersigned residents and property-owners of Naunaimo desire that you will allow yourself to be put in nomination for the representation of a District in the forthcoming Legislative Council.

TO SCHOOL BOARDS.
TEACHERS OF MANY YEARS EXPERIENCE, and whose names are on the awarding department of a School, is open to an engagement.
W. W. COLONIST OFFICE.





The Weekly British Colonist

Wednesday, November 2 1870

The Public Meeting.

Well; the people of Victoria are going to have a public meeting to-night. What will they do with it? It may not be harmful to consider for a moment the very peculiar circumstances attending the getting up of this meeting, and thus endeavour to obtain a glimpse at the object of certain thimble-rigging politicians therewith connected, for it may be an advantage to go to the meeting to-night with both eyes open. It is now about a couple of weeks since Mr DeCosmos, apparently impressed with some attractive issue, some new electioneering cry, suggested the propriety of making the location of the western terminus of the Canadian Pacific Railway at Victoria and Esquimaux a distinct and absolute condition of Confederation, appealing to all the Island communities not to elect any candidate who would not pledge himself to make such location of terminus a sine qua non of Confederation. The subject was well chosen and the stand boldly taken. We felt it to be our duty to point out the unreasonableness of the proposition, the ill-timed and dangerous nature of the agitation; and, moreover, we ventured to read the flimsy veil and afford the public an opportunity of getting a peep at the man and his motives. The result of all this was that the bait would not take. The hinking part of the community denounced both trickster and trick. The unthinking doubted and turned away. But although there were found none willing to fall into the trap, there were those who conceived it to be not out of place that the Dominion Government should be appealed to on behalf of a railway connecting the principal coal-fields of the colony with the chief commercial city and seaport town,—not proposing, however, to present it as a condition of Confederation, but merely pressing it upon the attention of the Dominion and Local Governments as a necessary and important work, and asking, as a favour, rather than a right, that the Canadian Government might guarantee its construction. It occurs to us to remark that those who, with the very best of intentions, espoused this scheme, entered upon dangerous ground at a most critical moment, as the sequel will show. A preliminary meeting, for the most part composed of persons greatly interested in the prosperity of the place, was held on Wednesday, at which it was decided that a public meeting should be convened at an early day for the purpose of taking more definite action with a view to urging upon the Canadian Government the desirability of the early construction of a railway between Victoria and Nanaimo. Nothing was more distinctly agreed upon—it was unanimously agreed upon—at the meeting, than that the scheme was not to be presented in the form of a condition of Confederation; and no one was more explicit in disclaiming any intention to do so than Mr DeCosmos himself. Not content with giving his repeated assurance that it was not intended to make the construction of a railway between Victoria and Nanaimo a condition of Confederation, he again and again asked those present that the No Terminus No Confederation cry might be dropped and forgotten. In truth, he played the penitential part so well that most of those present felt into the trap, and trusted Mr DeCosmos once more and once again too often. The real author of the Victoria-Nanaimo railway scheme made the mistake of permitting this arch deceiver to associate his name with the resolution by moving it; and with what result? At the preliminary meeting every one denounced the idea of making the railway terminus question, or the Victoria-Nanaimo railway question a condition of union; and so Mr DeCosmos turned round and denounced it too. But the 'cloven foot' was not long concealed. The following morning he returned, like a dog, to his vomit, repudiated the vows and professions of the day before, and resurrected the old war-cry of 'No terminus no Confederation,' thus clearly showing that his pretended acquiescence with the gentleman who attended the meeting on Wednesday was a mere trick in order to get a public meeting called, and to lure the scheme of others into a personal triumph for himself. It remains to be seen how far he will be successful in the dishonest trick. Should the meeting to-night permit itself to be led into the trap thus set for it, should the people of Victoria permit themselves to be placed in the false and dangerous position of making the question of the railway terminus, or what amounts to the same thing, the construction of a railway between Victoria and Nanaimo, a sine qua non of Confederation, the consequences may be more serious than

some persons apprehend. It has already been stated in previous articles that the Dominion Cabinet have agreed to give us as liberal terms as they dared go before Parliament with. To press new conditions now is to involve fresh negotiations and consequent delay. To load these terms already agreed to with fresh conditions is to endanger their breaking down in the Canadian Parliament. To open them at all is to incur great risk of having to accept poorer terms, without the ghost of a chance of extorting better. There may be weak-kneed men in the Dominion Government who would gladly avail themselves of the opportunity which would be presented by the re-opening of these terms to modify them, and give us less. As the terms now stand a strong Government will in all probability be able to carry them through Parliament. That Government stands pledged to them now; but once re-open them and the chances are greatly against our being able to obtain equally favorable ones. It would be dangerous to re-open them upon any pretext. It would be utterly insane to re-open them in order to attempt to extort a pledge which the Canadian Government will not and cannot give. The fixing of the terminus of the great transcontinental railway must be the result of a thorough survey. It cannot precede it. To agitate the question now is futile. To make it a condition would be fatal. The question, therefore, for the people to put to themselves to-night is: Shall we accept Confederation now upon the liberal terms offered, relying upon what Nature has done for us and what we can do for ourselves at the proper time to secure the railway terminus at Esquimaux and Victoria? Or shall we, by insisting upon a new and unreasonable condition, imperil and indefinitely delay both?

Dr. HELMCKEN'S ADDRESS. It is decidedly diplomatic and. We have always given the doctor credit for frankness, and cannot therefore believe that the address was written with a view to mystifying or misleading the electors. Yet the honorable gentleman scarcely comes up to popular expectation, which naturally looked for a decided and positive expression on the all-important question of Confederation, which he played a leading part in arranging to the advantage of British Columbia. We have said before, and we now repeat, that the colony owes a debt of gratitude to the Delegates to Ottawa that it can scarcely require. The Terms are so good—so much better than we had any reason to expect—that a universal feeling of satisfaction with them is expressed, and it becomes a gentleman who took so prominent a part in the negotiations to point out a fault that at worst is but presumable. We regret, too, that the doctor is unskilled in the art of speaking, and does not give forth the ring of the true metal, as Responsible Government; but he recovers himself when he says that the location of the terminus of the railway must be left to competent surveyors and engineers. We presume Dr Helmcken will take an early opportunity to clear up a matter that is uncertain and mysterious in his address, and explain how he stands to the Government—too close a criticism would, perhaps, be unfair. Dr Helmcken is certainly to be respected, and considering his ability, respectability and past services, we confess that we could not point out a better man for the position.

THE EXTRAORDINARY CHARGE OF LARCENY.—John McTeigh appeared on remand before the Police Magistrate, to answer the charge of larceny preferred against him. Mr Bishop appeared for the defence and produced evidence as to previous good character of the accused. Capt Lewis, who was present, said he did not wish to press the charge. Mr Bishop offered authority to show that the prisoner was not legally, though perhaps, morally wrong. The Magistrate said it was clear, enough that if the prisoner took the stand he was guilty of larceny; the Court would therefore give him a day in which to plead and should he acknowledge the act, the prisoner might be dealt summarily with. The Magistrate complimented Mr Bishop upon the conduct of the case and liberated McTeigh upon the same security until to-day.

QUEER.—A gentleman of this city received a well-written circular from a party signing himself James B Sherman of 109 William street, New York, offering to supply him with any required amount of counterfeit U.S. Treasury notes (elarg term—'queer') at a liberal discount. The writer says he occupies a good position in New York city and can put a fortune in the way of the party he addresses. As an evidence of the 'sublime cheek' of the operator, he says that the gentleman has been recommended to him by a respectable person 'as one likely to take hold, etc, etc.' The mystery is how so great a rascal as the writer can give his address so freely and yet escape unwhipped of justice.

TELEGRAPHIC.—Yesterday we laid before the public 4500 words of telegraphic matter—all fresh news—a portion of which left London the evening before. In the course of a week or two we hope to conclude arrangements for a still greater number of words per diem and to increase in other respects the efficiency and value of the paper to the general reader and advertiser. In the meantime we must apologize to many advertisers for the frequency with which the crowded state of our columns compel us to lay over their favors.

Mr A. R. ROSSIGNOL was yesterday presented with a numerously signed requisition from citizens of Victoria, asking him to allow himself to be placed in nomination for the city; but Mr Rossignol, we are really sorry to say, declines the proffered honor, wishing to devote himself entirely to his profession.

School Examination. Following is the list of prizes given at the examination of Mrs. Wilson Brown's school:—

1st CLASS. For English, French, Music and constant attendance—Miss Helmecken. Dr Helmecken's Prize, a silver medal, for excellent conduct—Miss Peets. Composition—Miss Watkins. Reading and general improvement—Miss Branks. Stinging—Miss Branks. Diligence—Miss Peets. Drawing—Miss Peets. 2d prize, English—Miss Peets. French—Miss Peets.

2d CLASS. English Lessons—Miss Green. French Writing—Miss Brenda Peets. Music—Miss Heywood. Arithmetic—Miss Moore. Diligence—Miss Heywood. English—Miss Heywood. Music—Miss Brenda Peets.

3d CLASS. English Lessons—Miss Parker. Excellent Conduct—Miss Parker. Arithmetic—Miss Carston. Writing and Dictation—Miss Joffre. Parsing, Maps and Needlework—Miss Pottinger. French—Miss Elise Peets. Music—Miss Elise Peets. General Improvement—Miss Smith. Music—Miss Parker. Drawing—Miss Elise Peets.

4th CLASS. In this class prizes for good conduct, reading and spelling, were given to the following little girls:—Katie Moore, Edith Helmecken, Marie Peets, Elise Ingram, Grace Golege, Miss Smith.

The music classes are under the able direction of Mr Digby Palmer.

METZ.—The capitulation of Metz, with 150,000 men in a grave disaster to the French cause. It is improbable that Bismarck succeeded in extracting a pledge for the withdrawal of the German from all France, excepting Lorraine and Alsace, because his action would not bind the Treaty Government to accept peace on such conditions. Not the war will go on until either Paris is captured or the Germans shall have sustained a signal defeat.

MUNICIPAL ELECTIONS.—The Clerk of the Municipal Council gave notice that a show of hands for a Mayor and six Councillors will take place at the Police Barracks at 12 o'clock, noon, on the 8th proximo, and that a poll, if any, will be taken on the day following at the places indicated in the notice.

COMPLAINT.—has frequently been made to the Police against parties who are in the habit of cutting trees down for firewood on the public park. Yesterday two Chinamen were caught red handed, so to speak, and were brought before Mr Pemberton and put under bonds not to do so again. They had not touched any of the standing trees, but were at work upon the brush and fallen timber when detected.

THE "D" S. revenue cutter "Lincoln" arrived yesterday and will remain till Monday. She will sail here.

HOPS.—At San Francisco hops are quoted at 12 1/2 cts @ 15 cts for new and lots for old.

YAN DRYDEN DISTRICT.—Mr Barnard has retired from the canvass in this District, in favor of Mr Cornwall of Ashcroft.

ALEXANDER DUMAS is at Dieppe, dying of paralysis.

DOMINION MAIL SUMMARY. Our Canadian exchanges are to the 12th inst. The Government at Ottawa received dispatches from Fort Garry on the 11th, the nature of which had not, however, transpired. Col Jarvis was at New York, but would immediately return to his command at Fort Garry. Seizures of smuggled tobacco and liquor have recently been made at Halifax, revealing an extensive system of fraud in operation between Newfoundland and that port. The rumor is contradicted that Mr Geo Ryan is about to resign his seat in the House of Commons in order to accept an appointment of the Intercolonial Railway. It is announced that the Premier of Ontario intends calling the Legislative Assembly to meet on the 15th December for the dispatch of business. Application will be made next session for an Act to incorporate a company for the construction of a wooden or iron railway from Oakville to Bronte, through Milton to Guelph, with power to extend the same to some point on Lake Huron. The Chief of Police at Kingston died in that city on the 11th. The Minister of Public Works had gone to Saint Ste Marie for the purpose, it was understood, of laying out the line of canal to be constructed on the Canadian side, and to select a harbor of refuge on Lake Huron. The latest accounts from Manitoba announce the violent death of Lepine, Riel's Secretary of State. Having made good his escape to the safe side of the International boundary, he struck up a distasteful partnership with the man with whom he lodged, carrying matters a little too far and was shot like a dog by the irate and outraged husband, while sitting in a low chair. Lepine only survived a few moments, during which he confessed to having taken a prominent part in the murder of poor Scott. Riel, it is said, is in the vicinity of Stinking river, endeavoring to gather around him a few discontented spirits, with a view to getting up another rebellion, and it is assumed for the purpose of making a raid upon the military stores on the way to Fort

Garry. Riel had been at Riviere Lake on the 25th and returned to Pembina unmolested. Mr Girard, Treasurer of Manitoba, had met and conversed with him. A party of seventeen carpenters had just arrived from Thunder Bay to work on the public buildings at Fort Garry. The Provincial exhibition, just held at Toronto, appears to have been an immense success. Lord and Lady Lisgar and Sir John A Macdonald were visitors. The report of the Exhibition occupies seventeen columns in the Hamilton Spectator.

AN INJUSTICE. Editor Colonist:—It is an injustice to deprive those of us who are thought fit to pay a poll tax from the privilege of voting at the next election. Every person over eighteen in this town is sought after to pay \$2 a year road tax; but we are looked on as minors when something is required to be done that would give us a voice in choosing the gentlemen who make our laws. We must wait till we are twenty-one before we can vote. Call this equal justice? I claim to be better fit to vote than the aged or impetuous who muddle their heads with Bunster. NINETEEN. Nanaimo, Oct 22, 1870.

HE'S R-B-D of his Beer. Editor Colonist:—At a meeting of bibbers held to-night at the b-m-m-m's retreat, alias Bull's Head, it was conceded by all present that Bunster could not, even if he makes another shipment of three hogheads, as proposed, be successful in his candidature; and it has been decided, therefore, that a better man be solicited to stand. One of the committee, exulting over the fact, says he has had plenty of 'Bunster,' which, by the way, made him quite merry, but he says he will not have any more of it. To Rob a poor man of his beer is a crime. N. Naimo, Oct 22, 1870.

How the Case Actually Stands. Editor BARRIS Colonist:—There has been a good deal of talk one way and another about the candidates to represent Nanaimo in the Legislature, and as I think it is the duty of every man who calls himself a man to vote for the proper person, I thought I would take it upon myself to make a few remarks on the subject through the paper, and as I think myself that your paper is, by far, the most truthful and reliable one, why if you will be so kind as to publish them, I shall feel much obliged to you. The other paper, the Standard, does not seem to do the fair thing at all. It abuses Mr Robson a great deal too much, and I don't think he at all deserves it. The meetings that have been held here of late have quite gone in favor of the gentleman while Mr Bunster with a few noisy pals has decidedly lost ground ever since that last meeting, when if he had got anything in his head to say, he did not know how to say it. Mr Robson gave us a very interesting, long and useful speech, which the people seemed all to like first rate. He then invited Mr Bunster to say something, who, when he mounted upon the stage, said he was thankful to Mr Robson for inviting him, but he considered he had a right to speak. If he paid five dollars to the Institute of course he had a right; but I think Mr Robson stood treat that time. I should very much like to know, Mr Editor, who it is that the Standard gets all its news about our affairs from. It would be better for that paper a good deal if it was to pay somebody to tell them the real truth. One issue says that Mr Bunster is the favorite candidate and that ain't so; so far as I can see, and I don't think that he ever will be. The news from Comox does not agree at all with a long letter from Mr Coleman, and in fact Mr Robson is all the 'go' up there. The applause at the meeting the other night was all for Mr Robson, and Mr Bunster's people tried to break up the meeting after Mr Bunster had been saying that gentleman for a long time. One fellow said to me the other day 'if Bunster can talk better nor that to a lot of fools like us, what's he going to do when he gets among the smart men of the country, who are sent to represent the interests of all the districts? We would not let them break up the meeting till Mr Robson had regularly flummoxed the Brewer in answer to his abusive remarks. I tell you what Mr Editor, Mr Bunster's own people say themselves that they thought he could speak, and that his first speech up here was a very good one because he wasn't quite prepared; but this last time he spoke, has just fixed things, you bet. He has at the show of a Chinaman now. I perhaps ought not to say this until we have got all we can out of him, but if I was to do the same for Mr Bunster, I should do for they don't care a cent who gets in, and if a man don't spend some money at the house where his committee meetings are held, he may as well stop away altogether. I've made my letter longer than I intended, so you must please to excuse me, and I hope it may do good in the right direction. Yours respectfully, JAMES B. SHERMAN.

Help for the Unfortunate. Editor BARRIS Colonist:—What is it proposed to do with the three unfortunate sisters who have become insane? Is it proposed to leave them in their present pitiable state—one in goal and the other two in a feeble state of both body and mind? Ought there not to be some organized plan to give them some real, substantial and permanent assistance and attention? The Government, I hear, has subscribed \$100 towards their relief, and about \$112 has been collected from citizens. More might be easily had, were the collectors in a position to assure subscribers that the money will be put to practical use. I would, therefore, Mr Editor, suggest that a suitable building be procured and an attendant hired to look after these unfortunate women, whose sad condition appeals loudly to the charitable. Yours truly, JAMES B. SHERMAN.

DRESS-MAKING AND MANTLE-MAKING.—These departments will be opened at London House on Sept 19th, under the charge of a thoroughly experienced cutter, who arrived from England by the "Cathonia," and who is prepared to produce the latest styles.

The Counterfeit Treasury Notes. The following is a copy of the circular received by a gentleman of this city, wishing him to become agent for the sale of Counterfeit Treasury notes. The affair may be a very clever hoax to put poor human nature on the rack of temptation; or perhaps it is an experiment to find out how many good men there are in the country. BARRIS Colonist:—Being in want of a steady and trustworthy agent in your locality, I have selected you in preference to a number of others. You were recommended to me by a travelling agent for a large quantity of counterfeit money in this city. He is a very intimate friend of mine and has accumulated very immense fortunes in the business, which he desires your services. Were it not for him I should not repose such confidence in you. Now to business. I have on hand a very large quantity of \$1, \$2 and \$5 U. S. Treasury Notes (Queens) I deal in nothing but first class work, and you may depend upon it that every one of my bills is as well executed both in the engraving and printing as the bills which are issued by the Treasury Department; consequently you need not more risk in passing them than if you were passing genuine money. My bills have been presented to bank officials, and they have almost invariably pronounced them genuine. They are printed on first class bank note paper, are correctly numbered, and the printing cannot be excelled. I put the bills up in packages containing different amounts. The price of a \$500 package is \$100.00. The price of a \$1,000 package is \$200.00. The price of a \$5,000 package is \$1,000.00. In bulk order I give you a fair show at the start. I will not require more than one-quarter of the money down cash. Therefore if you wish a \$5,000 package you will have to pay but \$250.00 for a \$1,000 package but \$50.00 and for a \$500 package only \$25.00. If you do not wish to send your money in advance I will send the stuff to you by express and you can pay for it in the office when you receive it (G. P. D.). If you wish it sent by Express I will assuredly pack it in such a way that no one can possibly suspect the contents of the box. I am an old hand at the business and I can manage everything to mislead the shrewdest persons. When I send you a package by Express I will write to you by mail to let you know that I have sent it. In no case will I send you a package by Express unless I have sent you my letter by mail; and to avoid suspicion say that the letter contains money—nothing but the amount you like. You will not be disappointed in sending me a letter by Express. I will have no other agent near you and it would be impossible for my name to be known to the Express agent. In favour of all applications to send communications by Express, I should even if you have to ride many miles to an Express office. If you can spare a few moments I would much prefer a personal interview. I will send you everything to your satisfaction and be assured that all my representations are correct. If you come on you will have an opportunity to go through the stock and select whatever denominations suit you best and whatever quantity you can dispose of conveniently. My standing in New York is a high one. Therefore when you come to my private office, no one will dream what the nature of your business is. You will be as safe as if you were going into a first class shop on Broadway. Were it otherwise I should indeed ask you to come on. I wish one thing to be understood very distinctly. That is I will not deviate from the terms I have given you. I will not give credit. I will not extend less than three-fourths. I wish it to be distinctly understood that I deal only in the Queens and that I mean business. I have no thousands of confidence in you, and from representations made to me I believe that you will not be unreasonably with me and if you fulfil my expectations you certainly will never have occasion to regret it. I think that I have said sufficient. But I must urge you to hasten in this matter a profound secret. All fortunes depend in store for both of us; and if you can manage to keep a still tongue all will go well. I want the following instructions strictly observed. If you remember these instructions no mistake will occur. If you come on in person I will send a reliable agent to me to examine the gold stock, call at my private office No. 52 Broadway street, Room No. 5 private office. Business arrangements be completed here, secretly and safely. If you send me a letter on money by Express, press direct it to my other place of business, 109 William St. New York City, as follows:—JAMES B. SHERMAN, 109 William St. New York City.

'Down in the Mouth.' Editor BARRIS Colonist:—The paper was choice expressions used by the paper, which desires to toast on the Nanaimo people a candidate they won't have, and indicative of the style of address and language its proteges adopt at Nanaimo. To speak of 'Mr Robson as being very down in the mouth, may be useful to relieve the iteizler of his ready supply and overstock of slang, but it does it discourage his opponents; it has had a contrary effect. A general opinion prevails that Mr Bunster can't get to help him here; a single individual who has any respect for himself or the community, the respectable schemes adopted by Bunster, and for him, ought to be strangled and will be treated by every right-minded person as something that is a death what is expected of a man applying to Legislative honors, or of those who are thought qualified to elect. The only wonder is that both Bunster and his BEEB were not trampled as far as possible, or at any rate, not the quality for Nanaimoites. Is a liberal contribution of BEEB the only recommendation required of the person who seeks to represent a man who brings us no benefit? 'Certificate of Character' will be returned as he should be to the Brewery, but not to the Council of the Colony. OBSERVER. NANAIMO, 26th Oct, 1870.

OF A COUGH... OF ANISED... VETORF'S... MID MAGNASIA... CARTRIDGES... OTHERS... LEPILLS... TICE... SON'S... ORSON & SON.

