

Wednesday February 9, 1870.

The Conditions.

It will be readily conceded that of all the conditions usually attached to a union of the colony with Canada, that of the early establishment of railway communication from sea to sea, is the most important. True, there are those who profess to regard the enterprise as Utopian; but that cannot be helped. If the railway scheme be Utopian, so also is Confederation. The two must stand or fall together. Land and Water communication won't do; waggon roads are out of the question. Nothing short of continuous railway communication will meet the exigencies of the case. There is no reason to doubt that the Dominion Government realize this, and is prepared for the emergency, whether by Imperial backing we do not care now to enquire. Would it be too much to ask as a condition of union that the Pacific end of the railway shall be commenced simultaneously with the eastern end? Such a condition would not appear to be at all unreasonable. All admits the importance of haste in this matter. That portion of the road west of the Rocky Mountains, whenever built, must be built from this end, insomuch as the material will have to come by way of the sea. This being the case there could be no good reason for leaving the Pacific section untouched until that on the east of the great watershed shall have been built. Indeed it would appear to be equally in the interest of the railway company and the colony, the Dominion in fact, that this end should be commenced simultaneously with the other. The point is one of very great importance to British Columbia. The 2500 miles east of the Rocky Mountains has been estimated to cost one hundred million dollars. At the same rate, the Pacific section would cost, say, twenty-five million dollars. Who shall estimate the benefit to this colony of the immediate prosecution of such an undertaking? Why should that benefit be delayed until the eastern section shall have reached the Rocky Mountains? It is now that the colony need it most. The next condition in order of importance we conceive to be the establishment of a line of mail steamers between this colony and San Francisco. In any event the completion of railway communication will be a matter of some five or six years, and it will readily be admitted that it would never do to let the steamer starve while the grass is growing. The establishment of such a line of steamers as would be run in the interest of the colony, making weekly trips and carrying freight and passengers at such rates as would tend to promote commercial expansion, and attract population is a scheme which, viewed in the light of immediate results, is scarcely second in importance to the construction of the Canadian Pacific Railway. Nor do we anticipate the slightest difficulty in obtaining such a concession from Canada as the granting of a small subsidy sufficient to enable a good line of steamers to be established, so soon as this colony shall have become a part of the Dominion. That done, and a thorough Immigration Agency established at San Francisco, and most of our readers will agree with us in thinking that a tide of population and prosperity will set in admirably calculated to constitute the connecting link between present stagnation and that larger measure of expansion and prosperity presumably to be encouraged by the opening of the Canadian Pacific Railway. Indeed, too much stress cannot be laid upon this condition; for it is the one of all others upon which must depend the early return of colonial prosperity. There are now in California the third, and there will soon be tens of thousands, who would gladly seek homes in British Columbia, were they but made aware of the advantages it offers, and did the means exist of reaching it with an ordinary degree of comfort, safety and economy; and if the minimum value be placed upon immigrants, it will be found that the capital necessary to establish such communication would prove a specially profitable investment, both as regards the Dominion and the Province. The assumption of the public debt of this colony by the Dominion, and the new capital and other money advanced and granted more or less directly in the Prince Edward Island. The subject of Confederation is exciting considerable interest in Prince Edward Island. It was understood that, in pursuance of the earnest wish of the British Government, the Government of Ottawa had made definite propositions to the Province, with a view to immediate union. Great anxiety was felt as to the precise nature of these propositions and as to whether the Island Government intended submitting them, and it is so in what way, to the people. It is said the politicians of all shades are content that the question shall be decided by a frank expression of public opinion, which is understood to be inclining towards union.

EXTRA SHIPPING — The Alpha at Liverpool, and the Corsair at London, were loading on the 18th December, 1869, for New York, and the former was bound for Boston, and the latter for New York. — The Alpha left Liverpool on the 20th December, 1869, and the Corsair on the 21st December, 1869. — The Alpha arrived at New York on the 2nd January, 1870, and the Corsair on the 3rd January, 1870. — The Alpha left New York on the 4th January, 1870, and the Corsair on the 5th January, 1870. — The Alpha arrived at Liverpool on the 12th January, 1870, and the Corsair on the 13th January, 1870. — The Alpha left Liverpool on the 14th January, 1870, and the Corsair on the 15th January, 1870. — The Alpha arrived at New York on the 22nd January, 1870, and the Corsair on the 23rd January, 1870. — The Alpha left New York on the 24th January, 1870, and the Corsair on the 25th January, 1870. — The Alpha arrived at Liverpool on the 31st January, 1870, and the Corsair on the 1st February, 1870. — The Alpha left Liverpool on the 2nd February, 1870, and the Corsair on the 3rd February, 1870. — The Alpha arrived at New York on the 10th February, 1870, and the Corsair on the 11th February, 1870. — The Alpha left New York on the 12th February, 1870, and the Corsair on the 13th February, 1870. — The Alpha arrived at Liverpool on the 19th February, 1870, and the Corsair on the 20th February, 1870. — The Alpha left Liverpool on the 21st February, 1870, and the Corsair on the 22nd February, 1870. — The Alpha arrived at New York on the 28th February, 1870, and the Corsair on the 29th February, 1870. — The Alpha left New York on the 1st March, 1870, and the Corsair on the 2nd March, 1870. — The Alpha arrived at Liverpool on the 8th March, 1870, and the Corsair on the 9th March, 1870. — The Alpha left Liverpool on the 10th March, 1870, and the Corsair on the 11th March, 1870. — The Alpha arrived at New York on the 17th March, 1870, and the Corsair on the 18th March, 1870. — The Alpha left New York on the 19th March, 1870, and the Corsair on the 20th March, 1870. — The Alpha arrived at Liverpool on the 26th March, 1870, and the Corsair on the 27th March, 1870. — The Alpha left Liverpool on the 28th March, 1870, and the Corsair on the 29th March, 1870. — The Alpha arrived at New York on the 5th April, 1870, and the Corsair on the 6th April, 1870. — The Alpha left New York on the 7th April, 1870, and the Corsair on the 8th April, 1870. — The Alpha arrived at Liverpool on the 14th April, 1870, and the Corsair on the 15th April, 1870. — The Alpha left Liverpool on the 16th April, 1870, and the Corsair on the 17th April, 1870. — The Alpha arrived at New York on the 23rd April, 1870, and the Corsair on the 24th April, 1870. — The Alpha left New York on the 25th April, 1870, and the Corsair on the 26th April, 1870. — The Alpha arrived at Liverpool on the 3rd May, 1870, and the Corsair on the 4th May, 1870. — The Alpha left Liverpool on the 5th May, 1870, and the Corsair on the 6th May, 1870. — The Alpha arrived at New York on the 12th May, 1870, and the Corsair on the 13th May, 1870. — The Alpha left New York on the 14th May, 1870, and the Corsair on the 15th May, 1870. — The Alpha arrived at Liverpool on the 22nd May, 1870, and the Corsair on the 23rd May, 1870. — The Alpha left Liverpool on the 24th May, 1870, and the Corsair on the 25th May, 1870. — The Alpha arrived at New York on the 1st June, 1870, and the Corsair on the 2nd June, 1870. — The Alpha left New York on the 3rd June, 1870, and the Corsair on the 4th June, 1870. — The Alpha arrived at Liverpool on the 11th June, 1870, and the Corsair on the 12th June, 1870. — The Alpha left Liverpool on the 13th June, 1870, and the Corsair on the 14th June, 1870. — The Alpha arrived at New York on the 20th June, 1870, and the Corsair on the 21st June, 1870. — The Alpha left New York on the 22nd June, 1870, and the Corsair on the 23rd June, 1870. — The Alpha arrived at Liverpool on the 30th June, 1870, and the Corsair on the 1st July, 1870. — The Alpha left Liverpool on the 2nd July, 1870, and the Corsair on the 3rd July, 1870. — The Alpha arrived at New York on the 9th July, 1870, and the Corsair on the 10th July, 1870. — The Alpha left New York on the 11th July, 1870, and the Corsair on the 12th July, 1870. — The Alpha arrived at Liverpool on the 19th July, 1870, and the Corsair on the 20th July, 1870. — The Alpha left Liverpool on the 21st July, 1870, and the Corsair on the 22nd July, 1870. — The Alpha arrived at New York on the 28th July, 1870, and the Corsair on the 29th July, 1870. — The Alpha left New York on the 30th July, 1870, and the Corsair on the 31st July, 1870. — The Alpha arrived at Liverpool on the 7th August, 1870, and the Corsair on the 8th August, 1870. — The Alpha left Liverpool on the 9th August, 1870, and the Corsair on the 10th August, 1870. — The Alpha arrived at New York on the 16th August, 1870, and the Corsair on the 17th August, 1870. — The Alpha left New York on the 18th August, 1870, and the Corsair on the 19th August, 1870. — The Alpha arrived at Liverpool on the 26th August, 1870, and the Corsair on the 27th August, 1870. — The Alpha left Liverpool on the 28th August, 1870, and the Corsair on the 29th August, 1870. — The Alpha arrived at New York on the 5th September, 1870, and the Corsair on the 6th September, 1870. — The Alpha left New York on the 7th September, 1870, and the Corsair on the 8th September, 1870. — The Alpha arrived at Liverpool on the 15th September, 1870, and the Corsair on the 16th September, 1870. — The Alpha left Liverpool on the 17th September, 1870, and the Corsair on the 18th September, 1870. — The Alpha arrived at New York on the 24th September, 1870, and the Corsair on the 25th September, 1870. — The Alpha left New York on the 26th September, 1870, and the Corsair on the 27th September, 1870. — The Alpha arrived at Liverpool on the 4th October, 1870, and the Corsair on the 5th October, 1870. — The Alpha left Liverpool on the 6th October, 1870, and the Corsair on the 7th October, 1870. — The Alpha arrived at New York on the 13th October, 1870, and the Corsair on the 14th October, 1870. — The Alpha left New York on the 15th October, 1870, and the Corsair on the 16th October, 1870. — The Alpha arrived at Liverpool on the 23rd October, 1870, and the Corsair on the 24th October, 1870. — The Alpha left Liverpool on the 25th October, 1870, and the Corsair on the 26th October, 1870. — The Alpha arrived at New York on the 1st November, 1870, and the Corsair on the 2nd November, 1870. — The Alpha left New York on the 3rd November, 1870, and the Corsair on the 4th November, 1870. — The Alpha arrived at Liverpool on the 11th November, 1870, and the Corsair on the 12th November, 1870. — The Alpha left Liverpool on the 13th November, 1870, and the Corsair on the 14th November, 1870. — The Alpha arrived at New York on the 20th November, 1870, and the Corsair on the 21st November, 1870. — The Alpha left New York on the 22nd November, 1870, and the Corsair on the 23rd November, 1870. — The Alpha arrived at Liverpool on the 1st December, 1870, and the Corsair on the 2nd December, 1870. — The Alpha left Liverpool on the 3rd December, 1870, and the Corsair on the 4th December, 1870. — The Alpha arrived at New York on the 10th December, 1870, and the Corsair on the 11th December, 1870. — The Alpha left New York on the 12th December, 1870, and the Corsair on the 13th December, 1870. — The Alpha arrived at Liverpool on the 20th December, 1870, and the Corsair on the 21st December, 1870. — The Alpha left Liverpool on the 22nd December, 1870, and the Corsair on the 23rd December, 1870. — The Alpha arrived at New York on the 6th January, 1871, and the Corsair on the 7th January, 1871. — The Alpha left New York on the 8th January, 1871, and the Corsair on the 9th January, 1871. — The Alpha arrived at Liverpool on the 16th January, 1871, and the Corsair on the 17th January, 1871. — The Alpha left Liverpool on the 18th January, 1871, and the Corsair on the 19th January, 1871. — The Alpha arrived at New York on the 25th January, 1871, and the Corsair on the 26th January, 1871. — The Alpha left New York on the 27th January, 1871, and the Corsair on the 28th January, 1871. — The Alpha arrived at Liverpool on the 5th February, 1871, and the Corsair on the 6th February, 1871. — The Alpha left Liverpool on the 7th February, 1871, and the Corsair on the 8th February, 1871. — The Alpha arrived at New York on the 14th February, 1871, and the Corsair on the 15th February, 1871. — The Alpha left New York on the 16th February, 1871, and the Corsair on the 17th February, 1871. — The Alpha arrived at Liverpool on the 24th February, 1871, and the Corsair on the 25th February, 1871. — The Alpha left Liverpool on the 26th February, 1871, and the Corsair on the 27th February, 1871. — The Alpha arrived at New York on the 5th March, 1871, and the Corsair on the 6th March, 1871. — The Alpha left New York on the 7th March, 1871, and the Corsair on the 8th March, 1871. — The Alpha arrived at Liverpool on the 15th March, 1871, and the Corsair on the 16th March, 1871. — The Alpha left Liverpool on the 17th March, 1871, and the Corsair on the 18th March, 1871. — The Alpha arrived at New York on the 24th March, 1871, and the Corsair on the 25th March, 1871. — The Alpha left New York on the 26th March, 1871, and the Corsair on the 27th March, 1871. — The Alpha arrived at Liverpool on the 4th April, 1871, and the Corsair on the 5th April, 1871. — The Alpha left Liverpool on the 6th April, 1871, and the Corsair on the 7th April, 1871. — The Alpha arrived at New York on the 13th April, 1871, and the Corsair on the 14th April, 1871. — The Alpha left New York on the 15th April, 1871, and the Corsair on the 16th April, 1871. — The Alpha arrived at Liverpool on the 23rd April, 1871, and the Corsair on the 24th April, 1871. — The Alpha left Liverpool on the 25th April, 1871, and the Corsair on the 26th April, 1871. — The Alpha arrived at New York on the 2nd May, 1871, and the Corsair on the 3rd May, 1871. — The Alpha left New York on the 4th May, 1871, and the Corsair on the 5th May, 1871. — The Alpha arrived at Liverpool on the 12th May, 1871, and the Corsair on the 13th May, 1871. — The Alpha left Liverpool on the 14th May, 1871, and the Corsair on the 15th May, 1871. — The Alpha arrived at New York on the 21st May, 1871, and the Corsair on the 22nd May, 1871. — The Alpha left New York on the 23rd May, 1871, and the Corsair on the 24th May, 1871. — The Alpha arrived at Liverpool on the 11th June, 1871, and the Corsair on the 12th June, 1871. — The Alpha left Liverpool on the 13th June, 1871, and the Corsair on the 14th June, 1871. — The Alpha arrived at New York on the 20th June, 1871, and the Corsair on the 21st June, 1871. — The Alpha left New York on the 22nd June, 1871, and the Corsair on the 23rd June, 1871. — The Alpha arrived at Liverpool on the 10th July, 1871, and the Corsair on the 11th July, 1871. — The Alpha left Liverpool on the 12th July, 1871, and the Corsair on the 13th July, 1871. — The Alpha arrived at New York on the 19th July, 1871, and the Corsair on the 20th July, 1871. — The Alpha left New York on the 21st July, 1871, and the Corsair on the 22nd July, 1871. — The Alpha arrived at Liverpool on the 9th August, 1871, and the Corsair on the 10th August, 1871. — The Alpha left Liverpool on the 11th August, 1871, and the Corsair on the 12th August, 1871. — The Alpha arrived at New York on the 18th August, 1871, and the Corsair on the 19th August, 1871. — The Alpha left New York on the 20th August, 1871, and the Corsair on the 21st August, 1871. — The Alpha arrived at Liverpool on the 8th September, 1871, and the Corsair on the 9th September, 1871. — The Alpha left Liverpool on the 10th September, 1871, and the Corsair on the 11th September, 1871. — The Alpha arrived at New York on the 17th September, 1871, and the Corsair on the 18th September, 1871. — The Alpha left New York on the 19th September, 1871, and the Corsair on the 20th September, 1871. — The Alpha arrived at Liverpool on the 8th October, 1871, and the Corsair on the 9th October, 1871. — The Alpha left Liverpool on the 10th October, 1871, and the Corsair on the 11th October, 1871. — The Alpha arrived at New York on the 17th October, 1871, and the Corsair on the 18th October, 1871. — The Alpha left New York on the 19th October, 1871, and the Corsair on the 20th October, 1871. — The Alpha arrived at Liverpool on the 7th November, 1871, and the Corsair on the 8th November, 1871. — The Alpha left Liverpool on the 9th November, 1871, and the Corsair on the 10th November, 1871. — The Alpha arrived at New York on the 16th November, 1871, and the Corsair on the 17th November, 1871. — The Alpha left New York on the 18th November, 1871, and the Corsair on the 19th November, 1871. — The Alpha arrived at Liverpool on the 7th December, 1871, and the Corsair on the 8th December, 1871. — The Alpha left Liverpool on the 9th December, 1871, and the Corsair on the 10th December, 1871. — The Alpha arrived at New York on the 16th December, 1871, and the Corsair on the 17th December, 1871. — The Alpha left New York on the 18th December, 1871, and the Corsair on the 19th December, 1871. — The Alpha arrived at Liverpool on the 7th January, 1872, and the Corsair on the 8th January, 1872. — The Alpha left Liverpool on the 9th January, 1872, and the Corsair on the 10th January, 1872. — The Alpha arrived at New York on the 16th January, 1872, and the Corsair on the 17th January, 1872. — The Alpha left New York on the 18th January, 1872, and the Corsair on the 19th January, 1872. — The Alpha arrived at Liverpool on the 7th February, 1872, and the Corsair on the 8th February, 1872. — The Alpha left Liverpool on the 9th February, 1872, and the Corsair on the 10th February, 1872. — The Alpha arrived at New York on the 16th February, 1872, and the Corsair on the 17th February, 1872. — The Alpha left New York on the 18th February, 1872, and the Corsair on the 19th February, 1872. — The Alpha arrived at Liverpool on the 7th March, 1872, and the Corsair on the 8th March, 1872. — The Alpha left Liverpool on the 9th March, 1872, and the Corsair on the 10th March, 1872. — The Alpha arrived at New York on the 16th March, 1872, and the Corsair on the 17th March, 1872. — The Alpha left New York on the 18th March, 1872, and the Corsair on the 19th March, 1872. — The Alpha arrived at Liverpool on the 7th April, 1872, and the Corsair on the 8th April, 1872. — The Alpha left Liverpool on the 9th April, 1872, and the Corsair on the 10th April, 1872. — The Alpha arrived at New York on the 16th April, 1872, and the Corsair on the 17th April, 1872. — The Alpha left New York on the 18th April, 1872, and the Corsair on the 19th April, 1872. — The Alpha arrived at Liverpool on the 7th May, 1872, and the Corsair on the 8th May, 1872. — The Alpha left Liverpool on the 9th May, 1872, and the Corsair on the 10th May, 1872. — The Alpha arrived at New York on the 16th May, 1872, and the Corsair on the 17th May, 1872. — The Alpha left New York on the 18th May, 1872, and the Corsair on the 19th May, 1872. — The Alpha arrived at Liverpool on the 7th June, 1872, and the Corsair on the 8th June, 1872. — The Alpha left Liverpool on the 9th June, 1872, and the Corsair on the 10th June, 1872. — The Alpha arrived at New York on the 16th June, 1872, and the Corsair on the 17th June, 1872. — The Alpha left New York on the 18th June, 1872, and the Corsair on the 19th June, 1872. — The Alpha arrived at Liverpool on the 7th July, 1872, and the Corsair on the 8th July, 1872. — The Alpha left Liverpool on the 9th July, 1872, and the Corsair on the 10th July, 1872. — The Alpha arrived at New York on the 16th July, 1872, and the Corsair on the 17th July, 1872. — The Alpha left New York on the 18th July, 1872, and the Corsair on the 19th July, 1872. — The Alpha arrived at Liverpool on the 7th August, 1872, and the Corsair on the 8th August, 1872. — The Alpha left Liverpool on the 9th August, 1872, and the Corsair on the 10th August, 1872. — The Alpha arrived at New York on the 16th August, 1872, and the Corsair on the 17th August, 1872. — The Alpha left New York on the 18th August, 1872, and the Corsair on the 19th August, 1872. — The Alpha arrived at Liverpool on the 7th September, 1872, and the Corsair on the 8th September, 1872. — The Alpha left Liverpool on the 9th September, 1872, and the Corsair on the 10th September, 1872. — The Alpha arrived at New York on the 16th September, 1872, and the Corsair on the 17th September, 1872. — The Alpha left New York on the 18th September, 1872, and the Corsair on the 19th September, 1872. — The Alpha arrived at Liverpool on the 7th October, 1872, and the Corsair on the 8th October, 1872. — The Alpha left Liverpool on the 9th October, 1872, and the Corsair on the 10th October, 1872. — The Alpha arrived at New York on the 16th October, 1872, and the Corsair on the 17th October, 1872. — The Alpha left New York on the 18th October, 1872, and the Corsair on the 19th October, 1872. — The Alpha arrived at Liverpool on the 7th November,

THE WEEKLY BRITISH COLONIST.

B

The Weekly British Colonist.
Wednesday, February 9, 1870.

The Conditions.

Having alluded to the two great essentials of successful Confederation—the early construction of an interoceanic highway and the placing of rolling stock; so to speak, upon our ocean highway—and having, in a very summary way, disposed of the monetary part of the question, let us now turn attention to the subject of the commercial policy to be adopted by this colony. And this brings us to the crux of the whole matter. The generality of people will say we have nothing to do with this point, as it is purely and essentially a Federal one. For ourselves, we are not content to relinquish a matter of such momentous concernment without a struggle. While admitting that the subject of dealing with commercial tariff is one which necessarily falls within the scope of Federal functions, yet we are not prepared to think that to this Province it might not be conceded the legislative power to establish a free port on the seaboard. It is quite clear that circumstances might transpire which would render it unnecessary to have recourse to such an expedient. The commercial policy of the Dominion might undergo such changes as would enable us to enjoy all the advantages of free trade, without many of its disadvantages. Many persons prefer to think that there will not be a return to reciprocal commercial relations between the Dominion and the United States. Although we differ from that view, let us, for present purposes, assume it to be so. The United States is about to remove the duty from coal. The laws of political economy are inevitable and overpowering, and a whole nation could not long remain ignorant of the fact that it was suffering from the high price of coal, not for the benefit of the Federal exchequer, but pure and simple for the aggrandisement of the Pennsylvania monopolists. The suffering was not confined to coal alone, but it permeated every article and every interest therewith directly or indirectly connected. Thus goods manufactured by steam were increased in price by the high cost of steam, travelling on railroads was made more expensive, and, not to go into the unpleasant catalogue, the poor man had no joy in his fireside because there was a continual draught of green-backs as well as air up the chimney. There can be no doubt that the homicidal coal owners of Pennsylvania are doomed; coal will enter the United States free, and Nova Scotia on the Atlantic, and British Columbia on the Pacific, will become the great suppliers. The Dominion Government is about to meet the natural productions of the United States with a protective duty. In these two items, then, we have assurance that we shall enjoy under Confederation one of the most important advantages which a reciprocity would confer, while we will, at the same time, enjoy that protection to our own infantile industrial interests of which such a treaty would deprive us. But there is another and still more important commercial change which, whatever others may think, we prefer to believe lies in the so-distant future of the British American Empire. The original idea of a colony was some place into which might be transplanted the surplus population of the old country, and where home manufactures might be received without the possibility of competition. That idea underwent gradual modification, until the colonies, in an anxious struggle for revenue, met all manufactures alike with high tariffs. And it is just here that Imperial dissatisfaction came in, and grew until now the question of the utility of the colonies has become matter of open discussion. As history is said to repeat itself, so, we are disposed to think, the really correct idea of colonial relations will be repeated, and that British America will be made the first instance. The very idea of a British Empire in America is little better than mythical unless the surplus population of the old country be poured into its boundless wastes. In order that this may be done it must not only be made, and the national prey, but the national interest. Once convince the Imperial Government that every subject transplanted into the wailing soil of the new Empire will not only become doubly fruitful, but a much larger consumer of British manufactures than could possibly be the case by remaining at home or immigrating into the United States, and the greatest volume of the age is accomplished. In this, of course, implied the admission of British goods duty free, or at a merely nominal rate; and this we conceive to be the true idea of a second British Empire. Under such an arrangement the chief arguments in favor of a free port would, of course, be swept away. But it is in the absence of any certainty that such a policy will

be inaugurated in time to meet our greatest want that we advocate the duty of asking that, as a Province of the Dominion, British Columbia should have power to establish a free port as the only means of attaining immediate commercial pre-eminence on the North Pacific. There is no desire to conceal the fact that this question is not wholly free from difficulties; but, when men are called upon to found an empire and create a system, they must not be deterred by these from making the attempt to attain so great a good. It would indeed be easy to show that to build up a great entrepot here would be to promote the highest interests of the rest of the Province and the whole of the Dominion; but we do not propose to dwell upon that branch of the subject at present, the immediate object being to suggest to the Executive whether we might not, in proposing to join the Dominion ask that the Provincial legislature shall be empowered to deal with the commercial policy, either by the extent of establishing a free port, or providing for the free admission of all such articles as we do not produce ourselves. It will hardly be necessary to discuss any inaction of advertising that should be put forward as an adequate condition of union. All we suggest is that it should be pressed upon the attention of the Canadian Government as a matter which greatly concerns local as well as general prosperity—as the only means of enabling the Dominion to at once attain a commanding position on the Pacific, and to compete successfully with, and largely profit by the buzz of prosperity and development which surrounds us. There is every reason to expect we shall shortly be surrounded

by the schooner Kate yesterday brought from Howe's Sound 150 barrels of whale oil, product of the recent whalers. Since her last visit to this port no whales have been seen in the Gulf. The Kate brought down the tail of the largest humpbacked whale killed in these waters, and its appearance attracted many curious visitors to the Heceta Bay on Saturday yesterday. The width of the tail is 10 feet from tip to tip. The flukes and sail weigh 3000 pounds. The length of the fish was 55 feet, and it yielded nearly 100 barrels of oil. Whilst fast to this whale, Mr. Douglas killed three others that were sporting about in the Gulf of Georgia. The busyness is suspended for the season.

Direct Steam Communication.

Elsewhere will be found a correspondence upon the most important subject of direct steam communication with San Francisco. Referring to previous remarks upon the same subject, and to which our correspondent takes exception, let us say that it was from want of desire to see the entire year's service provided for that we suggested a three months' efficient service as preferable to a twelve-month's worthless one.

Our idea was this: If, as would appear from the Governor's reply to the petition presented a few days ago, there is no more means at the disposal of the Government for this purpose, the interests of the colony would be better promoted by employing the \$12,000 now being thrown away, in the provision of an efficient service during the three months that must decide our immigration prospects for the year; and by suggesting that the balance of the year might be left to take care of itself, we desired to be understood to mean that during these remaining months steam communication would be none the less efficient for the discontinuance of the subsidy now being paid; we should still have an occasional direct steamer, as now, and probable often in consideration of increased population and trade; and we could, as now, have our mails via Olympia, once a week. It, however, an feasible scheme can be presented whereby a more permanent service can be obtained, we shall be delighted to see it. The one suggested by our correspondent would appear to be open to two objections: One steamer could scarcely be expected to make sufficiently frequent trips; in view of the importance of Confederation, and the certainty of the Federal Government relieving us of the responsibility of maintaining an efficient service between this colony and San Francisco, would the local Government be justified in entering upon the otherwise admirable scheme suggested? However much we might feel disposed to command the steamer in every other respect, it is to be feared that these two objections must prove fatal to it. Earnestly desirous as the colonies are that any efficient service should be at once established which shall conduce ultimately to the matter is taken in hand by a larger government, we are still disposed, in the absence of any more permanent scheme, to repeat, with increased emphasis the previous recommendation. Prompt action can alone meet the emergency. There is no time to buy one, and it is just here that Imperial dissatisfaction comes in, and grows until now the question of the utility of the colonies has become matter of open discussion. As history is said to repeat itself, so, we are disposed to think, the really correct idea of colonial relations will be repeated, and that

British America will be made the first instance. The very idea of a British Empire in America is little better than mythical unless the surplus population of the old country be poured into its boundless wastes. In order that this may be done it must not only be made, and the national prey, but the national interest. Once convince the Imperial Government that every subject transplanted into the wailing soil of the new Empire will not only become doubly fruitful, but a much larger consumer of British manufactures than could possibly be the case by remaining at home or immigrating into the United States, and the greatest volume of the age is accomplished. In this, of course, implied the admission of British goods duty free, or at a merely nominal rate; and this we conceive to be the true idea of a second British Empire. Under such an arrangement the chief arguments in favor of a free port would, of course, be swept away. But it is in the absence of any certainty that such a policy will

THE ALARMING INCREASE IN WOMEN.

The social-science philosophers of Great Britain are becoming alarmed. They have discovered that the disproportion between men and women is increasing so rapidly in the country as to threaten an overwhelming redundancy of the feminine gender. The statistics appeal to them. Out of every hundred women in Great Britain, above twenty years of age, it has been ascertained that fifty-seven are wives, thirteen widows, and thirty spinsters. Of a little under three million women between twenty and forty, in England and Wales, one million and two hundred and forty-eight thousand are unmarried. The English philosophers recommend a wholesale migration of females to the colonies and the United States.

VICE ADMIRAL COURT.—Feb. 1st & 2nd.

Perkins v. Steamship Varuna.—This was an action by the engineer of the Varuna for wages and board from the 2nd May to December, 1869, £800. Defendants resisted claim on several grounds, one of which was that Perkins had misconducted himself and that great damage had ensued, the alleged misconduct being that Perkins had assisted in causing away with the vessel from Washington Territory to Victoria. His Honor the Chief Justice dismissed the suit and condemned the plaintiff to costs. Mr. Wood, instructed by the Bishop, for the plaintiffs, Mrs. McNeight, instructed by Messrs. Peacock and Davies, for the defendants, adduced evidence to prove that the ship was not seaworthy when she left Victoria, and that she was not fit to be sent to San Francisco.

TANTRID.—Chief Justice Needham goes to Trinidad and not to Bermuda, as stated yesterday. Trinidad is the most southern of the British West India Islands, and has an area of 2000 square miles. It is the largest, most beautiful, and most fertile of all the Windward Group, and is one of the finest woods and game. Cocoa is the principal crop, but sugar, tobacco, inigo, cotton, coffee and asphalt are produced. The island was taken from the Spanish in 1794. The population about 80,000.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.—This first-class insurance company (fire and marine) with a capital stock of \$1,000,000 and available assets to pay losses and dividends of \$896,85, has issued an annual statement from which it appears that the income of the company in 1869 was \$1,184,223; disbursements, \$1,039,494—which includes \$120,000 paid shareholders as dividends. The losses of the company during the year were only \$594,611. This is a most gratifying exhibit.

The Next Steamer.—The local agent of the N.P.S.N.C., received a telegraphic dispatch yesterday announcing that the steamer will sail from San Francisco for this port direct, to-morrow. This certainly would appear to indicate a slight improvement in our relations with the Bay City.

A PUSING JUDGMENT.—It is reported that a pusine Judge will be sent out from England and that a bill to grant concurrent jurisdiction to our Courts will be introduced at the approaching session as a Government measure.

THE STEAMER POLYOFISKY.—Capt. Geindon arrived from Port Moresby yesterday afternoon with three passengers. She came over to procure the services of Dr. Powell for a child of Mr. G. Meiggs, who had been taken suddenly and dangerously ill.

ALL efforts made to find the dark Maria J. Smith have proved unsuccessful. She has started on a cruise upon her account.

THE STEAMER ENTERPRISE.—Sailed for New Westminster at 6 yesterday morning. She will return to-day.

POLICE COURT.—Two Indians were yesterday fined \$20 for fighting in the public streets, and a drunken man was sent to prison for six hours to get sober.

The Gussie Telfair got down on Sunday morning last—seven days from Victoria. How tedious.

English Mail Summary.

The guardians of St. Pancras have had a lively time. A meeting was held in the Vestry Hall to elect a manager for the Board of the Central London District Asylum, the Guardians split into two parties, and the place was turned into a bear-garden. The reformers, as they call themselves, were led by Messrs. Watkins and North, who, observing that a great many justices were present, thought it good policy to prevent any business being done. They accordingly invited the roughs in the gallery into the hall, and appealed to them every moment, each appeal being answered by an uproar of the most astounding kind. The justices were abused, booted and threatened amidst incessant shouting from the mob. Mr. Wyatt in particular being told that he would be whipped at the cart's tail, and pushed and hustled; and Mr. Corbett, the Inspector, being singled out for hootings. Amidst all this, the

justices and their friends among the guardians sat smiling and placid, apparently under the impression that it was their duty to bear all this as part of the natural results of self-government. The very notion that they had a right to clear the hall, and order even disorderly guardians to retire, seems never to have entered their heads. The public journals commenting upon the President's Message, as reported by the Times, generally express disappointment at the tone in which the differences with Great Britain are treated. The charge made against the partners in the late firm of Bernard's Bank Company were withdrawn, and the prosecution abandoned after evidence had been given by an eminent accountant, who had investigated the accounts. The Duchess d'Aumale died at Twickenham after a short illness. The Archbishop of Canterbury is slowly improving, but still remains very weak. Cabinet Councils are expected to be resumed this week, but there are no indications of any intention to summon Parliament before the usual period. The Hon. Norman Grosvenor has been returned, without opposition, as member for Cheltenham in succession to his cousin, the present Marquis of Westminster. The vacancy for Southwark, caused by the retirement of Mr. Layard, is being warmly contested, three Liberals and one Conservative having presented themselves as candidates, but the election cannot be held until February. Lord Clarendon Hamilton has been elected for Lynn, being the fourth member of the Duke of Abercorn's family now in Parliament. He was returned by a majority of 1,051 to 1,032, a result very creditable to the energy of the Liberals. Their last candidate was Sir F. Buxton, who was defeated by Mr. Bourke by 1,125 to 1,012, a very much larger majority. The borough is essentially Tory and though there is a rumour of a petition, it is doubtful if it will be pressed. At the Liverpool Court of Quarter Sessions quite recently, a man named Brady, a noted mock auctioneer, was sentenced to penal servitude for seven years, for impounding on a Mrs. Powell, and taking from her a sum of money for articles which he alleged she had purchased, but which proved to be utterly worthless. Mr. Fitzjames Stephen, Q. C., has received the lucrative appointment of legal adviser to the Indian Government in the place of Mr. Mayne, who retires superannuated, but still young and in vigorous health. The salary is (says the *Law Times*) to be no less than £10,000 per annum, and the term of service only 7 years. John Powell, aged twenty-three, was on Nov. 22 in the Shoreditch Pauper Infirmary delirious, and shooting for tobacco. Mrs. Hart, the paid nurse, angry at the noise, held a handkerchief over his mouth for two minutes, and on its removal Powell shouted "murder!" A pauper wardman named Clark then put a handkerchief over his mouth and was going to tie it behind his head, when Mrs. Hart stopped him, and saying "I'll soon quiet him" poured some morphine down his throat. The man never spoke or stirred again till twenty-three hours after, he died. The facts were clearly proved, and indeed admitted by the accused, but the morphine had already been absorbed, and the surgeon thought that, judging from the time that elapsed, it had not caused death. A verdict of death from drapery was recorded, with a censure against Hart and Clarke. The law against aggravated assault suspended in Workhouses as well as the Sixth Commandment! Note that, for the first we remember, the public in Court hissed, and hissed the officials. The Bishop of Lincoln, Dr. Temple, to be exempt from the vindictiveness attaching to other writers in *Essays and Reviews*, and declares his perfect readiness to assist in the consecration of the newly elected priests. John Kelly, a young cleric, was brought before Mr. Lingham, the sitting magistrate at Hammersmith, on a charge of stealing a pair of trousers. Mr. Lingham said he would try the effect of a flogging, and sentenced him to three days imprisonment and eight strokes of birch rod. The boy with the cheekiness on which the class pride themselves, called out, "Hurrah! I shall have some Christmas pudding now," upon which the magistrate called him back, said he had made a mistake and increased the imprisonment to three months, and the flogging just thirty times the original sentence. A letter has been published from Dr. Livingstone dated U. S. May 20, 1869. The recent appointment of the Rev. Mr. Hamm as Head Master of Rugby has provoked much criticism, and nearly all the masters of the school have joined in an appeal for the reconsideration of the appointment by the trustees. Frederick Hinson was sentenced to death for the murder of his paramour at Woodgreen, was executed Dec. 17, at Newgate. He died penitent. The subject of education is being widely discussed, and nearly all the masters of the school have joined in an appeal for the reconsideration of the appointment by the trustees. Frederick Hinson was sentenced to death for the murder of his paramour at Woodgreen, was executed Dec. 17, at Newgate. He died penitent. The subject of education is being widely discussed, and nearly all the masters of the school have joined in an appeal for the reconsideration of the appointment by the trustees. Frederick Hinson was sentenced to death for the murder of his paramour at Woodgreen, was executed Dec. 17, at Newgate. He died penitent. The subject of education is being widely discussed, and nearly all the masters of the school have joined in an appeal for the reconsideration of the appointment by the trustees. Frederick Hinson was sentenced to death for the murder of his paramour at Woodgreen, was executed Dec. 17, at Newgate. He died penitent.

LONDON HOUSE WHOLESALE DEPARTMENT.—J. H. Turner & Co. are removing their wholesale department to the new condimentary premises lately occupied by A. Frankel, on Wharf street.

BOXER CARTRIDGES.—450 bore for revolving Pistols used in Her Majesty's Navy.

COPPER RIM-FIRE CARTRIDGES.—of all sizes, for Smith and Wesson's, Tranter's, and other Pocket Revolvers.

PIN-CARTRIDGES.—For Lebel Revolvers.

TRADE MARK.—Established 1824.

POWELL'S BALM OF ANISEED.—For Coughs, Colds, Inflammations, Rheumatism, &c.

BRONCHITIS.—And for all affections of the Lungs, this old-established remedy will be found invaluable.

TRADE MARK.—The large sales and increased demand for this excellent and elegant preparation, which has followed its introduction in Australia, New Zealand, and the British Colonies, has induced the Proprietor to offer further extension of his medical and surgical dispensary, that he is now introducing a sale up Victoria, B. C., having appointed Messrs. Willard & Hoody Wholesale Agents, through whom Chemists and Apothecaries can obtain a supply.

THE PRICE IS WITHIN THE REACH OF ALL CLASSES.

POWELL'S BALM OF ANISEED.—W. L. Powell, W.M.C. N.Y.

TRADE MARK.—Established 1824.

Prepared and sold by THOMAS POWELL, 76 Blackfriars Road, London. Sold in bottles by all Chemists and Patent Medicine Vendors throughout the World.

IMPORTANT CAUTION.—Observe that the words "THOMAS POWELL, Blackfriars Bridge, London," are engraved on the Government stamp affixed over the top of each bottle, without which none can be genuine.

Wholesale agents, MILLARD & BREDY, Wharf Street, Victoria, B. C.

TRADE MARK.—Established 1824.

POWELL'S BALM OF ANISEED.—W. L. Powell, W.M.C. N.Y.

TRADE MARK.—Established 1824.

POWELL'S BALM OF ANISEED.—W. L. Powell, W.M.C. N.Y.

TRADE MARK.—Established 1824.

POWELL'S BALM OF ANISEED.—W. L. Powell, W.M.C. N.Y.

TRADE MARK.—Established 1824.

POWELL'S BALM OF ANISEED.—W. L. Powell, W.M.C. N.Y.

TRADE MARK.—Established 1824.

POWELL'S BALM OF ANISEED.—W. L. Powell, W.M.C. N.Y.

TRADE MARK.—Established 1824.

POWELL'S BALM OF ANISEED.—W. L. Powell, W.M.C. N.Y.

TRADE MARK.—Established 1824.

POWELL'S BALM OF ANISEED.—W. L. Powell, W.M.C. N.Y.

TRADE MARK.—Established 1824.

POWELL'S BALM OF ANISEED.—W. L. Powell, W.M.C. N.Y.

TRADE MARK.—Established 1824.

POWELL'S BALM OF ANISEED.—W. L. Powell, W.M.C. N.Y.

TRADE MARK.—Established 1824.

POWELL'S BALM OF ANISEED.—W. L. Powell, W.M.C. N.Y.

TRADE MARK.—Established 1824.

POWELL'S BALM OF ANISEED.—W. L. Powell, W.M.C. N.Y.

TRADE MARK.—Established 1824.

POWELL'S BALM OF ANISEED.—W. L. Powell, W.M.C. N.Y.

The Weekly British Colonist.

Wednesday February 9, 1870.

The Conditions.

The question has occurred to some whether or not we would be studying the true interests of British Columbia in transferring to the General Government the lands, mines and minerals not yet alienated from the Crown. In the case of Newfoundland there was a proposition of this kind, and the Province was to receive as an equivalent an annual subsidy of \$150,000, payable semi-annually in advance; and it is to this proposition that the defeat of the Confederation party at the recent elections in that Province was, without doubt, mainly attributable. A very influential firm, Bennett & McKay, having become possessed of an immense tract of mineral land of presumed enormous value, feeling that their title would not stand Federal scrutiny, exerted every power to defeat Confederation, in which they were but too successful. Looking at the vast extent and enormous value of the agricultural, mineral and timber lands of this colony, as compared with those of Newfoundland, and when it is borne in mind that only an infinitesimal fraction has yet been alienated from the Crown, the money equivalent which we might be in reason presumed to ask would, indeed, look extremely tempting just now. The entire revenue derived from these sources at present scarcely exceeds fifty thousand dollars; and it is questionable if it is not costing the colony nearly that sum to administer the affairs of, and collect the revenue from, these interests. But it is when one looks to the future and sees the boundless and fertile acres teeming with population, and when the mineral development of this wondrous formation shall have astonished the world, that one is led to think the people would not be justified in bartering away blindly so magnificent a heritage for any money subsidy that could in reason be named just now. Looking to immediate advantages, it would, of course, be very nice to be put annually in possession of a large sum to be expended upon necessary public works; but it will be seen that the very expenditure of money in this way would directly tend to enhance the value of the public lands, and therefore tend to increase the revenue the Federal Government would derive therefrom. Taking the more unselfish view of this subject, and regarding the present population in the light of trustees for the future generations, it would scarcely appear to be the duty of the colonists to transfer to the general government the lands, mines and minerals of British Columbia in consideration of any money subsidy likely to be granted just now. We have not the means of knowing who has the idea has suggested itself to the Executive; but if it has, it is to be hoped that a question involving such large and far-reaching consequences will not be dealt with hastily, or in the light of its present seeming magnitude. Although not strictly speaking, falling within the category of "conditions," the question of the establishment of the Naval station here is one which ought not to be overlooked when the terms of union are being negotiated. In this, of course, are included all such questions as that of a Dry Dock, &c. It is not unreasonable to expect that a place in every way so desirable for the Naval station should have a preference in consideration of its being the only British territory on the coast. The colonists have felt that the disposition sometimes evinced by the Naval authorities to give to foreign and unimportant communities in South America the benefit of the presence of the naval force on the Pacific, was scarcely in harmony with their ideas of the duty of a powerful parent nation to a young and weak colony; and there is no reason to doubt that were proper representations made, this might be regarded as the permanent station of the British Naval force in the Pacific. The objections sometimes urged with regard to distance and the dearth of supplies are less applicable to the present than to the past, and will be still less applicable to the future. Under conditions which would appear to be imminent, there is every reason to expect that in due community on the anti's coast will supplies be more abundant and cheaper than here; and surely the colony in this climate ought to form of itself a powerful argument indeed, leaving out of sight the claim we may be presumed to have, as the only representative of the nation, it is questionable whether, in point of natural advantages, this place should not be selected. Add to these our undoubted right to a decided preference, and we have a strong case. Under Confederation the claim must become still stronger. What we propose is that, in negotiating terms of union with Canada, we should ask the general government to use its influence to the full extent to procure for us the permanent establishment of the naval station here. In looking over the list of conditions agreed upon in the case of Newfoundland we find that a

similar pledge was given by the Dominion Government in regard to the continued maintenance of a garrison of Her Majesty's forces at St. John's. This is a more important point than some persons profess to think. Apart from social and political advantages and questions of national prestige, &c., we are not in the least exasperate when we assert that it involves monetary considerations falling not one whit below a million annually. As an important part of the new empire, and as the sole representative of the old empire on this coast, we must claim the right to the presence of the fleet, not as a station or the occasional headquarters, but as the permanent and formally recognized naval station of the Pacific; and to this end we must require the whole influence of the Dominion Government to be brought to bear upon the Imperial authorities.

Saturday Feb 5
County Court.

Friday, Feb. 4, 1870.

Williams v. Wren.—This was a suit of replevin, to recover possession of a cow alleged to have been unlawfully seized and driven to the City Pound by defendant, who was pawnshopkeeper. Mr. McCreight, instructed by Mr. Drake (Drake, Jackson & Aikman), for plaintiff; and Mr. Wood, instructed by Mr. Bishop, for defendant. A jury was empaneled to try the case.

The plaintiff alleged in evidence that the cow in question was in his close, and was about to be milked by a girl in his employ, when defendant rode into the close, cracked his whip, and drove the cow into the cowhouse, and from thence drove it to the road, and from there to the Pound, despite all the efforts of the girl to prevent him.

The defendant proved in evidence that on the day in question he, in conjunction with his assistant, found some five or more cattle straying about the neighbourhood of the Church Reserve, and that they thereupon proceeded to drive them to the Pound, and while on their way there, passing through Kane street, three of the cows, one of them being the cow in question, bolted into the plaintiff's close, and that thereupon the defendant rode after them, turned them out and drove them to the Pound. A great deal of contradictory evidence was brought to bear before the respective advocates summed up their cases, after which the Judge charged the jury, in a few brief and well timed remarks. The jury, after a short absence, returned a verdict which was interpreted as follows for the defendant: That the plaintiff should pay the Pound fees, \$2 50, and that thereon the cow should be delivered up to him.

Mr. McCreight, on behalf of the plaintiff, gave notice of a new trial.

THE MECHANIC'S LITERARY INSTITUTE BENEFIT.—The performance for the benefit of the Mechanic's Literary Institute, under the patronage of Gov. Mungrove, came off last evening and drew together a large audience. All the seats were engaged and crowds of spectators filled the passage ways and aisles. Much gratification was afforded by the excellent character of the entertainment. Mr. Paineforth as M Sangfroid in "Delicate Ground," performed with an ease and grace peculiarly his own; his admirable effort was seconded by Mrs. Carter and Mr. Morrison. In "The Maid of Muster" Miss Arnot was very successful as Kate O'Brien, Miss Cummings as Susan, Mr. Ellerton as Sam, and Messrs. Morrison and Robinson as the two Parsons. The afterpiece of "Grimshaw, Bagshaw and Bradshaw," afforded Mr. Ellerton an opportunity of airing his native wit, which he did with immense success. Mrs. Cummings, Mr. Morrison and Mr. Robinson were also exceedingly happy in their respective roles. During the evening Mrs. Arnot sang "Love Among the Roses" and "A Pretty Foot," receiving a vigorous encore each time, and Mr. Ellerton handed "Folly Barlow" in a correspondingly able manner. The entire entertainment passed on without a single "bitch," and the curtain was drawn down amid enthusiastic applause.

SIDEWALKS' ORDINANCE.—The City Council has set vigorously at work to cause the removal of obstructions from the sidewalks. Yesterday Sergt. McCarthy of the Police Forces raided through "Ward" and other streets to enforce the law. Barrels, kegs, boxes, coils of chain, ash-barrels—even the Colonist bulletin board, which for nearly ten years had unobtrusively occupied a quiet spot behind the verandahs on Government street—must give way before the heavy tread of the City Fathers and be seen no more on the "sidewalk." In one or two instances wooden sills laid in front of the doors of wholesale stores to facilitate the passage in and out of packages of merchandise, were ordered off—clear stretch of authority, we think. While the Corporation are aware, suppose they turn their attention to the repair of sidewalks on Johnson and Yates streets, and to enforcing the bylaw against persons who have been notified to lay midways along the front of their lots, yet open? But the authority of the city by neglecting or refusing to do so, it is worth enforcing in due respect.

GEORGE PEABODY AS A PATRON OF THE DRAMA.—It has been whispered for some time in London that the friend who enabled Mr. John Wood to open a theatre in London was none other than Mr. Peabody. One could scarcely desire a more substantial prop, and Mr. Wood's managerial enterprise trembled in the balance when her benefactor died. But according to a London contemporary (says the New York Times) she will not be thrown entirely upon her own resources, for Mr. Peabody has left her £10,000 in his will. Mr. Peabody had easily helped Mrs. Wood during the last two or three years, and he became interested in her plan for the regeneration of the drama.

A HAX.—The Indian meeting from Twin Oak Farm came home yesterday morning, looking in a remarkably fine state of preservation. He remarked to his employer that his throat had been cut he was not aware of the fact.

THE MAIL.

A paper containing the news, the principal leaders, a well-digested summary, and all interesting matter from the Times, and is thus rendered available in a cheap form, for persons residing abroad or in the colonies.

The publication is on Tuesdays and Fridays, in the afternoon, and the price is 1 d. per copy, or 8d. a week post free.

Subscribers obtain THE MAIL through newspaper agents, or may have it sent from the Publisher, on payment, at Printers & Booksellers, London.

PERSONAL.—The following rather personal advertisement appears in a San Francisco paper, sent a recent visitor to this city.—John Wilson, Circus Manager, who has recently returned from a very successful tenting season, and who has just sold his horses and house and put the proceeds in his pocket, is requested to call at this office and settle his bill.

The new Jewish Synagogue, now being erected in Great Portland street, London, will, when completed, far exceed any other building of the kind now in England. The cost of it will be about £24,000 and Sir Anthony Roebold, brother of the member for the City, is said to be providing most of the funds.

OUR PIONEER EXPRESSMAN IN A NEW ROLE. Bill Ballou writes to us from San Francisco to say that he has found the Balm of Gilead in the King of Pisces, and is entirely cured of rheumatism. It will be recollect that Bill has been sorely afflicted with this terrible ailment for many months. The curing of W. T. Ballou is a big card for Dr. J. McBride.—*Erica Independent.*

Very few authors are so fortunate as the Rev. J. Conyngham MacLan, rector of Clonmore, near Drogheda. This gentleman is the author of a treatise on a Jewish subject, entitled "The Hope of Israel," so pamphlet came under the notice of Mr. Peabody who, in consideration of the pleasure which its perusal gave him, has bequeathed to O'Melaghland £2000.

The telegraph line between New Westminster and Victoria is likely to remain down to the future, as we hear, it is not the intention of the W. U. Telegraph Company to make repairs to the line.

THE FERRAGE RACKET.—The ferrage at the foot of Johnson street, being tired of rowing passengers across for a sum next door to nothing, has raised his rates from 50 cents to \$1.00 for three tickets for 25 cents.

COLONIAL CONFERENCE.—We learn from Canadian exchangers that Sir Alexander T. Galt had left for England to represent Canada at the Colonial Conference to be held at London during the present month.

The tail of the whale has been taken to the ferry house for free exhibition. It attracts much attention.

The schooner Favonia, Capt. McKay, is loading with goods for Spring's Station, on the West Coast.

The steamship California left Olympia, W. T., for Victoria at 9 o'clock yesterday morning.

The H. B. Co.'s bark Prince of Wales, Capt. Adamson, will sail for London on or about the 20th inst.

BANQUET.—A banquet in honor of the retiring Chief Justice is proposed.

The steamer Emma goes to the East Coast to-morrow.

MARRIAGE WITH A CHRISTIAN AND MURDER—A RELIGIOUS SACRIFICE.

An Irish journal has the following correspondence from Galicia:

Five Jews, named Moses Schneider, Mayer Breecher, Abraham Moses Schechter, Joseph Landau, and Moses Teldman, have just been tried for the murder of the latter at Tarnopol, in Galicia. It appears that the deceased had made an offer of marriage to a Christian girl, and that she had accepted him upon his promising to become a Christian also. Having heard of this promise, the amorous men assembled in the house of Moses Teldman and warmly upbraided young Teldman for his apostacy. The latter, however, remained obstinate, and during the altercation, the father threw a sling rope around his neck and pulled it, assisted by the other men, until his son was strangled. Hannah Teldman, the mother of the deceased, who was absent at the time, showed much grief at the death of her son, but was soon pacified by her husband representing the murderer as a religious sacrifice, and passed the rest of the evening with him in prayer.

The case was clearly proven against the defendants.

Moses Teldman and Mayer Breecher were sentenced to be hanged, and the other three to ten years imprisonment, with hard labor.

MURDER IN A THEATRE.—Great consternation was caused at Augsburg a few nights ago by the violent death of two persons in the Alcazar Theatre. The audience were assembled, and waiting for the performance to commence, when a double detonation was heard behind the scenes. On inquiry the intelligence was communicated that the stage manager M. Charles Chazan had fired a pistol at Madame Heloise Desbord, a singer, and wounded her so desperately that she died almost immediately. After the first shot he was preparing to fire a second, when the carpenter, named Constantine, rushed forward to prevent the act, received the charge in the head, and expired on the instant. The murderer attempted to escape, but was arrested. He admits what he intended to destroy Madame Desbord, but declares that the second death was accidental. The unfortunate actress was only 27 years of age, whereas the other victim was an elderly man, who leaves a large family. The cause of this dreadful catastrophe is said to be jealousy.

A HAX.—The Indian meeting from Twin Oak Farm came home yesterday morning, looking in a remarkably fine state of preservation. He remarked to his employer that his throat had been cut he was not aware of the fact.

The new Lord Mayor of London, Mr. Basley, was once a compositor, and is now the head of the great type founding establishment of Thorngate & Co.

William Densor, considered the most skilful watchmaker, no. 1 of Swan Lane, out of the whole world, died on the 25th of Nov., at Locle.

Philosophical Assassination.

[Berlin, Dec 12, Correspondence of the London Times.]

On the 12th inst. young Bieland was tried by Judge Lutj, at the Berlin Criminal Court, on the charge of attempting to shoot the Rev. Dr. Heinrich, while performing divine service in the Cathedral. As the reader may remember, Bieland is an atheististic, who looks upon Christianity as an egregious mistake and the clergy as paid cheats. To avenge himself upon them for keeping him in the dark and awaking his countrymen to a sense of their intellectual bondage, he had recourse to the pistol. The deed created an immense sensation at the time.

Born in 1851 at the village of Lank, county of Barnim, near Berlin, Carl Ludwig Otto Bieland is the son of a blacksmith, and from his fifth to his tenth year attended the village school. Remarkable for quickness and industry, he attracted the attention of a neighboring mill-owner, who, from his tenth to his thirteenth year, permitted the intelligent boy to share the private instruction imparted to his own sons. Three more years were spent in a Berlin grammar school, the father scraping together the little he had to complete his son's education and make him, as he ambitiously hoped he would be, a teacher or even a clergyman. While at school in Berlin the boy astonished his masters by his rapid progress, and besides the tasks allotted him greedily read whatever fell into his hands. Goethe, Schiller, Kant and quantities of English and French novels, so pamphlets, were most successful. Such Diseases are called INFILTRATED BLOOD, which is generally produced by CHLORODYSYNE, a disease of the digestive organs, particularly the stomach, which, in its progress, bursts through the skin in Pimplas, Ulcers, &c. It is a disease of the skin, and its effects are similar to those of the scrofulous disease.

These Bitter are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

MORE THAN 200,000 PERSONS.

Best testimony to the Wonderful Effects of

Dr. Joseph Walker's

CALIFORNIA VINEGAR BITTERS,

Manufactured from the native Herbs and Roots of California.

W. The Great Blood Purifier.

AND SOFTENING DYSPEPSIA AND CHRONIC PHTHISIS, REMITTENT AND INTERMITTENT FEVERS, DISEASES OF THE BLOOD, LIVER, KIDNEYS AND BLADDER, THESE BITTERS have been most successful. Such Diseases are called INFILTRATED BLOOD, which is generally produced by CHLORODYSYNE, a disease of the digestive organs, particularly the stomach, which, in its progress, bursts through the skin in Pimplas, Ulcers, &c. It is a disease of the skin, and its effects are similar to those of the scrofulous disease.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a glacial Pill, but a medicinal preparation.

These Bitters are not a gl

THE WEEKLY BRITISH COLONIST.

5

The Weekly British Colonist.

Wednesday February 9, 1870.

Progression or Retrogression?

Not long ago the public were made aware of the fact that the Telegraph Company had decided to transfer to the Government the entire telegraphic system of the Mainland, including plant, materials and instruments, upon the sole condition of maintenance; the colony, at the same time, to have the right of free transmission over the line to Victoria. It was also stated that the property thus proposed to be handed over as a free gift, cost upwards of \$200,000, and could not be replaced short of \$150,000. The colonists, and especially those residing on the Mainland, will learn with surprise and regret that it has been decided to decline this liberal offer, and that the consequence will be the abandonment of the telegraphic system of the Mainland, involving, of course, a total loss of the property. It would be well to treat lightly the very natural hesitation and perplexity of the Government in regard to accepting a gift presenting some points of resemblance to the fabled elephant; but, after making the most liberal allowances on that score, we find ourselves still unable to approve of the decision arrived at. If the consequences of this decision were measured only by the immediate loss of the means of instantaneous communication between the seaboard and the more remote communities in the interior, the case would be serious enough. It will be remembered how important such a medium proved in the case of the great Barkerville fire. Had it not been for the telegraph on that occasion, despatch and distress must have ensued, as fresh supplies could not have been ordered in time to reach Yale before the close of river navigation. It is quite true that, as a commercial enterprise, the telegraphic system on the Mainland has proved a failure. Sufficient evidence of that is found in the determination of the Company either to hand it over to the Government or to abandon it. But it would be very wrong to confine the view of this subject to a mere question of present financial results. Under prevailing depression and stagnation, can failure be written on nothing but telegraphy? Nay, is there in the colony an enterprise respecting which it cannot be truthfully asserted that it has more or less proved a failure, or which, if viewed only in the light of present financial results, would not be abandoned? Have we not one and all been living more or less upon hope, waiting for better times? And is it at the very moment when these long-cherished hopes to full fruition rise, that we are called upon to abandon our telegraphic system, — to take a giant stride backwords, when the world is all around us bounding forward? Who does not confidently anticipate an immediate return of prosperity? With increased and increasing population and development would not telegraphy share the common prosperity? At no period since its establishment has such a means of communication been so necessary as it is likely to prove in the immediate future. As a rule, we do not regard with much favor the undertaking by Governments of enterprises falling within the legitimate scope of private or corporate effort; but the circumstances surrounding the present case are so exceptional that one is led to waive all those objections which ordinarily apply to the principle. When owing to the absence of present financial success, the Government is asked to step in and avert the loss of such a boon as the telegraphic system is admitted by all civilized communities to be, and preserve to the colony so valuable a property, and when this is asked at a moment when all regard the immediate return of greatly enlarged prosperity as assured, we do not think it is the duty of the Government to hesitate, much less decline. It will, however, be necessary to point out those circumstances which would enable the Government to maintain and work the telegraph very much more economically than any private company could possibly do. With a set of officers exercising along the entire line, in the form of toll-collectors, postmasters, road-repairers, &c., the maintenance and working of the telegraph would readily involve very little fresh outlay. But there is another light in which it may be proper to regard the whole question. It is seen that in Great Britain the telegraphic system is being assumed by the Government at enormous outlay, with a view to its incorporation with the postal system of the United Kingdom. Similar steps are being taken in the United States, and in the Dominion. This colony is about to become a Province of Canada; and, in view of the assumption of the telegraphic system of the Dominion by the Federal Government, surely it ill becomes us to throw away a valuable property which might well be presumed to swell the assets of the colony.

COLONY BY SO LARGE A SUM. In view of all the circumstances, and making the fullest allowance for the straitened condition of the colonial finances, it is difficult to see how the Executive can justify itself to the people in refusing to preserve so much valuable property. An earnest desire to see the emergency met in some way induces us to suggest whether or not the Telegraph Company would place the Government in a position to be exonerated from any obligation to maintain the line beyond a stated period of, say, two or three years, should it be found to involve a greater outlay than would be commensurate with the advantages accruing therefrom. The Government, we feel assured, will find the company disposed to meet them in the most liberal spirit, and we respectfully suggest an attempt to compromise before finally deciding on so serious a step as the abandonment of our telegraphic system, at the very moment when it would appear to be most needed. Let us hope the matter has not yet gone beyond that point which would admit a reconsideration of the whole subject and the reopening of negotiations between the Government and the Telegraph Company. We feel conscious that upon this subject we speak the sentiments of the great bulk of those from whose pockets would have to bear the expense that might be involved in such an arrangement; and we feel all the more free to press the point in view of the fact that we are in no danger of being suspected of selfish motives. To the newspaper publisher in British Columbia the electric telegraph is "anything but a personal advantage." If it is the great absorber of all hard cash—like the horse-tail which is ever consuming and is never satisfied. Did we adopt the narrow, selfish view of direct personal gain, we would be found justly shouting "Away with telegraphy!"

THE GRAY OVERLORD. Mr. Alfred Waddington, has gone to Canada to urge upon the Dominion Government the necessity of opening up railroad communication with the Pacific. Mr. Waddington is a man of untiring energy and unquestioned ability. Very far, in an age when most men live now above life, he is keenly sensitive of the glorious destiny of the British North American Provinces, and entreating and contending in every field for their objects, their commercial and political advancement. Having come to Canada, Mr. Waddington will, we think, disappear among the old Victoria friends some time next summer. He will meet with a right hearty welcome indeed, but will be looked upon with something like suspicion by the newspaper publishers in the colonies.

THE PUNISH JUDGE. A deputation of the Law Society yesterday waited upon the Governor with reference to the hundredth appointment of a Police Judge by the Home authorities. His Excellency informed the gentlemen that a Police Judge would surely be appointed—perhaps from one of the colonies—by the Colonial Office, and that the present Attorney General of British Columbia would probably soon be made a Judge and sent to some other colony. The delegation were very cordially entertained by His Excellency.

THE SPURS.—It is to be hoped that while engaged in apportioning the expenditure for the year, the Executive will not lose sight of the "Sisters," those abominable obstructions to navigation between Hope and Yale. Year after year has the necessity of removing one of these rocks been urged upon the Government, both in the Legislature, and through the Press; but still they stand, the terror of the navigator.

THE THEATRE LEASE.—Mr. J. W. Carter has leased the Theatre until August, in anticipation of the Spring influx of miners and the arrival of the Flying Squadron and the flagship Salons. There will probably be three performances a week in future, and new talent will be constantly engaged. Carter is an enterprising fellow and deserves unbounded success.

THE DEFECTIVE SIDEWALKS.—We are probably informed that notices have been served on the owners of property fronting upon defective sidewalks, and that the necessary repairs must be effected within two weeks or the corporation will perform the work and bring suit for the recovery of the cost. The notices had better be obeyed.

THE MAINLAND TELEGRAPH LINE.—Mr. Lamb telegraphs from Olympia that the line north of Sehome, W. T., to Quinsel is permanently closed, and that he will be over on the Anderson and start at once for the upper country to discharge the officials and dismantle the line.

WATERDRAWS.—In noticing in yesterday's paper the case of Williams v. Wren, we omitted to mention that a second case of a like nature between the same parties was withdrawn by plaintiff.

FOR BURRARD INLET.—The steamer Enterprise, Capt. Eversback, sail at 7 o'clock this morning for Burrard Inlet, touching at Nanaimo, taking about 25 tons of merchandise.

THE CALIFORNIA.—On her last trip from Columbia River Bar to Nanaimo, on Friday for Victoria, at least we have heard nothing to the contrary.

DIRECT STEAMERS.—We understand that negotiations are in progress between the Executive and Mr. Brodrick (representing the North Pacific Transportation Company) for more frequent direct steam communication with San Francisco. Government, we learn, proposes to have a steamer laid on twice monthly for the port during March, April and May, and the Transportation Company requires for the service a sum that approaches nearly or quite \$2,500 a trip, while at every ten days, it may be secured for \$1,600. We earnestly hope that a bargain will be struck which will give us more frequent communication and lower fares as an inducement to immigration, but so far

TIME TO PREPARE.—Is it not time for the "new colony to move in the matter of preparing for the next Agricultural Exhibition?" In justice to the farmers they should have something definite upon which to base their calculations before springtime arrives. Let the active spirits to whom the public are so much indebted for last year's success be on the alert, and upon him is perfect preparation. Mr. P. could no longer evade paying it, nor did he seem disposed to, after the body of the deceased seemed to have risen from its burial place to demand it—

Kennebec Journal.—A widow, who had been left a large sum of money by her husband, has recently sold the house in which she resided, and has moved into a smaller one, and is anxious to find a suitable place to buy.

THE OFFICING CLERGYMAN.—At the marriage of a deaf and dumb couple, witty and gallantly wished them "unpeakeable bliss."

THE EMPRESS.—The Empress has returned from her Easter tour dreadfully surburnt. It will require a large amount of cosmetics to restore her Majesty's normal complexion.

THE LAST OF THE AINSLEY ROMANCE.—*(Continued from page 1.)* **LADY ANTHONY.**—A legal notice was issued on Saturday evening, calling upon the Municipal Authorities to remove the statue of Lady Anthony, which stands in Madison Avenue, New York, in memory of the late Lord Herbert L. S. Ainsley. He has left behind his young and beautiful wife, and a small, sorrowing army of creditors. About two weeks ago the would-be Lord and Lady left their elegant residence on Madison Avenue, which had occupied but a few weeks, and repaired to an obscure boarding house in the neighborhood of the St. James' Hotel. Previous to vacating the mansion the testy Dick gave a splendid dinner party, which was attended by a number of young gentlemen, and this was followed by a *sorciere dansante* given by his wife. This latter entertainment proved an utter and mortifying failure, and the couple are said to have been disconsolate for a few succeeding days. Where and how Dick got the money to meet the expenses his assumptions entailed involved, has been the subject of general remark, and the husband of Delmonico's *caterer*. We have it on good authority that the scamp has been supplied with money since his marriage with Miss Martin last fall, by a former admirer and friend of the estimable young lady. The voluntary banker of "my Lord" is a gentleman prominent in Social circles in the city, and is associated with his father in business in Wall street. Recently he officiated at a fashionable wedding in town, and is soon to lead to the boudoir of himself, one of the reigning beauties of neighboring city. Redford was and is an inveterate gambler, and is well known as a frequent visitor at many of the up-town saloons in Twenty-fifth street, particularly at the *Union*, of no man of no honor, no principle whatever, and has been known to drive gentleman in his residence, and cards being proposed, they were soon relieved of their money, watches, and changes by the accomplished and gentlemanly gambler. Notwithstanding he was supplied from time to time with money (solely by his wife's account), sufficient to meet all his ordinary and necessary expenses, the concealed wealth, concealed all kinds of debt abroad throughout the city amounting to five or eight thousand dollars a day, and nothing but

THE FLIGHT OF THE HERO AND HUMILIATION OF LADY ANTHONY.—A legal notice was issued on Saturday evening, calling upon the Municipal Authorities to remove the statue of Lady Anthony, which stands in Madison Avenue, New York, in memory of the late Lord Herbert L. S. Ainsley.

Fashionable society has been excited by the sudden and unexpected departure from town of the notorious scamp Dick Redford, who passed himself off as Lord Herbert L. S. Ainsley. He has left behind his young and beautiful wife, and a small, sorrowing army of creditors.

About two weeks ago the would-be Lord and Lady left their elegant residence on Madison Avenue, which had occupied but a few weeks, and repaired to an obscure boarding house in the neighborhood of the St. James' Hotel.

Previous to vacating the mansion the testy Dick gave a splendid dinner party, which was attended by a number of young gentlemen,

and this was followed by a *sorciere dansante* given by his wife. This latter entertainment proved an utter and mortifying failure,

and the couple are said to have been disconsolate for a few succeeding days.

Where and how Dick got the money to meet the expenses his assumptions entailed involved,

has been the subject of general remark,

and the husband of Delmonico's *caterer*.

We have it on good authority that the scamp has been supplied with money since his marriage with Miss Martin last fall, by a former admirer and friend of the estimable young lady.

The voluntary banker of "my Lord" is a gentleman prominent in Social circles in the city,

and is associated with his father in business in Wall street.

Recently he officiated at a

fashionable wedding in town, and is soon to lead to the boudoir of himself, one of the

reigning beauties of neighboring city.

Redford was and is an inveterate gambler,

and is well known as a frequent visitor at many

of the up-town saloons in Twenty-fifth street,

particularly at the *Union*, of no man of no

honour, no principle whatever, and has been

known to drive gentleman in his residence,

and cards being proposed, they were soon

relieved of their money, watches, and changes

by the accomplished and gentlemanly gam-

bler.

Notwithstanding he was supplied from

time to time with money (solely by his

wife's account), sufficient to meet all his

ordinary and necessary expenses, the concealed

wealth, concealed all kinds of debt abroad

throughout the city amounting to five or

eight thousand dollars a day, and nothing but

the more abundant

and comfortable

life.

When he first moved to the house on

Madison Avenue (formerly owned by Mr.

Price, now in Europe), he one day drove

into an ostentatious style and settled many

notable eligible tradesmen's bills, much to

the latter's delight, of course. Of late

the would-be nobleman has been observed to be

dejected and disconsolate, and his friends

have not known to what to attribute the

sudden change in his lordship's manner.

Various rumors are circulated in society with astounding rapidity, and his assumed name or title is in everybody's mouth. Mrs. Grandy said he had lost money in Wall street; others, that he had lost big money at cards. Some of his early friends and habits of Delmonico's hinted that he feared arrest from English relatives now en route to New York, while others shook their heads and said it was a shame and outrage, and that Mr. Richard Redford should be drummed out of the town as a fraud. Dick evidently followed the example of the celebrated Captain Jinks, who resigned in anticipation of being kicked out of the army, for one morning it was discovered that the bird had flown. In a word, Richard Redford, the notorious swindler, scamp, gambler, fraud and impostor, has fled from New York, and few, if any, know of his present whereabouts. On the afternoon previous to his departure his wife and others noticed that the huffy little impudent and apparently ill at ease—so much so that cooling medicine was suggested. But "my lord" only laughed in his intangible and fascinating way at the anxious inquiries of his wife and friends, and assured them he never felt more comfortable in both mind and body than at that time. Previous to the dinner party—6 p.m.—Mr. Redford informed his wife he had an engagement to dine with William B. Astor, Leonard Jerome, or A. T. Stewart [he forgot which], but then, you know, my dear wife, that's of no consequence, and would not be home until late. As his lordship's hours were not frequently irregular, and late, Mrs. Redford thought nothing of it and retired about her usual hour, eleven o'clock.

In the morning she rushed into her husband's apartment, advising to find him there.

The bed was untouched, his nobody

English trunk was gone, his wardrobe empty, and her watch, diamonds and jewel cases also. It was too palpable that she was deserted, and the conviction came so suddenly upon the young woman she uttered a scream and fell fainting to the floor. The boarders rushed up stairs and burst into the door. On the table was a note from the wretch addressed to his wife, in which he gave her to understand that he had left never to return, and that she never need expect to see or hear from him again.

On the note was the name of Lord Hubert L. S. Ainsley, again.

Mrs. Redford returned to her mother on the advice of her friends, and will soon make application for divorce.

Mrs. Grandy says she has been very badly treated by her husband, who frequently reproached her drunk and beat the hapless girl in the most shameful and heartless manner.

Where the arrant impostor fled to no one knows;

but there is reason to think he was returned to England in a sailing vessel, or in a steamer

under an assumed name. Not looking into his wife's property, as he hoped, he is said to have been a heavy blow to the fellow, who thought to possess himself of it and then desert his wife.

Mrs. Redford is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

utter despair, and is said to be in a state of

Wednesday, January 9, 1870.

JUDICIAL BELIEF.

From time immemorial the Mainland,

has received justice at the hands of

Mr. Begbie, whose heavy looks have for

years a decade of years braved the bat-

tle and the breeze of Cariboo.

In course of time the Islanders asked for a

Judge learned in the law to be placed over them. Their prayer was heard.

The Downing-street authorities are not

full of hearing when their powers of

patronage are called into exercise. Mr.

Needham was sent out, reluctantly, having

first been directed to giving fifty of

tenure and certain sum of pay to the new

apprentice. Upon came with the

close of 1866 and left two judges upon

our hands, each supreme within his own

jurisdiction, and each administering under a distinct Court and a different Ju-

dicial policy. This anomalous condition

continued to bid defiance alike to Executive, Parliament, legislative, documen-

tary and popular indignation, until ex-

tremely angry. And with the Colonists

which has been too often depicted

to be entitled to any fresh demand upon

our side. The colonists were told that

they must either endure a directly

of that own creation, or their should

spite them of one of the Judges, or

until the Secretary of State could find

a fit for one of them elsewhere.

Happily the intervention of the King

of Terrors has been rendered unnecessary

by the unusual and unexpected

leniency of the Downing-street dig-

nizaries. Chief Justice Needham had

been appointed to Victoria, and Mr.

Judge Begbie will therefore hold

over Vancouver Island. But a

Palace Judge has been appointed from

home. Well, what of it? It would

certainly have been more in consequence

with popular sentiment, as well as with

our notions of fair play, that the averages

annually open to the profession should

not have been interfered with in this

manner by Downing-street patronage.

But, as the old Proverb says, There

is no reason to roasting of eggs. Judge

Needham was sent here to please us.

He is taken away to please us, and it

is not altogether unenviable, under

all the circumstances, that, in finding one

of our Chief Justices an appointment

elsewhere, with a salary of £800,

the Secretary of State should conceive

himself entitled to appoint aadian

£1000 for this colony of £1,000. What

ever feeling may have been created on

account of this seeming wrong to the

legal profession here, we greatly think

that there will be little disposition to

quarrel with the Colonial Minister on

that score. The circumstances were al-

together exceptional; and the general

feeling will be one of satisfaction that

the colony is at last relieved from

judicious and most injurious judicial

complications, and in the exuberance

of their joy thereat the people will be

in no mood to find fault with Lord

Granville. In these remarks we would

not wish to be understood as in any

measure justifying the Colonial Minister

in thus graciously patronizing pro-

tection to the local Government, but

it must be borne in mind that this colony

is in Crown Possession, in which Eu-

ropean aristocracy alone enjoy the right

colonization. But we would not be doing

injustice to this community did we leave

in the slightest degree for the inference

that the departure of Mr. Needham is

an event which will be regarded with

no other feeling than complacency.

Anxiety to be relieved of one of the

Chief Justices is not altogether incom-

patible with regret at losing Mr. Need-

ham and his estimable family; so that

the popular satisfaction on account of de-

liverance from a colonial grievance will

be tempered by considerations of per-

sonal and social loss sustained by this

community. It is, indeed, gratifying

to find that, at the very moment

the people were girding their loins

for an annual trial with the Coloni-

al Minister, through their representa-

this bone of contention, which cost

the official members of the legislature

so much trouble during last session

and before it was removed, and

should be remembered that with the dis-

appearance of this difficulty does not end all

necessity for legal and judicial matters.

Let it be remembered that the mea-

sures will in reality be one of direc-

tion. Under Confederation the Federal

Government will pay the Judges of both

Courts; but the Magistrate acting as County

Court Judge, the colony will have still to

pay. Here then is presented an opportunity

of having a Court of Appeal established

by a popular Court of Judges, and,

at the same time, of relieving the people of

THE ORIENTAL ALLEY MYSTERY.—A color-
ed led named Wayman, alias "Snowball,"
yesterday came forward as a witness before
the Coroner he was in the house and saw the prisoner Obaray
stab the two other Indians. The prisoner,
when called on for a statement, said that
Snowball supplied him with liquor on the
fatal night, and that he (the prisoner) became jealous of his wife and sought to wreak
vengeance on those whom he fancied had
taken her from him. The jury returned a verdict of wilful murder against Obaray,
who was committed for trial; and Master
Snowball was seized and thrust into a cell
on a charge of selling whiskey to Indians.

LOST CHILD.—A little boy of four years
of age was found wandering in the streets
yesterday, crying for his mamma. The
passenger were Messrs John Adair and
J. C. Beatty from Cariboo, and Misses J. A.
Webster, J. Arundel, H. Nelson, and J. Frank-
lin from New Westminster. A Cariboo
mail and express were brought down by Mr.
Adair, who reported good news to the station
and now to the roads far and wide.
Baptist.—Between Yale and New West-
minster the river was crossed over three
places. There was nothing later from Prince
Rupert or another Muassa.—Police of-
ficer Kennedy, while serving notice in the
district yesterday, was informed that the
throat of an Indian had been cut at Twin
Oak Farm the night previous. The officer
searched the buildings and neighborhood, to
the body and other evidence of the frightful
deed, but could find nothing to substantiate
the rumor; save that one of the heads in this
village was missing.

BURS or ANOTHER MUASSA.—Police of-
ficer Kennedy, while serving notice in the
district yesterday, was informed that the
throat of an Indian had been cut at Twin
Oak Farm the night previous. The officer
searched the buildings and neighborhood, to
the body and other evidence of the frightful
deed, but could find nothing to substantiate
the rumor; save that one of the heads in this
village was missing.

PROFESSOR MAXIMILIUS opened his
lectures on Tuesday evening, and the audience
was large and attentive.

THE COAST.—The steamer Emma and Sir James Douglas arrived yester-

day from the East Coast. The ship
Shooting Star sailed on Tuesday from Na-

valmico for San Francisco. Mr. Dunsmuir
had been employed in opening the new
seam of coal, and the Newcastle quarry com-

pany employ about 50 men in getting ou-

stone for the U.S. Mint at San Francisco.

LICENSING COURT.—Hon Mr. Pemberton
S.M., and Mr Macdonald, J.P., heard several
applications for retail liquor-licenses yester-

day. The application of Mrs Zinke's Park
Hotel was refused. J. Lovett, Blue Wing
Saloon, postponed for one week. W. Munger
San Francisco Saloon granted on condition
that waiters shall not be employed.

HARRIS, COWICHAN, GRANTED.—Mr. Harris
of Oregon Woolen Goods Co. applied for a
license to sell wool and woolen goods at
Vancouver. His application was granted.

THE FOLLOWING COMMENDATORY NOTICE OF THE
SECRETARY OF STATE SHOULD BE READ:

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE UNITED STATES
APPROVED THE APPOINTMENT OF MR. T. L. STANLEY
AS CHIEF JUSTICE OF THE HIGH COURT OF JUSTICE
FOR BRITISH COLUMBIA.

THE GOVERNMENT OF THE

By Electric Telegraph

SPECIAL TO THE DAILY BRITISH COLONIST.

publishes a letter from New York filled with vile titles on American society and women.

In consequence of earnest solicitation the Duke of Cambridge has withdrawn his resignation as Commander-in-Chief. The miners of Cheshire, Lancashire and the North of Wales have struck for a reduction in a days work to eight hours.

The new Bishop of Oxford was consecrated at Westminster Abbey to-day. The Greek Arch-Bishop Hyacintus was present.

Carlyle and Tennyson express sympathy with the movement of the stock board that placed the Dominican loan negotiated last year by President Baez on the list.

MADRID, Jan. 25.—A proposition for the extension of the hours of Barban from the Spanish throne, came up before the Constitutional Cortes yesterday for final action. The premier in the course of the debate declared against the proposition. He explained that his words were not designed particularly to favor the Duke de Montpensier. He would go with the majority for whoever might be chosen. A vote was reached and the proposition was rejected; ay 86, nays 15. The report that the Duke de Montpensier has been returned to the Cortes from Oriente is premature, the election there is not ended. A Republican candidate is running against the Duke, who is not abroad. Defeat of the latter is considered certain. The elections are progressing elsewhere to fill vacancies in the Cortes. In Madrid the Marqués Perolito is a candidate for a seat. Marshal Serrano, at the closing of the poll in a night, had received 19,000 votes, while the Republican candidate had 15,000, and the Carlist candidate 5,000. The elections continue three days longer.

A submarine cable has been ordered, which will be laid along the Pacific coast of South America from Panama to Peru.

Reports from Rome say that Dr. Delvera

protests against the doctrines of the dogma

of infallibility.

A telegram from Rome to-day says that the Pope refuses to receive any address by the 135 Bishops who protest against the same dogma.

MADRID, Jan. 31.—An exciting disturbance occurred in the Cortes on Saturday between the Republicans and the Carlists. The former, one of the leaders of the Republicans, and Prim. The former defected from the Republicans in protest against the proposal for the reorganization of the Cortes, which it was agreed should be a deliberate call on the people to defend their individual rights which had been violated by the Government. He further asserted that those men called insurgents who had been killed by Government troops were simply assassinated. Prim demanded a retraction of the offensive words. Fignons refused. The general suspension of the Cortes will end in a duel.

The grand military review which was announced for to-day has been indefinitely postponed. The weather is very rainy and disagreeable.

PARIS, Jan. 31.—Journals to-day said that

the French authorities of the interior refuse to supply to the demands of an English company for the privilege of laying a cable from Algiers to France, said that there all monopolies of enterprise in cables would be absolute and that even private parties would be at liberty to lay cables.

California.

SAN FRANCISCO, Jan. 31.—Gold, 121½.

Legal Tenders 82½@83.

Floor, extra, \$5 25@5 50; superfine,

\$4 50@5,

Whe., \$1 50@\$1 60, and \$1 30@\$1 40.

Delayed Dispatches.

Europe.

LIVERPOOL, Jan. 17.—Heavy gales along the coast continue. Disaster to shipping are constantly coming to hand.

The Glencoe, from San Francisco to Liverpool, experienced heavy weather on the 7th, and shifted her cargo, which was largely damaged.

BERLIN, Jan. 17.—Negotiations between the Russian Government and the Chinese Embassy were concluded to-day.

PARIS, Jan. 19.—Copies of certain Belgian journals intended for circulation in France have been intercepted and seized by the French authorities. This coming after the declaration that foreign journals were to be free from censorship, elicited surprise, and the Radical journals charge great inconsistency and bad faith.

PARIS, Jan. 13.—The new cable of the French company, to connect England and Brest, was successfully laid a few days since.

PARIS, Jan. 22.—Prince Metternich has communicated to the French Government a dispatch from Baron Boust expressing the desire of Austria for the friendliest relations with the French Government.

The Telegraph asserts that the French Government has discovered the existence of a conspiracy spreading throughout France, implicating the Trade Union, the English International Society, Mazzini.

It is said that a large number of British subjects held in the country have accepted the Rio Stockholders' Protective Union. A member of the firm of Barnard, Darby & Co. will soon leave for New York to protect the holders by voting upon the stamped bills.

MADRID, Jan. 27.—No further returns from the election for members of the Constitutional Cortes have been received, but the authorizes were slightly increased, thus: No progress vs Republicans 4, Unionist 3, Abreast 1.

Colonel Damary, commander of the Antilles Legion, died yesterday. Before he expired he enjoined upon the officers of the Legion fidelity and honor to the Pope and to France.

LOND., Jan. 25.—The Morning Post

Eastern States.

Washington, Jan. 25.—Yesterday the Russian Minister, gave the first of a series of addresses to a number of persons prominent in diplomatic circles who were present. Prince Arthur arrived and expedites against the members of the Legation who have been stealing stock and murdering whites for the past several months. After Fort Sumter, surrounded by Colonel Baker, an Indian ardent for the independence of the British Minister, where he remains to-night to receive the members of the British Legation.

ST. PAUL, Jan. 20.—The Press says the wealthy American capitalists who are now building the St. Paul and Pacific Railroad have offered to build the Northern Pacific Railroad from the Red River to the Missouri River, on the acceptance of their proposition, the terms of which are of a very liberal character. This would place the Minnesota Railroad in communication with Montana at least three years sooner than under any other plan.

NOW YORK, Jan. 21.—The Spanish Consul in this city is in receipt of dispatches conveying intelligence that two insurgent chiefs, Coco and Carlota, have abandoned the cause of independence and issued a proclamation in favor of the Spaniards.

The Tribune has a double lead editorial congratulating the country on the certainty of the ratification of the 15th amendment. Fifteen states have already ratified it, and the 21st counts on Georgia, Texas, Nebraska, Ohio and Iowa as certain.

A new party was organized last night in this city under the name of the New Democracy. The founders say this is a big party on fundamental principles equalized with reference to the people of all classes.

They propose to have changes made in the platform of the vote of women. The new Democratic party is opposing the sale of railroads and telegraphs by the Government, and employment given to everybody who wants work by the national or local authorities.

BOSTON, Jan. 22.—The arrangements to supply the post with some at the expense of the city commence on Monday.

PORTLAND, Me., Jan. 27.—Admiral Farragut arrived to take charge of the naval port of Peabody's obsequies and funeral.

The reason for not landing Mr. Peabody's remains is that Saturday is the British

authorities instructed Captain Commerell

that the remains must lie in state on board

the Monarch two days after their arrival.

Vigilia has been appointed as agent of the U.S.A.

New-York, Jan. 27.—The city was startled

this morning with a report of a fresh mystery, and probably a murder of a sea captain

named Alexander, who came to this city from New Orleans in September 1868, and took lodgings in a boarding-house of John O'Gorman. He disappeared sud-

denly and with him a large sum of money,

nearly \$60,000 in Government bonds.

Subsequently his body was discovered in Green-

wood Cemetery, buried under a false name.

The contents of the stomach have been

placed in the hands of Dr. Remond for ex-

amination. In consequence of this report,

Gardiner and family were arrested last

night charged with the murder of Captain

Alexander. They had heretofore moved in

several groups of islands in the Caroline Archipelago to the northward of and near

the equator, would be visited, and possibly

explored all the attractions which arise

from the malacous, marshy or miasmatic

islands, and the various impieties it does there.

It contains neither Aspiric, Quinine, Bismuth,

Zinc, nor any other mineral or poisonous substance

whatever, it is however injurious any patient.

The importance of this case cannot be

overestimated, and it is a parallel in history

to the famous case of the Amazons.

It is reported that Mr. Holliday intends

establishing a line of steamers to Australia

and will ask a subsidy from Congress.

thirty-eight and a half miles. The estimated cost is seven millions to the Indians.

At 10 p.m. on the 15th an expedition

against the Indians of the Blackfeet

tribe was started from Fort Benton, and

reports that early in the morning of the 21st

Colonel Baker arrived at the Bear's Head

camp of over thirty lodges, killing women

and children. No quarter was given. The

surprise was complete, and only six or eight

men escaped. The chief was among the

dead. He is known to have murdered

several white men.

Colonel Baker's loss is trifling.

Other tribes of the Blackfeet, learning

of the fate of the Indians, immediately made

haste to scatter and flee.

The Indians of the Blackfeet, however,

are considered to have been completely

overcome, and the patient restored to sound health by the Cherry Pectoral.

So complete is its mastery

over the disorders of the chest, that

the most serious of them yield to it.

When the Indians return under the Cherry Pectoral they subside and disappear.

Singers and Public Speakers find great protection from it.

Asthma is always relieved and often wholly cured by it.

Drowsiness is generally cured by taking the Cherry Pectoral in small and frequent doses.

So generally are its virtues known that we need

not publish the certificates of them here, or do more

than assure the public that its qualities are fully

known and its efficacy tested.

San Francisco, Jan. 18.—The dead body

of Mary Hyan, aged 10 years, has been

found beneath one of the wharves. She

had been violated. A man named M. Qiu

has been arrested for the crime and confesses

to having committed it.

There is great excitement and talk of a

Vigilance Committee to hang the culprit.

San Francisco, Jan. 22.—The schoop of war

Jamestown, 16 guns, Commander Tuxon,

76 days from the Fiji Islands, arrived yester-

day afternoon. She was bound for Val-

paraiso and Acapulco, but owing to the ser-

vices illness of one of her watch officers, her

course was changed to this part, when about

seven hundred miles distant. She looks ex-

ceedingly rusty, several feet wide

near the water-line on each side. The crew

and crew have been on a short allowance

of water for a month, and all suffered

much privation for want of fresh provisions.

It was expected that when she left Fiji that

she would go to the northward of and near

the equator, would be visited, and possibly

explored all the attractions which arise

without a parallel in the history of Arctic medicine.

Our pride is gratified by the acknowledgement we

receive of the radical cure effected in obstinate

cases, and where other remedies had wholly failed.

Prepared by Dr. J. C. AYER & CO., Practical

and Analytical Chemists, Lowell, Mass., and

all round the world used and sold.

PRICE, \$1.00 PER BOTTLE.

FOR RESTORING GRAY HAIR TO ITS NATURAL VITALITY AND COLOR.

Clinton Mills.

200 Tons Extra Flour.

40 Pack Mules.

With Arsenic.

Clinton, B.C., Jan. 26th, 1870.

JEROME HARPER.

1/2 42ndw.

FIRST PREMIUM

COLONIAL MADE

WROUGHT IRON PLOWS

After the Scotch Style.</

