

The Weekly British Colonist AND CHRONICLE.

Tuesday, November 20, 1866.

The Atlantic Telegraph Expedition.

From the "Illustrated London News."

The successful accomplishment of the second object of the Atlantic Telegraph expedition, that of finding and raising the end of the broken cable of last year, was briefly reported last week. A further portion of the diary of Mr. J. C. Deane, secretary of the Anglo-American Telegraph Company, has since reached us, giving a detailed account of all the proceedings, from July 27, when the Great Eastern arrived at Heart's Content Bay, to September 2, when the cable of 1865, having been secured, after three weeks groping and grappling, by the combined efforts of the Great Eastern, and Albany, and the Medway, was attached to the finishing place, about one third of the whole, which is now laid along the remainder of the distance to Newfoundland and in perfect working order.

THE RECEPTION IN NEWFOUNDLAND.

The Great Eastern met with a hospitable welcome in Heart's Content Bay. A great many visitors, ladies and gentlemen, from all parts of Newfoundland, thronged into the village, and came out in boats to go on board the magnificent vessel as she lay in the harbor. The landing of the shore, and from the Medway was effected by the aid of the boats of H. M. S. Terrible, at four o'clock in the afternoon of Friday July 27. Mr. Canning, the chief engineer, had the pleasure of receiving it on shore, accompanied by Mr. Daniel Goob, M.P., Mr. Cyrus Field, and Captain Hamilton, directors; Captain Anderson, commander of the Great Eastern, Mr. Deane and Mr. Willoughby Smith, the electrician, who immediately tested the conducting power of the wire; and, having found it perfect, "began to speak to Mr. Glass, the managing director at Valentia, and got replies from him as speedily as if he were only a mile away." A salute of twenty-one guns from the Great Eastern, H.M.S. Terrible, H.M.S. Niger, and H.M.S. Lily, with hearty cheers both from the ships and people on shore, announced the complete success of the first object of the expedition, that of laying the landing the new cable of 1866.

The Queen's message of congratulation to the President was telegraphed early next morning. It could not be telegraphed down to Washington; but Captain Commerell, who commanded the naval squadron, sent H.M.S. Niger to carry her Majesty's message to Cape Race, whence it was forwarded by the New York and Newfoundland Telegraph Company. The President's answer came to Heart's Content on the 31st, at 3:42 p.m., dated from Washington, the day before. It consisted of fifty words. By five p.m., the operators in Newfoundland got an acknowledgment of its safe delivery at Osborne House. Mr. Cyrus Field received the particular congratulation of President Johnson and of Mr. Seward, the Secretary of State.

The Great Eastern stayed in Heart's Content Bay till the 9th of August, taking in coal and exchanging civilities with the people of Newfoundland. The Albany, with Captain Moriarty, R.N., the hydrographer, and Mr. Temple, one of the engineering staff, proceeded on the 1st to search for last year's cable. Before thus separating, all the officers of the squadron were entertained by Captain Anderson on board the Great Eastern. Another evening they were invited to a ball given by Mrs. Ridley, of Harbour Grace, which was very pleasant. The ladies of Newfoundland were invited to visit the Great Eastern in return. On the 7th came the Attorney-General and Colonial Secretary; next day the Governor himself, with his official staff, on board H.M.S. Lily. His Excellency was received in due state and remained on board that night. The Great Eastern was now ready to start for the place in mid-ocean where the cable of 1865 was to be picked up; the portion required to join with it, and to complete the line to Newfoundland, a length of 833 miles, had been transhipped from the Medway into the main tank of the huge cable-laying ship.

THE FINDING OF LAST YEAR'S CABLE.

Meantime, at a distance of 600 miles from Newfoundland, the Albany, with the aid of H.M.S. Terrible, had begun her preparations to search for last year's cable. Having first put a buoy to mark the appointed station in lat. 51 deg. 25m. 45s. and long. 38 deg. 57m. 15s., the Albany let down its grapnel to the bottom of the ocean, here 2100 fathoms deep. "It brought up very fine mud, soft, like putty, and full of minute shells." Removing fifteen miles eastward, she placed a second buoy close to the known line of the cable; the position of the first buoy, having been three miles and a quarter north of that line, according to the pre-arranged scheme for the combined operations of the squadron. On the 9th the Albany hooked the cable, and tried to raise it, but on the 11th a 3/4-inch mooring-chain broke, and two miles of grapnel rope was lost.

The Great Eastern and Medway arrived on the 12th at the cable-fishing ground. The weather, previously calm but foggy, had turned rough the night before, with a strong W.S.W. gale and a heavy sea, making the great ship roll a good deal. Having joined the Albany, a conference was held on board the Great Eastern, where Captain Moriarty's thoughts remained. A passing steamer, bound to Glasgow took letters from the telegraph squadron for home.

The Great Eastern commenced grappling at 4 p.m. on the 13th, the weather being then calm. The bottom was reached in one hour and nineteen minutes. The machinery worked admirably, both in paying out and hauling in. The heaving up of the grapnel was commenced between eleven and twelve that night. It emerged from the water at three o'clock in the morning. Mr. Deane speaks as follows of the grappling apparatus: "Mr. Penn would have been glad to have seen the admirable manner in which his trunk engine worked the machinery. The rope comes over the 5-ft. drum as smoothly as possible, every revolution bringing up three fathoms. It is then passed into the fore-tank, where it is coiled. Of this rope, 20 miles

were manufactured at Morden Wharf, Greenwich; 7 1/2 of which are on board the Great Eastern, 7 1/2 in the Medway, and 5 in the Albany. It is 6 1/2 in. in circumference, and consists of six by six strands of No. 13 homogeneous wire galvanized; forty-nine wires in all. Each strand is served with manilla, and the breaking strain is 29 1/2 tons.

A word of description also of the several kinds of grapnels used in this expedition may here find place. The ordinary grapnel, which we are now using, is about 4 ft. high from the stock to the bottom. It has five prongs, each 10 to 12 in. high, and is fitted with springs, to prevent the cable getting out of the flukes in case it has to be buoyed. Each prong has been tested to a strain of ten tons. There is also a 'holding' grapnel, which has not yet been used. It may be wanted in grappling for the end of the cable. It has also five prongs, which have been tested to eighteen tons each. There is a 'cutting' grapnel, too, of the same shape as the 'holding' grapnel, but with steel cutters fitted on each prong, to cut the cable, if necessary."

The weather was thick on the 14th and 15th, but improved somewhat at noon of the latter day, and the grapnel was lowered three miles south of the No. 2 buoy. The other vessels were then summoned, the Albany to stand by the buoy, the Medway to grapple two miles west. Knowing where the cable lay, the method they adopted was to bring the grappling ship within three or four miles north or south of that line, according to the wind, and, having let down the grapnel, allow the ship to drift broadside on, till, coming upon that line, the grapnel should catch hold of the cable. The Great Eastern did grapple the cable, as shown by the dynamometer, about seven p.m. on the evening of the 15th. The largest buoy, a monster, weighing three tons and a half, was then lowered over the side, and about to be let go, when "a severe thunder shock" was felt on board. It was a collision with the No. 1 mark-buoy, which the Albany had put down several days before. A strong current from the eastward had driven the Great Eastern so far along the line of the cable. The No. 1 mark-buoy was got rid of, but with some trouble, as it might possibly have fouled the paddles or screw. The Great Eastern was again preparing, an hour after midnight, to let go its own largest buoy, attached to the cable, when the ship between the grapnel-rope and buoy-rope drew, and, passing along with terrific velocity over the wheels above the platform to the V wheel on the bow, plunged into the sea; fortunately, no person was hurt, but the two miles of grapnel-rope were lost.

They did better next time, for the cable was actually brought to the surface, though only for a few minutes, at half-past ten on the morning of the 17th. The grapnel had been lowered in the afternoon of the day before, and hauled in, as usual, in the night. We quote Mr. Deane's narrative, premising that the strain on the dynamometer (which is the instrument that shows the amount of force or weight pulling at the grapnel-rope, in addition to its own weight) indicated that the grapnel had got hold of the cable:

"We signalled to the Terrible to send us boats, and her two cutters came, into each of which we put a leading cable hand, and they took up their position, the one on the star-board, the other on the port bow. By 10:30 a.m. 2300 fathoms of grapnel had come on board, and there now remained but 1 1/2 fathoms of the 1-1-8 chain attached to the grapnel. Nearly every one on board the ship crowded to the bows to see the grapnel come up over the water. The lost cable of 1865, lifted from its cozy bed two miles beneath the surface of the Atlantic Ocean, now made its appearance, attached to the flukes of the grapnel, at a quarter to 11 a.m. ship's time, made a spontaneous, earnest and heartfelt cheer, which will never be forgotten by those who heard it. The sound of the cheering, however, had scarcely passed away, when the fact became known that the cable had quietly and easily disengaged itself from the flukes and spring of the grapnel, and left those who witnessed this fresh disaster more depressed from the great slip which had taken place between 'cup and lip.' The depression, however, was only temporary; we felt that a great feat had been performed, and that we had now only to try a few more times to ensure success.

"On the appearance of the cable we were all struck with the fact that one half of it was covered with ooze, staining it to a muddy white, while the other half was just in its state as it left the tank last year, with its tarred surface and strands unchanged, which proved that the cable simply lay in the ooze, only half imbedded. The strain on the cable gave it a twist, and it looked as if it had been painted spirally with black and white. This disposes of the oft-repeated suggestion that we should never be able to pull it up from the bottom in consequence of its being buried in sand.

"Professor Thomson has just shown us a diagram by which we see the number of miles of cable which he calculates the grapnel has in suspension during the five minutes it remained in sight. Upwards of nine miles were lifted off the ground, the depth being two miles. The bottom of the sea would represent the base of a curve, and the two curved slants of cable from the grapnel, to the bottom were each four miles and a half in length—the angle where these met at the grapnel was 87 deg. The length along the bottom, being the space from where the cable was raised, was eight miles. The strain at each side of the grapnel amounted to 4 1/2 tons, being equal to the weight of nearly six miles and a half of the cable in water. This calculation was made from the following data:—1. Weight of cable in water per mile, 14 cwt. 2. Depth of sea, two miles. 3. Whole vertical strain as marked by dynamometer, with weight of grapnel and chain deducted, 6 1/2 tons. The scientific world will tell us that there has never been such an example of the catenary curve."

The cable was again hooked on the 19th; but as the weather was not favorable, Mr. Canning would not risk attempting to lift it on board, and left it buoyed in lat. 51 deg. 31 min. 30 sec., longitude 38 deg. 39 min. 59 sec. Mr. Deane remarks, in his diary of the 21st: "Assuming the depth of water at 2100 fathoms when we let the buoy go, the cable is buoyed in 940 fathoms from the bottom, or, allowing for stretch of rope and grapnel chain, 900 fathoms, and deducting 40 fathoms of rope attached to the buoy, 860 fathoms—

There ought not to be any practical difficulty in getting the cable on board next time, and making the splice, if we are only blessed with fair weather and a smooth sea; but it is simply useless to try in such a swell as prevails at present. When the boats of the Terrible were under the bows on Sunday last the crews must have wished themselves anywhere else as they looked up at the stem of the great ship, and saw it lift with the swell. Next time we bring up the cable man-ropes will be lowered over the bows to the hawse-pipes, so as to enable the crew to put the stoppers on."

The next week was occupied by the three ships in different changes of their respective positions, and continual attempts to lay hold of the cable and to suspend it from the buoys, in the form of a bight or festoon, so that it might be taken up within the bight and raised to the surface, thus bearing, of course, with a greatly diminished weight on the lifting apparatus. It would be tedious to describe all these movements in detail without a chart of the buoys. The Albany grappled the cable on the 19th but lost it again. On the 26th the Medway got hold of it. It seemed doubtful whether it would be possible for either of the ships to get it up and take it on board, which could not be done but a smooth sea. The weather was very unsettled, and on Sunday, the 26th, when the Great Eastern let down her grapnel for the tenth time, having twice drifted over the cable without catching it, there was a general gloom on board ship, with a determination, however, to persevere as long as a bit of rope was left. Just after dinner-time the Medway came up and brought the bad news that she had broken the cable south-west of the buoy. It was of no use to continue grappling for a loose bight west of the point of suspension, and the Great Eastern, therefore, hauled in, desiring the Medway to watch the cable, till further orders. The night came, and the grapnel was up on board the Great Eastern, but at one a.m. they saw the Albany bearing down upon them. The Albany fired a gun, came alongside, and her crew gave a ringing cheer. There was good news indeed: the Albany had hooked the cable east of the bight-buoy. Mr. Deane writes, on Monday, the 26th: "Mr. Temple, having come on board at an early hour this morning, informs us that he had hooked the cable at five p.m. yesterday; hove it up at 6:30, and got it over the bow at 11:30, buoying it at 12:30; so that, having got down to convey to us the intelligence at 1:30, he had done a good deal of work in the time. It is apparent that the maximum strain on the dynamometer was 11 tons, and under three tons when it reached her bows. Considering that it was lifted by the Albany with the identical machinery and engine used by the Great Eastern in picking up last year, with four strands of the grapnel rope gone and three of the flukes of the grapnel nearly straightened, we should never for one moment despair of recovering the Atlantic Telegraph cable of 1865. The next few hours will be very exciting; and, even if we should fail, at all events, we have got a large piece of the cable cut off from the grapnel by Mr. Temple before buoying it—the best and most practical evidence that it has been raised to the surface."

The Great Eastern having moved up past the No. 8 buoy, placed by the Albany, made ready to grapple in her turn, intending to drift broadside on over the cable; but the seas and currents of the sea were so strong that notwithstanding all that Captain Anderson could do with paddles, screw and sails, the ship drifted quite away; and Captain Moriarty's observations at noon that day showed her to be eight miles and a half from the cable, and thirteen miles and a half from where the Albany had hooked it the day before. The Great Eastern then turned her head in that direction, and steamed towards the buoy; the loose portion of the cable hanging to the west of the buoy was picked up and brought on board—about two miles of it.

"The condition of the cable surprised everyone. There it was, almost as fresh as when it was put down a twelvemonth ago—hard and wet perfect. Above all, the gutta left the manufactory in one city road; a fact so important that, notwithstanding the disappointment which we all felt, we know now that as an insulator, it is practically superior to any; and that a cable once laid across the Atlantic without a fault may be looked upon as permanently secure."

Some delay was occasioned, in the next two or three days, by the drifting of the buoys, which got loose, the buoy-rope not being so strong as those of last year and the weather more rough. This caused the Great Eastern to mistake her position, so that on the 28th she was fourteen miles from where they ought to be. Next day the wind blew half a gale, and the strain on the grapnel rope against the hawsehole guards and side of the ship was so great that the indications of the dynamometer could not be relied on; and it was doubtful whether the grapnel touched the ground, with 2300 fathoms of rope out, or was kept floating by the strong current. It was therefore resolved to change the grappling ground and try one hundred miles eastward, where the depth is but 1600 fathoms.

The Great Eastern, on the 31st, was at the appointed spot, 6 1/2 miles north of the line of the cable. Nothing could be more favorable for commencing operations—sea smooth, clear day and no wind. Under these favorable circumstances orders were given to lower the grapnel at ten a.m.

"Saturday, September 1.—At one o'clock p.m. yesterday 2150 fathoms of the grapnel rope were out, the depth of water being 1900 fathoms. Canvas was set, and we drove along in the right direction, to the southward, all the afternoon. At 11:50 p.m. the strain on the dynamometer, which had been going up slowly from 7 to 8, gradually reached 9 and 9 1/2. Mr. Canning and Mr. Clifford both pronounced that we had hooked the cable. The Medway signalled to us that she had also hooked the cable and slipped it, the fluke of her grapnel having broken. The strain was temporarily taken off the dynamometer by steaming ahead a little, and when the engines were again stopped, and the ship allowed to resume her position over the grapnel rope, the strain again indicated was 9 1/2, showing, that undoubtedly the cable was hooked. Away went the pick-up engine

again, and worked away all night. By 4:50 this morning, the sea being as smooth as glass, the cable was up to 300 fathoms from the surface, and the strain 7-4 tons. At 5:20 we stopped heaving up and slipped bight and buoy No. 12. Shortly afterwards we were glad to find the Albany in sight."

Sunday morning, 3:45, Sept. 2.—We have succeeded. The Atlantic Telegraph cable of 1865 has been raised to the surface, and in a few minutes afterwards communication established with Valentia. It is impossible adequately to describe the enthusiastic joy which prevails on board the ship at the present moment.

"From 3:45 p.m., when we began to haul up, the strain on the dynamometer varied from nine to eleven. After dinner we reeling a signal from the Medway that, having hooked the cable, she had hauled it up about 500 fathoms. We told her to heave up as rapidly as possible, and in fact to break the cable, so that we might have the strain taken off our portion of it, and so increase our chance of raising it to the surface. To the eastward the effect would be produced by the bight we lifted yesterday, and buoyed on the bight buoy. The picking up went on with its usual certainty and precision, and by twelve o'clock (midnight) the bows of the ship were crowded, not only by those actually on the watch, but by nearly all the hands, who turned out to see the result of this attempt to recover the cable. By this time the boats of the Albany and Medway rowed up under our bows, not so much with a view to assisting in putting stoppers on the cable as to be there in case any of the men who were lowered in bowlines over the bow should fall into the water during their perilous work. Precisely at 12:50 this morning the cable made its appearance upon the grapnel, and, save when the voice of Captain Anderson or Mr. Canning was heard giving an order, one could almost hear a pin drop, such was the perfect silence which prevailed. No excitement, no cheering, as there was on the Sunday when we lifted it before; all was calm and quiet, the men scarcely spoke above their breath. The cable hands, having had the bowlines slipped over them, were lowered down over the bows, and placed huge hempen stoppers on the cable, which was speedily attached to 5 in. ropes, one being placed to protect the eastward side of the bight, and the other the westward. This took the best part of three-quarters of an hour. It was then found that the bight was so firmly caught in the springs of the grapnel that one of the hands who put on the stoppers was sent lower down to the grapnel, and with hammer and marlinpike and other implements the rope was ultimately freed from the tenacious grip of the flukes. The signal being given to haul up, the western end of the bight was cut with a saw, and the cable then rose over the bows of the Great Eastern, slowly passing round the sheave at the bow, and then over the wheels on the fore-part of the deck. The greatest possible care had to be taken by Mr. Canning and his assistants to secure the cable by putting stoppers on between the V wheel and the pick-up machinery, and to watch the progress of the grapnel rope and shackles round the drum, before it received the cable itself. This occupied a considerable time, and now it became evident that before long the end would be passed down as far as the electrician's rack. There awaiting its arrival were Mr. Goob, Mr. Cyrus Field, Captain Hamilton, Mr. Canning, Mr. Clifford, Professor Thomson, Mr. Deane, and others. At last Mr. Willoughby Smith, the chief electrician, made his appearance at the door with the end of the cable in his hand, and the connections having been made, he sat down opposite the instrument. A breathless silence prevailed. Not a word was spoken, all eyes being directed upon the operator, whose expression of countenance indicated the deep anxiety he felt in making the test. At the expiration of some ten minutes he relieved our suspense by stating that, as far as he had then gone, he believed the tests to be perfect; but another minute had scarcely elapsed when he took off his hat, and gave a cheer, which, as can be easily understood, was lustily taken up in the room, and, having been heard outside, it was echoed from stem to stern of the ship with a heartiness which everyone can appreciate.

"Mr. Canning at once sent a message to Mr. Glass, the managing director of the Telegraph Construction and Maintenance Company, expressing the pleasure he felt at speaking to him through the cable of 1865, and the operator at Valentia telegraphed back his congratulations."

Shipping Intelligence.

PORT OF VICTORIA, VANCOUVER ISLAND

ENTERED

Nov. 12—Stmr Isabel, Stamp, Nanaimo
Stmr Fidelity, Barkum, Portland
Stmr Enterprise, Swanson, N. West
Schr Black Diamond, McDougal, Nanaimo
Schr Nanaimo Packet, Houslow, N. West
Nov 13—Stmr Josie McNeer, Winsor, Port Angeles
Stmr Ellen Anderson, Finch, Port Angeles
Schr Discovery, Rudin, Cupert Island
Schr Winged Racer, Haines, Port Angeles
Stmr Emily Harris, Frail, Nanaimo
Nov 14—Sip Isabel, Stamp, Nanaimo
Schr Matilda, Hewitt, New Westminster
Nov 15—Stmr Constantine, Lindfors, Sitka
Stmr Enterprise, Swanson, New Westminster
Schr Thorndike, Thorndike, San Juan
Nov 16—Bk Evelyn Wood, Wiley, Plover Bay
Schr Enterprise, Swanson, New Westminster

CLARED

Nov. 12—Stmr Isabel, Stamp, Nanaimo
Schr Black Diamond, McDougal, Nanaimo
Stmr Enterprise, Swanson, N. West
Schr Eliza, Middleton, Saanich
Nov 13—Stmr Ellen Anderson, Finch, Port Angeles
Stmr Josie McNeer, Winsor, Port Angeles
Schr Black Diamond, McDougal, Nanaimo
Schr Discovery, Rudin, Cupert Island
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Schr Thorndike, Thorndike, San Juan
Nov 16—Bk Evelyn Wood, Wiley, Plover Bay
Schr Enterprise, Swanson, New Westminster

PASSENGERS.

Per stmr JOSIE McNEER from Puget Sound—B T Dodge, A Finch, wife and child, Jas Greig, Mrs Palmer, Miss Shuter, Mchane, S W McCoy, L Jovitt, E Herson, Mollum, W Clancy, J P Lord.
Per stmr ELIZA ANDERSON from Puget Sound—Mrs Harrod, Miss Smith, Tom Barnett, Stanley, Hilditch, Croft, Burt, C W Moore, J L Luby, Sybil, L Milford, children, S Kinner, Morsman, J Barnard, Elliot and 2 children, J M Conway, G Haeberker, Messrs Kaye, Ralph, Rose, Wainman, Bolan, Miss Weymouth, G Boardman and wife, H Morrison, S O Winsor.

CONSIGNEES.

Per stmr JOSIE McNEER from Puget Sound—Carson, Hammond & Co, Clarke & Co, Reynolds & Co, Winsor.
Per stmr ELIZA ANDERSON from Puget Sound—John son.

IMPORTS.

Per stmr JOSIE McNEER from Puget Sound—22 sheep, 12 hogs, 2 cows, 4 calves, 20 bble flour.
Per stmr ELIZA ANDERSON from Puget Sound—22 sheep.

PUGET SOUND SHIPPING.

PORT ANGELES, W. T., Nov. 9, 1866.

ENTERED

Oct 31—French ship Union, loads at Utsalady for Boreaux.
British ship Royal Tar, is still at Utsalady loading for Calico.
Ship Annie Longton, for Hongkong.
Ship Haverham, at Gamble loading for Sydney.
H. I. Bark Mauna Kea, for Honolulu.
American Brig T. W. Lucas, Utsalady for Melbourne.

CLEARED.

Nov 5—Siam ship Siles Greenman, for on pkrig took 50 Chinese passengers.
Nov 7—British ship Vortigern, for Adelaide.
Brig Sheet Anchor, for Coquimbou.
Nov 10—L. I. Bark Mauna Kea, cleared for Honolulu.
H. I.
Nov 12—British ship Royal Tar, cleared for Calico, Peru.

DIED.

In this city, Nov 15th, Elizabeth, wife of Mr Herman Shultz, and daughter of J. P. Davies, Esq., aged 28 years. Friends and acquaintances are respectfully requested to attend the funeral from the residence of her husband, Government street, at 10 o'clock p. m. to-morrow (Sunday.)

At Stillacoom, W. T., Oct 20th, Mr Alfred Webb.

IN THE MATTER OF THE ESTATE OF S. ELIAS. SBR, who has made an assignment for the benefit of his Creditors—

NOTICE.

A DIVIDEND in this Estate (No. 6), of 2 1/2 p per cent, will be paid at the office of Messrs Watson & Schloesser, Government street, on and after the 31st day of October, 1866.

F. WEISSENBURGER, JOHN WILKIE, Assignees.

Oct 30 1m North Pacific Times copy.

In the Supreme Court of Civil Justice, V. I.

IN BANKRUPTCY.

In re Louis Augustus Bendixen, a Bankrupt, AND

In re John Frederick Tarte, a Bankrupt.

Wednesday, the 7th day of November, A.D. 1866.

HIS HONOR JOSEPH NEEDHAM, the Chief Justice, has appointed Wednesday, the 21st day of November instant, at 11 o'clock in the fore noon, at the Court House, James Bay, Victoria, for the second examination of the several bankrupts above named.

Creditors who have not already proved their debts on the respective estates are required to prove the same on or before the 21st day of November instant, before the Registrar of the Court, previously to the examination of the bankrupts, and appoint Creditors' Assignees, if deemed expedient.

ROBERT BISHOP, Solicitor to the Petitioners.

no12

"THE EXAMINER,"

Bi-weekly Newspaper,

PUBLISHED AT NEW WESTMINSTER, B. C.

Subscription, 25 cents per week.

THE UNDERSIGNED HAVE APPOINTED

Messrs E. Mallandaine, Government street, and H. Lynne, Agents, who will receive advertisements and subscriptions for the "Examiner" in Victoria.

ROSE HAYLOCK, Proprietors.

New Westminster, October 30, 1866. Oct 31 1w

For Sale.

100 PURE BRED SOUTH DOWN EWES

Lot of fine Bulls do Rams

Two fine and 4 year old Hotters, calved and to save

Two strong work Mules and several Horses

The Ewes and Rams are the finest in the Colony, the offering a good opportunity for breeders wishing to get new blood and improve their stock.

Apply to

A. McKENZIE, Swan Lake.

ALSO.

Oak and Pine Cord Wood, delivered in Town.

TO LET—6 Stalled Stables with small cottage and Shop on Roe street.

Apply to

J. J. COCHRANE, Government street, Victoria.

Swan Lake, 9th October, 1866. no10

NOTICE.

I will transact none but a commission business, acting as agent, and purchasing and selling goods for other parties.

Orders from the country will be promptly attended to, and the best care given to the sale of goods consigned to me.

L. L'HOTELLIER, Agent and Commission Merchant.

Victoria, V. I., Nov. 1st, 1866. 7 West street. no12m

TEETH WITHOUT PAIN!

OSTEO EIDON.

PATENT, March 1st, 1862.

Messrs. GABRIEL'S INVENTION

for supplying Artificial Mineral Teeth, with soft and elastic gums, entirely dispensing with the use of springs, wires, or metallic fastenings, and especially adapted for those long resident in warm climates.

Also, a new and improved method of extracting teeth, without pain, and without the use of any anesthetic.

For particulars and the condition of their mouths, with an enclosure of One Guinea, will receive by return that which will enable them to take an impression of the mouth, so as to enable Messrs G. to forward either a partial or complete set of Teeth.

GABRIEL'S CELEBRATED DENTONALGOL, for restoring and preserving the Teeth, 10s. 6d. and 2s. per bottle. Patent White Enamel for stopping Front Teeth, warranted never to change color, 6d. and 10s. 6d. per packet; and the Gutta Percha 10s. 6d. per box.

GABRIEL'S Practical Treatise on the Teeth, which explains the numerous advantages obtainable by their patented method, may be had of their Agents, or will be furnished direct on receipt of Twelve Stamps.

Apply to

Diploma 1816.

27, HAVER STREET, CANTERBURY SQUARE, and 4 doors from the Railway Bridge, LUDGATE HILL, LONDON.

LIVERPOOL: 134, DUKES STREET.

BIRMINGHAM: 65, NEW STREET.

Parties attache the extremity of the globe, by forwarding particulars into the condition of their mouths, with an enclosure of One Guinea, will receive by return that which will enable them to take an impression of the mouth, so as to enable Messrs G. to forward either a partial or complete set of Teeth.

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