





By Electric Telegraph

SPECIAL TO THE DAILY BRITISH COLONIST.

Europe.

LONDON, Jan 20.—The French made a sortie from Mont Valerien yesterday. Fighting lasted till dark. The German loss is considerable. Gen Von Werder commended the pursuit of Bourbaki yesterday, with whom he had a successful engagement.

In the north the advance divisions of Faiderbe's army have been driven from Beovis to St Quentin with the loss of 8000 killed and prisoners. Gen Von Goben attacked Faiderbe, and after an obstinate fight drove him out of position and into St. Quentin. The Germans have occupied Tours meantime without resistance.

Paris, Jan 20.—Last night the Germans sent forward a patrol into the trenches communicating between Forts D'Issy and Vanvres without meeting resistance. Fort D'Issy was found deserted, and the patrol finding nothing but mines and torpedoes returned.

Large fires were seen last night near the Pantheon. LONDON, Jan 20.—The journals of Lille deny that stores are being removed from Arras.

Prince George of Saxony telegraphed to Dresden that the Saxons were reconnoitering on the 19th, surprised a force from Paris and captured 5 officers and 150 men. The bombardment continues with good results.

The remainder of the Prussian loan will be offered in London and Berlin next week. The Emperor telegraphs to the Empress Augusta from Versailles 19th, that a sortie was made from Valerien to-day under a heavy fire, but was resultless. The army of the north was beaten to-day before St. Quentin and 4000 prisoners and 2 guns were captured.

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Cuba. Kingston, Jan. 24.—The steamer Hornet is at Port-au-Prince waiting a cargo of arms. Spanish war vessels are watching her and Col. Ryan has asked the protection of the American Consul.

ROBINSON'S Celebrated Magic Soap

DIRECTIONS. For doing a Large Family washing in Two Hours; of Five or Six Pieces. 1. Cut up fine a bar of the Soap, and put one-half of it into your boiler with sufficient water to cover your white clothes to be washed, and let the soap dissolve; then put your clothes in, stirring them, and let them just come to a boil, then pour out clothes and water into a tub and let them soak twenty or thirty minutes, stirring them around in the tub occasionally to loosen the dirt.

Eastern States.

New York, Jan 24.—The Ville de Paris cleared for Havre on Saturday with a cargo of arms and ammunition for the French army. The severest snow storm of the season raged throughout the State yesterday and last night, accompanied by a fierce gale and severe cold.

California.

SAN FRANCISCO, Jan. 24.—The eastward bound train that left here to-day had its mail car entered at Alta Station, while all hands were at supper and robbed of registered letters and \$10,000 in gold.

The Upper Country.

[BY MAILMAN TELEGRAPH.] YALE, Jan. 26.—Weather mild, light rain, very cloudy, no wind, about 8 inches of snow in river melting slowly.

Canada.

St John's, N. B. Jan 24.—The cable between Placentia and St Pierre failed yesterday. It will be repaired as soon as possible.

Dr. J. COLLIS BROWNE'S CHLOROXYNE. THE ORIGINAL AND ONLY GENUINE. CAUTION—Vice-Chancellor Sir W. P. Wood stated that Dr. COLLIS BROWNE was undoubtedly the inventor of CHLOROXYNE.

ROBINSON'S Celebrated Magic Soap. DIRECTIONS. For doing a Large Family washing in Two Hours; of Five or Six Pieces.

VANCOUVER COAL CO. DELIVER AT NANAIMO THEIR BEST DOUGLAS COAL.

ROYAL AGRICULTURAL SOCIETY OF ENGLAND. LEICESTER MEETING, 1888. UNPRECEDENTED SUCCESS.

CROSSE & BLACKWELL'S OILMAN'S STORES. PICKLES SAUCES SYRUPS, JAM & JELLYS, ORANGE MARMALADE, TART FRUITS, DESSERT FRUITS, MUSTARD, VINEGAR, PICKLED MEATS AND FISH.

DINNEFORD'S FLUID MAGNESIA. It is the great remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations and Bilious Affections.

NOTICE. MORSON'S Harmless and Effective Remedies. Are sold by Chemists and Druggists throughout.

CAUTION. Betts's Capsule Patents. Are being infringed by importation of Capsules made in contravention of the rights, which necessarily are assumed before taking delivery of them.

FRAUD. On the 27th June, 1866, MOTEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the labels of Messrs CROSSE & BLACKWELL, London, and was sentenced by Mr Justice Pearson to two years rigorous imprisonment.

JOSEPH GILLOTT'S STEEL PENS. Sold by all Dealers throughout the World.

New Goods, Jovian's Gloves, &c., just received by Express at Victoria House.

The Weekly British Colonist, Wednesday, February 1st 1871

Foreign Capital and Local Enterprise

The inexplicable unwillingness of foreign capital to seek employment in the gold-fields and silver ledges of British Columbia has doubtless had much to do with the backwardness of mineral development. A country believed to be known in fact to be extremely rich in the precious metals, has scarcely yet passed beyond the "ben-scratching" era of gold mining. We do not wish to disparage the efforts and operations of those hardy and adventurous miners to which the Colony owes so much. But it must be admitted that mining operations in British Columbia have been mere "ben-scratching," when compared with the gigantic workings of California, Nevada and other parts. Nor is this condition difficult to account for. Our people are few in number and short of cash. If there is one thing more than another on account of which the local Government has incurred censure it is the spirit of illiberality with which every attempt to encourage the inflow of foreign capital has been met. Nor can it be doubted that the illiberal conditions and vexatious restrictions sought to be imposed upon any large organized mining effort in bygone days has contributed in no small degree towards repelling foreign capital and foreign enterprise. And it is only under the present regime that a more liberal policy has prevailed. Perhaps the first application that has been met in a befitting spirit was that of the Lane and Kurtz company to be permitted to work the Meadows, on Williams Creek, and we took occasion at the time to compliment the Government upon the fact. We could not but discover in that large enterprise, resting wholly upon foreign capital, the dawn of brighter days. But, strange to say, no sooner has the Government received the plaudits of the people for having abandoned a narrow and injurious policy for one of a different character than it is attacked by some who pretend to speak in the name of the people, and charged with extending too much encouragement to foreign enterprise and foreign capital, and even before the machinery can be set in motion, an enterprise which was hailed from one end of the Colony to the other as a public boon is being maligned and spit at by what we must be permitted to designate as narrow-minded, personal spite. It is greatly to be regretted that there should be even one found amongst the elected members of the Legislature willing to enact such a part; but it is still more to be regretted that such conduct should receive even a semblance of encouragement from a member of the Government. That there should be such an outcry raised against the proposition to exempt the Lane and Kurtz machinery from Customs Duties and Road Tolls is, indeed, remarkable. It will be remembered that the plant, material and the supplies of the Telegraph Company were exempted from duties and road tolls. It will also be remembered that year after year large premiums in money were offered to encourage the erection of quartz mills, flour mills, &c. And yet when a company proposes to set up a quartz mill and a most powerful and complete steam pumping apparatus and apply half a million of foreign capital to the development of a piece of ground from which colonial enterprise has turned away in despair, there is a clamour raised against permitting the machinery to pass free! Let us at least try and be consistent, and not destroy the good effects of a good beginning. Should the Lane and Kurtz Company meet with reasonable encouragement and success it will simply pave the way for other enterprises. But if a disposition be shown to "sich" foreign enterprise and capital as soon as they enter the Colony, the fate of this pioneer Company will only serve as a warning to others. The pretence that it is unjust and discouraging to local manufacturers to admit the machinery in question free of duty will scarcely hold water. This enterprise is a pioneer, an experimental one, and the local manufacturers were so early prepared to make the machinery, unless at considerable disadvantage. But should the experiment prove successful and a consequent demand for similar machinery spring up then would be the time to protect our own manufacturers. So far from the remission of duties in the present instance being inimical to the interests of local manufacturers we hold it to be the very reverse; for it is encouraging experimental enterprise calculated to "bring grist to their mill." Indeed, we are in a position to state that it is so regarded by our local

foundrymen and machinists. The Government can scarcely hold out too great inducements to enter this Colony for the purpose of developing its vast latent resources. It will be time enough to think about "applying the brakes" when such enterprises shall have emerged from the experimental era, and when the Colony shall be laboring under a plethora of capital. Till then our true wisdom lies in offering every reasonable and legitimate encouragement to the inflow of foreign capital and foreign skill and enterprise.

Legislative Council

WEDNESDAY, Jan 26. Minutes of last meeting read and confirmed. Mr. Humphreys rose to a question of privilege. He held in his hand a paper called The British Colonist in which he had, in the report of his speech yesterday, been grossly misrepresented. When a wanton misstatement of facts was made, as had been done by the British Colonist, it was his duty to see that it was not done again. He was charged with having made an attack on the Lane-Kurtz Bill, and with imputing unworthy motives to its mover. This he most emphatically denied. He said he had been pursued in a cowardly manner by that paper and he would now give notice that if there was a recurrence of the thing he would cite the proprietor before the bar of the House. Mr. Alston—What do you complain of? Mr. Humphreys—Of its general. I am misrepresented. Mr. Alston—Such a charge is not a proper one to make. You should specify your complaint. Mr. Humphreys—The report made him say that he was a British institution. He denied that he said any such thing. He said English was a British institution.

NOTICES OF MOTION

Mr. Humphreys to move at an early day that a committee be appointed to consider the question of a loan to reclaim lands on the lower Fraser by the construction of a dyke. Mr. Alston to bring in a Bill to incorporate the Mechanics' Institute. Mr. Nelson to move to place on the Estimates a supplementary sum for the conveyance of mails between Victoria and New Westminster. Mr. Humphreys to ask the Attorney General if it is not proper for attorneys to give notice personally. Mr. Banister to ask that a supplementary sum be placed on the Estimates to compensate the postmaster at Nanaimo for his services.

ORDERS OF THE DAY

Mr. DeCosmos moved that the petition respecting the opening of a road in Victoria District be considered. Mr. DeCosmos moved that an address be presented to His Excellency the Governor, praying that a short Bill be sent down to the Council authorizing the Chief Commissioner of Lands and Works to open public roads in certain places. Hon. Chief Commissioner said he did not know that the motion was in order, yet he would oppose no objection. The Government had assumed and exercised the right to lay out roads throughout the Colony in contemplation of the system of road-making. In regard to the petition before the House, he was asked for several reasons to grant it. There were two roads laid out between the Burnside road and Saanich, and this asks for one between them. He could not see the necessity for the road except for one farm, and he was willing to lay out a road from the Burnside road to that farm. He would not oppose the Bill if the hon. Attorney General thought it a proper one. Hon. Attorney General said he did not know that there was any immediate necessity for such a Bill. Hon. Chief Commissioner did not need a Bill to enable him to lay out roads. Any party wanting a road, by applying to him and showing the necessity could easily get one.

Mr. DeCosmos replied that the course suggested by the Attorney General would leave it in the old-fashioned way. He was not, however, aware of any law that authorized the Government to take land for road purposes. If the Attorney General was unable for want of time to prepare a Bill and the Chief Commissioner would say that the road should be built, he would withdraw the motion.

Hon. Chief Commissioner replied that he would not promise to build the road that had been asked for, but he would lay out a road according to his own judgment.

Mr. DeCosmos asked leave to withdraw his motion. Granted.

ROAD TAXES.

Mr. DeCosmos moved that a return be laid before the Council setting forth the amount of road tax levied, collected and expended in each road district in Vancouver Island in 1870. Motion carried without discussion.

ROAD CONTRACTS.

Mr. DeCosmos asked the hon. Chief Commissioner whether it is the intention of the Government to send road parties through the districts on Vancouver Island this year as in former years; and whether it is not possible to repair and improve the roads by contract with equal advantage to the public. Mr. DeCosmos said one of the parties engaged in attending to the repair of the roads gave general satisfaction, but another one gave very general dissatisfaction. He thought it would be better to have some one authorized to travel over the roads, find out the places that needed repair and ask for contracts to have that repairing done on the spot.

Hon. Chief Commissioner replied that he did not know that this was the proper time to discuss the best plan, but he would say that the two men who were employed by him to oversee the roads were the best two in the colony. He did not think one was any better than the other, but one worked best on hard, the other on soft ground. The latter was the one complained of. He believed his present course to be the best. When there was work to be done that could be early specified he could invite competition, but where a sum of money was to be expended over a whole district he would not feel justified in asking for tenders. Those who tendered always asked a sufficient amount to cover all contingencies. For bridges he would ask tenders as heretofore, but for repairs on the road he would not. He hardly

know what was asked. He was anxious and willing to consult the wishes of the people, and had no objection in view to do so. Mr. DeCosmos said the proper way would be to appoint a commission.

INVESTMENT AND LOAN BILL.

Hon. Dr. Carrall asked leave to introduce a bill to amend the Investment and Loan Societies Ordinance 1868, and to amend the same. Leave granted, and bill read a first time and ordered to be printed.

LEGAL PROFESSION ACT.

Hon. Dr. Helmecken asked leave to introduce a bill to amend the Legal Profession Amendment Act. The hon. Attorney General explained that the object of the bill was to place attorneys on the same footing with barristers. Mr. Alston objected to leave being granted. If the bill came from any considerable number of the legal profession, he would not oppose it.

Hon. Chief Commissioner said it was unusual to oppose the introduction of a bill that he thought it was proper to introduce in order to hear it read, and to see what it was.

Leave was granted, and on motion the bill was read a first time.

Hon. Dr. Helmecken said he did not think it necessary to consult the legal profession, in a case of this kind he should consult the public. The public wanted the measure, and he, as representative of the people, asked on their behalf, the object of the bill, as he had already stated, was to place barristers and attorneys on an equal footing, to enable the attorney to plead in court and enjoy all other privileges equally with barristers. He was told that a barrister's word was taken in court, and an attorney had to make an affidavit. An attorney could not employ an attorney, but was compelled to employ a barrister. The present state of things debarr'd the attorney from many privileges. The barrister could do the attorney's work, but the attorney could not do the barrister's work.

Mr. Alston opposed the first reading of the bill because he did not believe the bill emanated from the public or the attorneys.

It was read a first time and ordered to be printed.

PRE-EMPTED LAND.

Mr. Nelson moved "A respectful address to His Excellency the Governor asking for a return of the amount of land pre-empted, sold and leased, in the different districts, throughout the Colony for the year 1870." Carried.

CUSTOMS AMENDMENT BILL.

Mr. Nathan asked leave to introduce a bill to repeal the Ordinance of 20th April, 1870, and to substitute an Ordinance to increase a further duty of Customs for the public service for the support of the Mainland telegraph. Mr. DeCosmos said this was in no sense a part of the customs, but as the tax was only levied specially for the maintenance of the Mainland Telegraph, he would support the bill.

Hon. Chief Commissioner said that when the bill passed last year the Governor gave an intimation which he considered in the light of a promise that the bill was only for one year, but it was a part of our customs, and he would ask if it would not be a breach of the agreement with the Canadian government. He would not repeat it. In regard to the telegraph, he said that the whole work was not completed and funds would still be required to finish it. It was for this House to say whether to take the duty off or let it remain another year. Perhaps, if we waited a few days, we should be relieved from all difficulty with the Canadian government. The hon. Attorney General had asked for a large application for the telegraph, and it was taken off, but there would be a deficiency in the revenue, but the government members would not oppose.

Hon. Collector of Customs said the calculation of amounts sent to Canada was based upon this additional tax of fifty cents upon liquors. Hon. Dr. Helmecken said that it was not embraced in the Estimates. Hon. Chief Commissioner—How do you know? Hon. Collector of Customs replied that if the 50 cents were taken off, the revenues would not meet the Estimates. This bill was passed for one year, which will expire on the 1st of April.

Second reading postponed until an answer has been received from Canada, with respect to the Tariff.

LANE AND KURTZ BILL.

Council went into committee on the Lane & Kurtz Bill. Hon. Chief Commissioner asked what amount of money it was intended to give the company. He did not think the Council understood what was wanted. Mr. Carrall said they only asked a remission of Customs duty on their machinery, and to be relieved of the road tolls.

Hon. Chief Commissioner said this bill seemed to be based upon an assumption that an assurance had been given by the Governor. He was authorized to say that no such assurance was given. He was not objection personally to this course being made, but he would not be put on his own basis.

Mr. Nathan supported the bill. Mr. Humphreys said as a Britisher he would approach this matter with a good deal of sympathy. He was willing to extend to the company every privilege and facility, but a little opposition was good. Mr. DeCosmos suggested that the motion be amended so as to make the bill only operative until July 1st, and to be suspended until July 1st, and the road tolls be remitted for one year from the passage of the bill.

Mr. DeCosmos said the bill was an amended contract and he would vote for it. Mr. Humphreys said he had changed his mind in regard to opposing the bill. He would now support it and intimated that he had not been influenced by any improper consideration.

Hon. Dr. Carrall replied, denying that he had exhibited any temper in the introduction of the bill. The amendment was carried. The committee closed having passed the remaining clause and reported the bill complete.

The report was adopted and the Council adjourned till Thursday at 1 p.m.

LEGISLATIVE COUNCIL—CORRECTION.

It was Mr. Cornwall and not Hon. Dr. Carrall who seconded Mr. Nathan's motion for the adoption of the Canadian Tariff. Mr. Cornwall with Hon. Dr. Carrall also voted for it and against the amendment of the Hon. Dr. Helmecken.

European Mail Summary.

We have English papers to the 18th of December. A charge against Sir W. Russell, M.P., of having, shortly before his bankruptcy, disposed of property which he had obtained upon credit, had occupied the attention of the city magistrates for three days, but the case was not concluded. Lord Lawrence has been chosen Chairman of the Metropolitan Education Board. In consequence of an outbreak of scaplatina on board the Britannia training ship the cadets have been sent to their homes. Lord Hotham, late M.P. for the East Riding of Yorkshire is dead. Sir, Roderick Murchison is better and is slowly improving. Mr. Patrick McDowell, the eminent sculptor, is dead. A horrible explosion occurred at Wotton near Birmingham. A great number of women and girls were employed by Messrs. Bulow in priming percussion-caps; and it appears that in one of nineteen sheds occupied for the purpose a fire had been allowed. One of the women went to it to dry her apron, it took fire, the fire caught some loose powder and ran down the benches to a powder depot, it exploded, and three sheds were blown to pieces. Thirty of the women were either killed, or so injured that they died immediately afterwards; thirty more were frightfully injured and many bodies are still wholly unrecognizable. They look when laid out like sacks of clinders. On the Manchester, Sheffield, and Lincolnshire Railway a number of goods trucks, which were being shunted at a siding in Bransley, got loose and ran into a passenger train from Bransley to Sheffield, which had just drawn up to the platform, smashing the break van and two of the passenger carriages into pieces, and starting up the line for some distance. Fourteen passengers were killed and upwards of 20 were seriously injured. In Ireland several cases of brutal assaults and intimidation have been reported in Westmeath, a county which has become rather notorious of late for such crimes.

The Decay of Apple and Cherry Trees.

Editor British Colonist:—In your issue of Sunday last you do the State some service in calling attention to the diseased state of the apple and cherry trees growing in this colony—and, with you, I trust that those who are engaged in planting and raising fruit trees are the sufferers by the malady their advice and assistance in chasing away the evil. As your correspondent "G" is the only one who has come forward to enlighten our darkness as to the cause and the remedies to be applied; and so far as his strictures respecting the mechanical operations of planting, draining, tilling the land, &c., as usually performed in this colony, they are useful as pointing to the source of much of the mischief. I cannot, however, subscribe to his philosophy—for whilst the pear tree, by sending its roots deep into the soil in search of moisture, is said to secure immunity from disease—how does he account for the fact of the plum tree—which happens to be a very superficial rooter—more so, indeed, than either the apple or cherry—being equally free from it? It seems to me there is no reason without its exceptions. What is to be said for this? Was a tree over-dwarfed into constitutional vigor? Or did it seek aerial nudity, and the stomach and lungs be taken away and the body remaining healthy? In fact I fear that root-pruning, dwarfing, or excessive pruning of the branches of the cherry tree—a tree always impatient of such treatment even in the mildest form—physiologically examined, can only be regarded as barbarisms which must in the end be paid for with heavy interest—operations that will be found like the Highlander's march an advance of two steps back. My own candid opinion is that a considerable amount of the disease—gumming, arising from a too free use of the pruning-knife in the hands of empirics. They prune and trim, cramp and bind the branches of the tree till they assume monstrous and grotesque forms, altogether different from the wide-spreading foliage and obelisk buds which God himself gave to them, and which man is idiot enough to think he can improve. After the first few years of their early growth fruit trees require little or no pruning beyond removing dead or occasional cross branches, or to give light and air to the centre of the head.

To the doctrine that productiveness is a sign of disease I will at present say nothing. January 20th, 1870.

How Muched, John?

Editor British Colonist:—I see that Mr. Banister, determined either to distinguish or to extinguish himself in the present Council, has introduced a measure to tax Chinese working on farms \$50 per head. Why does not the favorite Author make the tax \$250 at once, since either tax would be unconscionable and therefore, uncollectable? By the way, Mr. Editor, I have a conundrum. Here it is. If Chinamen should be taxed \$50, at what rate per head shall we tax Banisters?

Answers requested by return mail. Yours, truly, MORGAN.

Wanted, perhaps, have been unreasonable to expect that the introduction of Thomson's Patent Road Steamer into British Columbia would evoke no opposition. The world is much the same in respect now as it was one hundred years ago, when the power-loom entered such bitter opposition. It is to be remembered that the distinguished inventor of that important innovation went to mollify the opposition of wife by telling her that she would ride with him in his carriage. Possessed by a sort of superstition, and doubt-impelled by the opposition of neighbours, Dame Arkwright to the husband to destroy all his models, discovering the fate of the result of months of anxious thought and experiment, Arkwright indignantly declared that his wife should ride with him in his carriage if she never did. The power-loom was a wonderful success. Sir Richard Arkwright drove in his carriage; but very, although she lived to see, and every other respect share, the good one of her husband, never rode with him in his carriage. The perusal of an article in a local paper brought the incident to our recollection and led us to think that Dame Arkwright is not dead. It will hardly be considered necessary to refute the objections which have been advanced against the introduction of these Road-Steemers; the excellent reason that they themselves. The present edition of your journal will be accompanied by a pamphlet sheet, containing extracts in English, Scotch and American papers which will more effectually disseminate the public mind of any misapprehension upon the subject than we could possibly offer. Yet we are permitted to present a few thoughts on one or two points. The first now before the Legislature does not seem a monopoly in the objectionable sense which some persons appear to apprehend. I seek the exclusive right upon a specified section of a particular road for a period of three years. Thomson's Patent Road-Steamer did not ask for the exclusive right to run Road-Steemers of whatever patent upon a road in question the case would be very different. To show how different would be, it may be mentioned that an already there are being manufactured both in England and the United States Road Steemers that are an improvement upon Thomson's. The Bill does not present any obstacle in the way of the introduction of these or any other that may be manufactured in the meantime. But to come nearer home, there being manufactured at this moment, is very common, a Road-Steamer on the caloric principle. The Bill does not propose to exclude that form of road in respect of which the privilege is asked, and so far from regarding the Bill and its privileges in the light of an "unfriendly movement," the projectors of what we may designate the Caloric Roadster very properly hail the introduction of Thomson's Patent as preparing the way for their own. Nor does the Bill propose a monopoly of the road in question in the sense that a locomotive monopolizes the railway on which it runs. It will be seen by reference to the supplementary sheet that the steamers will monopolize the road in this sense a more than would as many bullock teams—in fact, less, for they are really more tractable and quiet. Nor must it be public attach any importance to the intimation that these steamers would, on a during six months of the summer, having freight and passengers to the mercy of teamsters during the remaining portion of the year. On the contrary, one of the chief advantages of the steamers will be that they will keep regular, speedy and cheap communication between the seaboard and the interior, if not during the entire year at least during ten months out of twelve. But there is another sense in which it is argued that these steamers will monopolize the carrying trade commonly passing over the road in respect of which the privilege is sought. These steamers, it is urged, will "kill all animals of the road," not by sufficing them, for it has been sufficiently demonstrated that no contingency is to be apprehended, but because it will be impossible for animal power successfully to compete with them. We fear that the possibility of such a result must be admitted; but we have the honest objector to consider who has not inadvertently suggested a cogent argument in favour of the motion. If these Road-Steemers are so superior existing means of conveyance as to be a competition out of the question that

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Weekly British Colonist, Wednesday February 1st 1871.

Thomson's Patent Road Steamer.

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Apple and Cherry Trees.

In your issue of the 25th inst. you do the State some service by drawing attention to the diseased state of cherry trees growing in this country.

How Much, John?

THE BRITISH COLONIST.—I see that Mr. Arthur has determined either to discontinue or to diminish in the present Council.

alone should cover a multitude of minor objections. On the other hand, to object to them on that ground, would indeed be to occupy a ludicrous position. Let us apply the principle, and it will be seen that all the objections to the proposed bill are brought to a dead stand.

WEDNESDAY, Jan 25.

A SAW MILL AT GERMAN CREEK.

Mr John Quagliotti of Lytton, has in process of construction at the Albion Foundry the machinery for a ten-horse power sawmill, which will be erected on German Creek six miles from its mouth.

QUEST.—In speaking against the adoption of the Canadian Tariff during the debate yesterday, were the member for Lillooet and the member for Nanaimo in harmony with the views of their constituents and with their promises at the hustings?

BURNING SOCIETIES' ACT.—Mr. A. B. Gray, representing the St. Andrew's and Caledonian Societies and Mr. James Drummond and Mr. James Fell, representing the two Lodges of Odd Fellows yesterday waited on the Attorney-General with respect to a bill for the incorporation of Friendly Societies, and after a short interview the Attorney-General announced his intention of introducing a bill which would incorporate all Friendly Societies.

BURNING SOCIETIES' ACT.—This evening is set apart by the St. Andrew's and Caledonian Benevolent Society for a grand festival and ball at the Albion.

MAY AND DECEMBER.—The marriage of ex-Secretary Seward to Miss Olive Risley, daughter of Mr. Anson A. Risley, a former Special Agent of the Treasury Department, is announced to take place at San Francisco on the return of Mr. Seward's party, which will be about two months hence.

GOOD YIELD.—A private telegram received from Queenstown yesterday announces the yield of the Spruce Company on Lightning Creek, for the week ending the 15th, 95 ounces, and the dividend for two weeks \$2600.

I. O. O. F. ENCAMPMENT.—Mr. J. W. Miller, Special Deputy Grand Patriarch of Oregon, arrived yesterday on the California to form an Encampment—to be styled the Vancouver-of the Odd Fellows Lodges existing here.

DEPARTURES.—The bark Lady Lamson for Esquimaux. The sloop Sir James Douglas for Nanaimo. The sloop Grappler for Burrard Inlet, and the sloop Isobel and Olympia for Puget Sound, sailed yesterday.

FLORA.—There is a decided upward tendency in flour. At San Francisco and Portland the rates have been advanced materially, and, of course, our flour market is buoyant. About 600 barrels of flour were brought by the California.

TALIMAW COMPANY, GROUSE CREEK.—A telegram from Cariboo announces that the Waverly tunnel, Grouse Creek, the Talimaw Company have struck dirt that yields 60 to the set of timbers.

TREASURY.—\$20,000 in gold coin came up on the California for the Bank of British Columbia.

Legislative Council.

Tuesday, Jan 24th, 1871.

Council met at 1 p. m. Present.—The Hon. Speaker, Hon. Chief Commissioner, Hon. Attorney-General, Hon. Collector of Customs, Hon. Dr. Carrall, Hon. Dr. Helmecken, Mr. Nelson, Mr. Nelson, Mr. Skinner, Mr. B. B. Nelson, Mr. Alston, Mr. DeCosmos, Mr. Pemberton, Mr. Carrall, Mr. Humphreys.

NOTICES OF MOTION.

Hon Dr Carrall.—To move on Wednesday next to bring in a bill to amend the Loan and Investment Society's Ordinance.

Hon Dr Helmecken.—That on Wednesday he would ask leave to introduce a bill to amend the Legal Professions Ordinance.

Mr Nelson gave notice of an address asking for returns of lands leased, preempted or sold throughout the colony during the past year.

SUPPLY BILL.

Was read a third time and passed.

CUSTOMS.

Mr Nathan asked leave to introduce a bill to repeal the Ordinance of 20th April, 1870, entitled "An Ordinance to create a further duty of Customs for the public service."

The hon mover with much clearness pointed out the unfair working of the present law, showing that it fell upon the consumer of liquors. The purpose for which this special tax was applied was not to benefit the country but to protect a monopoly.

Mr Banister said that this was the first bill which had been before the House this session, and he was glad to see it in the right direction, and he was prepared to give it his hearty support.

Leave being granted, the bill was read a first time and ordered to be read second time on Wednesday.

ROAD STEAMERS.

Hon Dr Carrall asked leave to introduce "An Ordinance to encourage the introduction into British Columbia of Thomson's Patent Road Steamers."

Leave was granted, the bill read a first time, and on a motion for a second reading, which will be made to be presented to the House, Members required time to consider a matter of such importance.

Mr Humphreys, in a very strong and decided manner, objected to the bill being put forward with such haste. Next week would be soon enough for the second reading. He had not heard a single word about the matter before coming to Victoria, and he was satisfied that his constituents had no knowledge of it and it was a matter which more directly concerned them than anybody else.

Hon Dr Carrall thought this matter was public enough, and he thought it necessary to postpone the consideration of it for a short time to have the census of his constituency taken.

Mr Banister could not support the bill, as there was a man in this colony who could construct a machine which would beat this machine all hollow, and he was prepared to put it on the road.

Mr Humphreys could not support the bill unless allowed time to communicate with his constituents.

Hon Dr Carrall did not want to press the bill. He was willing to allow any reasonable time to members to consider. He was prepared to meet and satisfy all the objections that could be urged against the measure. He would, therefore, ask leave to withdraw the bill. Leave granted.

CANADIAN TARIFF.

Mr Nathan moved that the Canadian Tariff should be adopted simultaneously with Confederation.

Mr Nathan said he had brought forward this motion in accordance with the terms of the union. The gentleman went into a very clear and minute statement regarding the difference of operation of the two tariffs, showing that by adopting the Canadian Tariff the colony would save \$60,000 annually at our present rate of importation.

He estimated that there were some 500 farmers who claimed to receive protection under the present tariff, and asked if it was right or wrong to increase the taxation to the extent of \$60,000 or \$120 to each farmer. Better to have a general tax than to continue the present tariff. It was hardly fair to lay such heavy taxes on the people for the imaginary benefit of a few. He was anxious that the matter should be decided at once in order that merchants and others should be relieved of any uncertainty. The sooner it was definitely known which tariff was to be accepted, the sooner trade would be firmly established.

Hon Dr Carrall seconded the motion on the ground that the Canadian Tariff would bear more equally on all the people than did the present tariff.

Hon Chief Commissioner said he would only repeat the remarks that he made the other day on this subject, and ask the House to take into consideration what advantage there would be by considering the question this session. He was not aware that any action which the House might take this session would bring the Canadian tariff into operation simultaneously with Union. He read the clause of the terms relating to the tariff, and was inclined to think that it meant that no action could be taken by this Council until after Confederation. It would do no harm, however, to pass the resolution for if it was not accepted by the Dominion Government, the Council could supplement it next year. If he was now called upon to choose between the two tariffs, he would not hesitate a moment to accept the Canadian instead of the present tariff of British Columbia. The Delegates had some difficulty with this matter when in Ottawa. The resolutions which the House here had passed relative to the tariff were so indefinite that it was not possible to give them any actual shape, but it was clearly understood by the Canadian Government that some relief was sought for the farming interests of this colony and he thought there was a willingness to grant it. The question then was—Is it not possible that the Canadian Government may see some way to amend our tariff so as to give our farmers

the amount of protection they ask and regulate our commerce. There was no reason, then, why we should make the choice today if we do it is irrevocable. If we were to point out what changes we want in our tariff, he was not prepared to say the Canadian Government would not grant them. He said the reasons given by the hon mover of the resolution were very cogent and could not easily be answered, and were he required to vote on the resolution as it stood, he would support it.

Hon Attorney General said he could not see what effect the resolution could have if passed. The meaning of the clause in the terms relating to the tariff was that the Council should decide after union—there can be no alteration before. It is not open for this Legislature to introduce the revenue laws of Canada into this colony, and the Dominion Government could only pass a law to extend their revenue laws over this colony. The resolution might ask them to do that, but would it not be better to wait till our representatives were there to assist in making that law? If it is proposed until the next meeting of this Council it need cause any inconvenience. Every merchant would then know what to expect. His opinion, based upon the Order of the Privy Council of Canada and the B. N. A. Act, was that the resolution, if passed, would have no effect.

Hon Dr Helmecken said this subject gave him considerable trouble while in Canada and after his return. He had no doubt the Canadian Government would listen to a resolution from this Council, which he intended to move. If we adopted the Canadian tariff we would save \$60,000. These items were flour, spirits, cigars and opium. The whole difference between the two tariffs was in these four items. If these could be reduced our own tariff would not be the colony much better than that of Canada, which must bring with it the Canadian excise laws, the application of which at present would be injurious. If the Dominion Government would allow us to amend our tariff as proposed by the resolution which he was about to move, he would rather have our own tariff for ten years to come. After union there would be no such sum as \$60,000 excess of revenue paid. Many goods would be imported from Canada, which would be duty free. He would therefore move the following amendment:

"That this Council earnestly solicits His Excellency the Governor to move the Government to the Dominion to consent to the alteration of the existing British Columbia Tariff by the Legislature of the colony during the present session to the following effect:—The duty on spirits to be reduced to the rate imposed by the existing Canadian Tariff, viz, 80 cents per gallon.

The duty on flour to be reduced to 75 cents per barrel, and on wheat to 10 cents per bushel.

This Council being convinced that such changes would result in material benefit to British Columbia and to the whole Dominion; and that His Excellency the Governor might be induced to communicate this resolution to the Governor General of Canada by telegraph.

Hon Dr Carrall had pledged himself to his constituents to adopt the Canadian Tariff, and to take immediate effect after union, and he must, therefore, oppose the amendment by the hon member for Victoria City. As one of the Delegates to Ottawa he did not understand the matter as interpreted by the hon Attorney General. He intended to adopt the Canadian Tariff if the colony to adopt it if it was desired by the colony to do so, or if it was wished to retain our present tariff, but must do so without any alteration. But it was stated decidedly that we would not be allowed to amend our present tariff. We have one of two things to do: to accept the Canadian Tariff or the British Columbia Tariff. If we retain the latter we can change it for the Canadian Tariff any time within ten years—but we cannot amend it. The people of the Lower Country do not want protection on flour—they are the raisers, and under the Canadian Tariff cattle are better protected than they are under the present tariff. Why, was it not as easy, if necessary, for the Canadian Parliament to pass an Act at their first session to extend their tariff over British Columbia? The mover of the amendment asks His Excellency to telegraph to amend our tariff this session. Why could not the same course be adopted in the other case? The impression was on his mind that the Canadian Tariff would come into effect with union. He thought that the present is the time to accept that tariff.

Mr DeCosmos supported the amendment of the hon member for Victoria City. The hon Dr Helmecken said the Canadian tariff would probably be higher in ten years than our present tariff. He maintained the difference now would only amount to about \$57,000.

Mr Humphreys would support the amendment of the member for Victoria City. In the outset he was in favor of the Canadian tariff, but he had changed his views. He would favor the Canadian tariff if he saw it was going to benefit the colony, but confessed he didn't know much about it.

Mr Nelson would support the amendment, as he thought it best to leave the question to a Legislature under a more representative system.

Mr Banister supported the amendment. The Canadian tariff would injure brewing, and he would talk the House brewing was a British institution not to be despised. (laughter) With proper protection we could make colonial beer take the place of the British article. The Canadian tariff was not favorable to the interests of this colony.

Mr Arston would support the amendment, as a middle course. He was in favor of delay until an answer could be got from Canada.

Hon Collector of Customs said the hon Attorney General told the Council that it had no power to decide the question, but it was his opinion, nevertheless, that a resolution passed by the Council would be quite sufficient.

Hon Chief Commissioner thought the Council might be allowed to make alterations in the present tariff. He would prefer to have the matter postponed till after Confederation. In any case it would be best to delay the matter until a reply was received from the Canadian Government as to whether

we would be permitted to remodel our present tariff? Hon Dr Helmecken warned the Council that it could not alter the tariff after Confederation. It must be now or never. After union it could only be altered at Ottawa.

A desultory discussion took place as to whether the question could be again taken up during the present session in the event of the amendment being carried. The Council having agreed that it could, Mr Nelson moved an amendment which he intended moving, but which he would now reserve, as follows:—That the consideration of the tariff be delayed till after Confederation.

By consent the amendment of the hon member Dr Helmecken was passed, hon Dr Carrall alone voting against it.

LILLOOET-CLINTON WAGON ROAD.

Mr Humphreys moved to address the Hon. Excellency the Governor, praying that the sum of \$1000 be granted for the repair of the wagon road from Lillooet to Clinton.

Mr DeCosmos seconded, and the motion was carried.

LILLOOET-LYTTON TRAIL.

Mr Humphreys moved for a grant for the road trail between Lillooet and Lytton.

After some discussion, the motion was carried.

THE LANE-KURTZ BILL.

The House went into Committee of the whole on this Bill, Mr Pemberton in the chair.

Clause one and two having been passed, Mr Alston moved a clause requiring the company to register, which was adopted.

Hon Attorney General moved a clause limiting the operation of the Bill to the month of July, whereupon an animated and prolonged debate arose.

Mr Humphreys made a furious attack upon the Bill. He had been 21 years on the coast of B. C. and a long time in Australia, and he had never known such a grant and he would like to know if the Government was prepared to deal as liberally with every company that might come along. He had "bucked" against the Government, but he thought they were now jumping to the other extreme, and he might fall on the other side. The present clause was more liberal than would be granted by any Government on the face of the earth. This was a foreign company, bringing in foreign capital, and we were granting more cost than we would to those belonging to the colony. In the course of his remarks he imputed unworthy motives to the introducer of the measure.

Hon Chief Commissioner spoke, explaining the position occupied by the company, and that Hon Attorney General followed in a few minutes clear and forcible remarks.

Hon Dr Carrall replied and in the course of his remarks gave the member for Lillooet a severe castigation, under which he withstood in his seat. He alluded to the great need of finance for good this enterprise would exert its influence on the colony, and he did not consider the Government one whit too liberal.

The debate was finally adjourned, and the Committee rose, reported progress and asked leave to sit again on Wednesday.

Council adjourned till Wednesday at one o'clock.

THE OTTER AND THE ENTERPRISE.

The Otter, advertised to sail for Skeena mouth and Fort Simpson on or about the 1st proximo, will be withdrawn, and will make a trip to Comox on Thursday, returning to this port about Saturday when she will take the place of the Enterprise, which steamer will be placed on the ways and thoroughly overhauled, repainted, coppered, and refitted, and in anticipation of a heavy spring trade on the Fraser River.

THE LANE-KURTZ BILL.

In the course of the debate upon this bill, yesterday, the distinguished member for Lillooet used an argument against making liberal concessions to the fact that the company is composed of foreigners, and is bringing foreign capital into the colony. We had been accustomed to think that it was especially desirable to encourage the inflow of foreign capital, but it would seem we were mistaken.

SAVINGS BANKS.—The deposits in the Government Savings Bank of this colony now amount to something more than eighty thousand dollars, having fully doubled during the year. The amount does not look like a tendency towards providence on the part of the people. We understand the official report will show a steady increase.

THE COPPERMAN SCANDAL.—Mr. H. Schmitt, in a temperately worded and sharp manner, rebuked Dr Helmecken for his charges preferred against him by the Times of Seattle in connection with the Mrs. Copperman scandal.

LAUNCH.—A fine schooner called the Canada, built by Messrs Sea & Meldrum, was successfully launched at the Indian Reserve yesterday afternoon.

THE CALIFORNIA.—This steamer arrived at 9 o'clock yesterday morning from Portland and Puget Sound, and will sail for Portland on Thursday morning.

FOR SKEENA MOUTH.—It is expected that the steamer Ely or Grappler will be dispatched to Skeena river on or about the 1st February by Capt. Nagle.

STOARS.—The latest news from the Sandwich Islands has sent up a cent and two cents per pound.

ITS PROBABLE DURATION.—There is reason to think that the Legislature will not remain in session till the second week in March possibly awaiting the action of the Dominion Parliament on the question of Confederation.

O'DONOVAN BROSSE and several other Peonians have been pardoned by the British Government and have arrived at New York.

WHAT A FALLING OFF!—The exports of merchandise and treasure from San Francisco in 1870 show a falling off of \$9,000,000 as compared with the exports in 1869.

The Weekly British Colonist

Wednesday, February 1st 1871

The Question of Tariffs

We cannot conceal our surprise at the position taken in the Legislative Council on Tuesday by certain members of the Government...

Friday, Jan 27th. I COL. ENTERPRISE.—We learn that our enterprising and deservedly prosperous fellow citizens, Messrs Duok & Sandover, have purchased Jones' steam factory...

NEW WESTMINSTER ITEMS.—The application of the Municipal Council to have the obnoxious employed in constructing water-tanks has been granted...

CARIBOO.—Batard's Express, which arrived by the Enterprise last evening, brought news of the Cariboo Sentinel to the 14th inst...

GOOD NEWS FROM THE SOUTH.—The news coming in from the great grazing grounds of the Southern Districts is, happily, calculated to allay all anxiety regarding the safe wintering of stock...

Legislative Council

THURSDAY, Jan 26th, 1871.

Council met at 1 p.m. Present.—The hon. Speaker, hon. Chief Commissioner, hon. Attorney-General, hon. Collector of Customs, Mr. Humphreys, hon. Dr. Helmsken, Mr. Nelson, Mr. Nathan, Mr. Skinner, Mr. Bunster, Mr. Alston, Mr. DeCosmos, Mr. Pemberton, Mr. Cornwall.

Minutes of the last meeting read and confirmed. PETITIONS.—Hon. Dr. Helmsken presented a petition from Spratt & Irving of the Albion Foundry complaining of the admission of foreign machinery into the colony free of duty.

NOTICES OF MOTION.—Mr. Alston gave notice of a bill to enable chemists and druggists to practice medicine and surgery. Mr. Alston—What's the cause for the lawyers inance for the doctors? [Laughter.]

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Mr. DeCosmos moved That inasmuch as a call has been issued by the Lands and Works Department for payment of all instalments due on land pre-empted under the Vancouver Island Pre-emption Proclamations, 1861-2, requiring payment to be made by the 31st of March next...

THE HON. CHIEF COMMISSIONER.—We are authorized to state that the Hon. Chief Commissioner of Lands and Works will depart by the next direct steamer for Ottawa and London upon a mission to arrange unadjusted details connected with the Confederation of this Colony.

THE MAIL STEAMER Isabel, Capt. Starr, arrived from Port Townsend yesterday at 4.30 p.m., bringing a mail and several passengers, amongst whom was Mr. Englehardt, who has been on a trip up the Sound.

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Legislative Council

THURSDAY, Jan 26th, 1871.

Council met at 1 p.m. Present.—The hon. Speaker, hon. Chief Commissioner, hon. Attorney-General, hon. Collector of Customs, Mr. Humphreys, hon. Dr. Helmsken, Mr. Nelson, Mr. Nathan, Mr. Skinner, Mr. Bunster, Mr. Alston, Mr. DeCosmos, Mr. Pemberton, Mr. Cornwall.

Minutes of the last meeting read and confirmed. PETITIONS.—Hon. Dr. Helmsken presented a petition from Spratt & Irving of the Albion Foundry complaining of the admission of foreign machinery into the colony free of duty.

NOTICES OF MOTION.—Mr. Alston gave notice of a bill to enable chemists and druggists to practice medicine and surgery. Mr. Alston—What's the cause for the lawyers inance for the doctors? [Laughter.]

Mr. Alston gave notice of a bill to enable chemists and druggists to practice medicine and surgery. Mr. Alston—What's the cause for the lawyers inance for the doctors? [Laughter.]

Mr. DeCosmos moved That inasmuch as a call has been issued by the Lands and Works Department for payment of all instalments due on land pre-empted under the Vancouver Island Pre-emption Proclamations, 1861-2, requiring payment to be made by the 31st of March next...

THE HON. CHIEF COMMISSIONER.—We are authorized to state that the Hon. Chief Commissioner of Lands and Works will depart by the next direct steamer for Ottawa and London upon a mission to arrange unadjusted details connected with the Confederation of this Colony.

THE MAIL STEAMER Isabel, Capt. Starr, arrived from Port Townsend yesterday at 4.30 p.m., bringing a mail and several passengers, amongst whom was Mr. Englehardt, who has been on a trip up the Sound.

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The Weekly British Colonist

Wednesday, February 1st 1871

The New Dispensation

British Columbia stands upon the verge of a great change—a new dispensation. This is true alike of her material progress and political institutions. It is to the latter, however, that would confine the present remarks.

FROM NANAIMO.—The steamer Sir James Douglas arrived from Nanaimo yesterday afternoon at 3 1/2 o'clock. She brought down about a dozen passengers, amongst whom were Rev. Mr. Ruse, Capt. Dawes of Newcastle and Mr. Crane of Comox.

RUSS TO OMINCA.—All recent intelligence indicates a general rush from the Southern parts of this colony as well as from the neighboring American Territory to Ominca, next Spring.

MAIL.—Tenders will be received by the Postmaster until the 31st inst. for the carriage of the mails between Victoria and Esquimalt. The mail will leave Victoria not earlier than 8 1/2 a.m. and Esquimalt not later than 11 a.m.

INDIAN AFFAIRS.—A Mr. McKenna has been appointed Superintendent of Indian Affairs for Washington Territory. The settlers in the Okanagan country complain that the visits of the postman are 'like angel's visits, few and far between.'

SAW MILL.—The butchers shops will be closed at 9 o'clock every Saturday evening in future, by mutual agreement.

SAW MILL

THE UNDERSIGNED HAS IN PROGRESS OF CONSTRUCTION at the Albion Foundry, in this city, machinery for a 10 horse power Sawmill to be erected on Gormansen Creek, six miles from its mouth.

WORKMEN are now engaged at the Creek in getting out lumber for erecting the building. The mill will be in working order before high water next Spring.

ST. CHARLES HOTEL

CORNER FRONT AND MORRISON STREETS, PORTLAND, OREGON. JOHN J. JACOBS - Proprietor.

HAVING LEASED THIS NEW AND elegant Hotel, which is built of brick and has Family and Single Rooms SPLENDIDLY FURNISHED FOR ONE HUNDRED AND FIFTY GUESTS and supplied with all the modern improvements for their comfort, with fine Ventilators, Baths, &c.

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THIS HOUSE IS SITUATED on the corner of Commercial and Washington streets and is in proximity to the Post Office, Bank, &c. Travelers can rely on good accommodation.

C. Strouss

Importers of Dry Goods and General Merchandise. 118 W. WARE STREET, Victoria.

GEORGE FRANKES, EDWIN JOHNSON, FRANKES & JOHNSON, Attorneys at Law, Solicitors, Conveyancers and Notaries Public, 11 W. Government Street, Victoria.

A CARD. EDITOR COLONIST.—A CORRESPONDENT in the Standard of the 7th instant is mistaken in his information. It was W. H. KAY and not the Toll Collector who offered me Fifty Dollars for my vote, and it is simply false that Mr. Hughes endeavored to control my vote. JACOB MUNDOFF, Bonaparte, 29th Dec, 1870.

The Weekly British Colonist

Wednesday, February 1st 1871

The New Dispensation.

British Columbia stands upon the verge of a great change—a new dispensation. This is true alike of her material progress and political institutions.

It is to the latter, however, that we would confine the present remarks. The position is a critical one. It is an interesting one, and it involves peculiar and important duties.

In some respects British Columbia may not unfavourably be compared to a young man going out from under the old roof-tree to do for himself in the world, to become the architect of his own fortune—or the instrument of his own ruin.

As a child, British Columbia has not had that course of training best calculated to prepare it for the new responsibilities of manhood.

Instead of having been gradually trained from infancy to walk, it has been swaddled in Downing-street red-tape and has never been taught the proper use of its limbs.

The consequence is that the youngster has now to be turned loose upon the world in a condition of physical undevelopment not very creditable to its Imperial nurse; and it is to be expected that its first attempts will not be very successful.

As they would have been under more favorable conditions. And yet its fettered limbs are being released none too soon.

Better pass through the stumbling process now than hereafter. But, to drop figure, we have little fear as to the ultimate results of the sudden enfranchisement, the political emancipation of the people, if they only have a good, conservative constitution to start out with.

Very much must depend upon this. If the Executive are more concerned to demonstrate the wisdom of their opposition to Responsible Government than to promote the highest interests of the country, they will give us a radical constitution and a loose franchise.

membered that six representatives and three Senators must go to Ottawa, and that, say, twenty representatives must be found for the local Legislature, it will be seen that the demand upon our spare population is not light.

That there are plenty of men, in every respect qualified to fill these important positions, we do not for a moment doubt. The only difficulty we do apprehend is to get the best men out; and the constituencies cannot too soon cast about for the best men. The new constitution will, in all probability, be made public early next week, and it will then be known what are the Districts and upon whom must devolve the responsibility of rendering the experiment of working out Responsible Government in British Columbia a success or a failure.

Let us have neither Whigs nor Tories, but a whole people united in the important work of placing the best men in the next Legislature.

THE ELECTRO-SPIRIT TAX.—The Collector of Customs opposed the abolition of the duty of 50 cents a gallon imposed upon spirits for the purpose of creating a revenue for the maintenance of the telegraphic system of the Mainland, upon the ground of revenue. He thought that by leaving it on till Union takes place we should get more revenue from the Customs before handing that source over to the Federal Government.

With the utmost respect for the opinion of the Collector of Customs upon all matters in his own Department, we feel disposed to take a different view. The tendency of leaving that tax in force until the 1st of July will be to encourage spirit importers to leave larger stocks in bond with a view to getting clear of the 50 cents a gallon, and thus the Colony will lose rather than gain, for all Customs revenue collected after the 1st of July will go into the Federal Treasury.

EDUCATION.—It will be observed that the Central School will be opened on the 1st prox' by Mr Jessop, who, to his credit be it said, has resolved to carry it on wholly irrespective of Governments and Educational Boards. Mr Jessop's abilities as a teacher are already too well known in this community to need a word of commendation from us. We understand he is the only teacher in the colony holding a first class certificate from the Normal School of Canada, from which we believe there exists no more efficient training institution for school teachers.

Mr Jessop has fixed the tuition fees very low, and he has made arrangements which will, we have no doubt, enable him to do full justice to pupils. His enterprise in thus coming forward to supply an important want deserves encouragement.

SUCCESS.—Some one has remarked that 'there is nothing so successful as success.' Mr William Jones, who has just sold his steam sash and door factory to an enterprising firm in this city, and who is now clearing out his stock at the most tempting bargain, is about to go to England; not to remain there, however, but to return with the means for embarking in a new and enlarged enterprise. Arriving here in early times Mr Jones has, by dint of indomitable perseverance and industry, accumulated considerable wealth, and we are pleased to know that he has sufficient confidence in the future of this place to lay his plans for more extended operations.

Among the passengers who came over by the Isabel the other evening was Captain Henry Gray, formerly of Hope, Fraser river. In 1861 Mr Gray was pilot of the steamer Cariboo when that vessel was blown up off the mouth of this harbor. Capt Jamieson, who stood by Gray's side at the wheel, was killed—the latter escaping with a few slight contusions. After the disaster Capt Gray went to Oregon, the present being his first visit to Victoria since the melancholy occurrence.

ROAD STEAMERS.—The Mainland Guardian has a leading article upon the subject of the proposed introduction into this colony of Thomson's Patent Road Steamers. Our contemporary very properly regards such an improvement in the carrying trade of the interior as being of the utmost importance and strongly advocates legislative encouragement for that purpose.

MILD WINTER.—The winter has been an unusually mild one so far at least, along the East coast of this island. Considerable snow fell at Comox last month, but it has mostly disappeared. At Nanaimo and lower down there has, as yet, been scarcely any winter weather at all.

THE SOUND MAIL SUBSIDY.—Capt Starr had a satisfactory interview with the Governor yesterday respecting the Puget Sound semi-weekly mail service.

POLICE COURT.—Mr A Theakston, for several years Clerk of the Police Court, has resigned and will be succeeded by Capt H B Good. Mr Theakston will proceed to Omicoca early in the Spring.

REHEARSAL.—The amateur and other performers who have volunteered for the Costello benefit are rehearsing their parts.

THE NEXT STEAMER.—The Pacific will sail from San Francisco for Victoria on the 4th or 6th of February.

ACCIDENT.—Mr Benjamin Robertson while riding a horse along the Esquimalt road on Thursday, was thrown off near Everett's corner and so seriously injured about the head that he lay for some time insensible. He was assisted to his house by Mr James Orr, and is now confined to his bed.

ADELPHI SALOON.—Mr P Murphy, one of the most accomplished saloonkeepers in the city, has purchased the famous Adelphi Saloon and will be found behind that bar in the future. Mr Murphy pledges himself to maintain the Saloon at its former standard.

OLYMPIA WANTS A SEMINARY.—The Tribune says that next to a railway one of the most pressing wants of Olympia is a seminary in which may be taught the higher branches of a liberal education, and it strongly advocates the founding of such an institution.

ASSAULT.—Mr Fassanari was accused by George Taylor before Mr Pemberton yesterday of assault. The difficulty arose through a dispute about the right of way through an alley. The Magistrate continued the case for eight days.

DEATH AT THE HOSPITAL.—Joseph Torrance, a native of Scotland, aged 33, died yesterday. He was at one time a policeman on the local force and was highly respected by his acquaintances.

TO PHYSICIANS.

New York August 15th 1868. Allow me to call your attention to my PREPARATION OF COMPOUND EXTRACT BUCHU. The compound parts are, BUCHU, LIME LEAF, CUBEBES, JUNIPER BERRIES.

Hope that you will favor it with a trial, and that upon inspection it will meet with your approbation. With a feeling of profound confidence, I am, very respectfully, H T. HELMBOLD

Chemist and Druggist of 19 year's experience from the largest Manufacturing Chemist in the world. I am acquainted with Mr. H. T. Helmbold; he occupied the Drug Store opposite my residence, and was successful in conducting the business where others had not been equally so before him.

HELMBOLD'S FLUID EXTRACT BUCHU! For weakness arising from indiscretion, The exhausted powers of Nature which are accompanied by so many alarming symptoms, among which will be found, Indisposition to Exertion, Loss of Memory, Wakefulness, Horror of Disease, or Fording of Evil; in fact, Universal Lassitude, Prostration, and inability to enter into the enjoyments of society.

THE CONSTITUTION. Once affected with Organic Weakness, requires the aid of Medicine to strengthen and invigorate the system, which HELMBOLD'S EXTRACT BUCHU variably does. If no treatment is submitted to, it may in or many cases end in death.

IMPROVED ROSE WASH. Will radically exterminate from the system diseases arising from habits of dissipation, at little expense, little or no change of diet, no inconvenience or exposure, completely superseding those unpleasant and dangerous remedies, Copava and Mercury, in all these diseases.

USE. Helmbold's Fluid Extract Buchu. In all diseases of these organs, whether existing in male or female, from whatever cause originating, and no matter of how long standing. It is pleasant in taste and odor, immediately in action, and more strengthening than any of the preparations of Bark of Iron.

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HER MAJESTY'S TABLE. C. H. & Co. are Agents for LEA & PERRIN'S WORCESTERSHIRE SAUCE, and also Manufacturers of every description of O'Brien's Store of the highest quality. Solely by ALL DRUGGISTS AND DEALERS.

serve the summons, or if the law be left to serve it, a bill might be allowed the plaintiff to serve it (the Attorney General) was not Appeal nor was he competent to all opinion. There was the law laid the happy to see any bon genially with respect to it and anxious that might be put to him.

LANE AND KUTZ BILL. came up for a third reading, but he of hon Dr Corral the reading adjourned till Tuesday next at 10.

NAIMCO.—The steamer Sir James arrived from Nanaimo yesterday at 3 1/2 o'clock. She brought a dozen passengers, amongst the Rev Mr Russ, Capt Dawes and Mr Craze of Comox. The steamer brought a quantity of produce, live stock. The Methodist Naimco held their annual meeting on Wednesday evening, persons were present. Mr Dawes is Island president. The meeting interesting and a collection of ten up for missionary purposes.

OMIACA.—All recent intelligence a general rash from the its of this colony as well as from from American Territory to Omi Spring. Late information from points to a large rush from that private letters received by parties caused quite an excitement about

enders will be received by the until the 31st inst for the car mail to Victoria and Esquimalt. The mail will leave Victoria than 8 1/2 a. m. and Esquimalt not 11 a. m.

WELL.—We learn that the settlers began and Spallumcheen country by Mr Harper has been in that country making extensive purchases.

rr.—We regret to learn that Mr rohan at Big Bend, has on one severely and is on the way here.

summer California sailed at 7 o'clock morning for Portland, Oregon, half-dozen passengers and a few light.

APPAIRS.—A Mr McKenna has appointed Superintendent of Indian Washington Territory. Settlers in the Okanagan country that the visits of the postman are, well visits, few and far between.

the butcher shops will be closed every Saturday evening in mutual agreement. members of the Legislative Council recently photographed yesterday by Green of the Post street Gallery. collectors for the Costello fund raised over \$200 yesterday. COURT.—There were no cases before Court yesterday. Legislative Council will not meet till Tuesday. said that the New Constitution will before the Council on Tuesday.

W MILL. FOR. ermansen Creek! UNDERIGNED HAS IN PRO construction at the Albin Foundry, in this vicinity for a 10 horse power Sawmill to be Germansen Creek, six miles from its mouth.inery will be sent to its destination at the suitable day, and minors and others may depend supplied with.

en are now engaged at the Creek in getting out er erecting the building, the mill will be in order before high water next Spring. JOHN MAGLIOTTI.

CHARLES HOTEL. MEN FRONT AND MORRISON STREETS, PORTLAND, OREGON. N. J. JACOBS - - Proprietor.

ING LEASED THIS NEW AND east Hotel, which is built of brick iron-bound, fully and single rooms SPLENDIDLY FURNISHED with all the modern improvements for their with fine Ventilators, Baths Gas, etc. proprietor trusts that the reputation won for the Hotel in Victoria, B. C. while under his management, will be a guarantee to his numerous friends and of the purpose and ability to make this house elegant and worthy of patronage. def

osmopolitan Hotel, SEATTLE, W. T. S Wheeler - - Proprietor

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A CARD. FOR A COLONIST.—A CORRESPONDENT The Standard of the 7th instant is mistaken in opinion. It was W. H. KAY and not the Toll who offered me fifty dollars for my vote, and my reply to him Mr Hughes enclosed to control to JACOB MUNDORF, 29th Dec, 1870. as d&w

LEA & PERRIN'S WORCESTERSHIRE SAUCE. DECLARED BY CONNOISSEURS TO BE THE ONLY GOOD SAUCE. CAUTION AGAINST FRAUD. The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine is to ASK FOR LEA & PERRIN'S SAUCE and to see that their names are upon the wrapper, label, and bottle.

Some of the origin markets having been supplied with spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea & Perrin have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against Manufacturers and Vendors of such or any other imitations by which their rights may be infringed. Ask for LEA & PERRIN'S Sauce, and see Name Wrapper, Label, Bottle and Stopper. Wholesale and for Export by the Proprietors, Worcester: Cross & Blackwell, London, &c. &c. Agents for Victoria—Janion, Green & Rhodes, July 1st 1870.

Worcestershire Sauce, and see Name Wrapper, Label, Bottle and Stopper. Wholesale and for Export by the Proprietors, Worcester: Cross & Blackwell, London, &c. &c. Agents for Victoria—Janion, Green & Rhodes, July 1st 1870.







From the *Oberland Ceylon Observer*, Summary.  
 This subject (steam traffic on ordinary roads) continues to engross a great deal of attention, in consequence of the reports which continue to be received of the wonderful performances of Thomson's Road Steamers. Besides the testimony of Major Skinner, (Chief Commissioner of Roads in Ceylon,) we have that now of Professor A. Prober before the British Association, in which he quotes the evidence of the eminent Aberdeen Engineer, Mr. Abernethy. Judging from what has actually been done at home we in Ceylon have reason to feel the most sanguine hopes that one of the greatest desiderata—an effective, cheap and constantly reliable mode of traffic, is about to be fulfilled. And that ere long goods trains at slow speed, and mail and passenger trains at a speed not far inferior to that attained on the railway, may be constantly running on our main lines of common road. Of course, a final judgment must be reserved until we have seen the result of actual trial; but with all the testimony which has reached us, we must confess that the effect on ourselves has been a transition from strong scepticism to a very sanguine belief of the efficacy of steam traffic over common roads and for long distances. The success of the experiment cannot but promote the progress of this colony to an extent which cannot be calculated.

From the *Times*, Money Article, Sept. 27th, 1870.  
 These Road Steamers appear to be exciting great interest all over the world. The Government of India have just ordered, to be dispatched overland, the first engine for a regular service, which they intend establishing on the Grand Trunk Road, for the transport of troops, government stores, and general merchandise, in lieu of the miserably slow, costly bullock trains which now creep along that fine road. The Road Steamers, it is said, will run five or six miles per hour at far less cost than the bullock hackeries which cannot keep up one-third of that speed.

From the *Times*, Paris Correspondent, Sept. 27th, 1870.  
 We have one of Thomson's Road Steamers running through the streets of Paris, dragging behind it a heavy Versailles omnibus with 50 passengers, compared to which the six horse power engines look like a steam tug towing an Indian. On the report of the French Government Engineers, leave has been granted to the Road Steamer to ply over two routes several miles in length and including some of the busy parts of Paris. The Engineers report it more handy and manageable than horses and in no way dangerous to the public.

From the *Pall Mall Gazette*, Jan. 18th, 1870.  
 One of these engines was recently shown in Paris, where it ran for some weeks with one of the great Versailles omnibuses, carrying 50 passengers attached to it. It went up a paved street beside the "Trocadero," where the gradients are 1 in 10, crossed the "Road Point" at hours when it was thronged with vehicles and equestrians, and in the beautifully level Paris streets easily attained a speed of 12 miles an hour.

From the *Engineer*, Sept. 10th, 1869.  
 The distance was two and three-quarter miles, and the journey was performed in twenty-one minutes and a half, or at the rate of over eight miles an hour, that being the highest speed at which was deemed safe to run it through a town.

From the *Scientific American*, Nov. 19th, 1870.  
 An ingenious invention or device in connection with the exhaust steam almost completely suppresses the noise caused by its escape.

From the *Edinburgh Courant*.  
 Mr Thomson has completely overcome the objection of noise, causing fright to animals, by means of a patent self acting injector, which throws a steady stream of water into the boiler, thus obviating all difficulty in keeping down steam, when it is necessary to stop the engine in critical places in order to allow horses to pass, with the steamer in perfect silence, and the driver and stoker in full view of the passing animals it is found that all danger from fright is avoided.

From the *Philadelphia Ledger*.  
 The Steamer is more completely under the control of the driver than would be the best trained animals. There is no need of breaks, as the steam can be instantaneously shut off, or the engine can be reversed and backed up the incline if necessary.

From the *Pall Mall Gazette*.  
 At the present moment, when so much anxiety has been expressed on account of the exportation of horses, a parliamentary paper just issued will be read with interest as showing that the time approaches when we shall no longer require the services of that noble animal. It appears by the reports on Thomson's "road steamer" made to the War Department, that this engine, unless, perhaps, for hunting purposes, is far more useful than any horse. Mr Anderson, the superintendent of machinery, says he has "come to the conclusion that the question of steam traction on common roads is now completely solved; that the application of the India-rubber tire is a perfect success; that it opens up an entirely new field; and that he looks upon this application as a discovery rather than an invention."

# THE V

VOL 12.  
 THE BRITISH COLON  
 PUBLISHED DAILY BY  
 DAVID W. HIGGINS

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## The Choice of Tariffs.

To-morrow the Legislative Council will be called upon to deal with the question of Customs Tariffs—to choose between the retention of our present Tariff and the acceptance of the Canadian one, upon entering the Dominion. The Legislature has now the answer of the Canadian Government with regard to being allowed to make certain alterations in the British Columbia Tariff as must be conceded now, if it was conceded before, that the choice was not between an amended tariff and Canadian one, but between the British Columbia Tariff, as it existed when Terms were first negotiated, and Canadian one. Such being the case we cannot see why the Legislature should hesitate to accept the Canadian Tariff. True, the question has been raised as to whether the present Legislature has the right of choice; but must be excused if we say that it does not appear to be any ground raising such a doubt. Whatever may now be experienced by any of the Delegates on this point, they did entertain the slightest doubt upon subject on their return from Ottawa. The Terms themselves convey no doubt. The allusion to the matter in the Governor's Speech, in opening the present session of the Legislature, not justify the belief that the Executive had any such doubt. The reply of the Canadian Government to the request of our own Government to be permitted to make certain alterations in the Tariff does not suggest such doubt. On the contrary, everything points to a definite conclusion. The Canadian Government is solely moved by a desire to ascertain the mind of British Columbia on this point; and it appears to be idle to pretend that British Columbia has not a right to make her own known till after Union. This, indeed, appear to be the proper course for the present Legislature the proper course to make a choice between the two Tariffs. The Tariff question was made a prominent issue at the polls in the District; and if there be one more than another upon which the present Legislature has a right to speak the name and on behalf of the people is that of customs tariffs. If we the other side of the Rocky Mountains shall find something to our purpose. It will be remembered that at the Convention meet at Fort Garry a year ago, in the name of the people of the Red River, a resolution was passed for the purpose of indicating the basis of Union with Canada. As other things, the Convention asked the Customs Tariff at that time in that settlement, which imposed a merely nominal rate of five per cent ad valorem upon imports, might be continued for three years, or until the establishment of railway communication. The wish thus expressed was recognized and acted upon by the Canadian Government and the constitution of Manitoba framed at Ottawa provides for the continuance of that tariff. If the wish of the people of that settlement so loosely expressed by Delegates called together under the name of a Government was so recognized, how much more must the wish of the people of British Columbia, so unequivocally expressed in a constitutional Legislature merit the same consideration.